

# **INDOT SR 13 Roundabout Intersection Improvement Projects**

Madison, Hamilton, and Tipton Counties

**Public Hearing**

February 19, 2025

# Agenda

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- Project Team Introductions
- Purpose and Need of Projects
- Evaluated and Preferred Alternatives
- Roundabout Basics/Benefits
- Proposed Roundabout Overview
- Construction Phasing Plan
- Environmental Review
- Project Timeline
- Where to Get Project Information
- Opportunity for Public Comments
- Open House with Project Team & Opportunity for Questions

# Project Team

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## INDOT Greenfield District

- Kim Szewczak, Project Manager
- Mark Muenz, Traffic Engineer

## Consultant Team

- Tom Heustis, Kimley-Horn, Consultant Project Manager
- John Beery, Egis Group, Lead Designer – Strawtown Road
- Bill Curtis, Michael Baker, Lead Designer – SR 128
- Virginia Flynn and Chad Kelly, Kaskaskia Engineering Group – Public Involvement and Environmental Document (NEPA)
- Katherine Molnar, Michael Baker International – Cultural Resources
- Erin Pipkin, Compass Outreach Solutions – Public Involvement

# Purpose and Need

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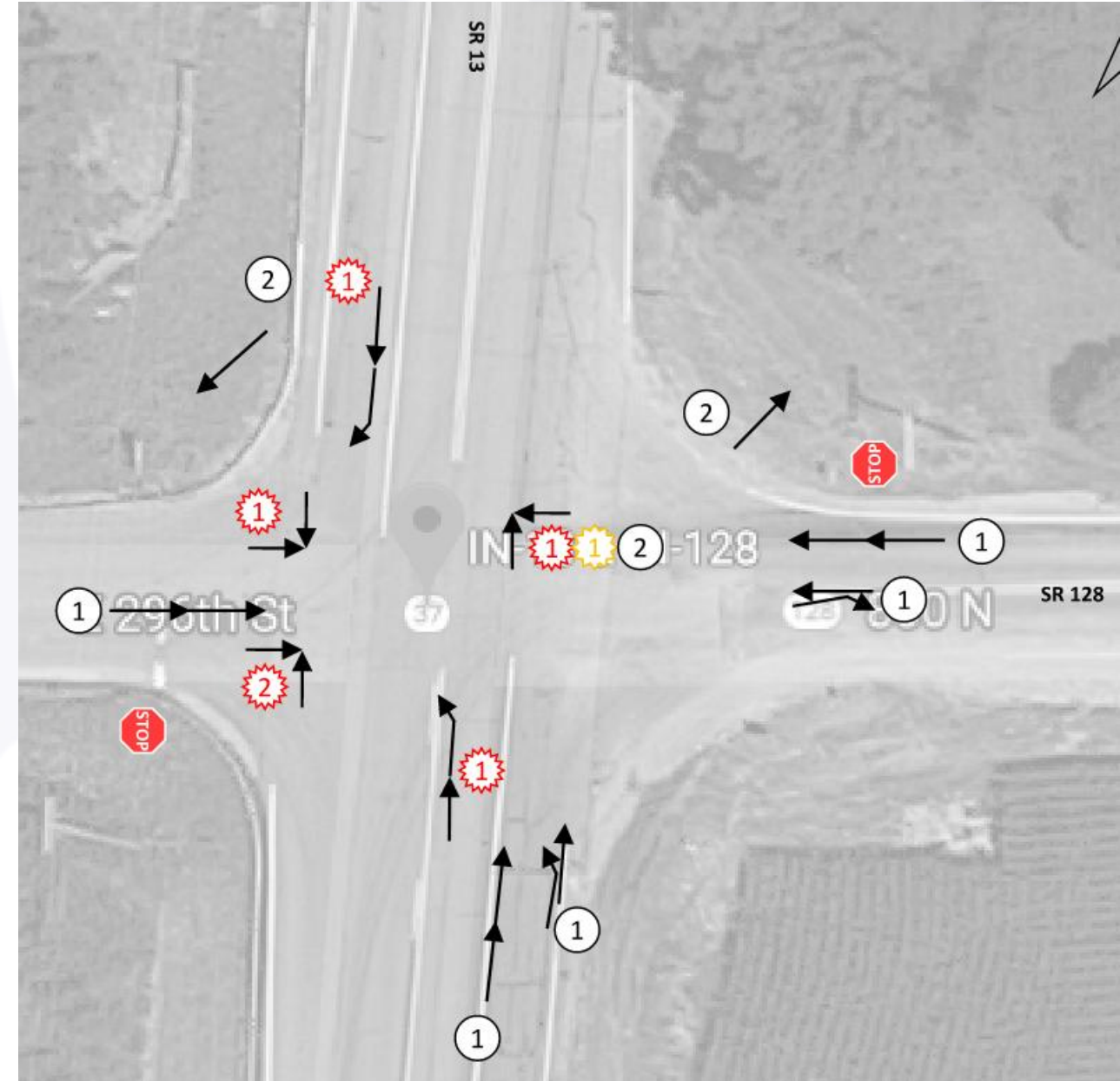
- Intersections evaluated:
  - SR 13 and Strawtown Ave. / West 8<sup>th</sup> Street
  - SR 13/ SR 37 and SR 128 / 296<sup>th</sup> Street
- Issue: High frequency of severe right-angle (t-bone) crashes
- Goal: Reduce the number of people being injured at these intersections AND provide safe operation of the intersection.





