

Welcome!

- Presentation will begin at 5:30 PM
- Project display boards are located at the back of the room.
 - Public comment period will follow presentation.

**Indiana Department of Transportation
S.R. 39 at Keller Hill Road
Intersection Improvement Project**

Hendricks and Morgan Counties

Public Hearing

February 19, 2026



Agenda

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



Project Team

INDOT West Central

- Jessica Massing, Project Manager
- Tim Watson, Traffic Engineer
- Blake Dollier, Public Relations Director
- Megan DeLucenay, Stakeholder Services Director

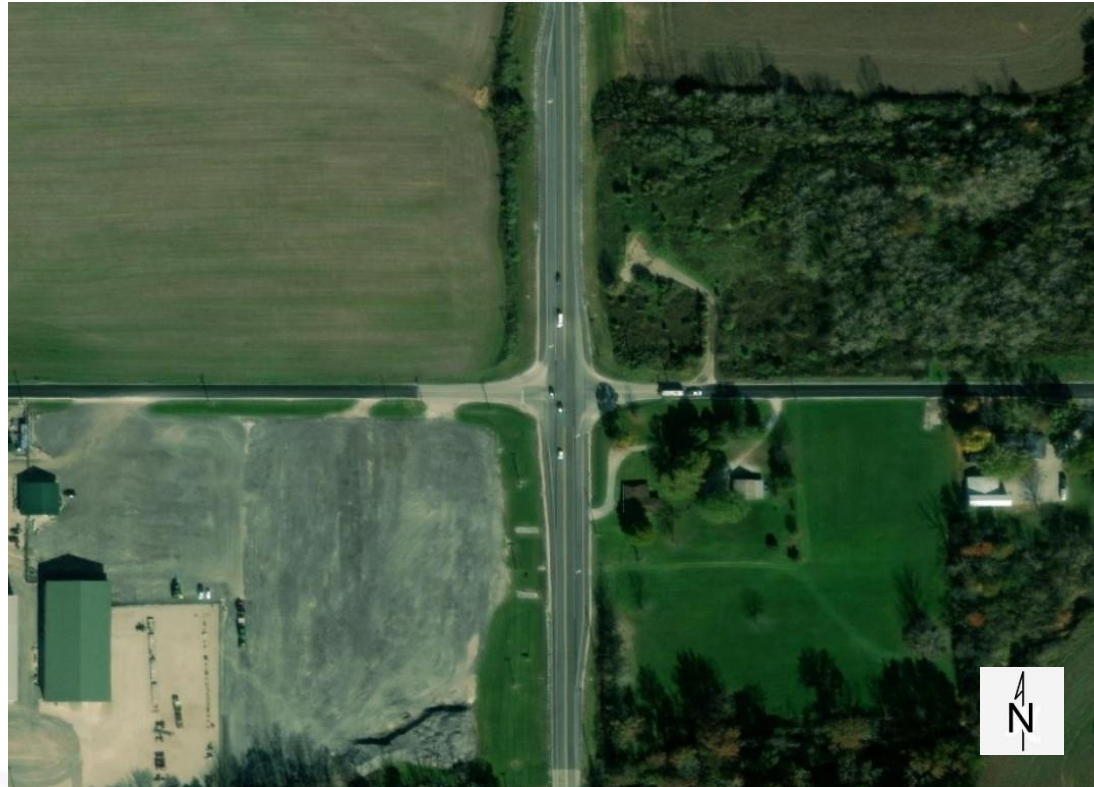
Consultant Team

- Tom Heustis, Kimley-Horn, Consultant Engineering Project Manager
- Harlan Ford, DCCM, Consultant Environmental Manager
- Joe Dabkowski, DCCM, Consultant Environmental Director



Purpose and Need

- Intersection evaluated: S.R. 39 at Keller Hill Road (County Line Road)
- Need: Above average number of severe right-angle (T-bone) crashes
- Purpose: Reduce the number of crashes and improve overall safety

