

Morgan County SR 37/144 Corridor Study Steering Committee Meeting Notes

Date / Time: Thursday, October 2, 2008 @ 6:30 PM

Location: Morgan County Administration Building

Attendees: Ross Holloway, Mike Kirsch, Eleza, John Taylor, Bill Rumbaugh, Kenny Hale
EGT: Cory Whitesell, Jim Rice and Scott Burgins

Coty Whitesell began the meeting at 6:40 p.m. with a review of the agenda. He led the group in a discussion of the interchanges for SR 37.

Turkey Track Road is planned for an interchange by INDOT, mostly because it was a convenient location from surrounding planned interchanges. The group disagrees and thinks even a grade change may not be necessary.

Liberty Church Road has no interchange planned by INDOT, just a grade separation. Some of the area is in flood plain. The committee said it must be an interchange with some sort of industrial development. It could be good for upscale housing, and technology would allow for sewer and water.

SR 39 should be an interchange, according to the group. It would be realigned. For land use, a lot of it is in floodplain.

For Ohio Street, INDOT said it may be too close to SR 39 for an additional interchange. But Ohio Street would be an important corridor to downtown if the interstate comes. The Harmon Becker site will hopefully be filled, and would need an interchange. It was noted that rather than give up Burton Lane overpass, the county could have an interchange at Ohio and give up a grade separation at Burton Road.

Design standards could help improve the county's image along I-69. For example, the county could regulate commercial development at 252 with no truck stops, extend utilities out two miles on 252 and then decide land uses beyond the interchange.

Development of SR 252 and 144 was discussed. Both roads can be seen as either commercial or industrial development depending upon what the hospital does. Some committee members said all the commercial growth should be long Ohio Street and housing or manufacturing should be along 252.

Rice suggested the group consider a lifestyle development, which could be a mix of such different uses as medical facilities, coffee shops and upscale housing. However, Stonebridge has planned a 50-acre commercial area with bakery, restaurant, etc. The area probably can't support both up-scale sites.

The committee discussed other opportunities for grade separations and frontage roads. Grand Valley needs at least a grade separation. For example, there are a lot of walkers to Wal-Mart. A pedestrian crossing would not be enough.

Teeter's Road could use a grade separation or frontage road. The site is good for residential development.

Eggbert Road could be a grade separation. Maple Turn Utilities could provide utilities if it did a large expansion.

Perry Road might not have to be a grade separation; it could be served by a frontage road.

A frontage road would be needed for the proposed business park. Waverly should be a grade separation to serve the future county park.

The committee discussed other possible interchanges for I-69. Henderson Ford Road should be an interchange. It's now a long way from utilities and any development is likely to be long term. Zoning could save the land for higher uses. It could be a nice outlot with controlled aesthetics.

Big Bend could be an interchange with I-69, as the Stonebridge developers would prefer. This would serve Johnson County's request for a link. An interchange at 144 would be a major draw and hot spot.

The group talked about how to capture the money that will flow through on the interstate. Site at Waverly and Big Bend could provide opportunities. The committee discussed that now is the time to set design standards. Get the community and the new Stonebridge developers to support the standards.