

M O R G A N C O U N T Y

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C O R R I D O R P L A N

INDIANA

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Introduction

The State Road (SR) 37 / State Road 144 Corridor Plan is a tool for promoting two of Morgan County's prime economic assets while at the same time protecting the corridors from undesirable land uses and development practices.

Growth already is occurring along both of the corridors and traffic is increasing due to this growth. Residential, commercial and industrial developments have been proposed on SR 37. Along SR 144, many residences are being added as a result of suburban Indianapolis development pressures.

At the same time, the Indiana Department of Transportation (INDOT) has begun construction of Interstate 69, a new interstate highway stretching from Evansville to Indianapolis. This interstate is planned to be routed through Morgan County on the footprint of SR 37. When constructed, a significant number of properties in Morgan County will no longer have access to the highway – therein dramatically reshaping the community.

I-69 is likely 10 to 20 or more years away from impacting Morgan County directly, because funding is not currently in place for this section of the interstate. The combination of I-69 and current development pressures has clearly generated a need to develop a plan for how land should be developed both today and in the future. Furthermore, since I-69 plans are not finalized, this plan affords the opportunity for the community to present a collective recommendation on how the interstate should be developed in the county.

This plan presents a summary of the impacts and recommendations related to future land use and development associated with I-69. Impacts to each community are described, recommendations are given for where development should occur so that it meets short term needs, but will also accommodate long term I-69 related development. Finally, the plan makes recommendations for specific land uses in the corridor and more specific development standards.

Executive Summary

The new interstate would likely have impacts – both positive and negative – on three local governments due to their proximity to the corridor: Morgan County, The City of Martinsville and the Town of Mooresville. Those entities teamed up for this plan, with each



SR 37 at SR 144



SR 144

supplying members for the Steering Committee.

The committee's first question was, "When will I-69 get to Morgan County?" As of early 2009, there was no official answer to that question. Indiana Department of Transportation (INDOT) representatives said no timeline had been set, and that it is likely 10-20 years or more away.

The committee's second question was, "Where will the interstate exits go?" The same INDOT representatives said they have at least four possible configurations but the final decisions have not been made.

Steering committee members also wanted to know if the community can influence what exits INDOT selects. The answer was that local recommendations would have a strong influence on the decision, particularly if Morgan County communities were united in their recommendations. However, INDOT will ultimately make the decision.

Another factor that weighed heavily on the planning process was the national housing crisis and recession that struck in 2008. Under economic forecasts that were at best austere and at worst frightening, local leaders realized that any growth-based planning would be delayed.

With these uncertainties, the Steering Committee proceeded with the goal of planning for what's best for the corridor, whether I-69 is built or not. Since SR 37 is already one of the county's top assets, the corridor deserves careful attention regardless of the status of I-69.

Long-term planning and leadership is needed because SR 37 (and by extension, the new I-69) is the economic lifeblood of much of Morgan County.

More than 28,000 people a day travel its 21 miles through Morgan County. The road links Bloomington to the south and Indianapolis to the north, and thousands of commuters use it almost daily. Upgrading the road to an interstate would likely raise the value of adjoining land, with people being drawn to the rural life available in the county and the quicker commuting time I-69 would offer.

Indicators of how important the corridor is, particularly as a link to Indianapolis, are already evident. For example, the county recently gave approval for its most ambitious subdivision yet, a 1,200-unit, multi-use development known as Stonebridge. The proposed development includes a golf course and high end homes proposed to be located in the north end of the county. The county also has plans



Morgan County

for a business park on the route. After the economy improves, more of this activity can be expected in the future. As evidence, note the steady creep of subdivisions and apartments south from Indianapolis.

SR 144, which bisects SR 37 in the northern tip of the county, is also a vital corridor. One of the few east-west routes, it has attracted residential and some commercial growth. While its intersection with the proposed I-69 is technically in Johnson County, the location would be highly desirable for further development and would have significant impact on Morgan County.

For this plan, the communities worked together in anticipation of the residential, retail, industrial and commercial development that would accompany an I-69 expansion. The plan has three main goals:

1. Prepare to mitigate environmental issues created by the interstate and by the potential for significant residential growth that branches out from the highway interchanges. Significant planning issues include drainage, erosion control and septic regulations.
2. Anticipate public safety and transportation issues created by a limited access corridor. SR 37 already bisects the county, and an interstate design would likely mean the loss of existing intersections and longer driving times for some residents. The plan should also look at issues such as frontage roads and access for emergency services.
3. Lay the groundwork for economic development In other areas of Indiana, I-69 would run through relatively rural areas whose growth is static. That is not the case with Morgan County. The community already benefits economically by lying between Indianapolis and Bloomington, and an interstate between those cities could lead to a mini growth boom.

In particular, the economic development component would plan for the:

- Residential surge in subdivisions and related development at interchanges.
- Preservation of land for a variety of commercial and retail development to serve those subdivisions.



Stonebridge Boundary Plan

Interchange:

A highway intersection designed to permit traffic to move freely from one road to another without crossing another line of traffic.



- Preservation of land for industrial and business development at interchanges and along the corridor accessing I-69.
- Protection of natural resources along the corridor such as the White River.

But the biggest goal was for the community to have a unified vision for the SR 144 and SR 37/ I-69 corridors.

The potential benefits of joint planning include providing services more efficiently, directing development to areas with sufficient capacity to support it, making sure adjacent uses are compatible and protecting property values. This special overlay district will be superimposed on base districts by approval of the councils and commissioners as appropriate.

The document is an advisory tool for the Plan Commission, Common Councils, County Commission, staff and interested citizens when land use and transportation changes are proposed. These changes cover a wide range of topics such as new roads, subdivisions and commercial developments. The plan also covers environmental issues such as sustainability and smart growth.

Like comprehensive plans, the SR 37 / SR 144 Corridor Plan is a guideline, not a law. That more detailed level of guidance is reserved for zoning and subdivision control ordinances for the three individual governments.

The plan is long-range in orientation – intended to reach out 10 to 20 years – but is specific enough to guide the day-to-day activities of the local government’s elected and appointed officials.

Purpose of Corridor Plan

A Corridor Plan is a plan to integrate transportation needs with character and aesthetic concerns. It provides localized recommendations for development of parcels of land and compliments a Comprehensive Plan by providing more specific recommendations on how to implement general goals at a smaller scale level. Specific issues considered include:

Land Use:

- Provides localized recommendations for land use of parcels.
- Allows compatible land uses to be planned at interchanges.
- Provides recommendations on how development should be considered with knowledge of future transportation changes.

Access Management:

- Establishes a plan for access roads, frontage roads, greenways and secondary corridors to compliment the primary corridor.
- Provides for traffic safety through appropriate roadway and driveway access planning.

Infrastructure and Utilities:

- Establishes a plan for development of appropriate uses based on utility availability.

Environment:

- Advance planning allows the protection of environmentally sensitive areas such as floodplains, forests and other habitat.

Aesthetics and Character

- Establishes appearance expectations for public roads and infrastructure.
- Establishes appearance expectations for development of neighboring private property (lighting, pedestrian amenities, signage, landscape).

Application of Corridor Plan

It is intended that this corridor plan serve as the basis for creation of an ordinance to guide where development occurs, and to set standards for the corridor related to types of land uses, access management, infrastructure/utilities, environment and aesthetics/character. An

outline of the issues to be included in a future ordinance is included beginning on page 89.

This corridor plan is being adopted concurrently by various jurisdictions impacted by the corridor - including Morgan County, the Town of Mooresville and the City of Martinsville. Each community is adopting the same language within their comprehensive plans to serve as a basis for the plan.

Planning Process

Creating the corridor plan was an excellent exercise in the three governments working together on long-term issues. In fact, this project was carried on simultaneously with comprehensive land use plan updates in Morgan County, Martinsville and Mooresville. The SR 37/SR 144 Corridor Plan is designed to be adopted along with the comprehensive plan updates in all the communities.

A list of SR 37/144 Corridor Plan activities is listed below:

Big Tent Event on June 26, 2008

The Big Tent event introduced the comprehensive plan projects, the State Road 37/144 Corridor Plan and the Greenways Plan to community stakeholders in addition to gathering their opinions regarding the future development of Morgan County.

Steering Committee Meeting on September 3, 2008

The project consultant visited and photographed main SR 37/SR 144 intersections, reviewed county thoroughfare plans, reviewed I-69 options and met with the I-69 consultant and prepared corridor graphics in advance of this steering committee meeting. The project consultant introduced the concept of a corridor plan to the committee and provided a process overview of the project and detailed the INDOT I-69 options that apply in Morgan County. The committee did a mapping exercise to begin to prioritize issues.

Steering Committee Meeting on October 2, 2008

The committee reviewed I-69 interchange locations and confirmed interchange/grade separation recommendations. The committee also provided preliminary land use recommendations at each interchange and discussed fire/police service along the corridor currently and in



Morgan County Big Tent

Grade Separation:

A street crossing utilizing an overpass or underpass. The intersecting street does not connect to the through street.



light of the proposed I-69 frontage roads. Finally, the committee discussed how the SR 37/I-69 segment of corridor plan will differ from the SR 144 segment.

Steering Committee Meeting on November 10, 2008

The committee reviewed the Preliminary Corridor Land Use Plan, reviewed the Land Use Goals and Objectives and reviewed the SR 144 Goals and Objectives. There was group discussion on similarities/differences between the two areas, and what recommendations should be followed for each.

Steering Committee Meeting on January 28, 2009

The committee reviewed the draft Corridor Plan as developed by the project consultant.

Development Principles

Development principles are intended to guide decisions makers as they interpret the corridor plan. They are overarching statements that can be applied to many different decisions. The Steering Committee created these principles to address their biggest concerns.

Land Use on the Corridor

The corridor should host a mix of uses including residential, commercial, industrial and recreational. Ideally, and in the spirit of compact urban form, some of these uses would be mixed within the same development. Free-standing development isolated from other uses is discouraged.

Corridor Image

The corridor is one of Morgan County's prime assets and it should be protected. Land along it should be preserved for the highest and best use and new development should be of high quality design and construction. Commercial, housing and industrial developments along the corridor will make a first and lasting impression on commuters and travelers, so local government will need to establish standards that raise the aesthetic qualities of those projects.

Greenspace and the Environment

Best management practices and good design incorporate greenspace to a degree not currently seen in existing development along the corridor. In addition to looking more attractive, this inclusion of greenspace benefits the environment and is more sustainable. Morgan County's rural and small town charm should be preserved and showcased in development that still projects a "green" atmosphere.

Cooperation

Local officials who make land use decisions in Morgan County are urged to apply the practices detailed in this report. Cooperation between jurisdictions and between different planning entities (i.e., local governments, utilities, etc.) is crucial for the success of this plan. Any differences in interpretation, and future updates or amendments to the plan should be widely discussed and coordinated.

Floodplain Development

Since the White River parallels SR 37, and consequently the future I-69, it is anticipated that there may be pressure to develop within its floodplain. After the devastation of the June 2008 floods, Morgan County communities have elected to renew their efforts to protect floodplains from development. In turn, significant area was set aside at each interchange to allow development to occur in a responsible manner outside the floodplain.

Development Locations

One of the negative impacts of I-69 is there are businesses at several SR 37 intersections that will not have access to I-69 when it is built. While this is unfortunate, it is out of the control of the county because of interstate development standards. Two key issues need to be addressed in this plan because of the interstate access restrictions. First, local governments will need to work with businesses being cut off from I-69 to help them relocate or change in other ways to remain viable in their current locations. Second, even though I-69 is still several years away, it is important to guide new development away from locations that will lose their direct highway access when I-69 is built. Land use maps have been prepared according to this principle.



Morgan County Greenspace

Infrastructure

Since much of the area that will be opened for development by I-69 is currently rural in nature, it may not initially have sufficient infrastructure to support the development. This plan encourages that all commercial/industrial development be served by a public sanitary sewer system. Residential development of a significant density or where land is unsuitable for septic systems should also be served by sanitary sewers. Also, since much of the area is served by rural water systems, this plan encourages small water mains to be upgraded so that they can provide fire protection. This should also occur before any significant development occurs.

Connection of Rural Traffic to State Road 37/ I-69

Limiting access to the SR 37/I-69 corridor will direct more traffic to roads connecting to I-69 interchanges, and in the process will change the way county residents travel. These alternate corridors, especially Henderson Ford Rd. / Centennial Road, will need to be upgraded to better accommodate the increased traffic that will be expected.

