

# SR 32 Hamilton County Corridor Improvements

May 17, 2023

Prairie Waters Event Center



# Agenda

- Team Introduction
- Review of Project
- Recent Project Activities
- Comparison of Alternatives
- Review Conceptual Drawing of Improvement
- Public Outreach Efforts
- Next Steps

# Team Introduction



# Team



**Jennifer Beck, PMP**  
Project Manager  
INDOT

**Luis Laracuente, PE**  
Traffic Engineer  
INDOT

**Nick Batta, PE**  
Design Lead  
CMT Engineers  
& Consultants

**Robert Winebrinner**  
Environmental Scientist  
Lochmueller Group

**Michael Kuehl, PMP**  
Land Acquisition  
CMK



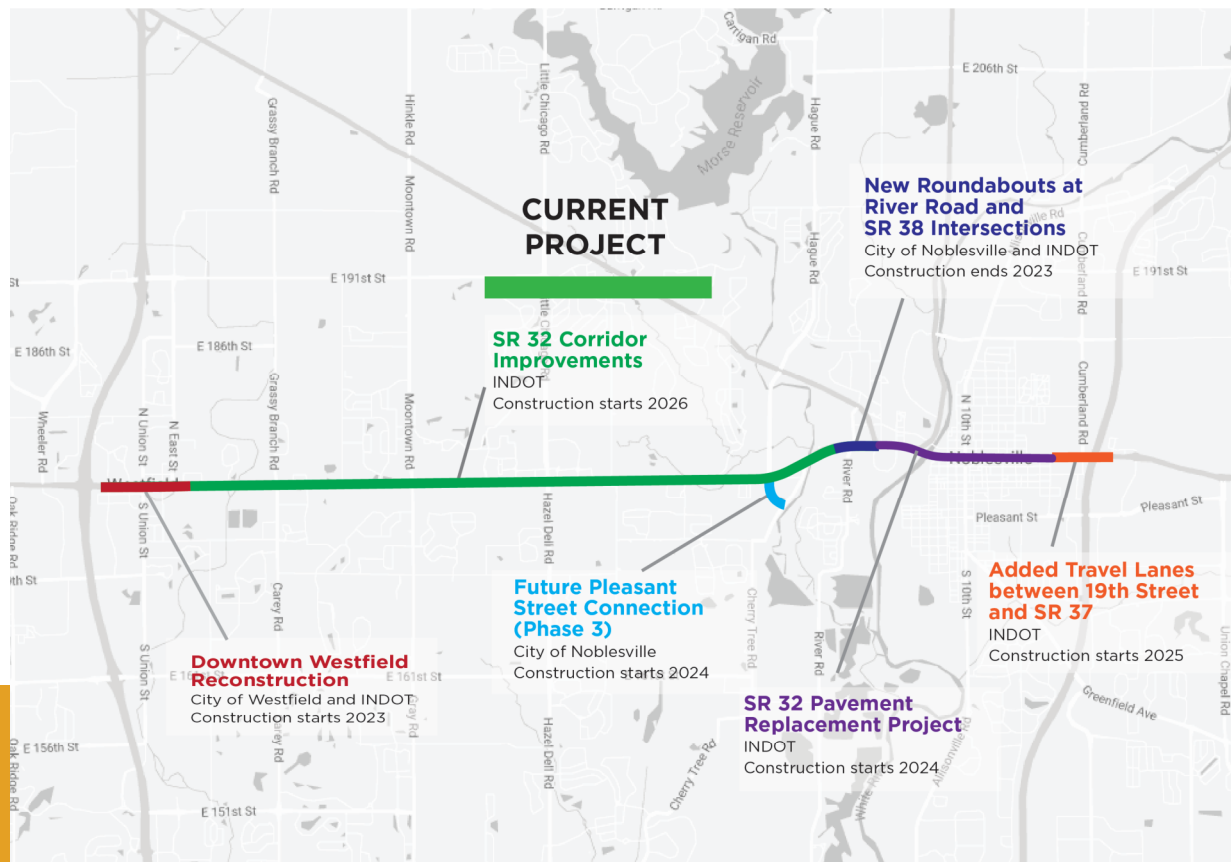
# Team

- INDOT
  - Adelle Dusold, Communications Director
  - Kyleigh Cramer, Public Relations Director
  - Stacie Faus, Resolution Specialist
  - Kaylyn Thomas, Customer Service
  - Mark Muenz, Traffic Planning Engineer
  - Taylor Hartman, Traffic Staff Engineer
- Honest Digital
  - Keriann Rich, Public Outreach
- CMT Engineers & Consultants
  - Adam Burns, PE, Roadway Design
  - Morgan Stumpf, PE, Traffic Design
  - Jayne Stanfill, Administration Support
- Luna Language Services
  - Moises Mendez, Spanish Interpreter