# Crash History – SR 13 & SR 128 (296<sup>th</sup> St.)

- During the years 2017-2019:
  - 18 crashes occurred at the intersection
  - 7 crashes resulted in one or more people injured
- Severity and number of crashes is higher than what could be expected for an average intersection with similar traffic volumes
- Possible Causes
  - Excessive speeds on SR 13
  - Reduced sightlines for motorists on SR 13
  - Increased traffic volumes



# Other Alternatives Considered

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- **No Build**

- Provides baseline for comparison of alternative solutions
- Does not address the purpose and need, does not improve safety at intersections
- Operational efficiency and mobility of intersections would likely decline as traffic grows

- **Left Turn Lanes**

- Rear-end crashes likely to decrease, due to allowing turning traffic to be bypassed
- Right-angle (T-Bone) crashes likely to remain extremely severe at both intersections
- Roadway realignment at both intersections required
- This alternative does not address the purpose and need





# Other Alternatives Considered

- **All-Way Stop Controlled Intersection**

- Rear-end crashes likely to increase, due to high speeds on SR 13
- Right-angle (T-Bone) crashes likely to remain extremely severe at both intersections
- Would cause congestion along SR 13 at SR 128 intersection
- This alternative does not address the purpose and need



- **Signalized Intersection**

- Rear-end crashes likely to increase, due to high speeds on SR 13
- Risk of crashes due to disobedience of traffic signal likely to increase
- Intersections do not meet traffic volume requirements for a signal to be warranted
- Roadway realignment required for SR 13 & Strawtown Ave. intersection
- This alternative does not address the purpose and need





