



# I-69 Evansville to Indianapolis Tier 2 Studies

## **Martinsville/Morgan County (M&M) CAC Summary**

**Location:** Morgan County Fairgrounds

**Date/Time:** March 24, 2005, 6:00 – 8:00 p.m.

**Subject:** Martinsville/Morgan County Community Advisory Committee Meeting # 2

**Participants:** See attachment

### **Introduction:**

The meeting began at approximately 6:00 p.m. Tim Miller (TM) introduced himself and Wendy Vachet (WV) as the project managers for Sections 6 and 5 respectively. Pointing to the study corridor maps, he reminded attendees of the study area boundaries. He indicated that Section 6 begins in Indianapolis and ends at Martinsville while Section 5 follows from Martinsville to Bloomington followed by self introduction of everybody present.

WV stated the purpose of the CAC as an opportunity for the project team to:

1. Present the status and progress of the project to the CAC,
2. To obtain input from the CAC based on comments from their communities, and
3. For the CAC members to obtain information that could be shared with their communities.

WV gave a brief overview of the potential future growth of Martinsville and Morgan County, as a whole, and indicated the meeting would involve two exercises. One exercise would focus on future land use in both the Section 5 and 6 portions of the corridor and the other exercise would focus on interchange spacing/access on the proposed I-69 in the Section 5 (southern) portion of the corridor. The CAC was divided into two groups to work with each section for approximately 40 minutes.

### **Agenda Item 1- Group Exercise – Land Use:**

Dave Wenzel (DW) moderated the land use exercise for the CAC. He explained that the exercise was a tool to help determine future land use which would significantly influence traffic generation in different areas of the community and therefore where the study team should consider providing access on the proposed I-69. He presented the group with a set of three questions, maps of the study area, and three different markers of red, blue, and black. The questions included:

1. Looking at only undeveloped land or land currently used for agricultural purposes. Please use the red marker and circle those properties you predict will be developed over the next 25 year period. Please indicate next to that marking the type of land use you predict will develop there.
2. Looking at developed land, use the blue marker to identify any areas that you believe would be redeveloped to another land use because of the development of I-69



# I-69 Evansville to Indianapolis Tier 2 Studies

3. Using the black marker identify areas that you believe are critical to having nearby access across I-69

Brock Hoegh (BH) explained how the existing land use map was developed and asked the group to check the community facility map for accuracy.

A group exercise followed with members discussing and writing/drawing on the land use maps.

Group one chose Norman Voyles as a spokes person for the group. There was a consensus within group one for all development trends and concepts discussed except for the issues of providing an interchange at Hospital Drive. Group one was split regarding if this interchange should be provided or not.

Groups one and two rotated stations. DW addressed group two with a similar introduction as he did with group one and BH followed with how the existing land use was put together. Group two chose Warren Waymire as their spokesperson. Group two's exercise included discussions and opinions of the group members that were noted on the maps. Warren Waymire presented the findings of a personal traffic study he performed on March 21, 2005 between 6:00 AM and 8:30 AM at Egbert Rd, Maple Turn Rd and Henderson Rd. These findings are attached to these meeting notes.

## **Agenda Item 2- Group Exercise – Mobility/Access:**

Mary Keith Floyd (MF) moderated this exercise. The two groups (as described in the above exercise) took turns viewing aerial photo plots enhanced with GIS information showing basic corridor information (e.g., roads, access points, developments, natural features, etc.) as well as current and future planned land use features. They were asked to provide any corrections to what they saw on the maps, so that new maps would incorporate the changes.

Participants were asked to consider mobility and access needs for 2030, and what they thought might be important issues based on their particular points of views (e.g., neighborhood access, commercial access, bicycle/pedestrian access, etc.) They were asked to evaluate all current access points either as interchanges, over/underpasses, or neither an interchange or over/underpass. To assist with visualizing the size and shape (and possibly direct impacts) of interchanges, celluloid cutouts were provided to lay over various potential interchange points.

Participants were also asked to "rate" each potential access point, over/underpass and non-access point from 1-5 (1 being the least desirable/necessary, and 5 being the most desirable/necessary).

## **Agenda Item 3- Exercise Result Summaries:**

### Land Use

Norman Voyles presented the Land Use findings of group one. He summarized:

- The eastern side of Martinsville has the biggest potential to grow as residential, commercial, and industrial



# I-69 Evansville to Indianapolis Tier 2 Studies

- Potential development to the west is significantly limited by floodplains,
- The auto dealerships and mobile homes will potentially be redeveloped,
- It is critical to provide access at SR-52 and SR-44. If possible, combine these into one interchange, and
- Provide another interchange at Henderson Ford Rd.

