

Welcome!

- Presentation will begin at 5:30 PM
- Project overview display boards – located at back of room
- Time reserved after presentation to speak with the Project Team and ask questions

INDOT SR 13 Roundabout Intersection Improvement Projects

Madison, Hamilton, and Tipton Counties

Public Information Meeting

August 17, 2023

Agenda

- Project Team Introductions
- Purpose and Need of Projects
- Evaluated and Preferred Alternatives
- Roundabout Basics/Benefits
- Environmental Review
- Project Timeline
- Ways to Contact the Project Team
- Open House with Project Team – Opportunity for Questions



Project Team

INDOT Greenfield District

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

Consultant Team

- Tom Heustis, Consultant Project Manager
- John Beery, Lead Designer – Strawtown Road
- Bill Curtis, Lead Designer – SR 128



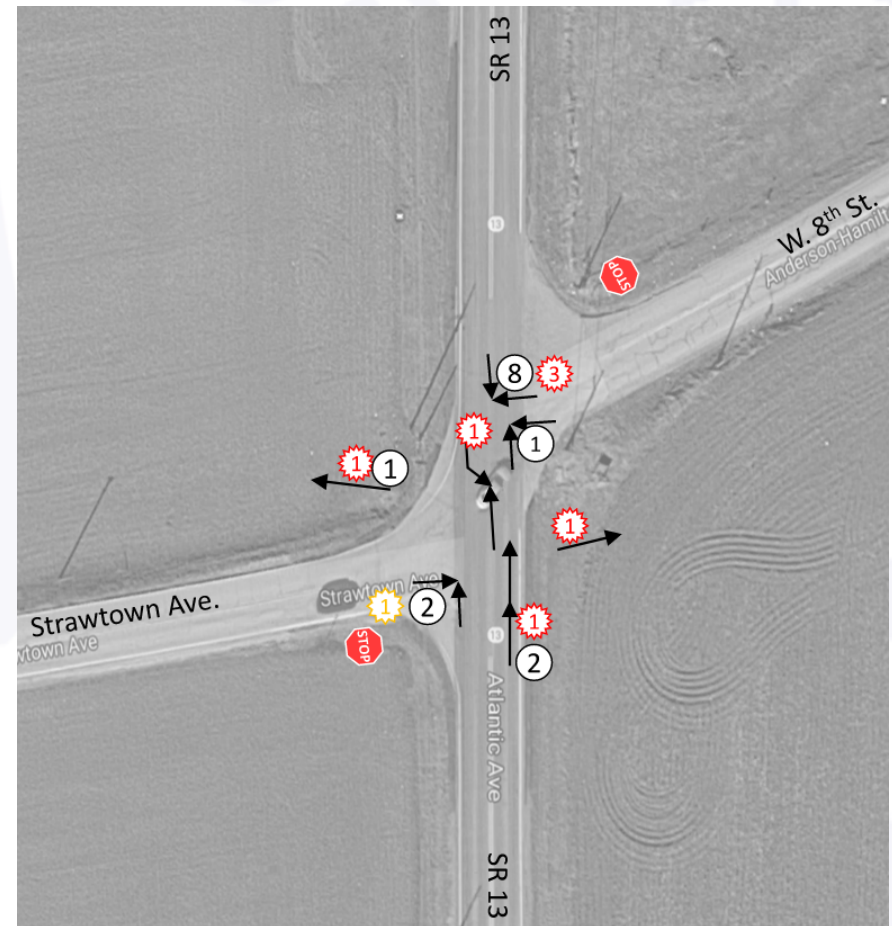
Purpose and Need

- Intersections evaluated:
 - SR 13 and Strawtown Ave. / West 8th Street
 - SR 13/ SR 37 and SR 128 / 296th Street
- Issue: High frequency of severe right-angle (t-bone) crashes
- Goal: Reduce the number of people being injured at these intersections AND maintain or improve flow of traffic