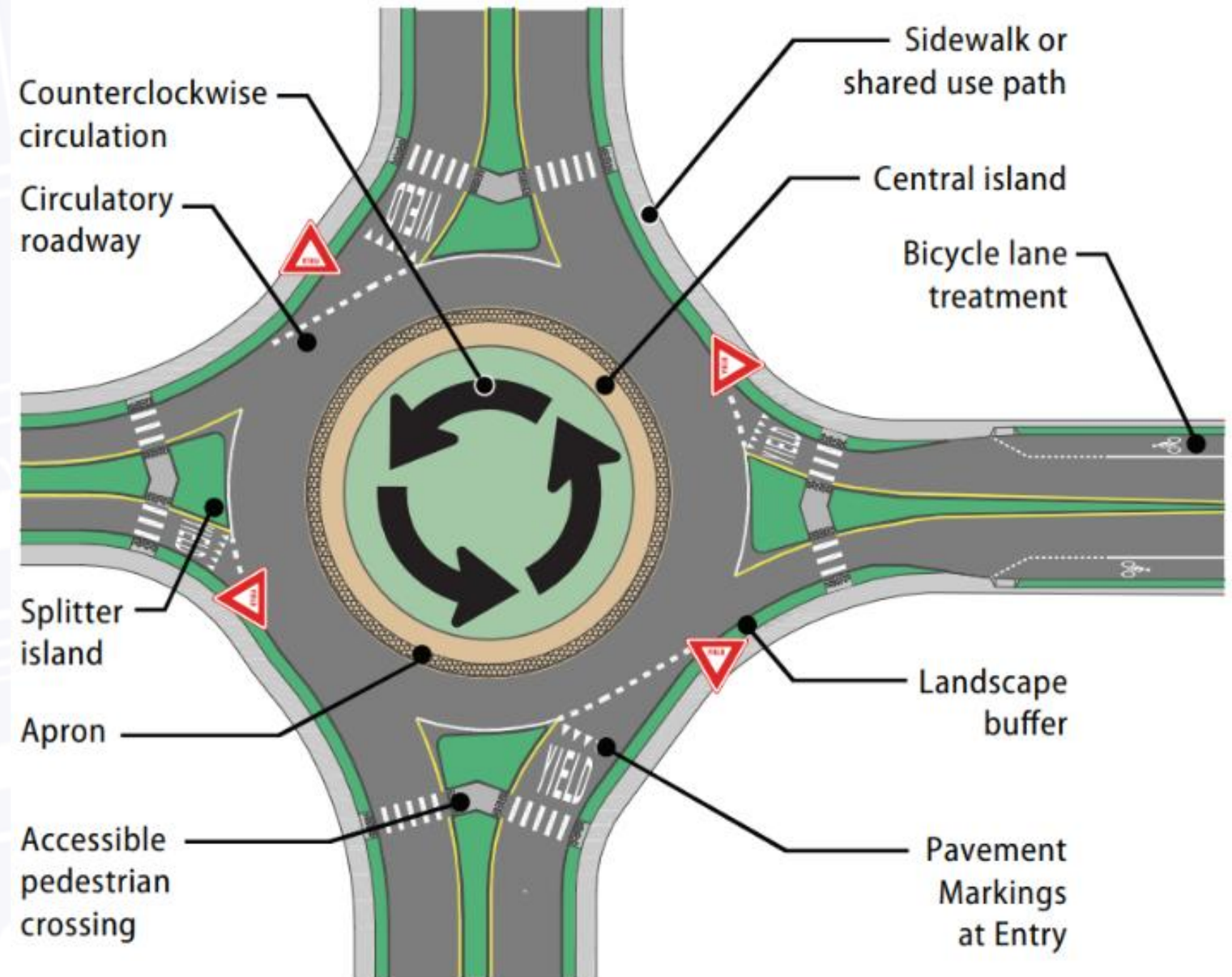
# Preferred Alternative – Roundabout Intersection

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- Meets purpose & need of project
- Enhances safety by reducing the number of potential vehicle conflict points
- Significantly reduces the severity of crashes
- Enhances or maintains operational efficiency at the intersections
  - Reduces overall time spent at intersection (delay)
  - Level of Service goes from LOS B/C to LOS A

