

S.R. 32 Intersection Improvements



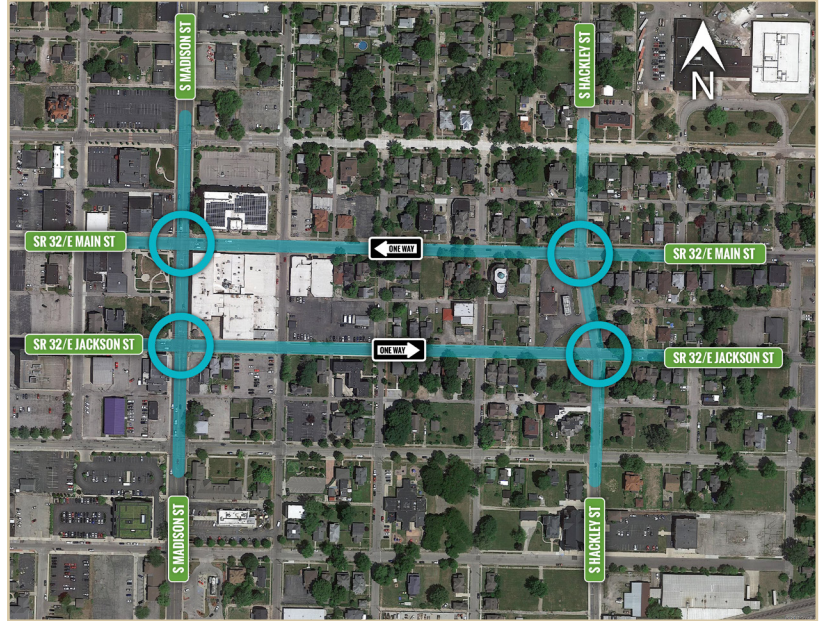
Thank you for attending the Public Information Meeting for the S.R. 32 Intersection Improvements Project. **Tonight, we will share information on planned improvements for the following four intersections:**

S.R. 32 westbound (Main St.) and Madison St.

S.R. 32 eastbound (Jackson St.) and Madison St.

S.R. 32 westbound (Main St.) and Hackley St.

S.R. 32 eastbound (Jackson St.) and Hackley St.



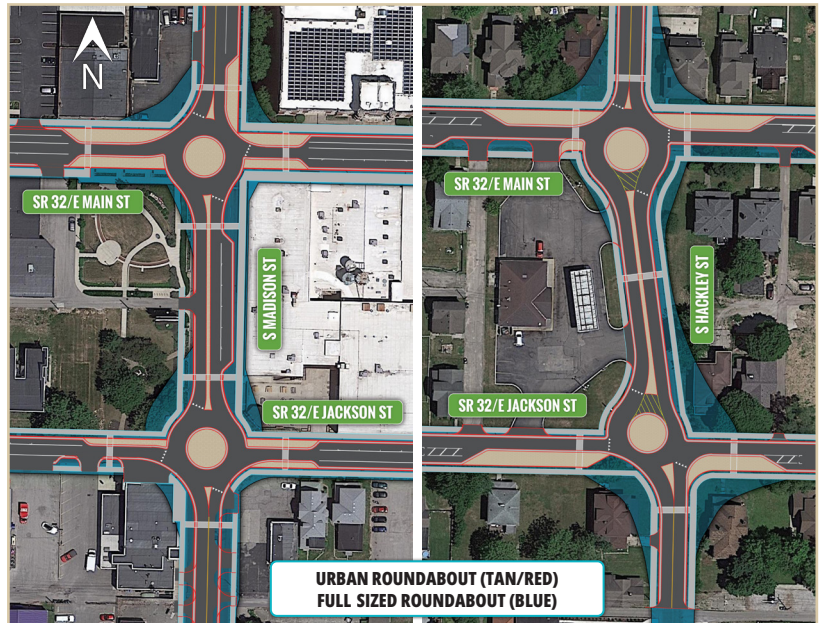
Please take time to look at the displays and ask questions. We will have a presentation at 6:00 p.m. followed by more time at the displays. Please fill out a comment form and leave it with the project team or place your form in a comment form return box located at the sign in table.

Project Improvements

The purpose of this project is to reduce the frequency of overall crashes, the severity of crashes and improve traffic flow.

Potential Solutions

Various design solutions are being evaluated for addressing the safety concerns and efficiency challenges at the intersections. Two-way and four-way stop controls, traffic signals, and both full size and urban roundabouts have been evaluated for how well they meet the project purpose and need. To the right you can see the size difference between an urban roundabout and a full sized roundabout. The tan color shows the urban design layered on top of the blue footprint of a full sized roundabout.



Frequently Asked Questions

Q: Didn't you just complete a project on S.R. 32?

A: The recent resurfacing and right-sizing project improved pavement conditions and increased safety for motorists, bicyclists and pedestrians through lane reductions, added bike lanes, curb ramps and pedestrian push buttons. It did not address the high level of crashes at the intersections.

Q: Have you decided on roundabouts as the solution?

A: The State of Indiana and the City of Muncie entered into an agreement that would transfer maintenance of S.R. 32 to the city. The agreement mentioned roundabouts as a solution based on previous analysis. This study will complete full alternative analysis before moving forward. When a preferred alternative is selected, detailed designs will be completed and shared with the public for feedback at a future public hearing.

Q: What considerations are being made for the historic district?

A: The design team is aware work on the four intersections will take place within or near eight properties listed in the National Register of Historic Places (NRHP) and two properties recommended eligible for the NRHP. Two archaeological sites have also been identified within the project area. Qualified professional architectural historians and archaeologists have conducted thorough research and intensive pedestrian surveys, documenting all cultural resources and have prepared a Historic Property Report and Archaeological Report that will be distributed to all Consulting Parties for review and comment. The information within these reports, and ongoing consultation with the historians and archaeologists (as well as our local Consulting Parties), will guide the design team in their efforts to minimize effects to these historic resources.

Q: Can semi-tractor trailers, school buses and fire trucks fit through the urban roundabouts?

A: The urban roundabouts are designed with low, sloped curbs, or what we call mountable sections, that can accommodate large vehicles while still providing the traffic calming and safety benefits of a traditional roundabout.

Project Schedule



Stay in Touch

SEND QUESTIONS OR COMMENTS TO:

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PROJECT INFORMATION

INDOT Greenfield website

Greenfield.indot.in.gov

PROJECT UPDATES

Join our project distribution list by adding your email address to the sign-in sheet.



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