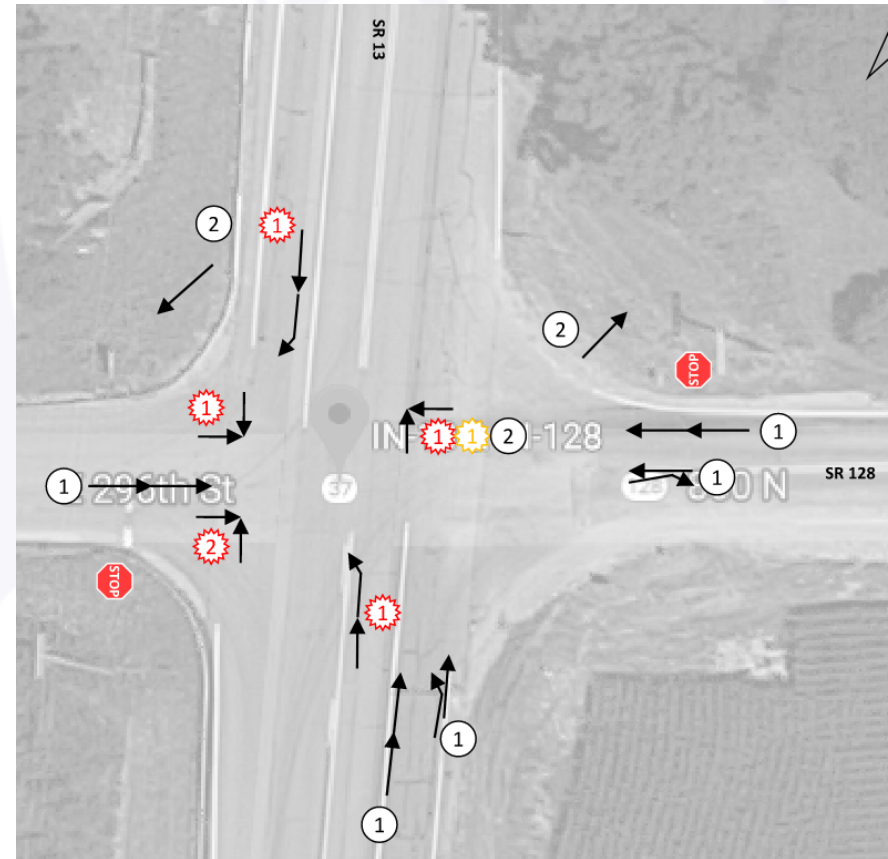
Crash History – SR 13 & Strawtown Ave. (W. 8th St.)

- During the years 2017-2019:
 - 22 crashes occurred at the intersection
 - 8 crashes resulted in one or more people injured
- Severity and number of crashes is extremely above what could be expected for an average intersection with similar traffic volumes
- Possible Causes
 - Excessive speeds on SR 13
 - Offset alignment of Strawtown Ave. / W. 8th St.
 - Hill obstructing sightlines of northbound traffic



Crash History – SR 13 & SR 128 (296th 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 above 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

- **No Build**

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

- **All-Way Stop Controlled Intersection**

- Rear-end crashes likely to increase, due to high speeds on SR 13
- Right-angle crashes likely to remain extremely severe at both intersections
- Would cause congestion along SR 13 at SR 128 intersection