# Roundabout Basics

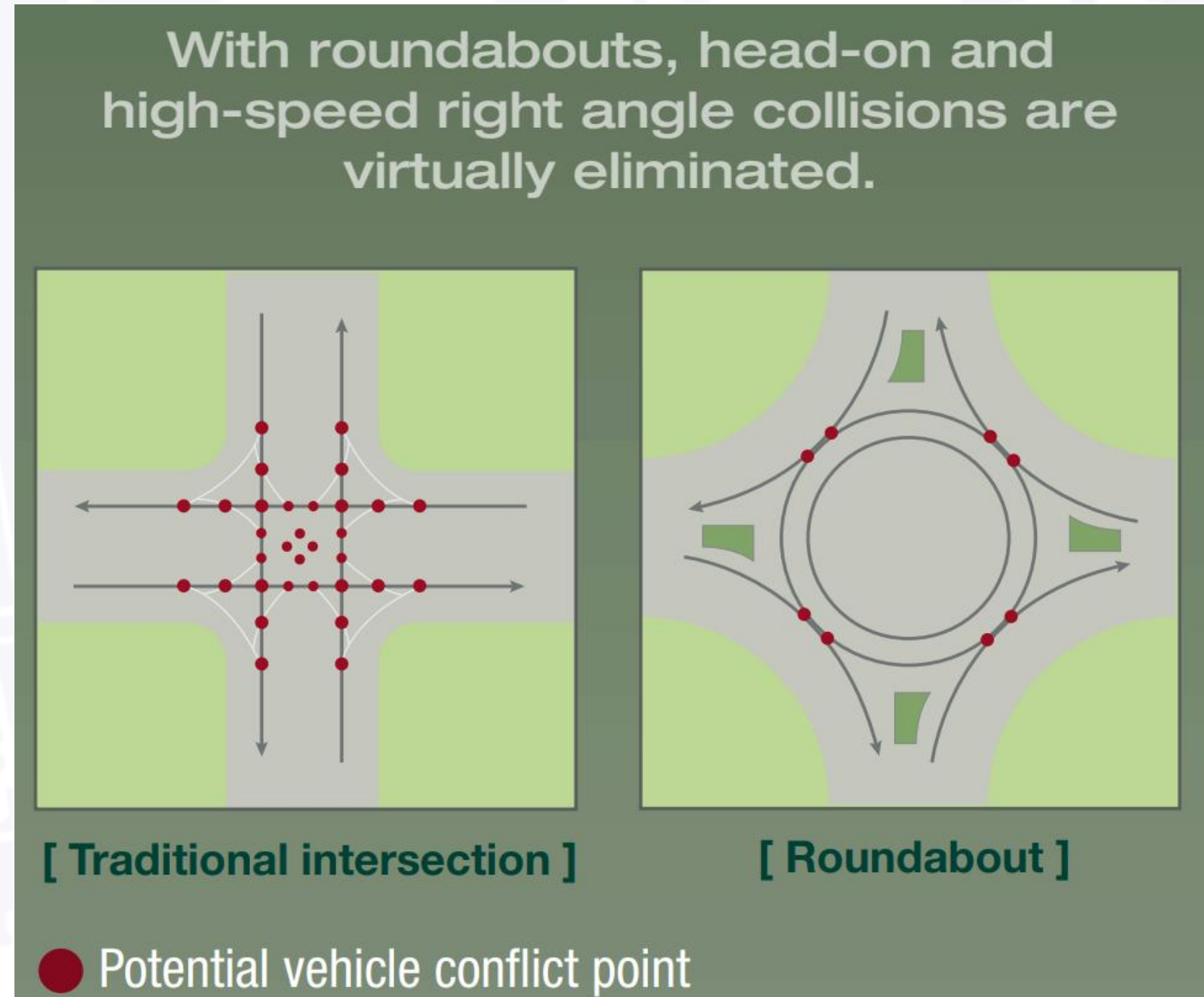
- Counterclockwise flow
- Yield at entrance to traffic already circulating
- Low speed entering and throughout the roundabout
- Designed to accommodate large trucks and farm implements
- Minimal landscaping in center island