# Review of Project

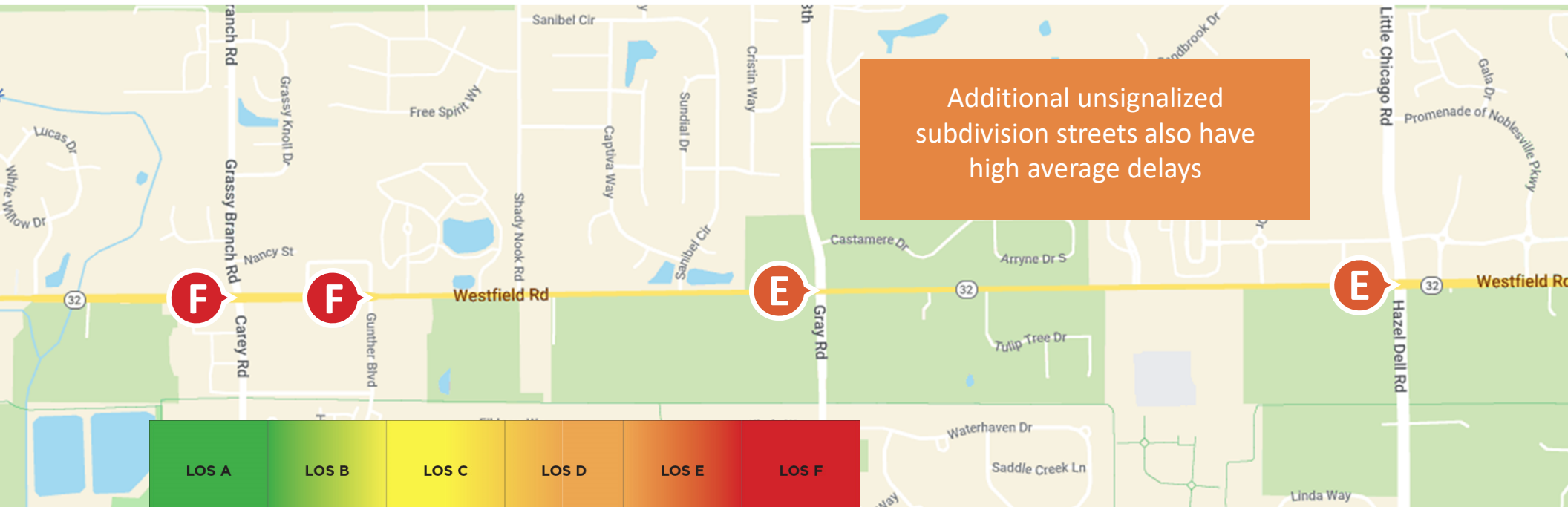


# Project Limits and Other Work



# Project Needs

## Congestion at Intersections



LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
FREE FLOW	FREE FLOW	NEAR FREE FLOW	FREE FLOW BREAKS DOWN	CONGESTION	GRIDLOCK





# Project Needs

## Crash Rates

- Average about 110 crashes per year
- Approximately 70% of crashes are rear-end incidents
- Approximately 14% of crashes involved incapacitating injuries