State Road 37 / 144 Corridor Vision

The SR 37 / 144 corridor is a continuous gateway into Morgan County that reflects the community's rural character, family values and quality of life. Roads, buildings, signage and development along the corridor will be of a high quality to indicate those values.

Planning Goals & Strategies

State Road 37 Corridor

Goals set the direction toward an ideal future. As general expressions of community values, decision makers can use them when weighing the heavy decisions that frequently accompany land use planning.

The steering committee defined goals for both State Road 37 and State Road 144 after extensive research, public meetings and hours of discussion.

The following list includes the goals with their complementary strategies. Strategies are the next step in the game plan for reaching the goals. They are followed by tools and action steps, which will be detailed by category later in this report.

SR 37 - GOAL 1

Encourage I-69 plans to adapt to development conditions when a schedule is set for I-69 through Morgan County.

STRATEGIES

- Begin planning and implementing now to avoid "land rush" issues when the I-69 construction schedule is finalized.
- Review the Corridor Plan regularly and update to reflect changes in housing demand, commuting patterns, etc.

SR 37 - GOAL 2

Encourage development in the corridor only at designated interchanges where they can be best served by existing or proposed infrastructure.

STRATEGIES

- Notify developers about the community's intentions and time frame for land use and work with them on agreeable solutions.
- Pass the ordinances necessary to give decision-making bodies the power to enforce the plan.

SR 37 - GOAL 3

Encourage development at designated interchanges to conform to proposed land use plans.

STRATEGIES

- Pass the ordinances necessary to give decision-making bodies the power to enforce the plan.
- Explore options for a Kiss 'n Ride lot in the corridor.

SR 37 - GOAL 4

Encourage construction of grade separations and frontage roads along the corridor to provide viable access to neighborhoods, farms and businesses.

STRATEGIES

- Encourage appropriate road construction by INDOT to serve current businesses and best promote desired new development.
- Provide frontage roads along both sides of the interstate throughout the corridor except where there are no residents or businesses.
- Encourage additional frontage roads by developers to limit cost to local government.

SR 37 - GOAL 5

Provide pedestrian accommodations along the corridor.

STRATEGIES

- Accommodate pedestrian facilities at all interchanges and grade separations.
- Provide enhanced pedestrian facilities to connect areas south of SR 37 to the proposed White River Greenway.



Pedestrian Crossing Example

SR 37 - GOAL 6

Provide for enhanced fire and police responsiveness within the corridor.

STRATEGIES

- Work towards merging communication centers to one central dispatch.

SR 37 - GOAL 7

Provide a system of recreational amenities to enhance community image and quality of life for Morgan County citizens.

STRATEGIES

- Encourage an interconnected system of parks and greenways along the White River. Recreational facilities should be visually connected to the corridor.



White River in Morgan County



Greenspace

SR 37 - GOAL 8

Require high quality design and use of green space to reflect community pride.

STRATEGIES

- Work with developers to educate, explain and encourage use of high quality design.
- Pass the ordinances necessary to give decision-making bodies the power to enforce the plan.

SR 37 - GOAL 9

Development within the corridor should present a continuous gateway into Morgan County.

STRATEGIES

- Provide a system of gateways at major entrances to communities in the corridor to enhance the overall image of the county.
- Provide development standards for new buildings, structures and site developments along the corridor to provide an enhanced appearance.
- Preserve unique natural features of the Morgan County landscape, including water resources, hillsides, forests and open space.
- Retain identity as a rural community by growing and expanding within the corridor in an organized manner.

SR 37 - GOAL 10

Address screening requirements for heavy industrial businesses along the corridor.

STRATEGIES

- Pass the ordinances necessary to give decision-making bodies the power to enforce the plan.

SR 37 - GOAL 11

Mitigate environmental impacts of development along corridor in anticipation of growth and the construction of I-69.

STRATEGIES

- Follow best practices related to rivers and floodplains.
- Discourage development in sensitive areas.
- Encourage cluster development / subdivisions to protect natural features.
- Preserve unique natural features of the Morgan County landscape, including water resources, hillsides, forests and open space.

*Cluster Subdivision:
A subdivision that sites single family homes on smaller parcels of land, while the additional land that would have been allocated to individual lots is converted to common open space for the subdivision residents.*

SR 37 - GOAL 12

Provide improved telecommunications technology to serve the corridor.

STRATEGIES

- Include accommodations for fiber backbone paralleling SR 37.

SR 37 - GOAL 13

Provide sewer service where appropriate to allow development of homes and businesses in the corridor.

STRATEGIES

- Develop a regional sewer district to permit development of business parks, residential developments and improvements at interchanges between Martinsville and Waverly.

SR 37 - GOAL 14

Support existing businesses and industries along the corridor.

STRATEGIES

- Reject inappropriate or poorly designed new construction whose presence can hurt nearby existing businesses.
- Pass the ordinances necessary to give decision-making bodies the power to enforce the plan.

SR 37 - GOAL 15

Designate and develop growth areas for future businesses and industry.

STRATEGIES

- Designate locations of business/industrial parks and extend infrastructure services to those locations.
- Coordinate plans for new business development along the corridor by the county and the City of Martinsville.
- Coordinate plans for commercial and business growth with neighboring Johnson County.

SR 37 - GOAL 16

Implement plan recommendations.

STRATEGIES

- Establish a corridor development ordinance for adoption by all governing agencies.

State Road 144 Corridor

SR 144 - GOAL 1

Develop SR 144 corridor as a primary east-west route through the region.

STRATEGIES

- Encourage upgrades to the highway in keeping with its purpose as a primary connector between Mooresville and SR 37/I-69 Corridor.
- Limit new and consolidate existing curb cuts along route.



SR 144 near Neitzel Rd.

SR 144 - GOAL 2

Maintain the residential character of the SR 144 route.

STRATEGIES

- Existing residential uses along SR 144 route should continue.
- Encourage new residential use to infill the area.
- Discourage development in the White River floodplain near Waverly.

SR 144 - GOAL 3

Allow limited commercial in SR 144 Corridor.

STRATEGIES

- Focus significant commercial development on SR 37, SR 67 and within Mooresville.
- Discourage development in the White River floodplain near Waverly.
- Encourage neighborhood scale commercial business uses along SR 144 route in keeping with residential character of area.

Neighborhood Scale Commercial:

Compact, pedestrian scale development that mostly serves immediate neighborhood, such as a dry cleaner, hardware store or small cafe.

SR 144 - GOAL 4

Discourage new industrial development on SR 144.

STRATEGIES

- Encourage industrial development on SR 67 in Mooresville and on SR 37 in Morgan County, and discourage it along SR 144 between Waverly and SR 67.
- Discourage development in the White River floodplain near Waverly.

SR 144 - GOAL 5

Develop SR 144 as a gateway into Mooresville.

STRATEGIES

- Implement development standards (architectural, landscaping) for improvements in the corridor.

Corridor Overview

Corridor Study Area Definition

The study area for the corridor includes the entire lengths of both SR 37 and SR 144 within Morgan County. A map of the corridors is shown on page 5. This route coincides with the planned route of I-69 along SR 37. This corridor plan also includes SR 144 since it serves as the primary east-west corridor connecting I-69 to the Town of Mooresville and surrounding development.

For purposes of this plan use of the terms “corridor” and “SR 37 corridor” refer to both SR 37 and SR 144. If only the term “SR 144 corridor” is referenced, it only applies to that area of the corridor.

The study area boundary was initially established as one-half mile wide on each side of the highway. It was widened to include a one mile radius around potential I-69 interchanges. As the study progressed, the boundary was reduced in places to reflect geographical limits on development and was widened in other places to account for

areas already being considered for development. The final corridor boundary is included in the overall corridor graphic on page 5.

Existing Corridor Development Summary

A variety of terrain, development patterns and environmental issues can be found along the corridor. Furthermore, areas within the corridor have been developed and are experiencing varying degrees of development pressures. Maps of the existing issues and conditions for the corridors are displayed on pages 26 through 31. A generalized summary of existing conditions and current development patterns follow:

SR 144 Corridor

State Road 144 serves as the primary east-west route connecting Mooresville with SR 37/I-69. Nearly the entire length of this highway is within Morgan County. It terminates in downtown Mooresville to the west, intersects commercial development along SR 67 in Mooresville, and then routes past various degrees of residential development before crossing the White River and reaching its eastern terminus at SR 37. Development patterns between Mooresville and SR 37 are primarily residential in nature.

Numerous residential subdivisions are underway or platted in the area. Morgan County future land use plans designate the area for residential subdivisions, and Mooresville land use plans allow residential subdivisions as well.

SR 37 – Waverly Area

The intersection and surrounding development is largely located within Johnson County. South of the intersection, there are agricultural and residential areas. Southwest of the intersection is the unincorporated community of Waverly.

At the SR 37/144 intersection, commercial development is currently planned on the Johnson County side of the intersection. South of the intersection on SR 37, the county has begun to acquire property near Whiteland Road and Waverly Road for the development of a business park. This is seen as an economic development driver for northern Morgan County. Some mid to high end residential development has also occurred along SR 37 in this area.



Henderson Ford Road

SR 37 – Waverly to Martinsville

Since the White River floodplain lies north of SR 37 in this part of the corridor, development will largely occur south of SR 37. These areas are currently lightly populated. Streets intersecting the corridor in this area generally serve to connect rural residences with the highway (example: Henderson Ford Road). It is also noted that some of the highest quality farmland in the county is located in the floodplains near Henderson Ford Road.

Southeast of the intersection of Big Bend Road and SR 37, a large scale, high end residential development known as “Stonebridge” is being planned. The development would include more than 1,200 residences, commercial development, golf courses and related amenities.

SR 37 – Martinsville Area

The Martinsville area is the most heavily developed portion of the corridor. Intersections currently exist at SR 44, SR 252, Grand Valley Boulevard, Ohio Street, Burton Lane, and SR 39. Each intersection serves varying degrees of existing development.

Near SR 252, the hospital is expected to need to grow to meet long term healthcare needs of the community. Significant property is available on the east side of SR 252 for commercial and residential development. Near Grand Valley Boulevard, commercial/retail development surrounding Wal-Mart is slowly being expanded. Martinsville has also completed an Economic Development Plan that designated areas east of the Grand Valley Boulevard retail area for construction of a business park. Commercial/retail development continues to infill existing areas at Ohio Street, Burton Lane and SR 39.



SR 37 at SR 252

SR 37 – South of Martinsville

Topography changes considerably south of Martinsville. In the vicinity of Paragon Road, the agricultural lands are replaced by steep hillsides and large forests. Little development is currently occurring in this area.

The Liberty Church area is mostly agricultural; nonetheless, the Liberty Church Road area is suitable for long term development since it includes the largest area of land in Martinsville that is above flood elevation and is provided with utilities.



Liberty Church Rd.

develop more detailed mitigation measures. Based on the Tier 1 studies, it is anticipated that the actual right-of-way needed for I-69 will be between 240 and 470 feet wide, as compared with the 2000 foot width for the corridor.

Each of the six Tier 2 Environmental Impact Statements (EIS) examine a section of the selected corridor. The Tier 2 sections range in length from 13 to 29 miles. Each Tier 2 EIS has proceeded on its own schedule. The EIS for Section 1 in Evansville has already been approved, design is complete, and construction has started for the initial leg of the project. EIS's for the balance of the project are underway.¹

I-69 in Morgan County

Through Morgan County, the proposed I-69 route follows State Road 37. It is proposed as three lanes in each direction, with a series of interchanges and grade separations at key intersecting roads. Since funding is not currently in place for sections of I-69 north of Crane

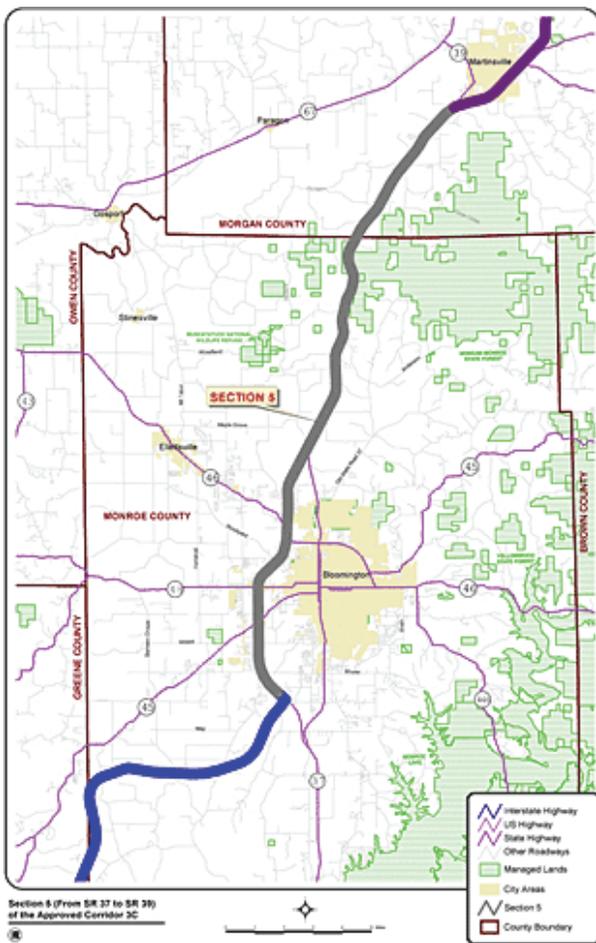
Naval Surface Warfare Center, construction of I-69 in the county is not likely to begin for another 10 to 20 years or more.

