



<b>LEGEND</b>	BUILDING DEMO	
	EXISTING R/W	
	PROPOSED R/W	
	TEMPORARY R/W	
	STREAMS	



### ADDITIONAL PROJECT INFORMATION

- City of Westfield's Project Website**  
<https://www.westfield.in.gov/topic/index.php?topicid=46&structureid=261>
- Alternative Analysis:**  
[https://www.westfield.in.gov/egov/documents/1607453830\\_9581.pdf](https://www.westfield.in.gov/egov/documents/1607453830_9581.pdf)
- COA Application (March 5, 2021):**  
[https://www.westfield.in.gov/egov/documents/1615557507\\_53286.pdf](https://www.westfield.in.gov/egov/documents/1615557507_53286.pdf)
- Public Involvement Website**  
<https://www.structurepointpublic.com/sr32westfield>

### ADDITIONAL RESOURCES

- FHWA Safe Transportation for Every Pedestrian (STEP)**  
[https://safety.fhwa.dot.gov/ped\\_bike/step/](https://safety.fhwa.dot.gov/ped_bike/step/)
- FHWA Crosswalk Visibility Enhancements**  
[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_VizEnhancemt2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf)
- FHWA Rectangular Rapid Flashing Beacons**  
<https://www.youtube.com/watch?v=tT6E3scnXWA>  
[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_RRFB\\_2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RRFB_2018.pdf)
- FHWA Pedestrian Refuge Islands**  
<https://www.youtube.com/watch?v=7T4T-QXN6ks>  
[https://safety.fhwa.dot.gov/provencountermeasures/ped\\_medians/](https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/)  
[https://safety.fhwa.dot.gov/ped\\_bike/step/docs/techSheet\\_PedRefugelsland2018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugelsland2018.pdf)
- FHWA Roundabouts**  
<https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa15016.pdf>  
<https://safety.fhwa.dot.gov/intersection/roundabouts/#outreach>  
<https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/>

**SEE FAQs ON THE REVERSE SIDE FOR MORE INFORMATION!**

# FREQUENTLY ASKED QUESTIONS

## SR 32 WESTFIELD RECONSTRUCTION



### Why do we need the SR 32 Reconstruction?

Westfield is the fastest growing city in Indiana and its infrastructure needs to keep up. State Road 32 is the primary east-west thoroughfare through the city, with more than 19,000 vehicles per day traveling the roadway. It is congested during morning and afternoon rush hours due to a lack of capacity at the Union Street intersection and other adjacent intersections. With commercial and residential growth, this congestion will worsen. The SR 32 Reconstruction project, as designed, will improve safety, create a walkable downtown, and provide additional capacity to alleviate the existing and future congestion.

### Will SR 32 Reconstruction help with traffic?

Yes. In coordination with INDOT, an extensive traffic study was performed in the downtown Westfield area. The results of this study showed that existing traffic congestion would continue to worsen as traffic volumes grow with increased development in the downtown and adjacent areas. Moreover, the study showed that an added travel lane in the east and west directions was the best way to reduce congestion and keep the roadway flowing efficiently over the next 20 years. The extensive traffic study can be found in the appendix of the project's Alternative Analysis posted here: <https://www.westfield.in.gov/topic/index.php?topicid=46&-structureid=261>

### Will widening SR 32 make the downtown less walkable?

No. The existing SR 32 corridor is 40' wide from curb to curb, with crosswalks only at the Union Street intersection and Poplar Street roundabout. There are no pedestrian refuges or medians east of the Poplar Street roundabout. The proposed design creates two lanes in each direction separated by a 13'-wide, raised, landscaped median. This allows a pedestrian to focus on one direction of traffic while crossing a shorter continuous roadway width versus the existing conditions. Pedestrian refuge islands can reduce pedestrian-related crashes by up to 46% (*FHWA Proven Safety Countermeasures Median and Pedestrian Crossing Islands in Urban and Suburban Areas, Washington, DC, 2012*).

The proposed design also adds additional marked crosswalks near Walnut Street and at the new East Street roundabout, providing more crossing options for pedestrians. The crosswalk near Walnut Street will include a pedestrian-activated rectangular rapid flashing beacon (RRFB) to increase driver awareness of pedestrians crossing at this location. Sidewalks will be separated from the roadway with a 6' grass buffer, improving the existing condition in which the sidewalk is directly adjacent to the roadway. The buffer could include amenities

such as landscaping and lighting features for further calming of traffic.

### Does this project conform with Westfield's Complete Streets policy?

Yes, as defined in a past ordinance adopted by City of Westfield, mobility to balance all modes of transportation—pedestrians, bicyclist, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent lane users. The roadway typical cross-section is set up to promote safety and convenience of all users by implementing a raised median, marked pedestrian crossings, appropriate signage, minimum lane widths required by INDOT, wider sidewalks, and the buffer between the sidewalk and road. Additionally, the 8'-wide sidewalks can accommodate bicycles.