Source: <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa14097.pdf>

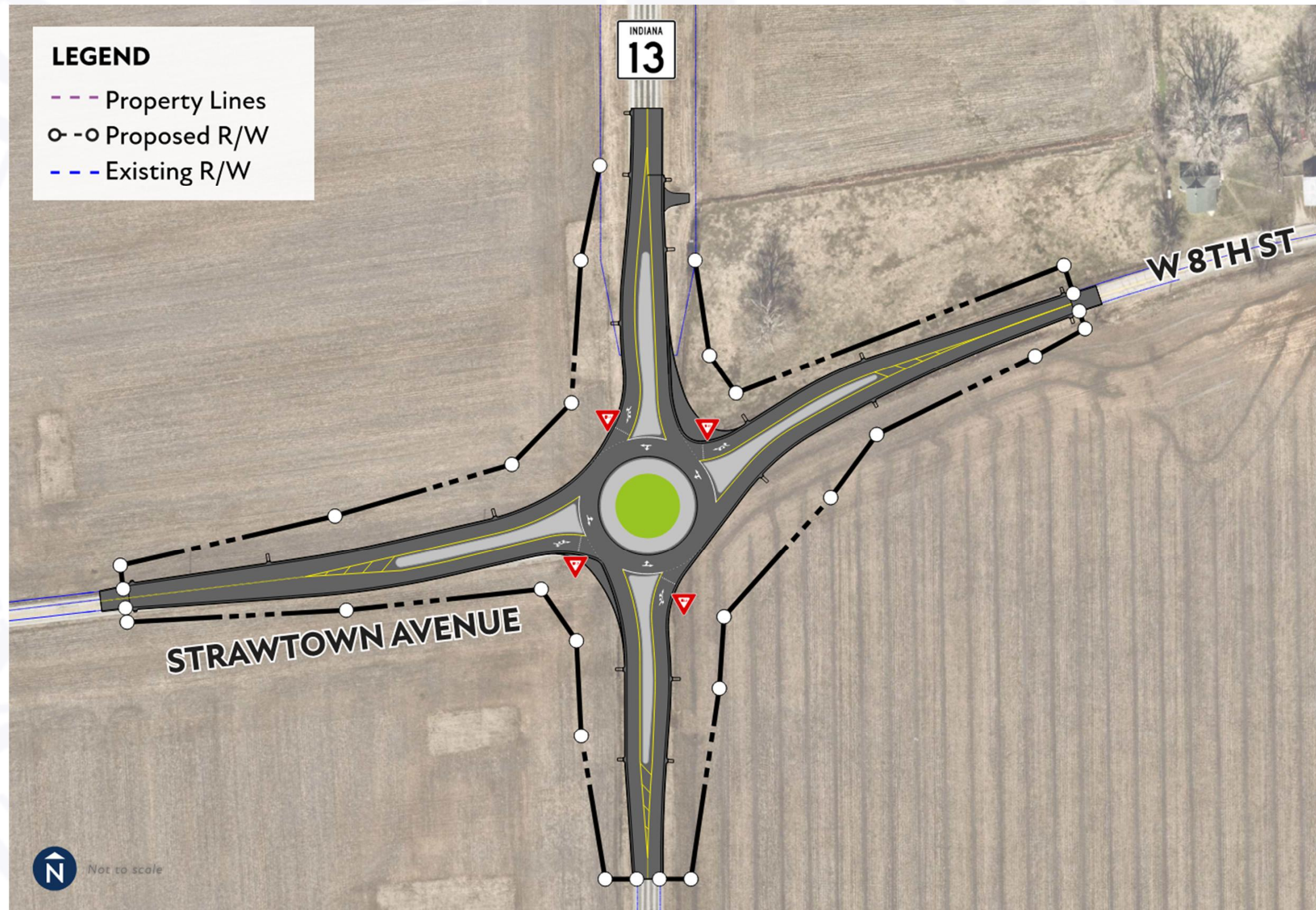
# Roundabout Benefits

- Improves Safety
  - More than 90% reduction in fatalities
  - 76% reduction in injuries
  - 35% reduction in all crashes
- Improves Traffic Flow
- Reduces Pollution and Fuel Use
  - Fewer stops and hard accelerations
  - Less time idling