Areas south of Martinsville are included in the Section 5 tier 2 study, whereas the corridor through Martinsville and areas north is included in the Section 6 study.

Section 5 Through Morgan County

Section 5 includes the route along the SR 37 corridor from the south side of Bloomington to just before the SR 39 interchange near Martinsville. Preliminary alignment plans have been developed for the route. These drawings were last issued to the public in April 2007. Additional design work has been completed, but those preliminary plans are not currently available.

Two locations in the Morgan County portion of Section 5 are being considered for interchanges - Liberty Church Road and Paragon Road. However, only one of these two roads is expected to be developed as an interchange in the final plan. The other would be developed as a grade separation.



I-69 INDOT Section 5

No other roads would receive an interchange or grade separation. Preliminary routes for frontage roads were included in the April 2007 drawings, but have been updated and not yet released to the public since that time.

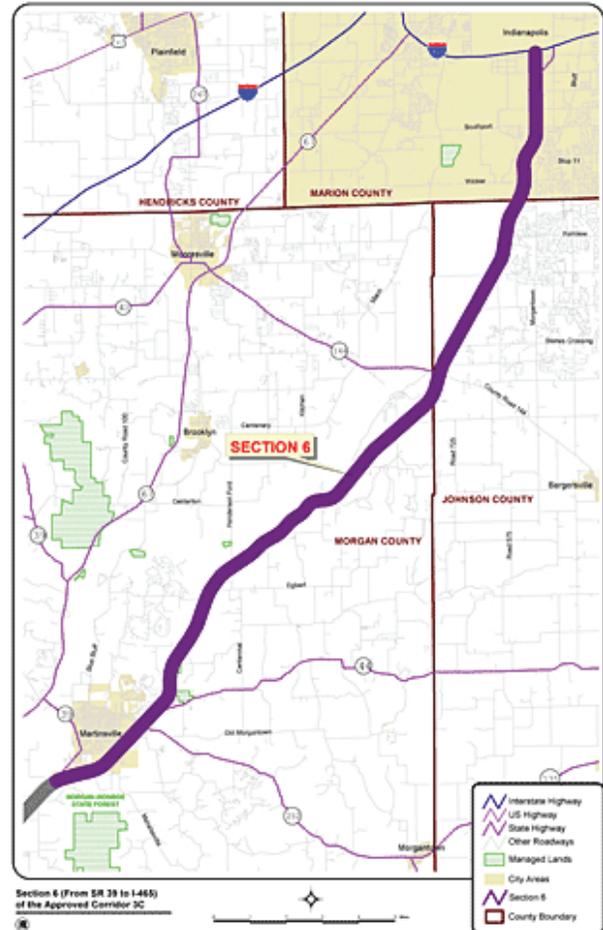
Section 6 Through Morgan County

This Section extends from the SR 39 interchange south of Martinsville to I-465 in Marion County. In Morgan County, it routes through Martinsville along SR 37, and then follows SR 37 to near SR 144 in Johnson County.

Many alternatives are currently under consideration for development of the interstate in Section 6. INDOT presented three different alternatives to the public in October 2005. Since that time, INDOT and the Tier 2 consultant for Section 6 have begun development of Alternative 4, but have not released Alternate 4 for public comment. All alternatives, including Alternative 4, follow SR 37 for the entire route. Differences between the alternatives involve the locations of interchanges and grade separations – and in how frontage roads are interconnected.

Within these alternatives, the roads being considered for interchanges are summarized as follows:

- **SR 39:** An interchange at SR 39 is included on all alternatives.
- **Ohio Street/Mahalasville Road:** An interchange is included in only one of the alternatives.
- **SR 252:** An interchange at SR 252 is included in all alternatives. In some of the alternatives, SR 44 is routed to tie into this same interchange.
- **SR 44:** SR 44 interconnects with SR 252 in most options. One option would construct SR 44 as a grade separation.



I-69 INDOT Section 6

- **Egbert Road:** An interchange at either Egbert Road or Henderson Ford Road is included in all options. The road that does not receive an interchange would be provided with a grade separation.
- **Henderson Ford Road:** An interchange at either Egbert Road or Henderson Ford Road is included in all options. The road that does not receive an interchange would be provided with a grade separation.
- **SR 144:** An interchange is provided in all alternatives.

Grade separations are also under consideration at several intersecting roads. These include the following:

Burton Lane	Henderson Ford Road
Ohio Street/Mahalasville Road	Perry Road
Grand Valley Boulevard/ South Street	Big Bend Road
SR 44	Waverly Road
Teeters Road	Whiteland Road
Myra Lane	County Road 800 East (Banta Road)
Egbert Road	

It should be noted here that the potential interchange at SR 144 would technically be located just past the county line within Johnson County. However, since it interconnects SR 144 – which is a major east-west corridor through Morgan County – it is being included in the evaluations made in this plan.

Frontage roads are indicated on the October 2005 plans. However, the various options result in countless different possibilities for the final construction of frontage roads. Specific issues related to frontage roads will need considered at a later date after final determinations on the location of interchanges and grade separations have been made.

Corridor Development Issues & Opportunities

Development of the corridor must address specific issues relevant to each community along the route. The existing issues and conditions in the corridor are displayed in five separate map sections on the following pages. Specific issues for Mooresville, Martinsville and Morgan County are further discussed after the maps.

Community Related Issues

Mooreville

While development of I-69 will impact Mooreville, I-69 will be 6.5 miles away from Town (via SR 144), whereas I-70 is only approximately 3 miles from Mooreville. Mooreville is expected to continue to have a greater impact from I-70 and from traffic routing from I-70 to SR 67 via SR 267.

The key issue to the Town of Mooreville relative to I-69 is establishing an alternative route to SR 144. Flooding in the summer of 2008 washed out a culvert on SR 144 and closed the highway for months between Mooreville and SR 37. Without this east-west route, residents had to travel miles out of their way to find another bridge over the White River. Therefore, a key issue for residents is ensuring that SR 144 remains a key east-west corridor.

Even more, the Town (and Morgan County) are working to establish an alternate east-west corridor. The County's thoroughfare plan includes extension of Hadley Road east of Mann Road, crossing the White River at a new bridge, and connecting to SR 37/I-69 at Smith Valley Road in Johnson County. Development of I-69 would need to take this future route into consideration.

Martinsville

Corridor development issues related to Martinsville follow:

Business Park Development: The City completed an economic development plan in 2008. This called for two business parks to be developed – including one on the east side near the Grand Valley Boulevard grade separation that is within the SR 37 Corridor. This corridor could be accessed via Grand Valley Boulevard in the short term, but long term could connect to SR 37 to the north at a SR 252/44 interchange, or to the south at an Ohio Street Interchange.

South Street/Grand Valley Boulevard: It is important to the community to continue access to the retail corridor surrounding Grand Valley Boulevard. The community desires to see a connection to this area from the current street grid and not just through frontage roads. It has been proposed that South Street extend and connect directly into Grand Valley Boulevard to accomplish this goal. This route also needs to accommodate pedestrians.

Hospital Expansion: The Morgan County hospital is located at the southwest corner of SR 252 and SR 37. The location is relatively landlocked. To meet the future needs of the community, it is anticipated that more land will be needed for the hospital. It is also important to the community that the interstate be developed in a way that makes access to the hospital clear and direct. The current location provides for easy access off SR 37 and then provides a left turn into the hospital. As indicated on current I-69 plans, that direct route may not be possible in some of the alternatives being considered.

SR 39 Bypass: INDOT is currently beginning design of a western Martinsville bypass. Under this plan, SR 39 would be routed west of Martinsville. The specific route and design of the highway are not known at this time. The design of the bypass needs to be coordinated to tie into a limited number of existing streets in Martinsville.

Ohio Street Corridor: Ohio Street is being planned by the city as a major entrance and gateway into the City. Funding for the first phase of Ohio Street reconstruction has already been secured through INDOT.

Burton Lane Re-Use: INDOT has indicated that only 2-3 interchanges will be developed through Martinsville since interstate development standards will not allow a tighter spacing. Since the highest priorities are at SR 39, SR 252/44 and Ohio Street, it is anticipated that Burton Lane will not have an interchange. The result is this retail corridor will change in character significantly when it no longer has direct access to the state highway. Existing retail may need to relocate in the long term. A detailed area redevelopment plan to guide redevelopment/re-use of existing buildings is warranted for this area.

Floodplain Protection: The June 2008 floods reinforced to the community the need to protect their floodplains and limit development in them accordingly.

Downtown: Redevelopment of Martinsville's downtown is a priority to the community. They have recently joined the Main Street Organization and have enacted ordinances to better direct downtown development. Critical to the long term success of the downtown will be interconnection of the Ohio Street corridor as the gateway to downtown from SR 37/I-69.



Ohio Street at SR 37



Downtown Martinsville

Morgan County

Corridor development issues related to Morgan County follow:

Connection of Rural Residences to the Corridor: A limited access highway will make it much more difficult for rural residences to access the SR 37 corridor. As such, priority needs to be given to find ways to interconnect highly traveled county roads to future interchanges. A key example of this is the Henderson Ford Road corridor. This corridor is envisioned to ultimately interconnect Centennial Road, Henderson Ford Road and Pennington Road in a north south corridor.

Utility Service: Development in the SR 37 corridor between Martinsville and SR 144 will initially be limited because of the lack of sanitary sewer service in the area. In order to encourage development in desired areas, consideration is being given to establishing a regional wastewater utility to serve the corridor.

Floodplain Protection: As with Martinsville, floodplain protection is a priority to the county. Future development is discouraged in floodplains.

Farmland Protection: The Morgan County Comprehensive Plan identified a goal of protecting prime farmland. Within the SR 37 corridor, land designated as prime farmland is located north and west of SR 37 near Henderson Ford Road, and in areas southwest of Martinsville. Development of these lands should be limited in an effort to protect the agricultural sector in the county.

Stonebridge: Development of the previously mentioned Stonebridge project is seen as a critical step toward improving the image of the community. Development of the corridor should accommodate and encourage this development.

County Business Park: Construction of the previously mentioned Business Park near Waverly is a priority to the county. Short term access to the park can be via Waverly Road, but long term access to the park would need to be via frontage roads since the only interchange in the area will be via SR 144. These frontage roads need coordinated with Johnson County.

White River Greenway: A plan has been prepared for development of a parks and greenways system paralleling the White River. The vision for the project is to leverage the area's rural charm into a parks/

Greenway:
A corridor of undeveloped land, as along a river or between urban centers, that is reserved for recreational use, pedestrian and bicycle traffic or environmental preservation.



Mooresville Fire Dept.

greenways system that showcases the beauty of the area. Its goal is to improve quality of life for residents, while presenting a positive image to visitors of the community. The SR 37 corridor should be developed in a manner to encourage bike/pedestrian connectivity to the trail system.

Public Facility Impacts

Fire Departments

The county is served by twelve fire stations. These stations and their respective departments will be impacted in many ways by a limited access highway through the area.

First, construction of I-69 will sever some existing roadways that are used to serve the area. This may result in longer response times to some locations. Joint service agreements may be necessary to facilitate service to some areas in the corridor.

Second, there appears to be a gap in protection in the area north of Martinsville and south of SR 144. This area is lightly populated today, but increased traffic and development will result in the need for a new fire station to serve the area at some point in the future. Development of the Stonebridge project alone could prompt the need for this future fire station.

