



DRAFT MEETING MINUTES

Section 6 Community Advisory Committee (CAC)
Stakeholder Working Group
 Southland Community Church
 5800 W. Smith Valley Road
 July 21, 2015 from 9:00 a.m.-12:00 p.m. EDT

Attendee	Organization
John Ayres	Hendricks County
Bob Babcock	IN Railroad Company
Lindsey Beckman	Morgan County Economic Development Corporation
Bill Boyd	Marion County Alliance of Neighborhood Associations
Kevin Brinegar	Indiana Chamber of Commerce
Steve Brock	Brown Township Fire Department
Don Colvin	IndyParks
Shannetta Giffin	Indianapolis Airport Authority
Anna Gremling	Indianapolis MPO
Justin Groenert	Southwest IN Chamber of Commerce
Kenny Hale	Morgan County
Jason Holliday	Marion County
David Holt	Conexus Indiana
Barbara Hunt	IN Motor Truck Association
Liz Irwin	Bloomington Chamber of Commerce
Dr. Thomas Little	Perry Township Schools
William Long	Center Grove School Corporation
Christian Maslowski	Greater Greenwood Chamber of Commerce
Kevin McGinnis	Town of Bargersville
Greg McKelfresh	South Central Indiana REMC
Michele Moore	Martinsville Consolidated School Corporation
Rex Morley	Brown Township Fire Department
Cheryl Morpew	Johnson County Development Corporation
Steve Oschman	Greater Mooresville Advisory Committee
Melody Park	Indianapolis DPW
Mike Pelham	Johnson County
Jeremy Pell	White River Township Fire Department
Jeff Quyle	Mooresville/Morgan County
Mark Richards	City of Greenwood
Larry Smith	Morgan County
Jamie Thompson- Taylor	Martinsville Chamber of Commerce
Joe Tutterrow	Morgan County Parks and Recreation
Travis Underhill	City of Franklin
Norman Voyles	Morgan County
Ron West	Johnson County



Rodger Wiltermood	Martinsville Police Department
Julie Young	Town of Bargersville
Ray Young	Town of Brooklyn
Sarah Rubin	INDOT
Kevin Hetrick	INDOT
Jim Earl	INDOT
LaMar Holliday	INDOT
Michelle Allen	FHWA
Eryn Fletcher	FHWA
Janice Osadcuk	FHWA
Bill Wiedelman	HNTB Corporation
Christine Meador	HNTB Corporation
Ruth Hook	HNTB Corporation
Matt Miller	HNTB Corporation
Lori Miser	HNTB Corporation
Lisa Waller	HNTB Corporation
Tim Miller	Lochmueller Group
Kia Gillette	Lochmueller Group
Eric Swickard	Lochmueller Group

- I. Introductions
 - a. Introduction of CAC and SWG members
 - b. Introduction of Project Team
- II. Activities since Last Meeting
 - a. Public Involvement Meeting
 - b. Field Work
 - c. Preliminary Alternatives Selection Report
 - d. Preliminary Alternatives Press Release
- III. Processes and procedures for today/s combined CAC/SWG meeting
- IV. Discussion- Breakout Sessions
 - a. Alternative C (North Section)
 - i. Access
 - Grade Separation is proposed at Stones Crossing Road rather than Olive Branch Road.
 - Center Grove High School is located along Stones Crossing Road and the main access from the west is Stones Crossing Road.
 - Access road is suggested from SR 144 south to Banta Road along the east side.
 - Additional interchange between SR 144 and Henderson Ford Road.
 - Big Bend Road is preferred location.
 - Could the existing SR 37 and I-465 interchange be used?
 - Look into previous study as to why use of the existing interchange was eliminated. [Note: Existing interchange is proposed to be maintained to keep Harding Street open.]
 - Why placed to the west? There is concern over it being placed to the west, which is an environmentally sensitive area.
 - Could it be placed to the east of the existing interchange?
 - Design of the new I-69 and I-465 interchange