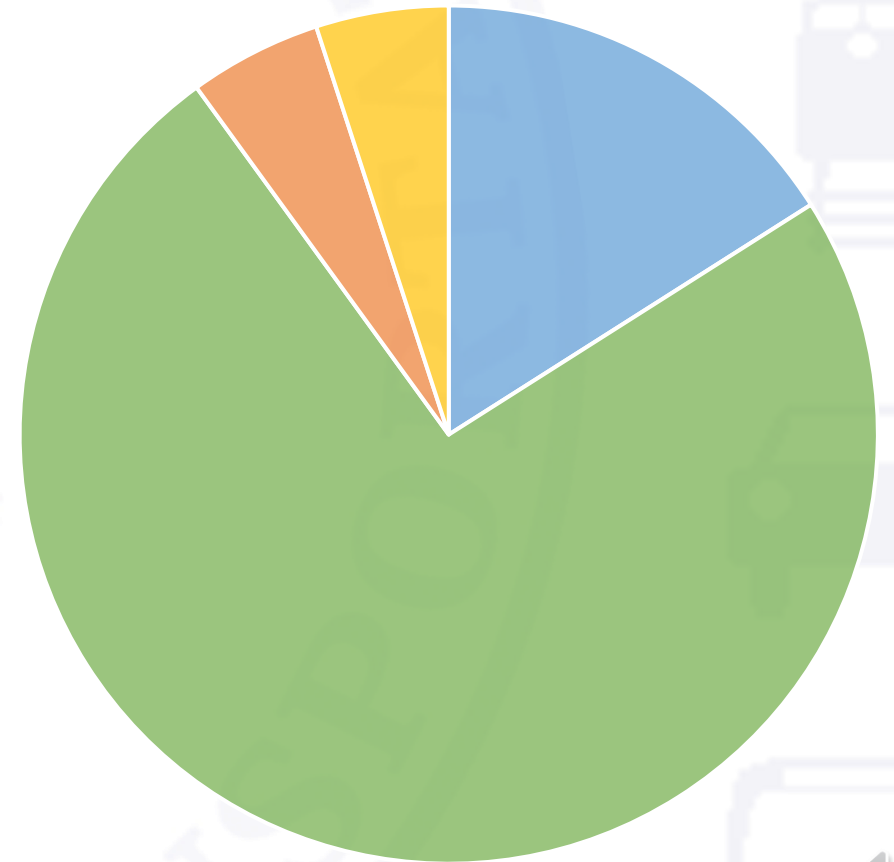


Crash History

- Between 2018-2020:
 - 19 crashes occurred at the intersection
 - 8 crashes resulted in one or more people injured
- Severity and number of crashes is significantly higher than what could be expected for an average intersection with similar traffic volumes
- Possible Causes
 - Excessive speeds on S.R. 39
 - Increasing traffic volumes
 - Reduced sight lines and hills obstructing views

Primary Cause of Accidents

■ Rear End ■ Right Angle ■ Same Direction Sideswipe ■ Ran Off Road



Other Alternatives Considered

- **No Build**

- Provides baseline for comparison of alternative solutions
- Does not address the purpose and need, does not improve safety
- Eliminated from consideration for preferred alternative.

- **Signalized Intersection**

- Rear-end crashes likely to increase, due to high speeds on S.R. 39
- Risk of increased crash rate due to disobedience of traffic signal
- Intersection does not meet traffic volume requirements for a signal to be warranted
- This alternative does not address the purpose and need
- Eliminated from consideration for preferred alternative.