Finally, the Washington Township Fire Station on SR 44 east of SR 37 is along a route that maybe re-routed with the construction of the SR 252/SR 44 interchange. Its proximity to SR 37 currently provides a fast response to SR 37 in Martinsville and areas north. Reconfiguration of the streets in that area to accommodate consolidation of the SR 252/SR 44 interchange may result in a slower response time to the interstate. The Washington Township Fire Department will need to work with INDOT to coordinate the final configuration of the interchange to best facilitate fire service.

The other related need in the corridor is improved water service. Much of the area between Martinsville and Waverly is served by rural water districts with small diameter mains not suitable for providing fire protection. Within the corridor, the density and character of development should be based in part on the flow and pressure available for fire service. Replacement of small diameter mains should be encouraged in developed areas of the corridor, and should be required when the development would not be appropriate without additional flow and pressure for fire fighting.

Law Enforcement

Law enforcement within the corridor is provided by the Morgan County Sheriff's department, the State Police and the Martinsville Police Department. Development of the limited access corridor will somewhat affect access to areas within the corridor, but otherwise will not dramatically impact law enforcement services.

The one issue relative to both fire service and law enforcement is consolidation of 911 call centers. State law mandates reducing to two call centers within a few years. This is generally expected to simplify communications and improve responsiveness.

Hospital

As mentioned previously, priorities for the hospital include provision of additional acreage for long term growth and design of the SR 252 interchange to allow for easy access to the hospital's emergency room.

Parks and Recreation

Morgan County is beginning a plan to expand park and recreation facilities through the community. The White River Greenway is within the SR 37 Corridor and should be accommodated by future development. In addition, pedestrian accommodations should be included throughout the corridor as it develops.

Education

Educational facilities are not expected to be significantly impacted directly by the interstate.



Economic Development Impacts

SR 37 occupies an important location roughly halfway between Indianapolis and Bloomington. These communities have two of the fastest-growing economies in the state of Indiana.

The communities of Morgan County should be positioning themselves not simply to house commuters driving to Bloomington and Indianapolis but to create jobs and far-ranging residential opportunities within the county.

Demographic Profile

Because a corridor such as SR 37 draws traffic from the whole county (and beyond), a localized demographic report will not give a true picture on workforce, population, etc.

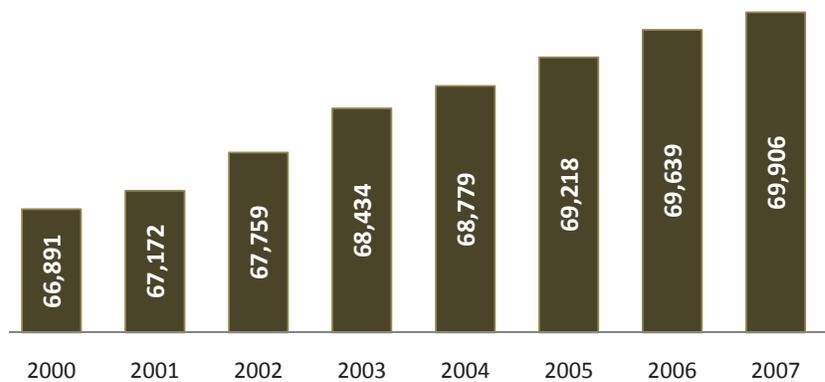
A housing developer would look at growth trends reaching not only north toward Indianapolis, but also west to Johnson County. A “big box” retail store would draw an amoeba-shaped boundary that crosses county lines when predicting its customer base.

Nonetheless, it is useful to look at a few broad socio-economic categories for Morgan County. For example, between 1990 and 2007, the county’s population increased 25%, making it the 15th fastest growing county in the state. In 2007 the population reached 69,906.

The population is expected to increase 11% between 2005 and 2040. The largest population segment consists of older adults between the ages of 45 and 64 until 2035. By 2040, seniors over the age of 65 are expected to comprise the largest population segment in Morgan County.

Somewhat surprisingly, the engineering firm commissioned by the Indiana Department of Transportation said that building the interstate will have almost no impact on county population.

Figure 2. **Morgan County Population Estimates***



* Estimates for July 1
Source: STATS Indiana

If the interstate is not built, the county's population in 2030 is predicted to be 96,597, according to a study done by Bernardin Lochmueller & Associates. With the construction of the interstate it would be 96,988, the study said.

Although the research team for this project did not conduct its own examination, in general we would expect more substantial growth over time due to the interstate. While Morgan County should continue to grow even without the extension, primarily influenced by Greater Indianapolis, the new interstate would make it even more attractive because of the improved access to the Indianapolis.

Countywide information on educational attainment won't be updated until the next Census, but between 1990 and 2000, the percent of adults with high school diplomas improved by 7 points and the percent of adults with bachelor's degrees increased by 3 points.

Local Employment

The local economy suffered a large blow recently when it lost its biggest employer – Harmon-Becker Automotive Systems. The company employed 700.

That leaves few large employers near SR 37 on the east side of the county. Those include Morgan Hospital & Medical Center, located in Martinsville, which is now the county's largest employer with 500 employees.

Two other large firms are in Martinsville; Twigg Corp. with 90 employees and Form/Tec Plastics with 50. The other large employers are in Mooresville, including Nice-Pak Products, Inc. with 350 and TOA (USA) with 325.

Local Employment Trends

In 2005, Morgan County's largest industries consisted of private, government, and retail trade. Manufacturing and wholesale trade had the highest average earnings per job in the county. When compared with the state's industry distribution, the county has notably higher construction sector.

Commuting Patterns

Morgan County is a net exporter of workers. In 2006, 33% (15,086 workers) of the county's resident labor force commuted to work in nearby Marion County. The number of workers who commute out of Morgan County to work has only increased 2% between 2000 and 2006. In contrast, the number of workers who commute into Morgan County increased 26%, from 2,872 in 2000 to 3,604 from 2006.

Regional Economic Trends

For the purposes of this study, Greater Indianapolis is defined as nine counties consisting of Marion, Boone, Hancock, Hamilton, Hendricks, Johnson, Morgan, Shelby and Madison.

This metropolitan region has a 2007 estimated population of 1.7 million. Its labor force is almost 930,000 in 2006. Its average wage for nonfarm workers was \$46,988 in 2005. The region's largest basic employment sectors are government (11%), retail (11%), health care and social services (10%), and manufacturing (10%), according to 2005 data.

The economy of the greater Indianapolis area has seen significant changes in recent years. Manufacturing employment has declined. In 2003 the manufacturing sector employed approximately 12% of the workforce; in 2005 that percentage had fallen to 9.6%. On the other hand the sectors of logistics, professional & technical services, and biomedical/biotechnology continue to grow.

Moreover, this region continues to hold strong positions in what the Indiana Economic Development Corporation views as future cornerstones of the state economy: advanced manufacturing, biotechnology, advanced logistics, and information technology. With the presence of a growing IUPUI along with other higher educational institutions such as Butler University, greater Indianapolis is well-positioned to thrive in an economic era in which the highest value will be placed upon the knowledge and imagination of the workforce.

Looking south, Monroe County has a diverse economy, especially for south central Indiana. With a population of more than 128,000 in 2007, the county serves as a major employer and commercial center for a 10-county region. Approximately 1,500 Monroe County residents commute to Indianapolis.



Greater Indianapolis

In recent years Monroe County's economy has seen a major shift away from manufacturing and a significant rise in professional & technical services. The presence of Indiana University-Bloomington (IU-B) has enabled the county to develop a high concentration of knowledge-based workers, attracted at least in part by a quality of life that is dependent upon IU-B. Cook and Baxter, along with newer firms such as BioConvergence, are part of a strong biomedical/biotechnical cluster in the private sector. With the recent growth of Ivy Tech-Bloomington, the county is well-positioned for an economy that depends upon advanced manufacturing as well as knowledge-based workers in higher paying, service-based businesses.



Indiana Shovel Ready

Economic Development Challenges and Resources

There is a critical lack of existing usable space for new businesses and greenfield sites along or near the corridor. When looking for a new site, manufacturers want the land to be “shovel ready,” with the necessary infrastructure (including broadband) and zoning.

Other areas of concern include educational attainment levels, community attitudes toward change and education, the condition of downtown Martinsville and lack of planning.

Fortunately, Morgan County has in place the organizations needed to tackle the weaknesses and build upon the strengths of its economy. These resources include the Morgan County Economic Development Corporation, The Greater Martinsville Chamber of Commerce and the Greater Mooresville Chamber of Commerce.

Mooresville has a redevelopment commission and is familiar with economic development tools such as tax abatement. Martinsville's will soon acquire those tools, according to their Economic Development Plan, completed in 2008. Both communities have plans underway to revitalize their respective downtowns.

Area assets that were mentioned during research include:

- Scenic landscape ideal for housing and recreation opportunities
- Potential to become a destination location for tourism
- Quality of life amenities

- Low cost of living, low taxes, and availability of land for development
- Historic downtowns
- There is a real interest in the community in establishing an educational center for nontraditional students, like community college or trade school
- Affordable housing compared to other communities

Corridor Growth Spots

After studying current activity, growth trends and their own goals, The Steering Committee selected areas where they want to direct development. Those include:

Gateways: A gateway uses signage, landscaping, sculptures and other features to “announce” to drivers that the town has something worth visiting. Martinsville does not have a gateway and suffers from it; many of the thousands of drivers who use SR 37 daily and even use the cut-over to SR 67 have no idea what downtown offers.

Ohio Street is being planned by the city as a major entrance and gateway into the City. Funding for the first phase of Ohio Street reconstruction has already been secured through INDOT.

Mooresville hopes to take advantage of the SR 37/144 interchange to create signage or a small gateway to their downtown.

Business Parks: A basic employer is a company which sells most of its goods outside the region where it is located. Any community that wants to attract new basic employers is more competitive with a ready-to-go business site. This could include life science companies and manufacturing. Both Martinsville and Morgan County have plans build business parks.

Construction of a business park near Waverly is a priority for the county. Martinsville completed an economic development plan in 2008 that called for two business parks to be developed – including one on east side near the Grand Valley Boulevard grade separation that is within the SR 37 Corridor.

For SR 144, Mooresville’s Comprehensive Plan calls for upgrading and expanding its business park.



Downtown Mooresville



Gateway Sign Example

Residential: Southeast of the intersection of Big Bend Road and SR 37, a large scale, high end residential development known as “Stonebridge” is being planned. The development would include more than 1,000 residences, commercial development, golf courses and related amenities. Success with this project could breed similar development.

Recommended Plan

Introduction

The following section presents the collective vision for the development of the corridor. For each area within the corridor, a short vision statement is provided to summarize the type of development envisioned for that area. The vision statement is followed by details of the vision related to transportation issues, utility issues, and recommended land uses.

Of first importance is how each area of the corridor will be impacted by the future I-69 development. At each intersecting street, this plan will identify the community’s vision of how the street will connect to I-69. Recommendations are made to provide either a full interchange, a grade separation (i.e. overpass or underpass) or if the road will be interrupted by the planned interstate.

Related to this will be descriptions of how frontage roads are expected to be developed to interconnect properties throughout the corridor. However, since so many development options are possible, specific recommendations for frontage roads are not usually given. Instead, it is expected that frontage roads will need to be developed to react and respond to the interchanges determined by this plan.

Utility issues that influence development are also described in this section. This includes whether or not the area is served by municipal water and sanitary sewer facilities, capacity limitations, and options for extending new utilities to each area. Some areas where development is not desired include a recommendation not to provide utilities to the area.

Finally, the document includes land use recommendations for each area. Land use recommendations are made to help organize development of the community for current needs, but also are designed to readily adapt to accommodate the future development of I-69.

**CORRIDOR DEVELOPMENT SUMMARY
MORGAN COUNTY SR 37/144 CORRIDOR PLAN**

Location	Interchange/ Grade Separation Recommendation	Predominant Land Use Recommendation	Notes and Issues
Paragon Road	Grade Separation	Rural / Agricultural	Grade separation may not be required if frontage roads can connect Liberty Church to Paragon Road.
Liberty Church Road	Interchange	Business Park	Largest area in Martinsville currently provided with utilities and located out of the floodplain.
			Provides access to State Forest via old SR 37 and new frontage roads.
SR 39 (Morton Avenue)	Interchange	Commercial (Retail) / Industrial	Connect to future SR 39 bypass.
Burton Lane	Grade Separation	Commercial	Grade separation may not be required if frontage roads adequately tie in the area to SR 39 and Ohio Street.
Ohio Street (Malhallasville Road)	Interchange	Commercial / Retail	Envisioned as the preferred gateway to Martinsville.
			Provides connection to SR 37/I-69 from Malhallasville Road for county residents south of Martinsville.
			Connection to Harman Becker site on Ohio Street is important to community redevelopment effort.