- How will the existing development at SR 37 and I-465 be accessed from the new interchange?
 - What is the configuration?
 - How will this interchange impact travel along I-465 and what will be done about the increase in traffic?
 - Improvements to the SR 37 and I-465 will be necessary to serve the increased truck traffic.
- What will happen to SR 37 where it departs from I-69?
 - Will there be access to I-69?
 - Is there the potential for on and off ramps in order to serve the work force commuting to and from Indianapolis?
- Interchange at Southport Road:
 - Concern over the impacts to existing development at the intersection
 - It will be safer once it becomes an interchange
 - What kind of traffic flow control will there be to ensure safe east/west travel?
- Grade separation at Stop 11 Road
 - Would provide another safe east/west crossing for school buses and parents of school children
- Grade separations will provide better and safer east/west crossing for school buses and parents.
- Concern over access to the mobile home community at Old SR 37 and Stones Crossing Road, on the west side.
- Questions as to the purpose and need of a grade separation at Banta Road
- Sufficient access roads to spur redevelopment where businesses might be lost because of the interstate.
- Maintain easy access to Mallow Run Winery
 - Major tourist destination
 - Main access from Whiteland Road
- Access on the west side of SR 37 from Fairview Road down to Smith Valley Road in order to serve the farm equipment for Indy Family Farms, which farms both sides of the road, and maintain easy access to McCarty Mulch and Stone.
- Bluff Road south from County Line Road to Fairview Road
 - Bluff Road at County Line Road would have to be relocated and reconnected to local roads.
- Concern over SR 144 and Old SR 37:
 - What kind of access will there be to the interchange?
 - Will there be any improvements to the intersection if it is not part of the interchange?
- ii. Infrastructure and Development:
 - Stone Bridge development has been put on hold.
 - Located near Big Bend Road and could serve as a site for an interchange
 - Approximately 100 acres and has potential bat habitat
 - There is the potential for further development on the north side of I-465 at Harding Street.
 - Current development occurring at Thompson Road and SR 37



- Johnson County has been exploring funding for access along the west side of SR 37 in anticipation of I-69 coming through.
 - Would be used for future development including a compressed natural gas (CNG) facility to serve the trucking industry.
 - Bargersville working to develop the SR 144 and SR 37 area for new development related to I-69.
 - Concerns over impacts to residential and commercial development, both existing and future.
 - Loss of tax revenue from assessed property values (existing commercial)
 - Marion County has water and sewer in the area for new development
 - Future residential development around Southport could lead to a need for more schools and access to students.
 - Southern Dunes is planning another development
 - Johnson County East/West Corridor has started with improvements to Whiteland Road and Greenwood's improvements to Worthsville Road
 - Some businesses have already begun investigating and buying new property in order to relocate because of I-69.
 - Morgan County and Bargersville have plan for wastewater facility near SR 37 and SR 144
 - Interceptor sewer being designed at Wicker Road, down the west side of SR 37 to Fairview Road
 - 2018 planned start of construction.
 - 60 inch pipe until Fairview Road where it will then become a 54 inch pipe
- iii. Other Comments or Concerns:
- Concerned about construction over gravel pits
 - How will SR 37 be maintained if another alternative is selected? Will there be improvements?
 - Can there be easements included in right-of-way to allow for biking, walking, and pedestrian paths in order to connect communities?
 - Alternative C best fulfills the mission of I-69
 - Trucking industry sees Alternative C as the logical route because trucks will have easier access, there is already the existing infrastructure, and the community already accepts trucks.
 - General concern over the increase in truck noise
- b. Alternative C (South Section)
- i. Access:
- Some members suggested grade separations over interstate is preferred
 - Consider response times and access from Washington Township fire department on SR44 to Fox Cliff.
 - Access to hospital at SR252/SR37 is important
 - Access to Wal-Mart shopping center at Grand Valley Road is preferred. Should allow for both pedestrian and vehicular traffic.
 - Local access roads from SR 252 to Wal-Mart shopping center alongside interstate for both pedestrian and vehicular traffic should be considered.