Preferred Alternative – Roundabout Intersection

- Meets purpose & need of project
- Enhances safety by reducing the number of potential vehicle conflict points
- Could reduce 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 D to LOS A

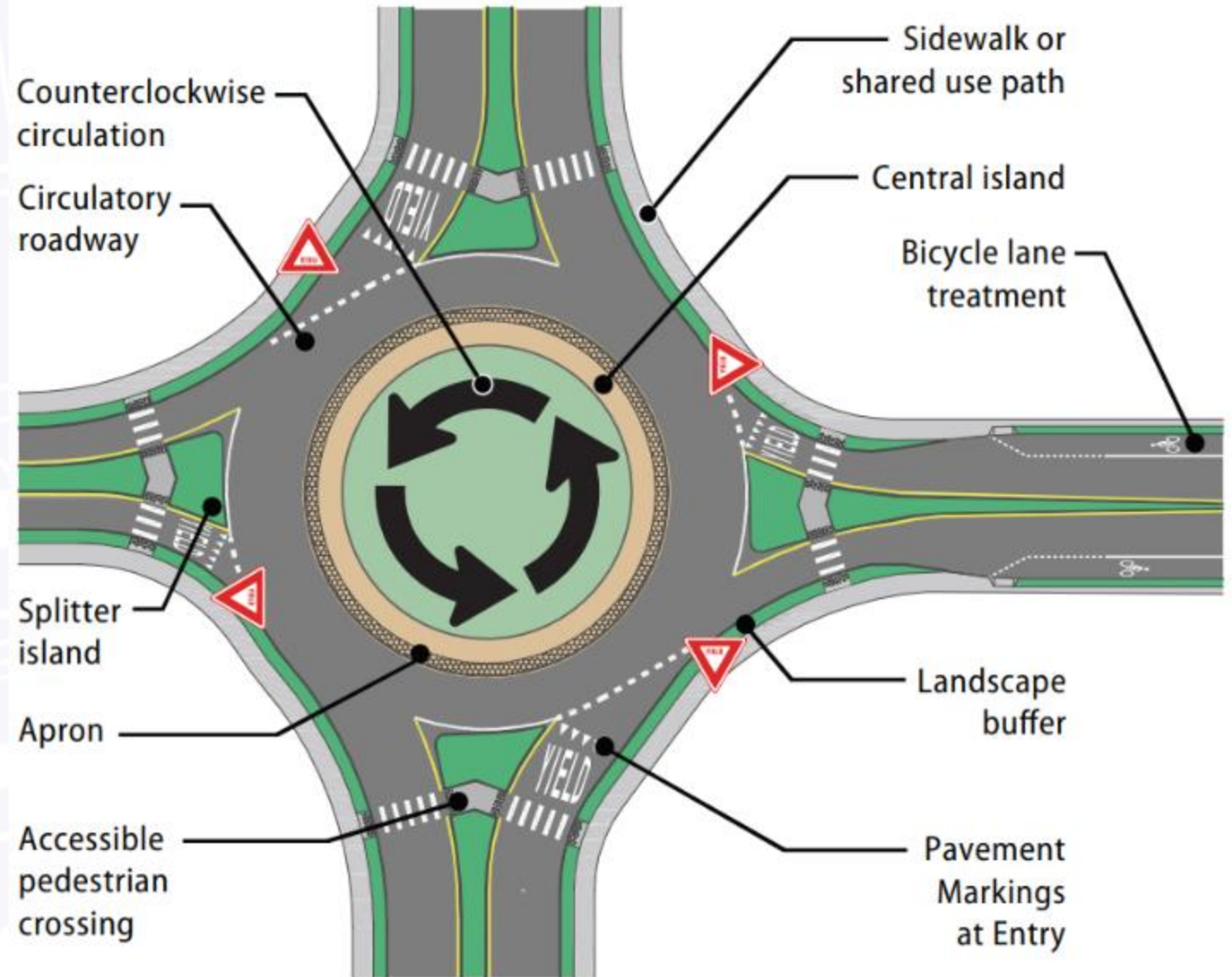


Preferred Alternative – Roundabout Intersection