**CORRIDOR DEVELOPMENT SUMMARY
MORGAN COUNTY SR 37/144 CORRIDOR PLAN**

Location	Interchange/ Grade Separation Recommendation	Predominant Land Use Recommendation	Notes and Issues
Grand Valley Boulevard (South Street)	Grade Separation	Commercial (Retail)/ Business Park	Consider options for full grade separation or grade separated pedestrian crossing this location to improve walkability of community and encourage connection to local street grid.
SR 252 / SR 44	Interchange	Commercial (Retail/mixed use)	Recommend connecting SR 252 and SR 44 at one interchange.
			Fire Station on SR 44 needs connected to I-69.
			Tie in access road to new industrial development south of interchange.
Teeters Road	Grade Separation	Limited Development	Grade separation may not be required if sufficient frontage roads can be constructed to allow full access.
Myra Lane	Grade Separation	Limited Development	Grade separation may not be required if sufficient frontage roads can be constructed to allow full access.
Egbert Road	Grade Separation	Commercial (Retail)	Grade separation is preferred here, and an interchange is recommended for Henderson Ford Road.

**CORRIDOR DEVELOPMENT SUMMARY
MORGAN COUNTY SR 37/144 CORRIDOR PLAN**

Location	Interchange/ Grade Separation Recommendation	Predominant Land Use Recommendation	Notes and Issues
Henderson Ford Road	Interchange	Commercial (retail)	This location is preferred for an interchange over Egbert Road because it creates a north-south route with a bridge over the White River.
			Do not develop until utilities are in place.
Perry Road	Grade Separation	N/A	Provides access to Proposed County Park.
			Pedestrian crossing needed between Stonebridge and White River Greenway. The bridge at Crooked Creek is recommended, but others would be considered.
Big Bend Road	Interchange	Residential/Limited Commercial (retail)	Plans underway for large residential development (Stonebridge).
			Access needed via frontage roads for Proposed County Park.
Waverly Road/ Whiteland Road	Grade Separation	Business Park	Grade separation is favored at Waverly Road instead of Whiteland Road.
			Waverly Business Park being developed north and south of SR 37 this area by County.

**CORRIDOR DEVELOPMENT SUMMARY
MORGAN COUNTY SR 37/144 CORRIDOR PLAN**

Location	Interchange/ Grade Separation Recommendation	Predominant Land Use Recommendation	Notes and Issues
Banta Road	Grade Separation	Business Park	Waverly Business Park being developed north and south of SR 37 this area by County
SR 144	Interchange	N/A – Johnson County	Primary connection to Mooresville
			Waverly Business park will need access from SR 144 through Johnson County when I-69 is developed.
			Work in cooperation with Johnson County to develop interchange of SR 37 /144.

Paragon Road

Vision

It is envisioned that Paragon Road will be provided with a grade separation and be maintained as an undeveloped rural corridor. A grade separation may not be required if frontage roads can connect Liberty Church Road to Paragon Road on both sides.

Transportation

While INDOT's Tier 2 plans indicate an interchange at this location, the topography of the areas around the interchange do not readily allow development. Furthermore, roads servicing the area (Pine Boulevard, Paragon Road, Old SR 37) can all be accessed via Liberty Church Road, and therefore do not require a separate service road. There are also no utilities available at this intersection.

The one attraction served by this intersection is the Morgan Monroe State Forest. However, the Forest is several miles off the highway and is accessed by county roads. The distance and type of road used to access the Forest would be similar whether or not the interchange is provided, and therefore an interchange is not seen as essential to serve the Forest.

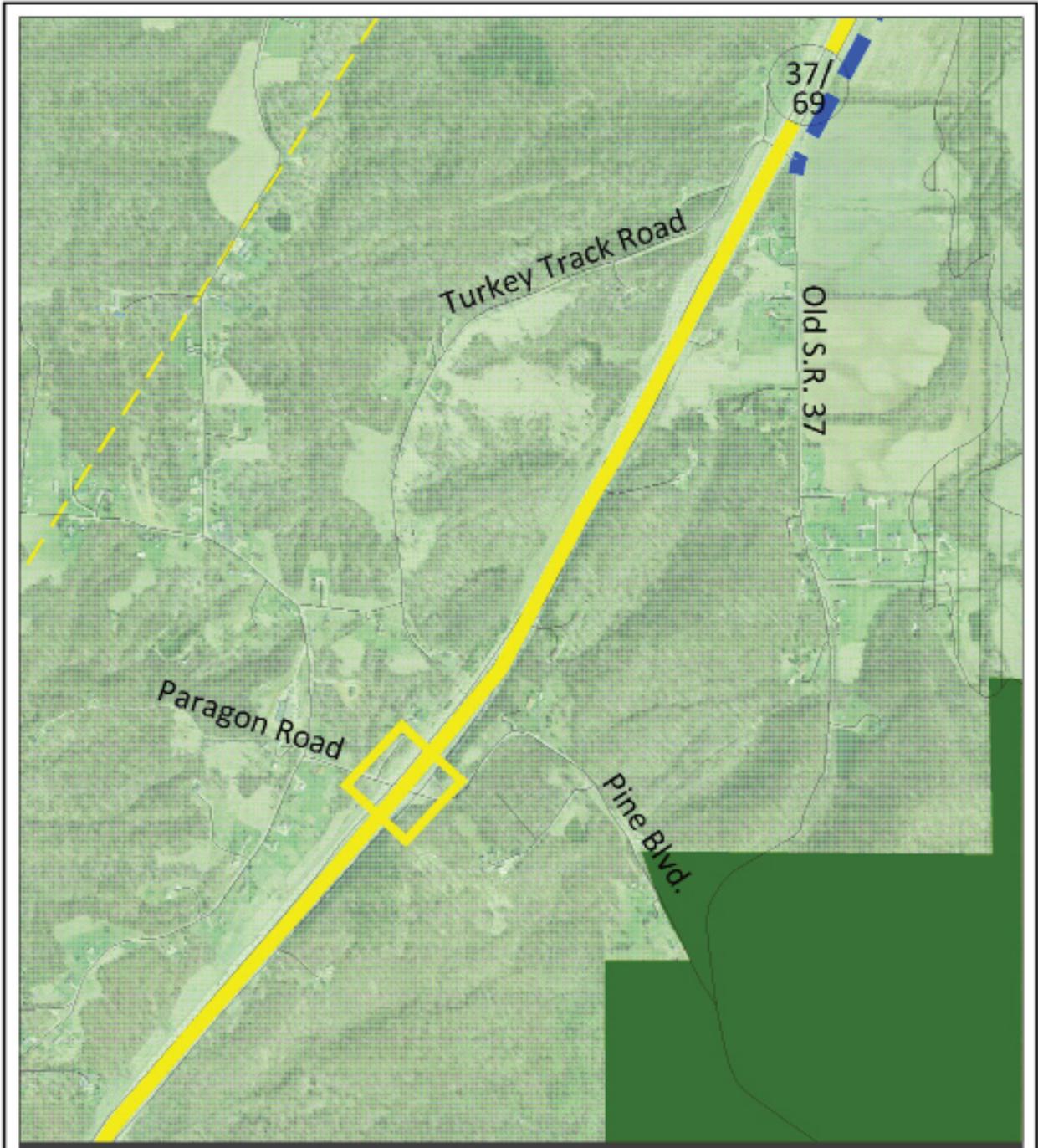
To serve the forestry when I-69 is constructed, it is recommended that a frontage road be extended between Liberty Church Road and Old SR 37 on the east side of I-69. A portion of this frontage road can be along Hacker Creek Road.

Utilities

Utilities are not currently available at this intersection. It is recommended that utilities not be extended to the area.

Land Use

Land use should continue to be general agricultural/rural in nature. Development of commercial, retail, industrial or other high density uses requiring access to SR 37 should be discouraged at this location.

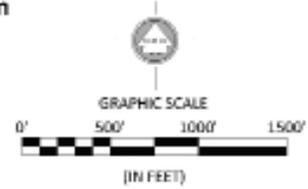


Legend

Corporation Limits	Proposed I-69 Interchange
Two Mile Fringe	Proposed I-69 Grade Separation
SR 37 / 144 Corridor Overlay	Floodplain
Future Extension	Institutional
Proposed Route in Thoroughfare Plan	Mixed Use
Agricultural General	Park / Open Space
Agricultural Preferred	P.U.D.
Commercial	Residential
IDNR Managed Lands	Rural Residential
Industrial	

Paragon Road

SR 37/144 Corridor Plan



Liberty Church Road

Vision

Liberty Church road is envisioned as an interchange to be developed as a commercial business park.

Transportation

It is recommended that an interchange be provided at Liberty Church Road to serve proposed business park uses at the interchange, residences in the area, as well as provide access to the Morgan Monroe State Forest. INDOT's current plans consider options for either an interchange or grade separation at this location. An interchange is preferred as it allows for the development of the largest area of land south of Martinsville that has relatively flat topography outside the floodplain.

To serve the Morgan Monroe State Forest when I-69 is constructed, it is recommended that a frontage road be extended between Liberty Church Road and Old SR 37 on the east side of I-69.

Utilities

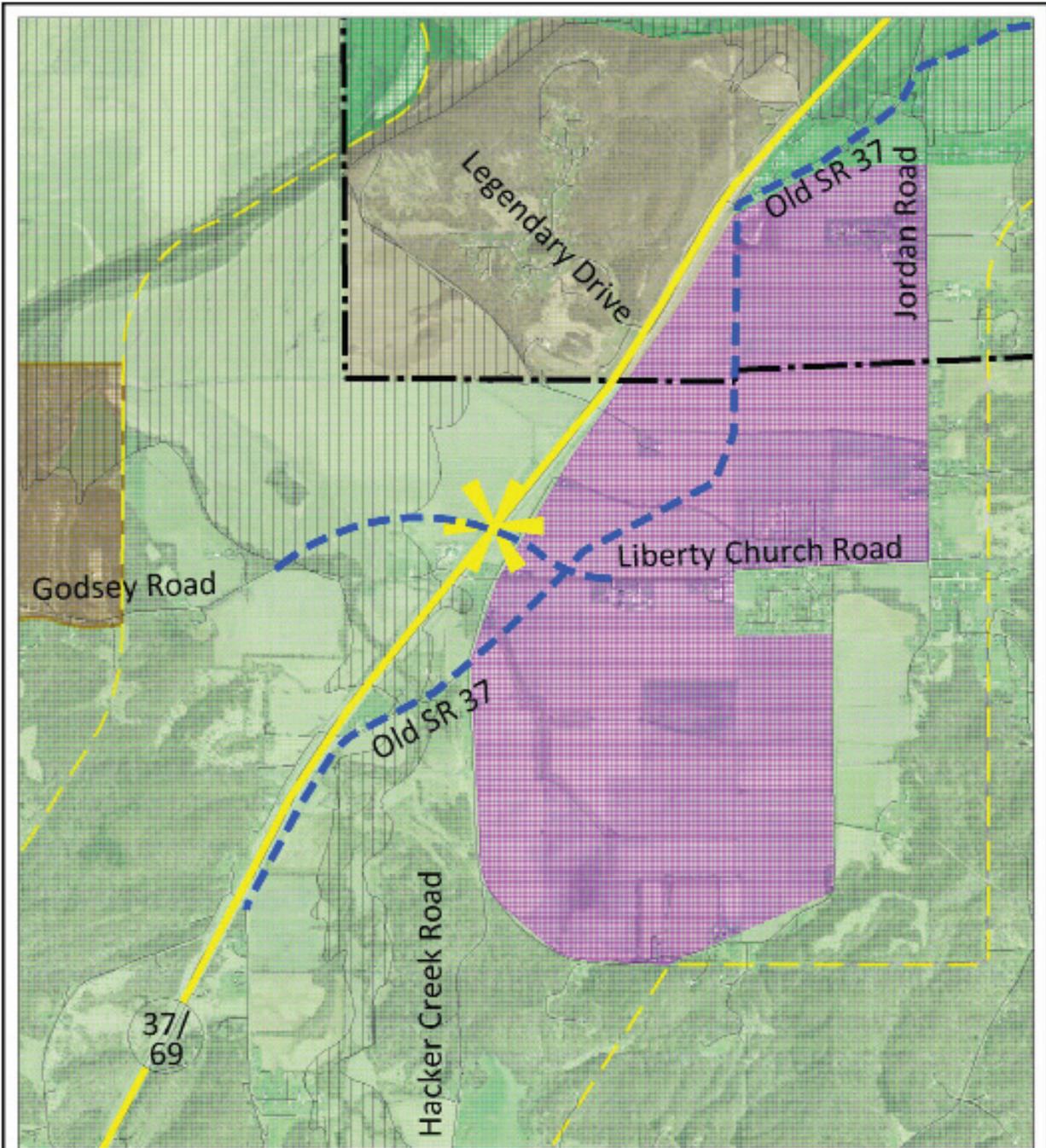
Water and sewer utilities are sufficient to allow the intended development of the site. Water service is provided to this intersection by the City of Martinsville. Sanitary sewer service is currently available near the north side of this property, and at residences west of SR 37 at Legendary Drive.