- **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



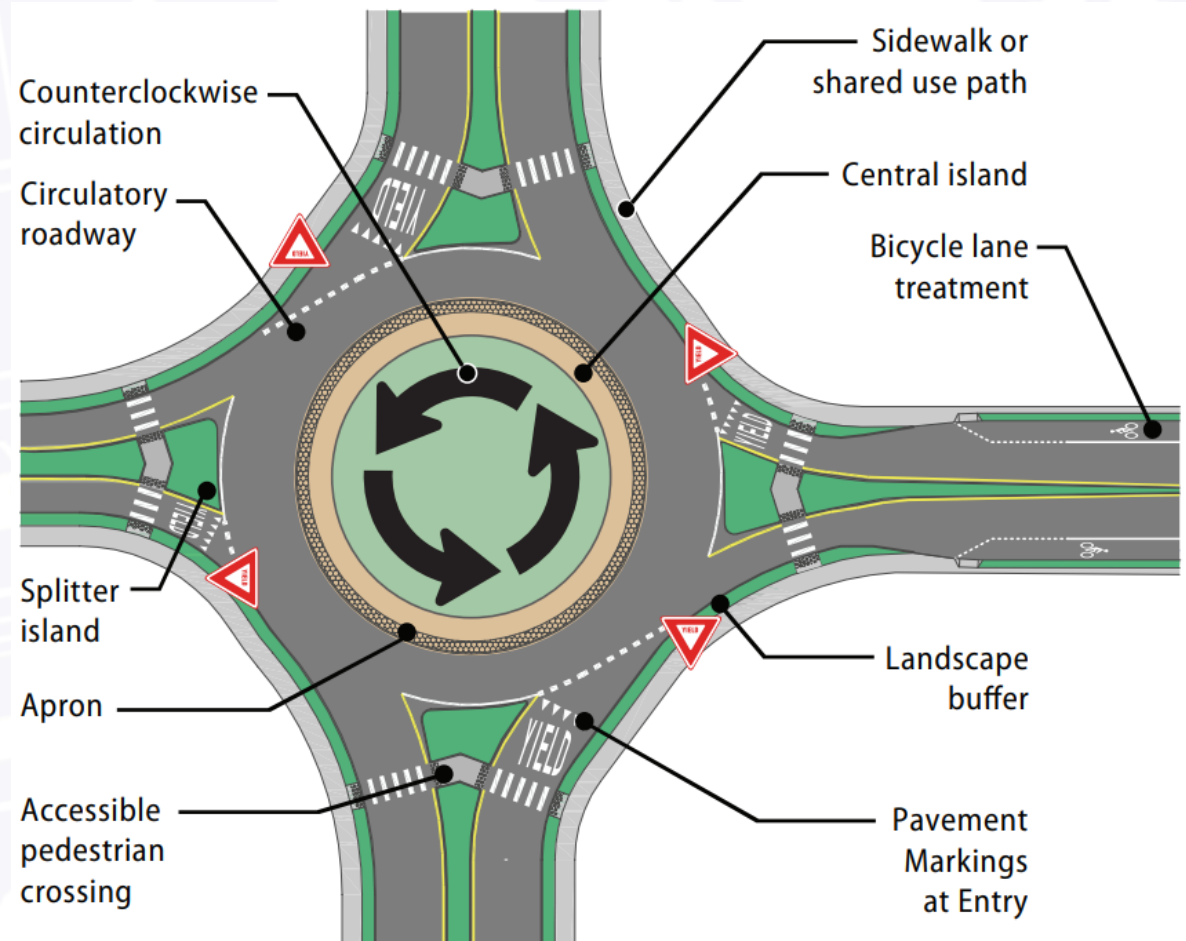
Preferred Alternative – Roundabout Intersection

- Meets purpose & need of project
- Enhances safety by reducing the number of potential vehicle conflict points
- Significantly reduces the severity of traffic accidents
- 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