Roundabout Basics

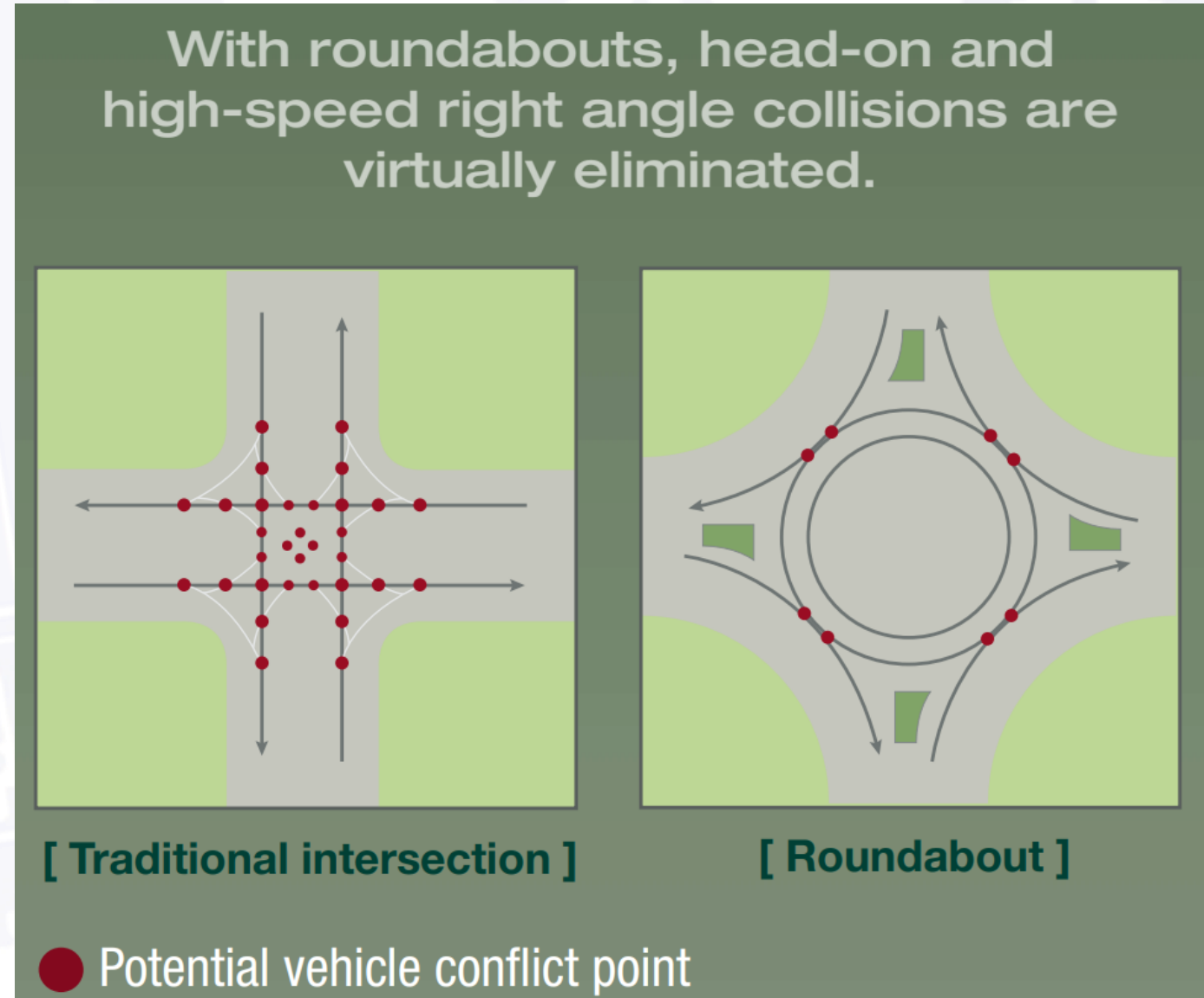
- Counterclockwise flow
- Yield at entrance to traffic already circulating
- Low speed entering and throughout the roundabout
- Designed to accommodate large trucks and farm implements
- Minimal landscaping in center island