Land Use

Land at this intersection is currently used for agricultural purposes, and no development proposals have been made. It is acceptable for this land to remain agricultural in use. Nonetheless, there is significant developable area at this intersection east of SR 37, both north and south of Liberty Church Road. Should the area be developed, it should be developed as a business park focused on high tech businesses, professional businesses, light manufacturing and other associated business uses. Residential uses at this intersection should not be encouraged because it has such a high value for business purposes.

Retail and roadside commercial services should be limited to what is necessary to directly support the intended development at this location. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.

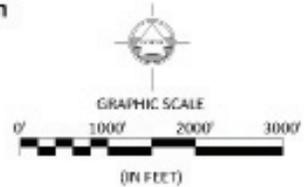
Development of the site is expected to initially be focused on the areas north of Liberty Church Road as that area is closest to available sanitary sewer. Future development can extend south of Liberty Church Road. Areas further east and south should remain residential in nature as a buffer between the businesses and the forested hillsides. The west side of SR 37 in this area is currently floodplain and is not recommended for development.



Legend	
— Corporation Limits	✱ Proposed I-69 Interchange
— Two Mile Fringe	□ Proposed I-69 Grade Separation
— SR 37 / 144 Corridor Overlay	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Thoroughfare Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Lands	▨ Rural Residential
▨ Industrial	

Liberty Church Road

SR 37/144 Corridor Plan



State Road 39

Vision

The State Road 39 interchange is envisioned as a major interchange in support of the redevelopment of existing businesses and industry. Businesses will be commercial and industrial in nature.

Transportation

The interchange at SR 39 is included on all current I-69 options as it provides for the connection of Morton Avenue (SR 39) and SR 37.

A final configuration of the interchange is not known as it will be impacted by plans to install a SR 39 bypass west of Martinsville. The southern leg of the proposed bypass is expected to connect at this interchange. The interchange configuration will need to tie into Morton Avenue (current SR 39).

Frontage roads should interconnect to businesses on Burton Lane via Morton Avenue or other routes.

Utilities

The interchange is fully served by water and sanitary sewer service from the City of Martinsville.

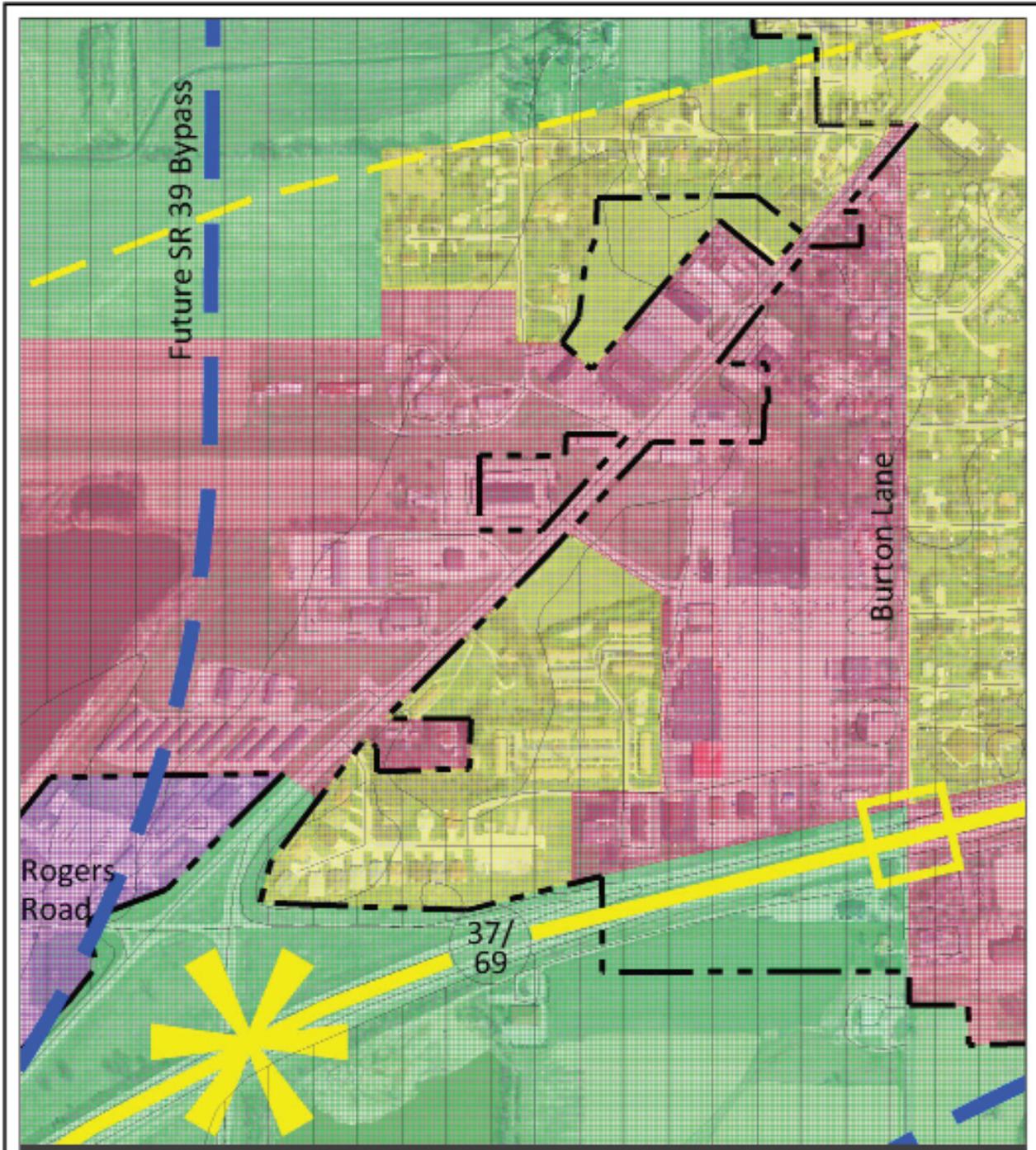
Land Use

Existing properties near the interchange are nearly fully developed. Developable area is significantly limited because of floodplains around the site. It is envisioned that the area will continue to include a mix of commercial, high density residential and industrial uses. Appropriate infill development should be encouraged on these sites.

Retail and roadside commercial services should be limited to what is necessary to directly support the intended development at this location. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.

It is noted that reconstruction of the SR 39 interchange to accommodate I-69 may be included in the upcoming SR 39 bypass project. This work is scheduled for 2012. Careful coordination with INDOT will be required to design the interchange to serve current needs, as well as needs after I-69 is developed.

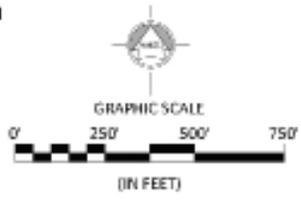
More specific land uses along the SR 39 bypass should follow Martinsville's Comprehensive Plan.



Legend	
Corporation Limits	Proposed I-69 Interchange
Two Mile Fringe	Proposed I-69 Grade Separation
SR 37 / 344 Corridor Overlay	Floodplain
Future Greenway	Institutional
Proposed Route in Thoroughfare Plan	Mixed Use
Agricultural General	Park / Open Space
Agricultural Preferred	P.U.D.
Commercial	Residential
IDNR Managed Lands	Rural Residential
Industrial	

State Road 39 Burton Lane

SR 37/144 Corridor Plan



Burton Lane

Vision

Development patterns are envisioned to change considerably in the future since the area is not considered for an interchange in any I-69 option developed to date.

It is still envisioned the area will continue as a mixed use commercial corridor. However, retail uses and businesses that require immediate visibility and access from SR 37/I-69 will not be appropriate at this location since it is not envisioned to have an interchange.

Transportation

While an interchange would be beneficial at Burton Lane, the three highest priority interchanges in the Martinsville area are at SR 37, Ohio Street and SR 252/44. Burton Lane provides connection to many businesses and homes in the area, but is understood to be too close to the SR 39 and Ohio Street interchanges and therefore would conflict with applicable interstate development standards.

Instead, Burton Lane should be connected to both Morton Avenue and Ohio Street on both sides of SR 37 via frontage roads. Should the frontage roads tie in existing businesses sufficiently, a grade separation may not be necessary at this location.

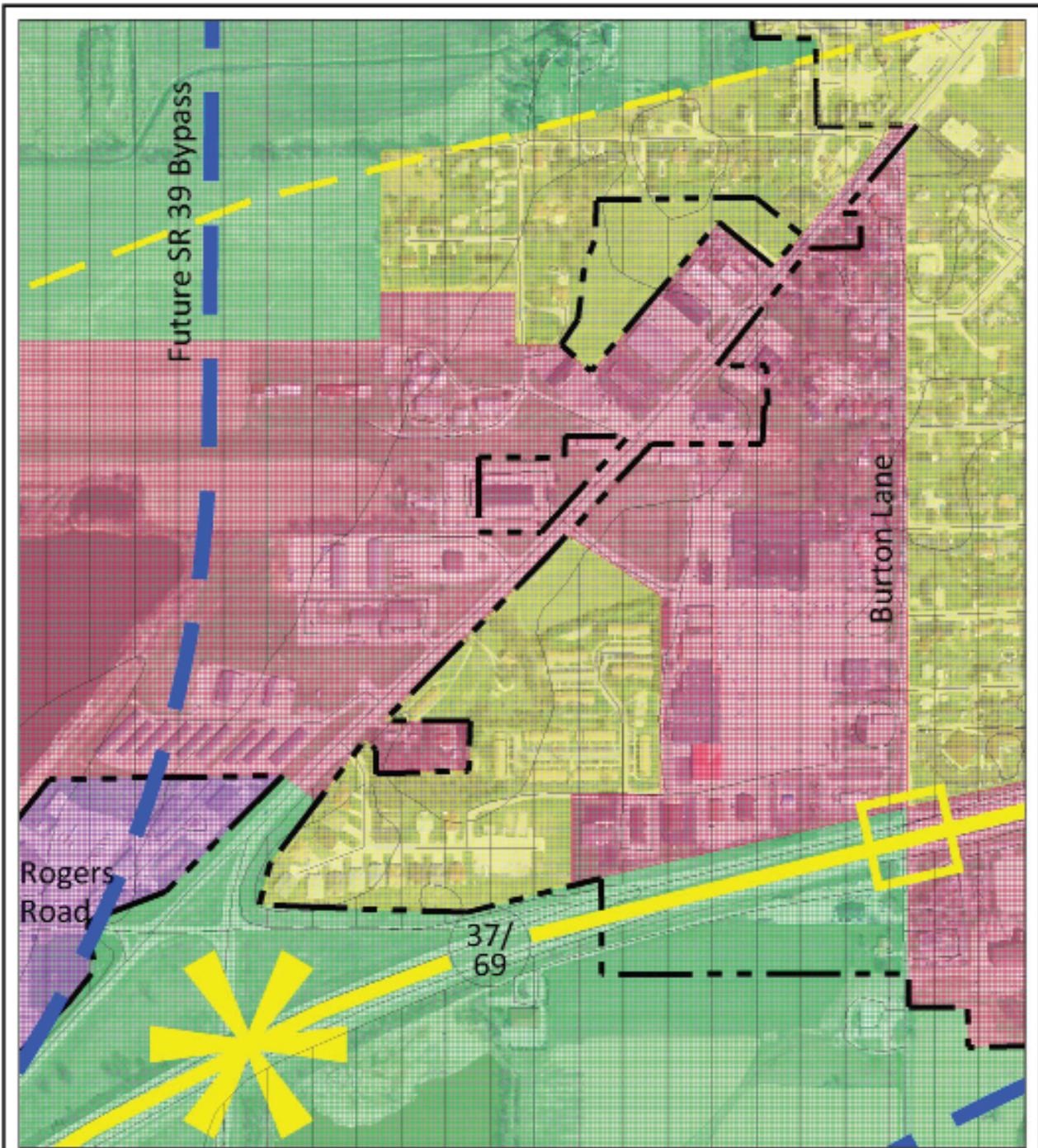
Utilities

The corridor is fully served by water and sanitary sewer service from the City of Martinsville.