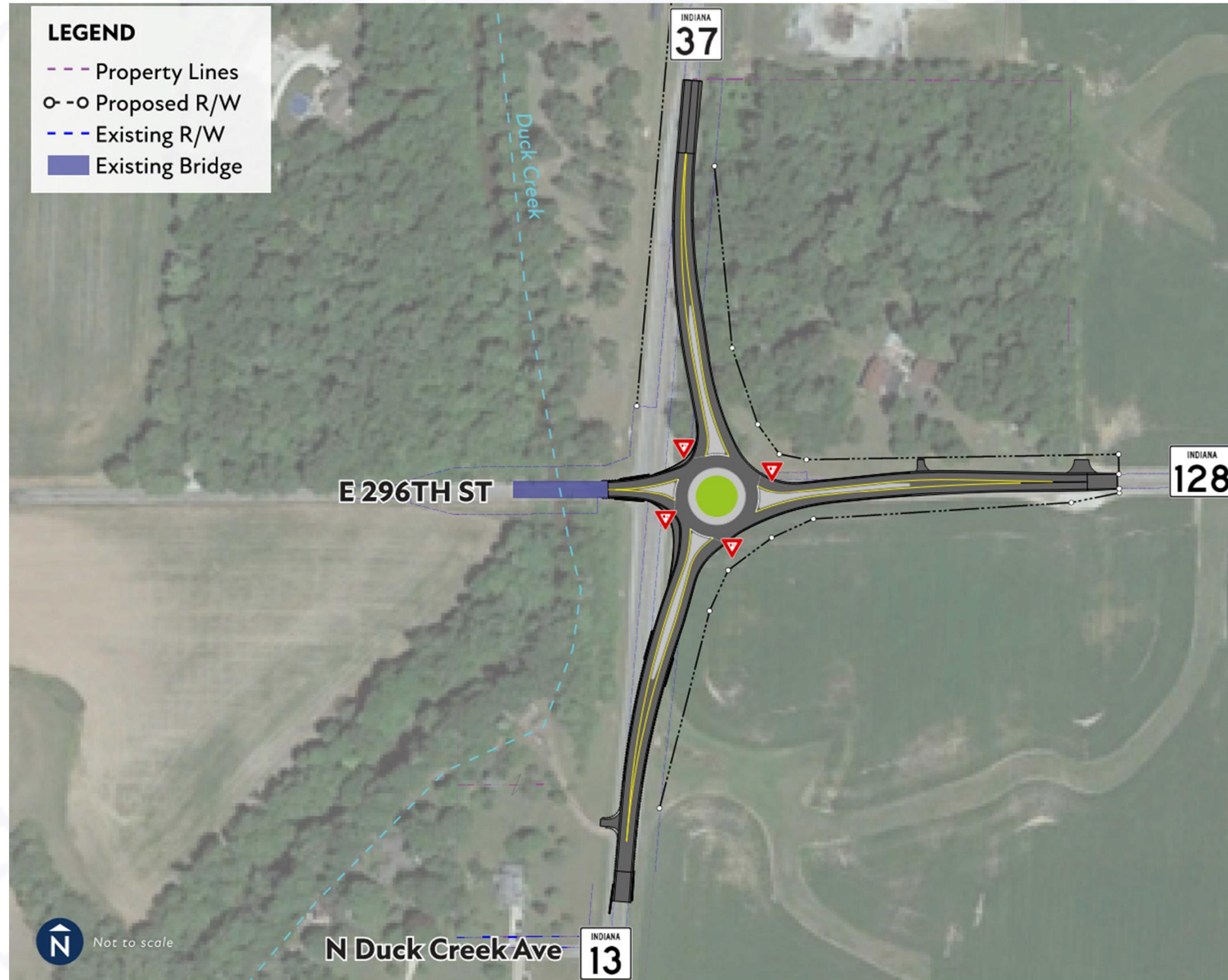


# SR 13 & Strawtown Ave. – Roundabout Intersection





# SR 13 & SR 128 – Roundabout Intersection



# Construction Phasing Plan

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- Construction off-line of existing roadway as much as possible
- SR 13 & Strawtown Rd. / W. 8<sup>th</sup> St. Intersection
  - Construction expected to last one construction season (or less)
  - Closure on Strawtown Rd. / W. 8<sup>th</sup> Street expected for 3-4 months.
  - Closure on SR 13 expected for 2-3 months.
- SR 13 & SR 128 / E. 296<sup>th</sup> St. Intersection
  - Construction expected to last one construction season (or less)
  - Closure on SR 128 / E. 296<sup>th</sup> street expected for 2-3 months each
  - Closure on SR 13 expected for 1 month



# Project Development



Public Hearing  
(Today)

Public Involvement  
Communicate Project  
Decision



# National Environmental Policy Act (NEPA)

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- Environmental analysis and documentation is required for all federally-funded projects
  - Two NEPA documents: Level 2 Categorical Exclusion (CE-2) – Due to right-of-way requirement of 0.5 acre or more.
  - Evaluates alternatives, including “no build” alternative as a baseline.
- Incorporates socio-economic and ecological considerations in the decision-making process
  - What are the impacts?
  - How can they be avoided or mitigated?
- Offers opportunity for public comment on environmental document and project design
  - A Public Hearing Notice was mailed to known property owners and project stakeholders.
  - Public Notice information was posted on INDOT’s Greenfield District Website.
  - Legal Notice published in local newspapers.
- Addresses and fully considers public comments as part of the decision-making process