### What is the agreement between the City of Westfield and INDOT?

In the fall of 2018, the Westfield City Council unanimously voted to enter into an Inter-local agreement with INDOT to design and construct the SR 32 Reconstruction project in downtown Westfield. In that agreement, the City of Westfield and INDOT agreed to split the costs of the project 50/50 up to the estimated project cost of \$15M. In the original agreement, any cost overruns beyond \$15M would be covered by the City of Westfield. Since that agreement, INDOT has clarified that project-critical overruns beyond the \$15 million would be shared by both INDOT and the City of Westfield.

### What is the timeline of this project?

Construction is slated to begin in spring 2023 with final completion of the roadway in summer 2024.

### What is the cost of the project?

The total project cost is estimated at \$15,945,550. This compares to an original estimate of \$15,050,000. The additional costs are due to some requested historic mitigation activities related to the Downtown Westfield Historic District.

### Is this a federally funded project?

No. In the fall of 2020, INDOT opted to utilize State funding for their 50% portion of the project.

### Will this project burden taxpayers?

The project will not increase taxes as the City plans to pay for its portion with CASH from Road Impact Fees paid from new development.

### Will the final cost be more?

Road construction projects must be publicly bid by qualified contractors, and the lowest responsible bidder is awarded the contract for construction. The final construction cost cannot be known until these bids are opened. However, both INDOT and the City of Westfield have closely reviewed the engineer's estimate of construction cost and agree with the current project cost estimate.

### Will historic buildings in the downtown area be impacted?

Yes. Substantial time and effort have been spent in an attempt to minimize the impacts to historic buildings while still meeting the congestion-reduction goals of the project. It was determined that the old bank building at 100 N Union Street and the Carnegie Library building at 104 W Main Street were critical historic buildings that needed to be avoided with the design. As such, a widening to the south was the most feasible. The former Erika's Place building (102 S Union Street), BMO Harris Bank (111 E Main Street), and the Pharmacy/Flower Shop building (101 & 103 S Union Street) are impacted by the proposed project. It should be noted that the Pharmacy/Flower Shop building would also be demolished by the proposed Union Square development based on preliminary site plans shared during the already approved rezoning of those parcels.

### Is anything being done to mitigate for the historic impacts of the project?

Yes. The City of Westfield and INDOT have committed to relocating the building formerly known as Erika's Place to a location within the Westfield Historic District. In addition to this substantial mitigation commitment, Westfield/INDOT have committed to several other actions that include presenting a local preservation ordinance to City Council, resubmitting (if necessary) the Westfield Historic District nomination for an updated approval, and creating a Historic Preservation Advisory Committee, among others.

### Is a pedestrian bridge a part of this project?

No. The interlocal agreement references a pedestrian bridge because at one time it was under consideration but was ruled out based on feasibility.

### Will a joint-use maintenance agreement lead to substantial future costs?

No. Costs associated with this agreement would be limited to maintaining landscaping within the median of SR 32, decorative lighting, or other streetscape features as desired by Westfield. INDOT will continue to maintain the roadway and traffic signal as they do today.

### Is SR 32 going to be upgraded between Westfield and Noblesville?

INDOT has funded a \$35M added travel lanes project from East Street to River Road, with construction to begin in 2025. Based on local input and partnership, INDOT will be including pedestrian facilities to connect downtown Westfield with downtown Noblesville.

### Is Jersey Street reconstruction included in this project?

No. The Jersey Street extension is a separate project with separate costs being developed solely by the City of Westfield.

### I've heard talk about "road diets." Can SR 32 be a three-lane section?

Not if the goal is to mitigate congestion. The feasibility of implementing a three-lane roadway (also referred to as a "road diet" in public comments) was considered early on during project development. The traffic analysis performed as part of the design of the project showed that a three-lane roadway would operate in substantially the same way as the existing SR 32. Therefore, implementing a three-lane roadway would not correct any of the existing traffic congestion issues and would result in the traffic congestion continuing to increase significantly in the future. As such, a three-lane roadway would not meet the purpose and need of the project.

### What about a bypass?

High-level estimates show that a SR 32 bypass of downtown Westfield could range from \$50M to \$100M+ in project costs, depending on the exact route. This would be a significantly higher cost than the proposed reconstruction project. Moreover, the location of Westfield-Washington Schools and established residential neighborhoods in relation to the existing US 31 interchange would make a SR 32 bypass highly burdensome to Westfield residents and businesses. Another critical issue on bypass projects is driver's utilization of the new bypass. Statewide and regional passenger car and commercial traffic will generally not use an alternate facility if it involves driving a longer distance, takes more time/money, or if there are existing suitable alternative routes.