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

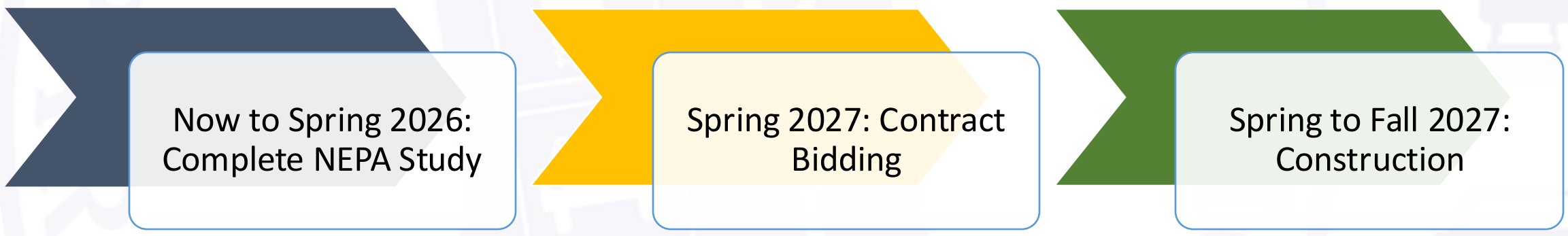


Construction Phasing Plan

- Total construction duration expected to last one season (spring to fall)
 - Construction anticipated to begin in 2027
 - *Total duration for construction can vary depending upon weather and other external factors such as utility conflicts, supply chain delays, equipment failures, etc.*
- Construction in phases
- S.R. 39 always open to traffic – including access to I-70
- Closures of east approach (Keller Hill Road) and west approach (County Line Road) required
 - Expected duration: 3-5 weeks for each approach
 - Timing of closures to be determined



Anticipated Project Timeline



The diagram illustrates a three-stage project timeline. It features three chevron-shaped boxes pointing to the right, each containing a text box. The first chevron is dark blue, the second is yellow, and the third is green. The background includes a large, faint circular seal of the Department of Transportation and various transportation icons like an airplane, train, and bus.

Now to Spring 2026:
Complete NEPA Study

Spring 2027: Contract
Bidding

Spring to Fall 2027:
Construction



A small speaker icon with sound waves is located in the bottom right corner of the slide.

Project Development



**Public Hearing
(Today)**

**Public Involvement
Communicate Project
Decision**



National Environmental Policy Act (NEPA)

- **Federal Requirement:** Environmental review for all federally funded projects
- **Document Type:** Categorical Exclusion Level 2 (CE-2) due to ≥ 0.5 acre right-of-way need
- **Alternatives Evaluated:** Includes the “No-Build” option
- **Environmental & Community Considerations:**
 - Identifies social, economic, and ecological impacts
 - Evaluates avoidance, minimization, and mitigation options

Public Involvement:

- Public hearing notice mailed to nearby property owners and stakeholders
- Notice posted on INDOT’s Crawfordsville District website
- Legal notice published in local newspapers

Decision Process: Public comments are fully reviewed and considered before final decisions