### Highest Crash Locations

Carey Road/Grassy Branch Road  
17 crashes per year

Gunther Boulevard  
9 crashes per year

Little Chicago Road /  
Hazel Dell Road  
19 crashes per year

# Project Needs

## Corridor Travel Time

**TODAY**

**7-8**

minutes  
during peak hours  
of the day

**20-YEAR  
PROJECTION**

**12-19**

minutes  
during peak hours  
of the day

# Project Needs

## Corridor Travel Time

**TODAY**

**7-8**

minutes  
during peak hours  
of the day

**20-YEAR  
PROJECTION**

**12-19**

minutes  
during peak hours  
of the day

**GOAL**

Below

**10**

minutes  
during peak hours  
of the day

*Traffic Signals or  
Roundabouts?*

# Recent Project Activities



# Recent Project Activities



## Surveys

Topography  
Streams and Wetlands



## Analysis

Traffic Modeling  
Environmental Justice  
Noise Impacts



## Engineering

Preliminary Roadway  
and Bridge Plans



## Public Involvement & Stakeholder Meetings

Project Address List  
Community Advisory Committee  
Utilities

# Comparison of Alternatives



# Comparison of Alternatives

	Roundabout	Traffic Signals
Estimated Travel Time	8.6 Minutes	9.1 Minutes
Construction Cost Estimate	\$80,520,000	\$80,190,000
Sidewalks Included?	Both Sides of Roadway	Both Sides of Roadway
Reduce Conflict Points with Access Control Changes	Included in Project	Included in Project
Corridor Consistency	X	
Recommended for Further Study	X	

# Review Conceptual Drawing of Improvement





# Key Project Considerations

## Roundabouts

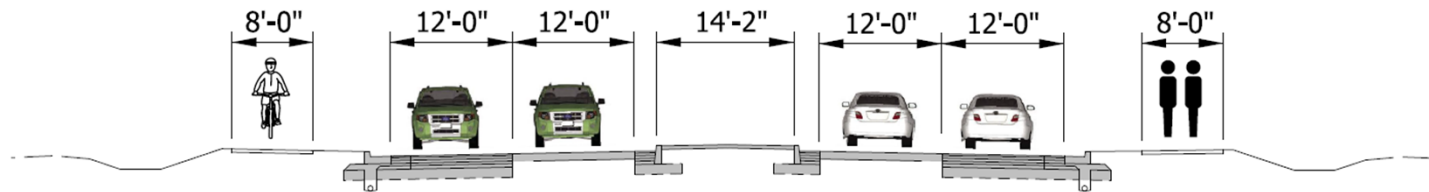
- Roundabouts planned at intersections:
  - Carey Road / Grassy Branch Road
  - Gunther Boulevard
  - Moontown Road / Gray Road
  - Pebble Brook Boulevard / Hazel Dell Elementary School
  - Hazel Dell Road / Little Chicago Road
  - Mill Creek Road
  - Hague Road / Pleasant Street Extension (to be constructed by the City of Noblesville)
- Improved SR 32 – only two signals between US 31 and downtown Noblesville



# Key Project Considerations

## Pedestrians

- 8' Asphalt Path along both sides of roadway
- Grass buffer between path and roadway, where space permits
- Connect to paths in Westfield, Noblesville, and Midland Trace



# Key Project Considerations

## Access Control

### Reduce Crashes & Severity

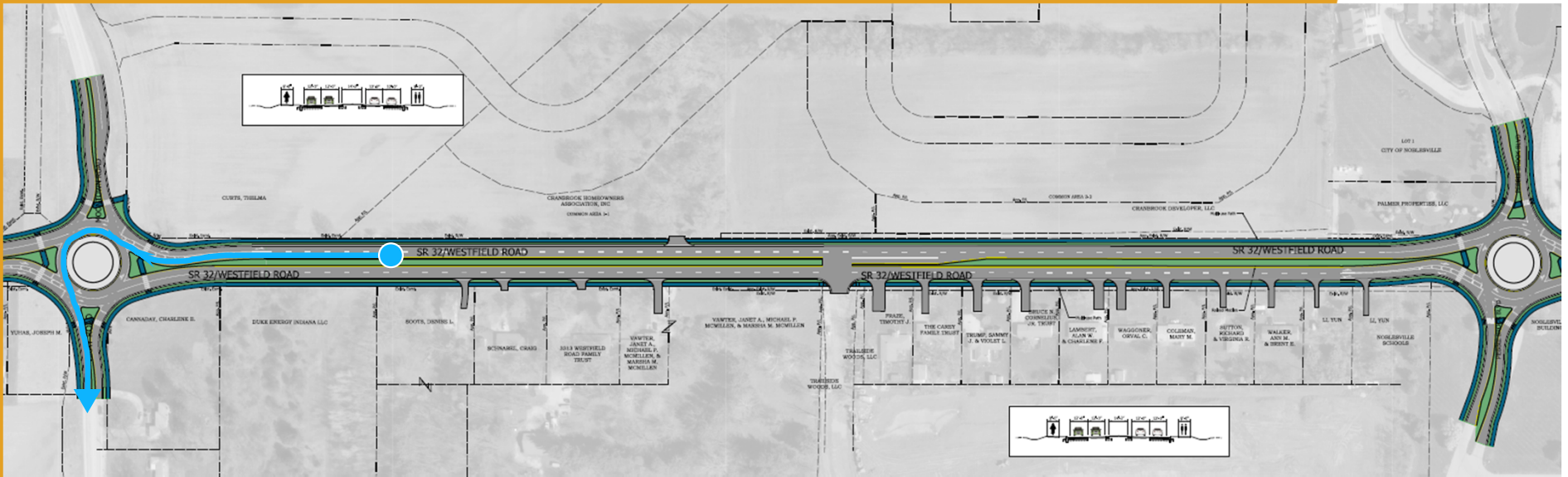
Shown to reduce all crash types and severity by 70% on road such as SR 32