# Elements of the Environmental Documents

- Cultural Resources (Historic & Archaeological)
- Community Impacts
- Floodplains
- Farmland
- Environmental Justice
- Wetlands & Waterways
- Wildlife Habitat
- Threatened & Endangered Species
- Parks and Recreational Lands



# Impacts Include the Following...

	SR 13 & SR 128 Roundabout (DES. 2003081)	SR 13 & Strawtown Avenue Roundabout (DES. 2003082)
Level of NEPA Document	Categorical Exclusion Level 2	Categorical Exclusion Level 2
Construction Cost	\$5,786,486	\$5,695,749
Right-of-Way	3.26 acre (permanent) 0.55 acre (temporary)	3.42 acre (permanent) 0 acre (temporary)
Cultural Resources	No Historic Properties Affected	No Adverse Affect
Streams	4 linear feet (permanent) 5 linear feet (Temporary)	No Impacts
Wetlands	0.15 acre (permanent) 0 acre (temporary)	No Impacts
Threatened & Endangered Species	Not likely to affect the Indiana bat	Not likely to affect the Indiana bat & northern long-eared bat
Tree Removal	0.96 acre	No Impacts
Maintenance of Traffic	Phased Roadway Closures with Detours	Phased Roadway Closures with Detours



# Cultural Resources

- SR 13 & SR 128:
  - A qualified architectural historian from Micheal Baker prepared a Historic Property Short Report.
  - State Historic Preservation Officer (SHPO) concurred there are no properties listed in the National Register of Historic Places (NRHP), and no resources were recommended eligible for listing in the NRHP for the purpose of this project.
  - INDOT, acting on behalf of FHWA, issued a “No Historic Properties Affected” finding on July 18, 2024. SHPO concurred with this finding on August 19, 2024.
- SR 13 & Strawtown:
  - Micheal Baker prepared a Historic Property Short Report.
  - SHPO stated that the Bukouricz House at 16528 Strawtown Avenue, may be eligible for the NRHP.
  - SHPO and consulting parties are in agreement that the project would not alter the characteristics of the Bukouricz House that qualify it for inclusion or eligibility for the National Register.
  - INDOT, acting on behalf of FHWA, issued a “No Adverse Effect” finding on November 4, 2024. SHPO concurred with the finding on December 9, 2024



# Anticipated Project Timeline

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The diagram illustrates the anticipated project timeline through three sequential steps, each represented by a colored chevron pointing right. The first chevron is dark blue, the second is yellow, and the third is green. Each chevron contains a white rounded rectangle with text. The background features a large, faint circular seal of the Department of Transportation and various icons related to transportation, including an airplane, a train, a car, and a bus.