- Construct a local access road between SR 44 and SR 252.
 - An interchange at Ohio Street is important in order to serve downtown businesses.
 - The project team should develop a Connectivity Plan for urban Martinsville Area. Plan would show potential access and travel patterns between SR39 and SR252.
 - Consider pedestrian access on grade separations in the Martinsville area
 - An interchange at Henderson Ford Road is preferred over an interchange at Egbert Road because of the existing bridge across White River.
 - A grade separation should be provided at Egbert Road.
 - Much support for the proposed local access road connection between Centennial Road to Henderson Ford Road
 - Consider a roundabout at the Egbert Road and Centennial Road intersection
 - Consider an interchange at Big Bend Road with local access roads to Perry Road to help growth in TIF areas.
 - Consider response times for Washington Township F.D., which serves Fox Cliff Estates,.
 - Connect Teeters Road to Morgan Street in order to serve the Martinsville Golf Course.
 - There is a finger system off of Morgan Street that serves a local church.
 - Construct access road south from Teeters Road to SR 44.
 - How will Teeters Road connect to the fish hatcheries?
 - Consider safety measures for the southbound approach into Martinsville. Specifically, reduce the grade of existing SR 37 if/when it is converted to I-69.
- ii. Infrastructure and Development:
- City and County have proposed a trail on the south side of Martinsville. Not is formal plan now. May be adopted at the end of the year.
 - A sewage treatment plant is proposed near SR 144 and Waverly Road
 - A high pressure gas line is located near Big Bend Road
 - Access site to the White River in Waverly is closed due to IDNR not renewing the lease.
 - Currently looking for a new access location
 - Planned Unit Development homes, golf course, horse trails, Stone Bridge community was identified in 2008-09. PUD was approximately 1200 acres in 2008-09. Land is now being sold and development is not advancing.
- iii. Other Concerns/Comments:
- Mobile home community at Outer Driver and Industrial Drive
 - Section 8 housing near Mahalassville Road and Southview Drive.
 - Consider special outreach to South Street and East Street areas, near the high school.
 - Consider special outreach to rental communities
 - FEMA/INDOT acquired properties on Southview Drive
- c. Alternatives B and D:
- i. Access:



- Motorists going to Indianapolis will still use SR 37
 - Safety would be improved on SR 37 by making it limited access
- Interchange at SR 42 is preferred over Greencastle Road
- Unsure if Centenary Road interchange is necessary
- Traffic uses Henderson Ford Road to get to Centeron Road.
 - May need an interchange here for Alternative D
 - There is an elementary school on Centeron Road
- Alternatives B and D would be better if utilized SR 67 more
- Access road to Centeron Road
- Maintain access to power plant for EMS and Fire Departments
- SR 42 will need improvements
- Like the extension of Old SR 37
- Access on D can be limited because there is no dense development along the route
- Pedestrian bridge for elementary school is currently under construction in Brooklyn across White Lick Creek
- A grade separation at Watson Road is not likely needed since there is access from SR 144
- Businesses along SR 67 south of Mooresville need to have good access
- ii. Infrastructure and Development:
 - Not a lot of new development will occur in the floodplain
 - Not likely to provide a development benefit to the Brooklyn community
 - TOA is a major local employer that needs to be considered
 - Economic development occurring in northern Morgan County and southern Hendricks County near I-70
 - New industrial park north of I-70, approximately 550 acres
 - TIF district- West Point Business District
 - Concern with existing and proposed pipelines
 - New natural gas plant and pipelines planned to cross the alternatives
 - Existing gas line between Greenfield Road and County Line Road
 - Mooresville Gateway project to improve road and entrance into Mooresville
 - Monrovia sewage treatment plant north of SR 42 and east of SR 39
 - TIF district at SR 39 interchange, west of SR 67
 - Interchange on I-70 would be beneficial to this district
 - B is preferred for economic development
 - Concern over future growth around interchanges.
- iii. Other Comments/Concerns:
 - Alternative B is preferred over D because of less impacts to development
 - Apartment complexes near SR 67 and SR 144 are potential areas of EJ concern
 - Trucks are likely to still use SR 37, splitting the truck traffic between the two routes.
 - 37 still the most direct route for trucks not going to west side complexes
 - Additional traffic will be put on I-465. How will that be addressed?
 - Concern over how the communities will react to new truck traffic