Land Use

It is envisioned that the area will be developed as a mixed use commercial corridor. New retail, roadside commercial, restaurant and related businesses requiring direct highway access and visibility should be discouraged at this location. Appropriate infill development of this site is expected to include a mix of uses including neighborhood related commercial, residential, professional offices and religious institutions.

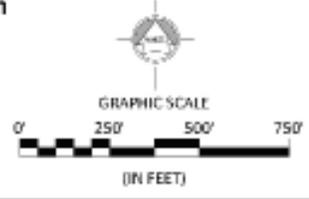
Reconstruction of the SR 39 interchange to accommodate I-69 may be included in the upcoming SR 39 bypass project. The configuration of that interchange impacts how Burton Lane will access Morton Avenue and I-69 in the future. It is recommended that concurrent with preliminary planning for the SR 39 bypass, that a detailed redevelopment plan be developed for Burton Lane. That plan should consider infill options, adaptive re-use possibilities and redevelopment scenarios. In addition, a transition plan should be developed for relocating retail businesses that would be impacted by I-69 in the future.



Legend	
	Corporation Limits
	Two Mile Fringe
	SR 37 / 344 Corridor Overlay
	Future Greenway
	Proposed Route in Thoroughfare Plan
	Agricultural General
	Agricultural Preferred
	Commercial
	IDNR Managed Lands
	Industrial
	Proposed I-69 Interchange
	Proposed I-69 Grade Separation
	Floodplain
	Institutional
	Mixed Use
	Park / Open Space
	P.U.D.
	Residential
	Rural Residential

State Road 39 Burton Lane

SR 37/144 Corridor Plan



Ohio Street

Vision

Ohio Street is envisioned as the gateway to Martinsville. It is seen as having an interchange that provides a direct link to its historic downtown, complimented by access to surrounding commercial and industrial uses.

Transportation

It is proposed that Ohio Street be provided with an I-69 Interchange. The interchange would allow Ohio Street to be developed into the critical linkage to the downtown. While this will require some improvement and extension of the Ohio Street closer to downtown, it is seen as the most direct route into the downtown for a visitor and is essential to the community's downtown redevelopment strategy.

Within the Ohio Street corridor is the former Harman Becker site. This industrial property has recently been vacated, and provides significant opportunity for industrial development for the community. Should Ohio Street not be provided with an interchange, it would practically prohibit another business from purchasing and investing in the property. This site also provides a direct connection to industrial areas east of the interchange as are included in the 2008 Martinsville Economic Development Plan and the 2009 Martinsville Comprehensive Plan update.

South of the interchange, the road connects to Mahalasville Road which is the most common route to SR 37 and Martinsville for many county residents east of town.

Utilities

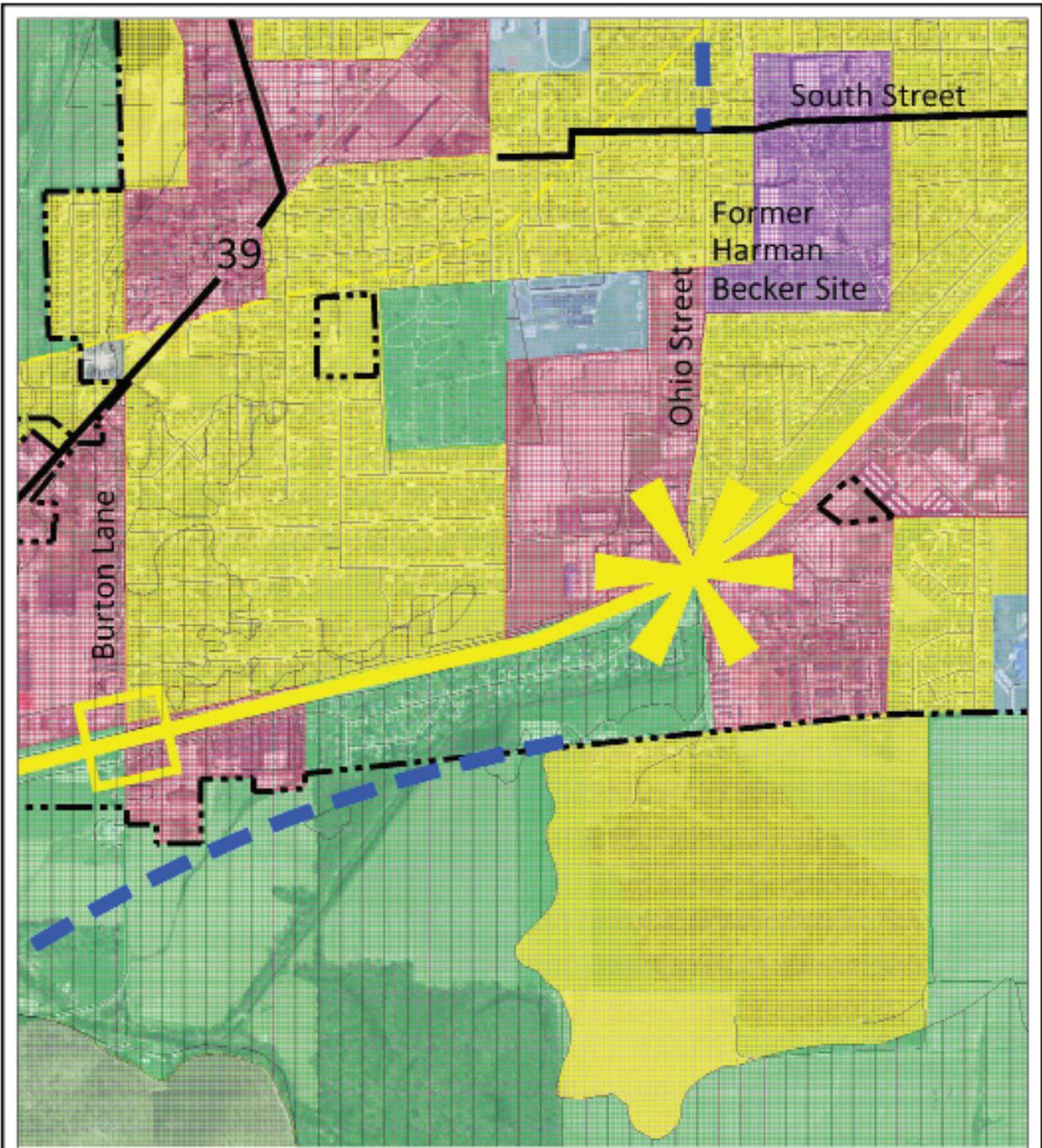
The Ohio Street corridor is fully served by water and sanitary sewer service from the City of Martinsville.

Land Use

It is envisioned that the area will continue to include commercial areas to the west and residential areas to the east. Beyond the immediate interchange, industrial uses should be provided for as indicated on the land use map. This includes construction of a new industrial area east of the interchange as per the 2008 Economic Development Plan.

Retail and roadside commercial services should be limited to what is necessary to directly support the intended development at this location. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.

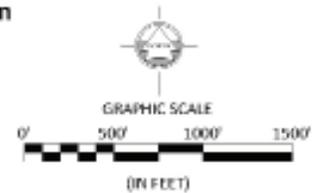
Development of the area should include provisions for gateway features for the City of Martinsville.



Legend	
	Corporation Limits
	Two Mile Prings
	SR 37 / 144 Corridor Overlay
	Nature Greenway
	Proposed Route in Through Lane Plan
	Agricultural General
	Agricultural Preferred
	Commercial
	IDNR Managed Lands
	Industrial
	Proposed I-69 Interchange
	Proposed I-69 Grade Separation
	Floodplain
	Institutional
	Mixed Use
	Park / Open Space
	P.U.D.
	Residential
	Rural Residential

Ohio Street

SR 37/144 Corridor Plan



Grand Valley Boulevard (South Street)

Vision

It is envisioned that a grade separation be provided at this location to accommodate connection of Grand Valley Boulevard to South Street.

Transportation

Development of commercial businesses along Grand Valley Boulevard has been an asset to the community. Without an interchange at this location, it is important that the area be connected to the balance of the community's street grid. It is recommended that a grade separation be provided at this location, and that Grand Valley Road be extended to interconnect with South Street. Since South Street ties into much of the existing street grid, including Ohio Street, it results in very positive and functional traffic flow. To improve this situation, it is recommended that a grade separation be provided to interconnect Grand Valley Boulevard to South Street. Since South Street connects to Ohio Street, it ties to the City's long range plans.

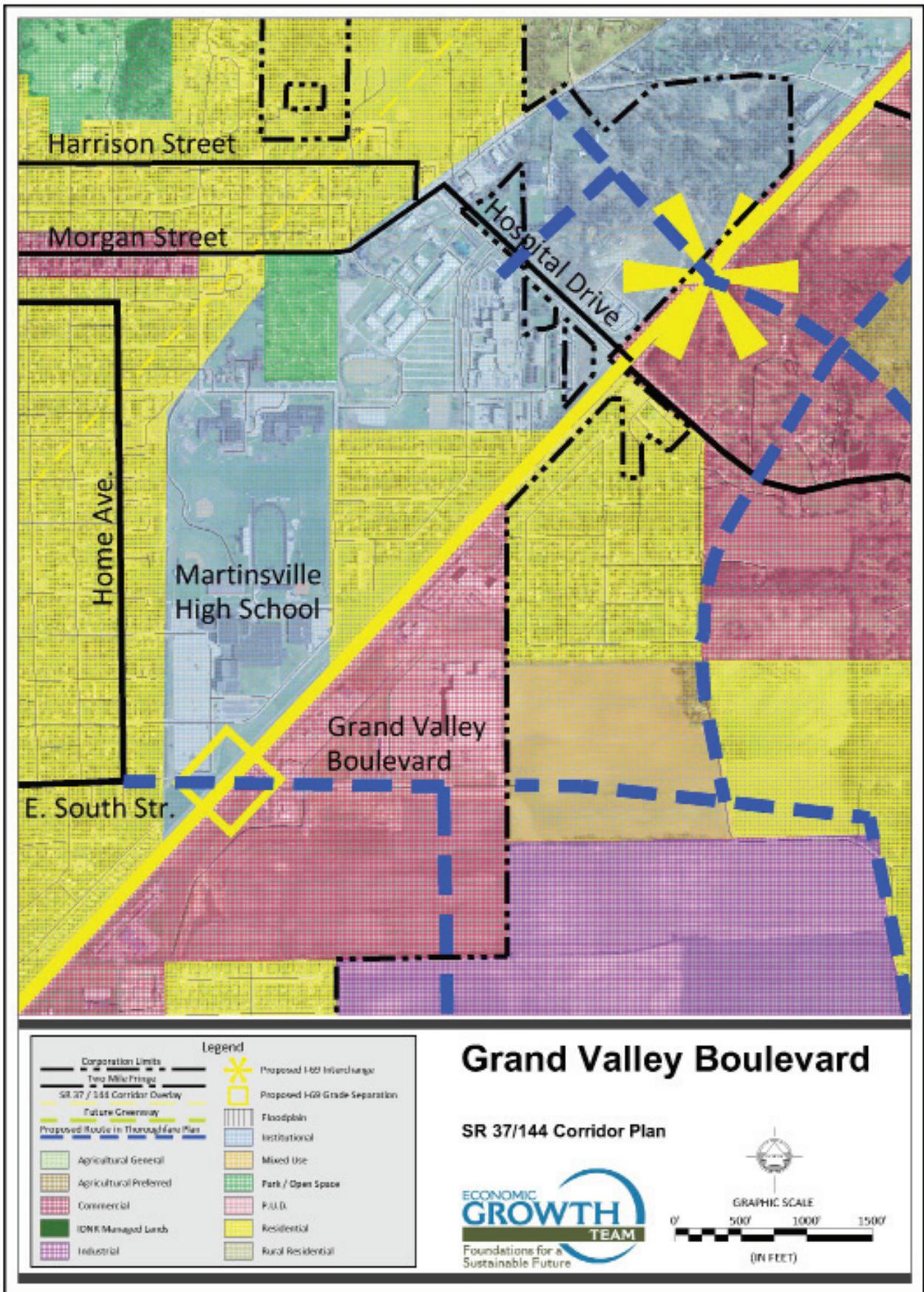
In addition to vehicular access to South Street, it is recommended that pedestrian accommodations be made at this grade separation.