Now to Spring 2025:  
Complete NEPA Study

October 2025:  
Contract Bidding

Spring to Fall 2026:  
Construction



# Project Resource Locations

INDOT Greenfield District website – <https://bit.ly/SR13Roundabouts>

View project materials, this presentation, and Draft CE Documents

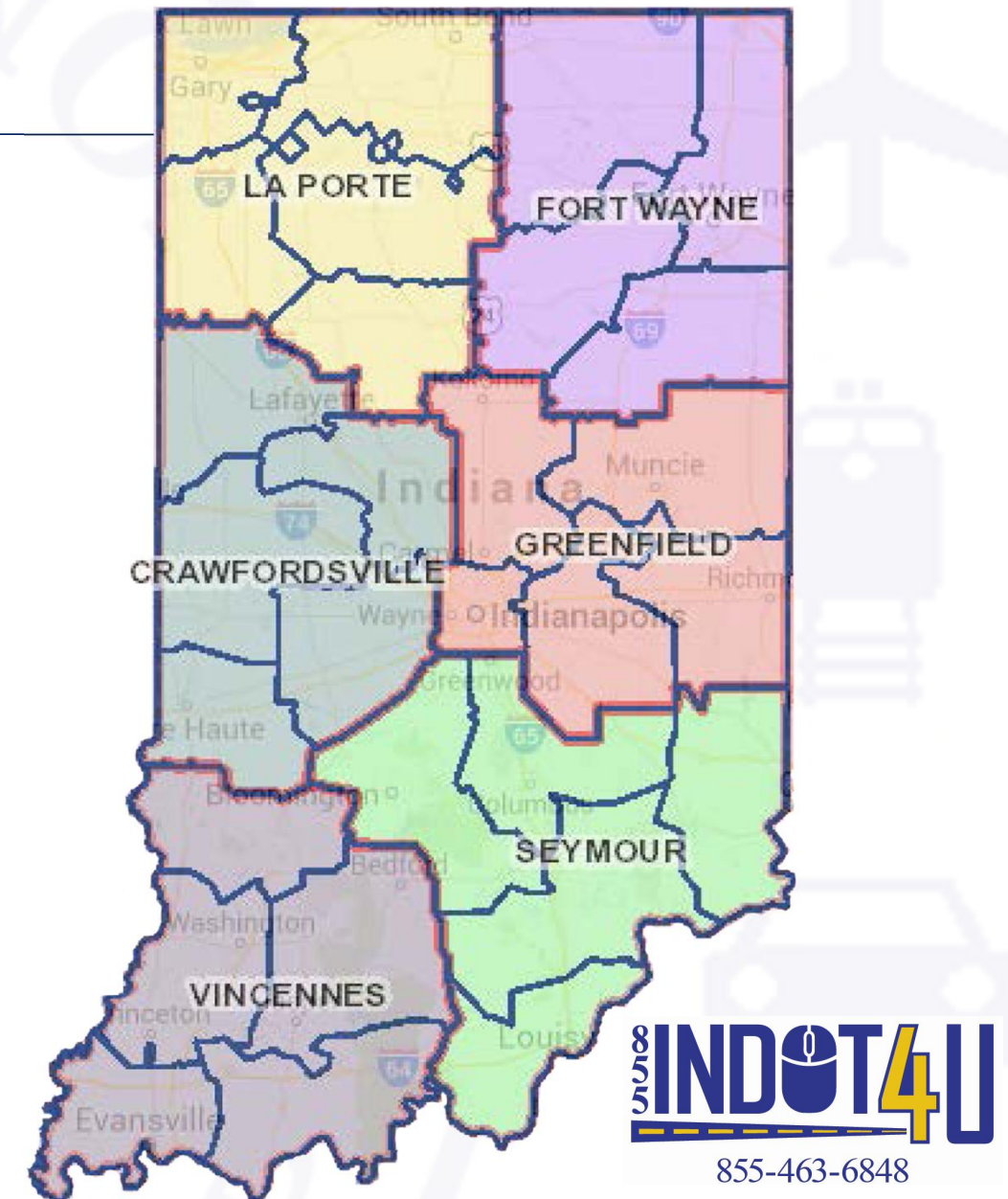
## Transportation Services Call Center

Provides citizens and business customers with a single point of contact to request transportation services, obtain information, or provide feedback through multiple channels of communication.

855-463-6848 • [INDOT4U.com](http://INDOT4U.com) • [INDOT@indot.in.gov](mailto:INDOT@indot.in.gov)

Paper copies of Draft Environmental Documents can also be reviewed at the following locations:

- Lapel Branch Public Library, 610 Main Street, Lapel, IN 46051;
- Elwood Public Library, 1600 Main Street, Elwood, IN 46036
- INDOT Greenfield District, 32 S Broadway St, Greenfield, IN 46140



# Providing Verbal Comments

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- Opportunity for verbal comments will follow this presentation based on those who indicated on the sign-in sheet that they wanted to speak.
- Please state your name and address before providing your comment.
- All comments will be reviewed, evaluated, and given due consideration during the decision-making process.
- Verbal comments can also be made after the public hearing by using INDOT's Transportation Services Call Number: **855-463-6848**

# Thank You!

Please visit with the design team and INDOT project officials following the presentation

Share Your Feedback: Comments are accepted through March 5, 2025

## In Person:

- Leave your written comment at the comment table.
- Make a verbal comment today.



## USPS:

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