- County planning a greenway between Waverly access site and White River access site.
 - Mooresville Schools should be invited to attend CAC meetings.
 - Concern over the east/west travel to the schools over the alternatives
 - Echo Lake and Country Manor are mobile home communities that might need special outreach
 - Concern over the poverty level in Brooklyn, it could be a potential EJ issue
 - Concern over mutual aid for the fire departments
- d. Alternatives K3 and K4
- i. Access:
- Concerns over traffic, accessibility, and safety for Southport Road and Mann Road area.
 - Concern over the elimination of the Mann Road ramps onto I-465
 - Interchange with SR 144 important to maintain access for Bargersville.
 - K4 preferred over K3 because of the interchange with SR 144
 - Concern over the lack of grade separations between I-465 and Southport Road, particularly the Banta Road area.
 - Henderson Ford Road interchange preferable to Egbert Road.
 - Concern over Henderson Ford Road maintaining its crossing of the White River
 - Would like access to Centennial Road from the interchange.
 - Would like to see an interchange at Landersdale Road.
 - For economic development and access to Heartland Crossing
 - Concern over why Mann Road has become an option again when it was eliminated in Tier 1.
 - Concern over the limited access in Morgan County, especially in the Waverly area.
 - Consider an interchange at County Line Road as well as SR 144
 - Maintain easy access to Mallow Run Winery
 - Major tourist destination
 - Main access from Whiteland Road
- ii. Infrastructure and Development:
- Concern of industrial development at SR 67/Kentucky Avenue/Camby Road area.
 - Alternatives provide little opportunity for economic development in Morgan County.
 - K3 dissects NE corner of Morgan County TIF district.
 - Consider future residential development
 - Windsor Addition at Hadley Road and Mann Road- low to moderate income.
 - Master plan for Southwestway Park shows future expansion for an aquatic center at Southport Road.
 - Concern over impacts to Southwestway Park
 - Southwestway Park uses Land and Conservation Funds as well as Heritage Funds



- Solar panels on the southwest corner of Mann Road and Southport Road.
 - Sewage treatment plant on NW corner of SR 37 and SR 144
 - County park being developed in Waverly
 - Riverside Trail to connect to Morgan-Monroe State Forest
 - Concern over other regional trails
 - There is the potential for development to the west along County Line Road
 - Could there be a buffer such as sport parks, etc between Mann Road and I-69?
- iii. Other Comments/Concerns:
- Question and concerns over the traffic currently and the potential increase in traffic at Mann Road and I-465
 - Trucks will remain on SR 37 because of existing infrastructure.
 - Concerns over the traffic impacts on Southport Road
 - Concerns of the extent of floodway mitigation
 - Concerns over quality of life, public safety, and access routes.
 - Concerns over the amount of traffic being added to I-465
 - Decatur Township should be represented on the CAC
 - Schools, emergency access, etc.
 - Prefer over Alternatives B and D
 - Noise will change the nature of Southwestway Park
 - Concern over truck traffic between I-69 and SR 37.

V. Group presentation

- a. A five minute presentation was given by each group spokesperson. The presentations focused on the most pertinent issues for each alternative.

Details discussed in this meeting are subject to change. This summary is a reflection of the status of these items at the close of the meeting.

These meeting minutes represent the understanding of the events that occurred. Please forward any comments or revisions to the attention of Christine Meador at cmeador@HNTB.com.

Note: This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.