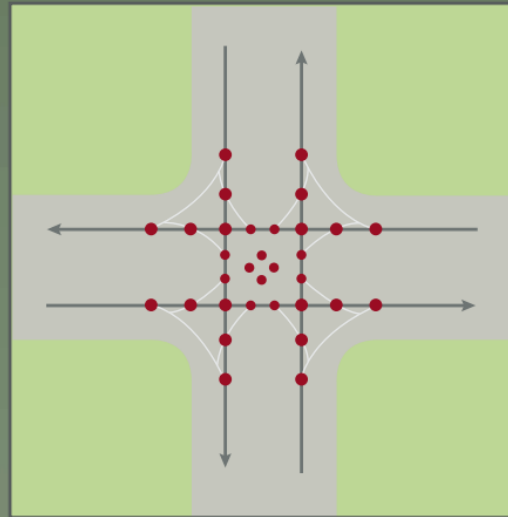


Source: <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa14097.pdf>

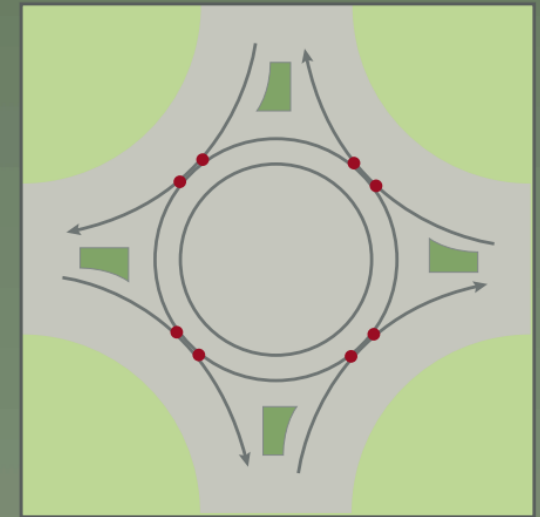
Roundabout Benefits

- 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

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



[Traditional intersection]

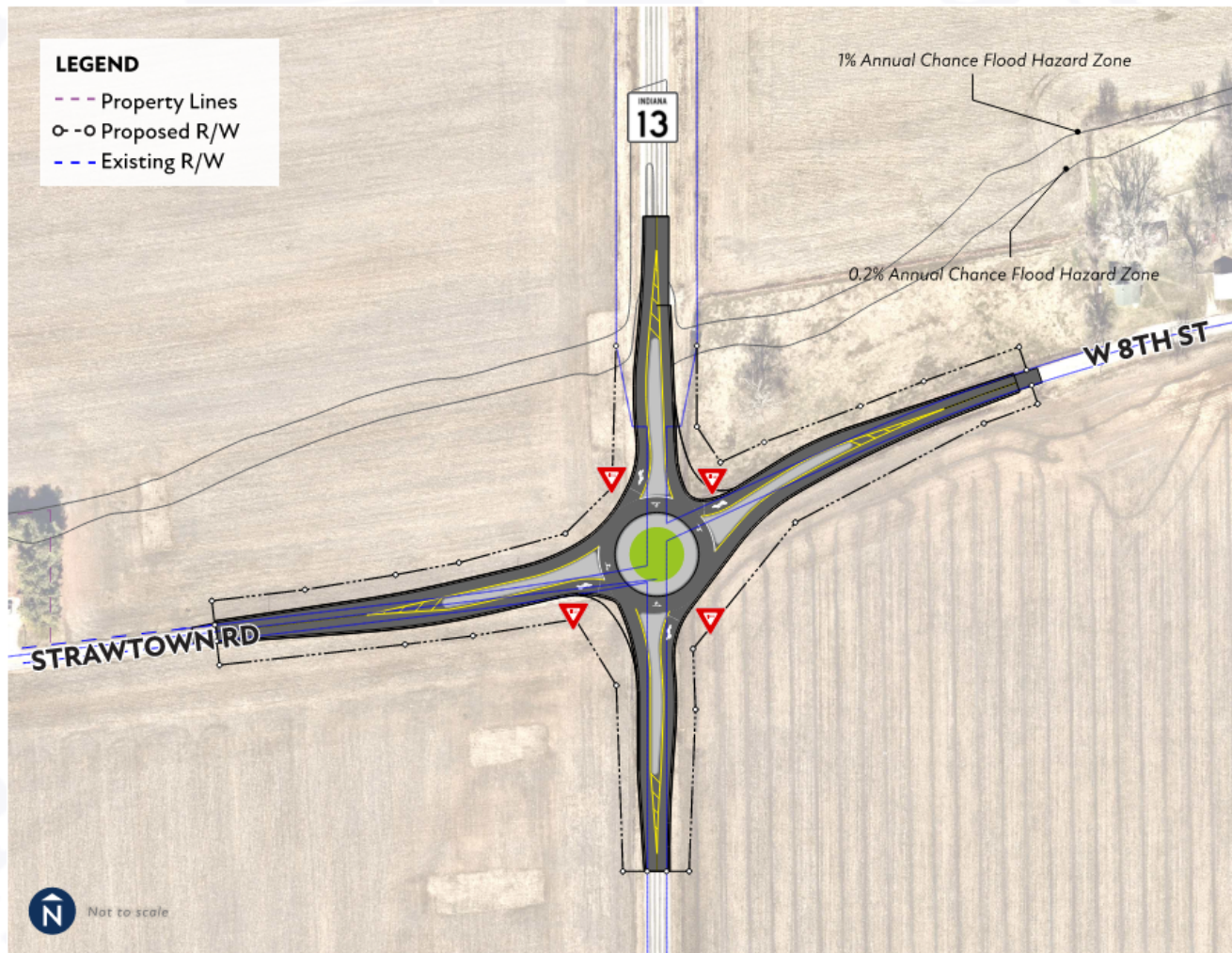


[Roundabout]