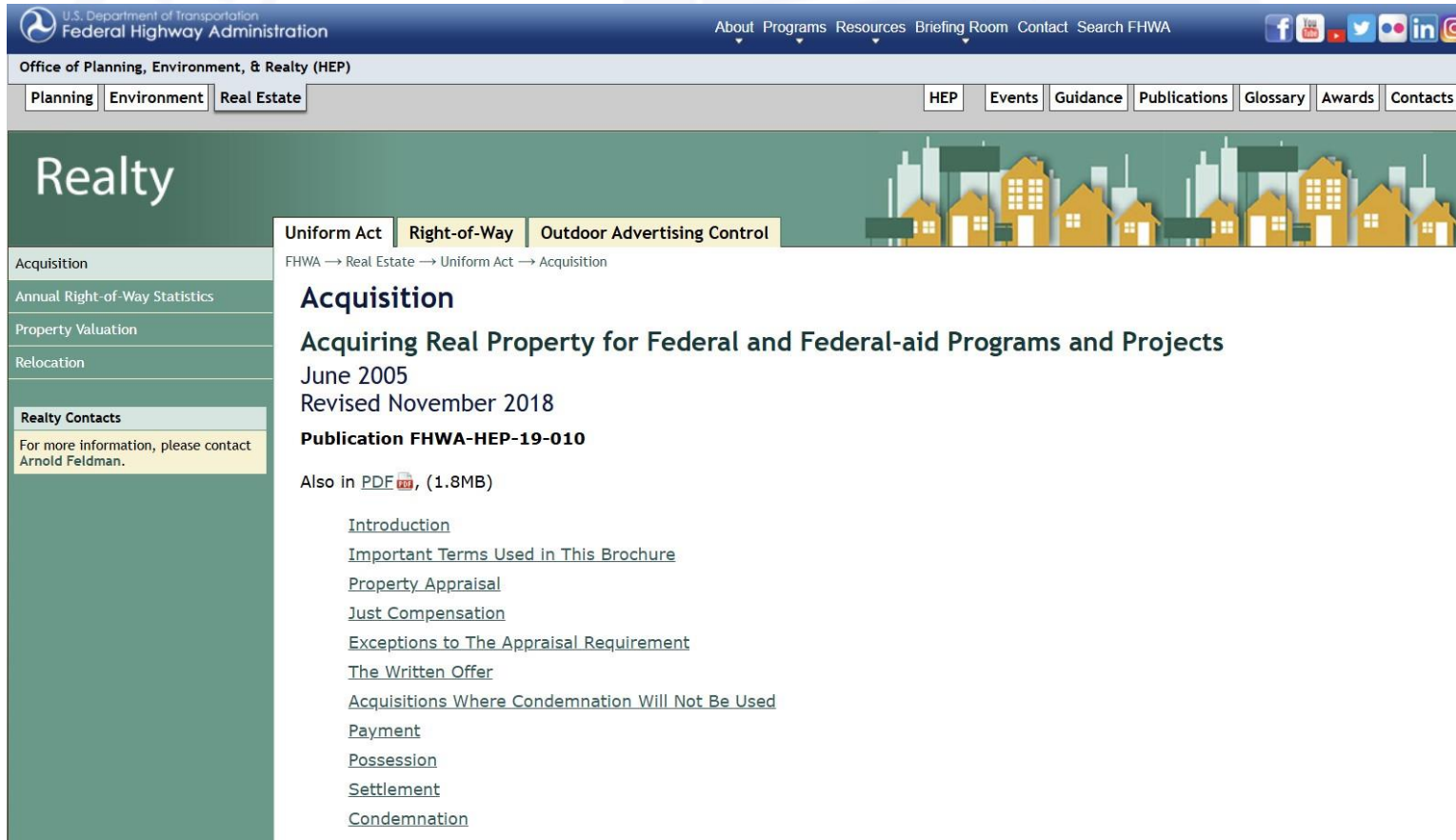


Impacts Include the Following:

	S.R. 39 and Keller Hill Road (DES. 2200084)
Level of NEPA Document	Categorical Exclusion Level 2
Construction Cost	\$4,196,000
Right-of-Way	1.50 acre (permanent) 0.1 acre (temporary)
Cultural Resources	No Historic Properties Affected (INDOT and SHPO)
Streams	No impacts to streams
Wetlands	0.04 acre (permanent) 0.05 acre (temporary)
Floodplain	No substantial impact; IDNR CIF permit will be required
Threatened & Endangered Species	Not likely to affect the Indiana bat, NLEB, or Tricolored bat
Tree Removal	0.6 acre
Maintenance of Traffic	Phased Roadway Closures with Detours

Real Estate Acquisition Process

- https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm



The screenshot shows the FHWA website's 'Real Estate' section. The header includes the FHWA logo and navigation links. The 'Real Estate' tab is selected, leading to the 'Acquisition' page. The page title is 'Acquisition: Acquiring Real Property for Federal and Federal-aid Programs and Projects'. It lists the publication date as June 2005 and the revision date as November 2018. The publication number is FHWA-HEP-19-010. A PDF icon and file size (1.8MB) are also shown. A list of links for further information is provided, including Introduction, Important Terms, Property Appraisal, Just Compensation, Exceptions to The Appraisal Requirement, The Written Offer, Acquisitions Where Condemnation Will Not Be Used, Payment, Possession, Settlement, and Condemnation.

