

Anderson MPO (Madison County Council of Governments)
INDOT Meeting Notes for 2010 Long Range Plan
Held at Greenfield District Office on March 22, 2010
9:00 AM to 10:30 AM

In Attendance: Jerry Bridges, Executive Director MCCOG
Peter Mitchell, Senior Transportation Planner MCCOG
Steve Smith, INDOT – Manager Urban and Long Range Planning
Dwane Myers, Greenfield District Planning Manager
Roy Nunnally, INDOT – Manager Modeling Section
Seema Alvi, INDOT Modeling Section
Bill Flora, INDOT Urban and Long Range Planning
Randy Walter, INDOT Urban and Long Range Planning

Steve Smith opened the meeting and introductions were made. Steve noted that INDOT is updating the 2007 Long Range Plan (LRP) in 2010 and extending the planning horizon year from 2030 to 2035. Steve also noted this update of the LRP will not be project specific beyond 2020, but instead will be needs oriented after 2020. The target for adopting the LRP update is July 2010.

The meeting's purposes were noted:

1. Share the results from the statewide modeling process for 2020 and 2035 traffic projections for the Anderson / Madison County (MCCOG) area and offer the opportunity to identify any anomalies the MPO staff may detect, including the number of lanes and level of service projections.
2. Review the Major Moves information for projects in the MCCOG area presented on the INDOT website, including the most recent 2009 update of projects.
3. Discuss any projected needs the MPO has identified.

Roy Nunnally noted the two maps for 2020 and 2035. He indicated that the medium level of socio-economic assumptions was used in the modeling process and that the base year traffic count data is from 2006. Roy also commented that the planning staff reviewed the maps for any anomalies or errors (such as the number of travel lanes). These review comments will be evaluated to see if adjustments to the model are needed.

The MPO offered some comments about projected needs. Jerry Bridges noted there has been a lull in growth along the I-69 corridor due to the economic downturn. However, at the SR 13 exit he has concerns due to difficulty making turns off the ramps at certain times. There is a large subdivision south of the Interstate, and he is aware that three subdivisions have been planned but put on hold due to the economy.

The MPO also discussed SR 9, which is used by a lot of commuters. Many take the route to access Mt Comfort Road and then use it to access I-70 into Indianapolis. This routing avoids I-69 in the Fishers area. It was also noted that McCordsville is growing quickly and perhaps a micro-model is needed in some areas to catch the detail.

The MPO has used very conservative growth assumptions in their plan updates due to the state of Madison County's economy. Many people in Madison County commute to Greenfield of Indianapolis. However, US 36 is a greater need than SR 9. Ingalls is experiencing growth due to a subdivision south of US 36 and west of Ingalls. The MPO said this traffic will use US 36 not I-69.

The MPO noted clustering of businesses is occurring near the I-69 interchanges at SR 38, SR 9 (Martin Luther King Blvd) and SR 9/SR 109 (Scatterfield Road) within a quarter mile of the interchange and there is a need to add turn lanes. These small links are likely to show up as congested. Local zoning is an issue. The MPO would like to have a parallel road built with local federal aid between SR 9 (Martin Luther King Blvd) and SR 9/SR 109 (Scatterfield Road). This is anticipated to be a growth area.

INDOT followed with a discussion of the committed projects from Major Moves. The MPO was provided with a map and listing from the 2009 update. It was noted there are two projects as follow:

US 36 (Corridor 240) added travel lanes from SR 9 to Fall Creek at Pendleton has a proposed completion date beyond 2020, with a specific date to be determined.

I-69 (Corridor 21) interchange modification at SR 67 and SR 32 at Daleville was shown with a completion date to be determined, but it has subsequently been eliminated.

At 10:00 AM the Muncie MPO staff arrived and discussion of the I-69 (Corridor 21) project continued as it is located in Delaware County but inside the Anderson urbanized area. Dwane Myers noted that a sports complex originally planned at the interchange did not occur and that project is quiet for now. The interchange could come up under another INDOT program, as there is a queuing problem for trucks turning from westbound SR 67 to the southbound I-69 ramp due to insufficient storage for those making the left turn. The need to be addressed is more of an operational nature than an interchange modification. It was noted that FHWA needs to be contacted concerning elimination of the interchange from the list of expansion projects.

The meeting with the Anderson MPO ended with their departure at 10:30 AM.