● Potential vehicle conflict point

Source: <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa08006.pdf>

SR 13 & Strawtown Road – Roundabout Intersection



SR 13 & SR 128 – Roundabout Intersection



Conceptual Construction Phasing Plan

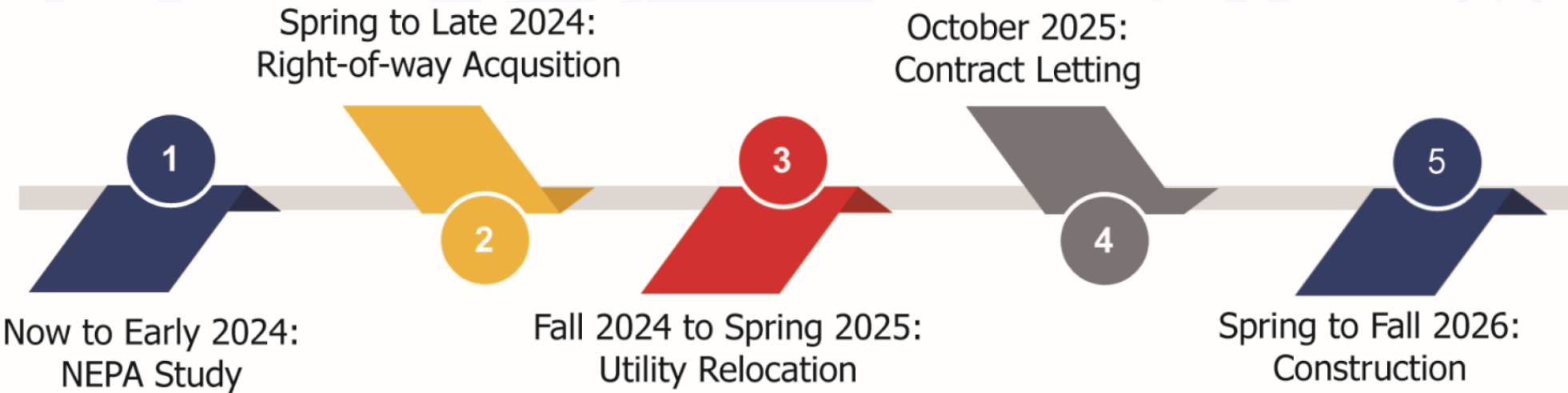
- Construction off-line of existing roadway as much as possible
- SR 13 & Strawtown Rd. / W. 8th St. Intersection
 - Construction expected to last one construction season (or less)
 - Closure on Strawtown Rd. / W. 8th Street expected for 3-4 months.
 - Closure on SR 13 expected for 2-3 months.
- SR 13 / 37 & SR 128 / 296th St. Intersection
 - Construction expected to last one construction season (or less)
 - Closure on SR 128 / 296th street expected for 2-3 months each
 - Closure on SR 13 / 37 expected for 1 month



National Environmental Policy Act (NEPA)

- Environmental analysis and documentation is required for all federally-funded projects
 - Evaluates alternatives, including “no build”
 - Considers and addresses public comments
- Incorporates socio-economic and ecological considerations in the decision-making process
 - What are the impacts?
 - How can they be avoided or mitigated?

Anticipated Project Timeline



Thank You!

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

Stay in Contact with the Project and Team:

- <http://indot4u.com/> or 855-INDOT4U
- Facebook: <https://www.facebook.com/INDOTEast/>
- Twitter/X: <https://twitter.com/INDOTEast>
- Sign up for newsletters/press release: <https://public.govdelivery.com/accounts/indot/subscriber/new>
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