Warren Waymire presented the findings of group two as:

- east of Martinsville will mostly be residential,
- mobile homes and the auto dealership areas could potentially be redeveloped,
- Teeters Rd area and Legendary Hills have a high potential for residential development,
- it is critical to provide an interchange at Ohio Street
- access for the hospital (SR-44) is critical, and
- Liberty Church is important and should have access

## Mobility/Access

### **Paragon Road/ Pine Blvd**

- Many considered this point not necessary as an interchange; perhaps better for an over/underpass
- Access to the State Forest is considered important; however, this could be accomplished without an Interchange at Paragon.
- Folks from Martinsville use Old SR 37 to get to the forest; could be better served from Liberty Church.
- People also use Godsey Road to get to Paragon – not just Paragon Road

### **Turkey Track Road / Old SR 37**

- Homes in vicinity will need access to an interchange, either on west side of highway, or via overpass or interchange at Paragon.
- People use north Turkey Track access point on SR 37 more than south access point; use Paragon access point most.

### **Liberty Church Road/Godsey Road**

- Considered by many to be the second highest priority for Interchange (behind SR 39)
- Access needed for community functions at Liberty Church
- Godsey Road is used to get to Paragon – maybe even more than Paragon Road
- Need access for farm vehicles
- If frontage roads are built, this could be okay as an overpass; but there is concern that Jordan Road would not be able to handle traffic from/to SR 39 interchange
- At least a frontage road from Legendary Drive to Liberty Church is necessary

### **Legendary Drive**

- Most state preference for an interchange at Liberty Church, with access road for the Legendary Hills subdivision



# I-69 Evansville to Indianapolis Tier 2 Studies

- Over/underpass not needed, as long as there is a frontage road

## **Old SR 37 (South and North segments)**

- No interchange or over/underpass required, as long as there is access to interchange(s) via frontage road, or if segments of Old SR 37 are connected and used as a frontage road
- Concerns for traffic if Old SR 37 is used as a frontage road

## **SR 37/ SR 39**

- Considered by most to be the highest priority for an interchange
- Need interchange to connect with SR 67 (Mooresville)
- SR 39 crosses White River, provides best western access
- Interchange will keep heavy traffic and trucks from cutting through town, will allow local access to commercial areas, and church
- Concerns for floodplain (to west) – could be more impacted without the current connection to SR 67
- Concerns about type of access road to Martinsville Baptist (church and school). Need safe access/frontage road

## **Agenda Item 4- Wrap-up:**

WV made a concluding statement that floodplain and the State Forest are big constraints for future land use development in Martinsville and south Morgan County. She stated that the team will be back with all findings including the CAC's comments and asked the attendees for final thoughts.

A CAC member commented that they want to see the highway be community friendly. Other CAC members also stated that the project team should consider greenways and parks as part of the design of I-69. TM responded by stating that the team will consider aesthetics and other measures to make the freeway more appealing to the community. DW added that the freeway will be designed in the context of all land uses of the area.

TM stated that the meeting has been productive.

With no more comments the meeting adjourned at approximately 8:00 PM.

*The discussions described in this summary provide a meeting overview and do not create an obligation or commitment for final project decisions.*

*This meeting summary represents the project team's understanding of the events that occurred. Please forward any comments to the project managers' attention, Wendy Vachet or Tim Miller.*



# I-69 Evansville to Indianapolis Tier 2 Studies

Attachment  
M&M CAC Meeting # 2 Attendance  
March 24, 2005

CAC Member Organization	Representative
Officer Gerard McGrath	Morgan County Sheriff's Office
Randy Davis	Mooreville Consolidated School Corporation
Dan Young	St. Francis Hospital
Fred Roberts	Harrison Township
Tom Cash	Liberty Church
Frans Hollanders	Martinsville Police Department
John Taylor	Morgan County Economic Development
Chuck Crouch	Morgan County Highway Department
John Almon	Legendary Hills Neighborhood Association
Charlene Hall	Morgan Hospital and Medical Center
David Zempel	Martinsville Baptist Church
Ron Mimna	Martinsville Chamber of Commerce
Norman Voyles	Morgan County Commissioners
Larry Smith	Morgan County Highway Department
Warren Waymire	Fox Cliff Neighborhood

Project Team	Representative
Indiana Department of Transportation (INDOT)	Eric Swickard
Bernardin, Lochmueller & Associates, INC (BLA) <i>Project Management Consultant for corridor (PMC)</i>	Jonna Stack Nicole Minton
Michael Baker, Jr. Inc. <i>Project Management for Section 5</i>	Wendy Vachet, Kurt Weiss, Stephanie Collier, Mary Keith Floyd, Mark McElwain
HNTB <i>Project Management for Section 6</i>	Tim Miller, Brock Hoegh, Dave Wenzel, Kwame Awuah