### Consistency = Efficiency

Raised median to be installed providing corridor consistency – same access control along improvement SR 32 from US 31 to SR 38

# Key Project Considerations

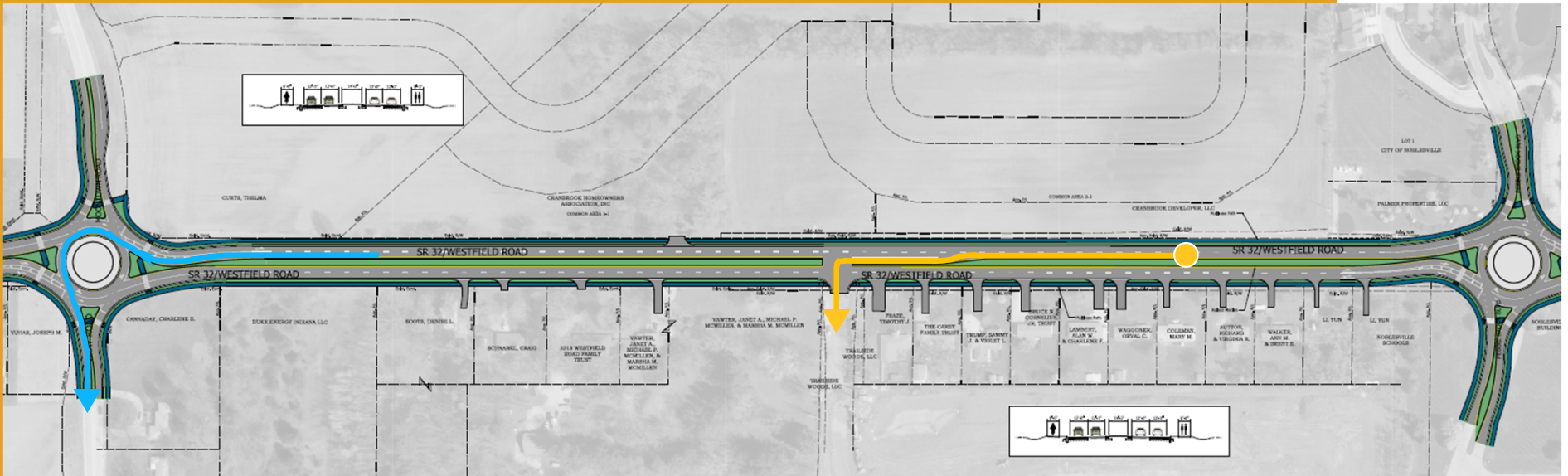
## Access Control



Left turns to be utilized at the new roundabouts

# Key Project Considerations

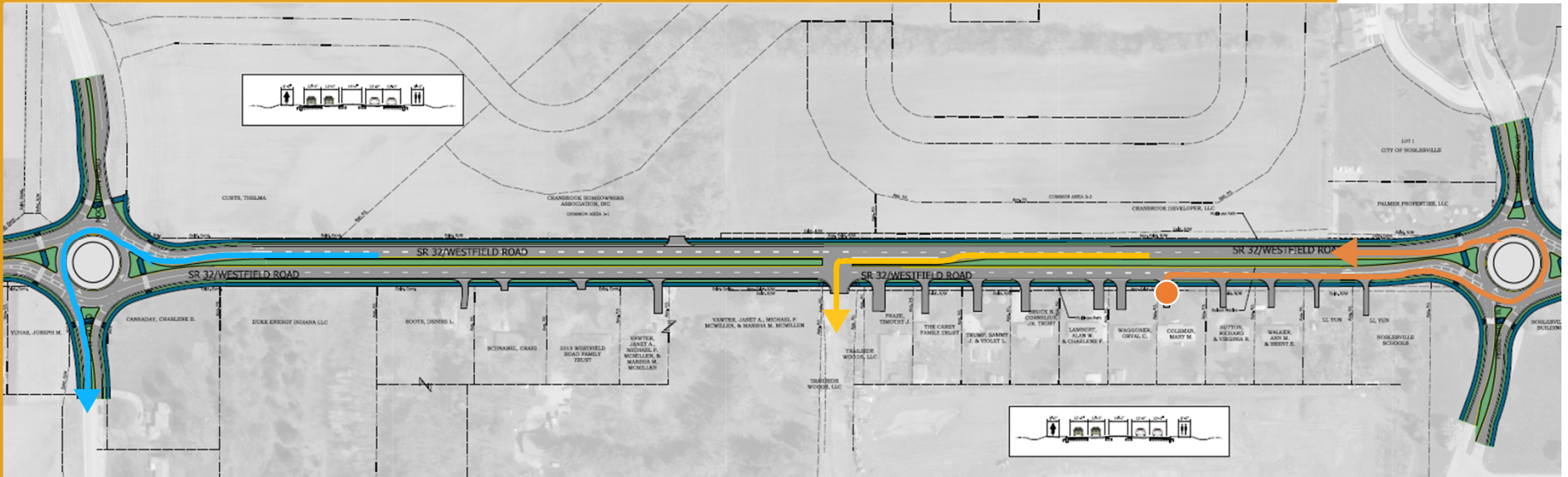
## Access Control



May turn left off SR 32 at designated locations  