U.S. Department of Transportation
Federal Highway Administration

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Realty

Uniform Act **Right-of-Way** Outdoor Advertising Control

FHWA → Real Estate → Uniform Act → Acquisition

Acquisition

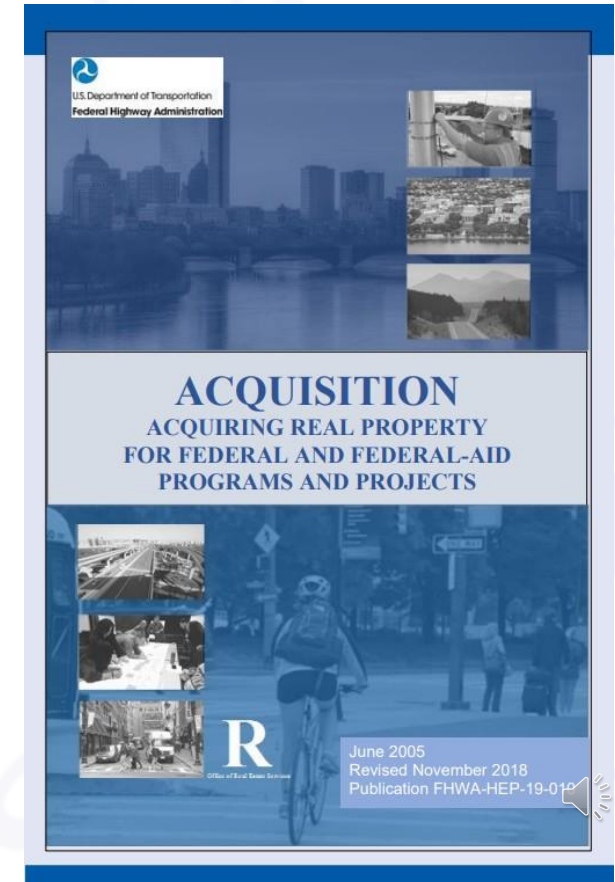
Acquiring Real Property for Federal and Federal-aid Programs and Projects

June 2005
Revised November 2018

Publication FHWA-HEP-19-010

Also in PDF (1.8MB)

[Introduction](#)
[Important Terms Used in This Brochure](#)
[Property Appraisal](#)
[Just Compensation](#)
[Exceptions to The Appraisal Requirement](#)
[The Written Offer](#)
[Acquisitions Where Condemnation Will Not Be Used](#)
[Payment](#)
[Possession](#)
[Settlement](#)
[Condemnation](#)



The brochure cover features the FHWA logo and a collage of images related to real estate acquisition, including a city skyline, a person working at a desk, and a person on a bicycle. The title 'ACQUISITION: ACQUIRING REAL PROPERTY FOR FEDERAL AND FEDERAL-AID PROGRAMS AND PROJECTS' is prominently displayed. The publication date (June 2005) and revision date (November 2018) are listed, along with the publication number FHWA-HEP-19-010.

U.S. Department of Transportation
Federal Highway Administration

ACQUISITION

ACQUIRING REAL PROPERTY FOR FEDERAL AND FEDERAL-AID PROGRAMS AND PROJECTS

June 2005
Revised November 2018
Publication FHWA-HEP-19-010

Project Resource Locations

INDOT Crawfordsville District website

View project materials, this presentation, and Draft CE Document

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.

Call 855-463-6848 or visit INDOT4U.com

Paper copies of Draft Environmental Document and project plans can also be reviewed at the following locations:

- Monrovia County Public Library, 145 S Chestnut Street, Monrovia, IN 46157;
- INDOT Crawfordsville District, 41 W 300 N, Crawfordsville, IN 47933



Providing Verbal Comments

- 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**
- The project team will not respond to verbal comments made today. Comments made officially today will be addressed in the Final Environmental Document



Thank You!

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

Share Your Feedback: Comments are accepted through **March 06, 2026**

In Person:

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



USPS:

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