Lefts onto SR 32 prohibited at these locations

# Key Project Considerations

## Access Control



Side streets and driveways must turn right onto SR 32





# Public Outreach Efforts





# Public Outreach Efforts



**Mailing  
List**



**Environmental  
Justice**



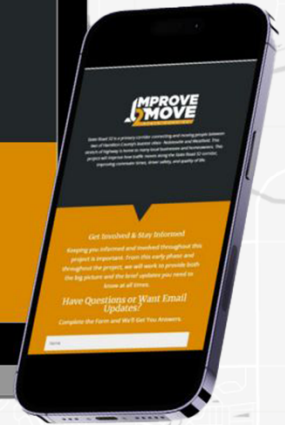
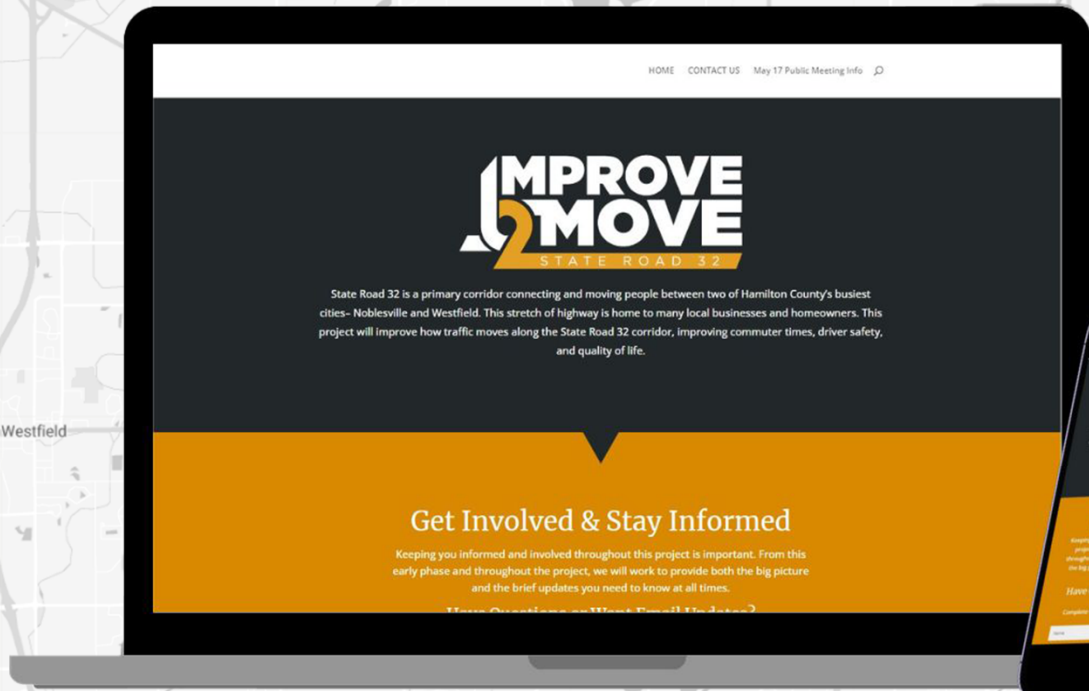
**Project Fact  
Sheet**



**Public  
Hearing**



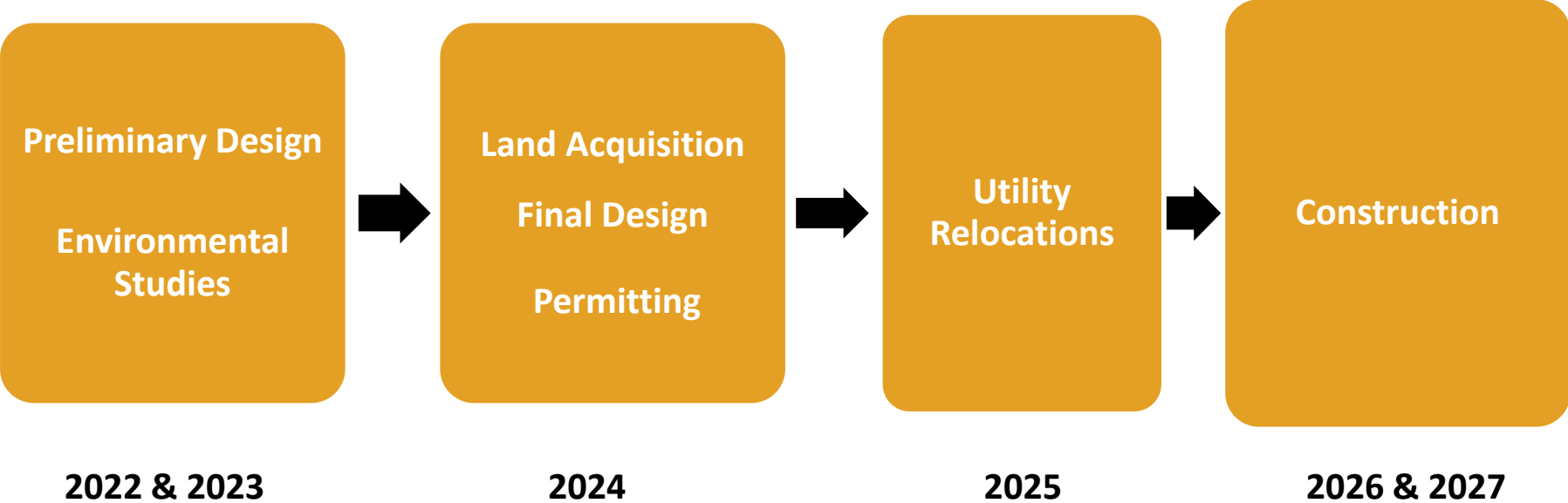
**New Project  
Website**



[www.improvetomove32.com](http://www.improvetomove32.com)



# Project Schedule



# Next Steps



# Next Steps

- Completion of Preliminary Plans
- Public Hearing
- Approval of Environmental Document
- Finalize Right of Way Footprint
- Stakeholder and Individual Property Owner Meetings

# Questions



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