Utilities

The Grand Valley Boulevard corridor is fully served by water and sanitary sewer service from the City of Martinsville.

Land Use

Land use is not envisioned to change with this plan. Areas west will continue to include the high school and residential areas. To the east, existing commercial/retail uses will continue.



State Road 252/State Road 44

Vision

It is envisioned that SR 252 and SR 44 be combined into one interchange on SR 37/I-69. The reconfiguration of the interchange will also facilitate the development of new mixed use business development to the east.

Transportation

Various options for the configuration of the SR 252 and SR 44 interchanges have been presented by INDOT. Community input received during this plan clearly favored realignment of the two highways so they can connect to SR 37/I-69 at one new interchange. Multiple configurations of this interchange would be acceptable, provided they do not adversely disrupt the Hospital. As details of the street plans for this intersection are developed, it is important that the interchange provide direct access to the hospital. An interconnecting road may need extended to tie in the access road to the hospital's driveways.

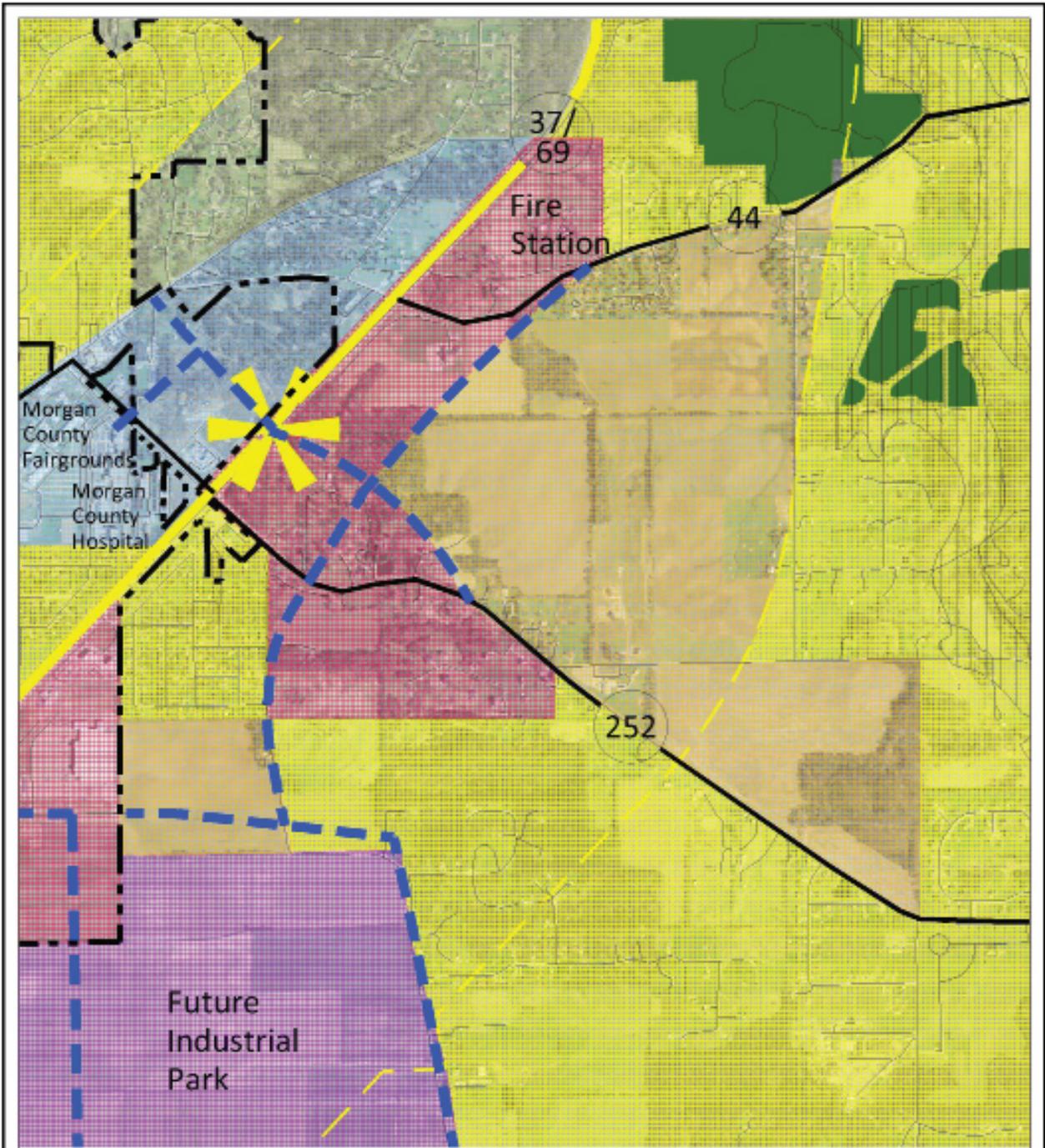
West of the interchange, SR 252/SR 44 ties into Old SR 37. This then becomes Morgan Street and ultimately routes to downtown Martinsville. East of the interchange, development opportunities exist around a proposed junction between SR 252 and SR 44. At this location, it is recommended that a new street be extended south to connect into the Wal-Mart shopping area and the business park development proposed in the 2008 Martinsville Economic Development Plan. There is a fire station on SR 44 east of the interchange and an ambulance service at the west side of SR 44 that would both need to be considered in the final design of the highway alignments.

Utilities

Sanitary sewer and water service is provided near this future interchange area, but will need extended to serve the site. Utilities are provided by the City of Martinsville.

Land Use

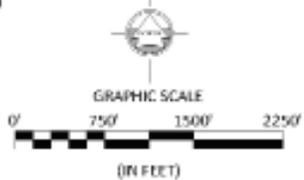
To the east, this plan envisions developing the SR 252/SR 44 intersection as a mixed use development including an appropriate mix of commercial uses, professional businesses, retail and residential use. Any immediate development proposed should accommodate right of way for the future roadways. Development west of the site should be reserved for medical related development associated with the hospital. Furthermore, should the fairgrounds use be changed, that land should also be reserved for medical development associated with the hospital. However, until plans for an interchange at SR 252/SR 44 are established, areas around the proposed interchange should not be further developed to allow flexibility in choosing the most cost effective interchange alignment. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.



Legend	
	Corporation Limits
	Two Mile Fringe
	SR 37 / 144 Corridor Overlay
	Future Greenway
	Proposed Route in Throughfare Plan
	Agricultural General
	Agricultural Preferred
	Commercial
	IDNR Managed Land
	Industrial
	Proposed I-69 Interchange
	Proposed I-69 Grade Separation
	Floodplain
	Institutional
	Mixed Use
	Park / Open Space
	P.U.D.
	Residential
	Rural Residential

State Road 252 State Road 44

SR 37/144 Corridor Plan



Teeters Road

Vision

A grade separation is recommended to encourage connectivity. Development of the area should be limited because it will not have direct access to SR 37/I-69.

Transportation

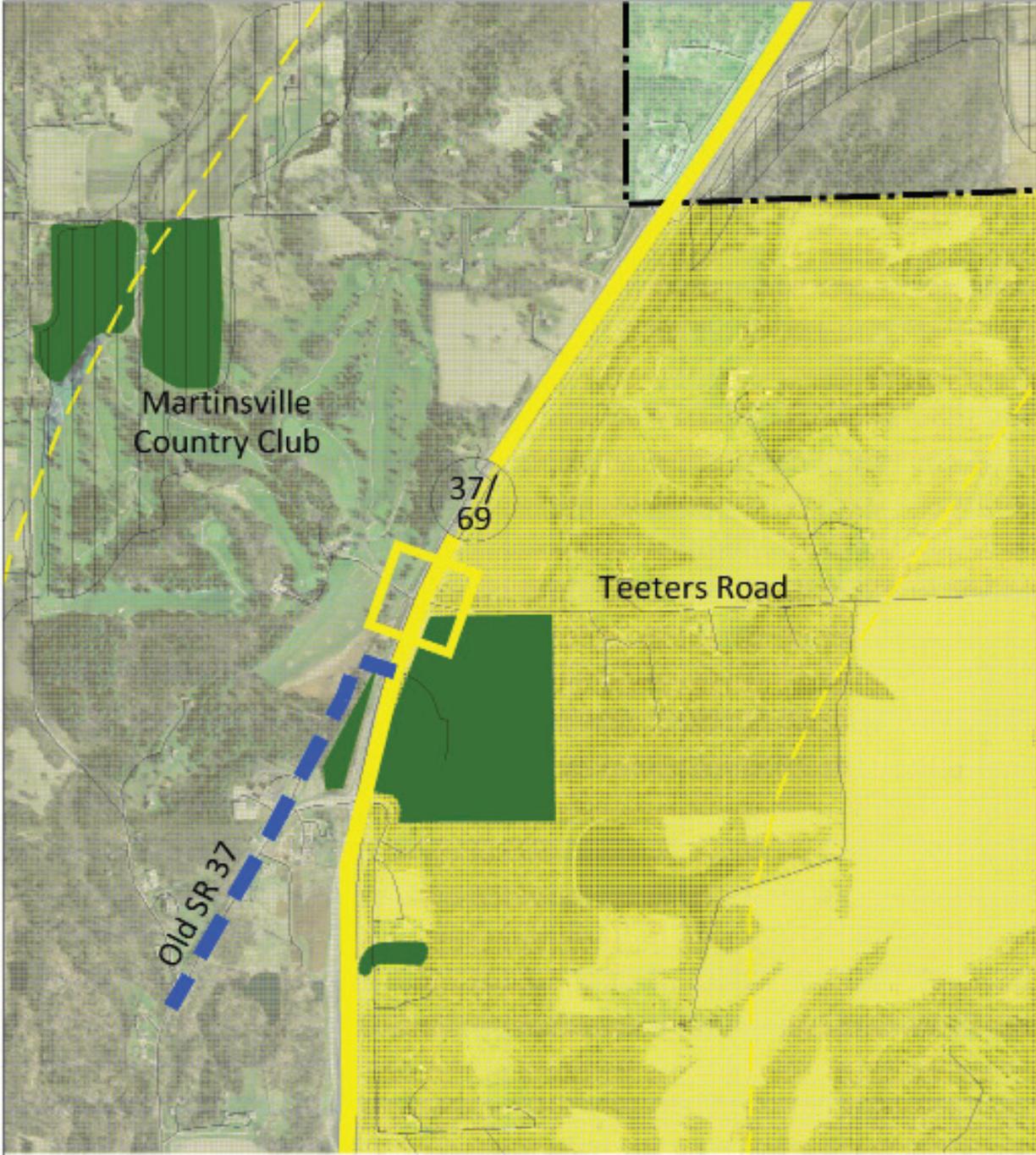
A grade separation would allow for connectivity to the Country Club, rural residences and local businesses. However, a grade separation may not be required if sufficient frontage roads can be constructed throughout the area.

Utilities

The Teeters Road area is not currently provided with municipal water and sanitary sewer utilities. Since the area will not have future access to SR 37/I-69, it is not recommended that additional utilities be extended to the area.

Land Use

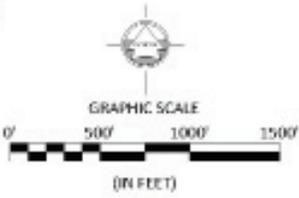
Since this location is not envisioned to have access to SR 37/I-69 in the future and is a distance from other interchanges, development of this site should be limited. Existing businesses will be encouraged to remain, but development of new businesses or residential developments at this location will be discouraged.



Legend	
— Corporation Limits	✱ Proposed I-69 Interchange
— Two Mile Priority	□ Proposed I-69 Grade Separation
— SR 37 / 144 Corridor Overlay	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Thoroughfare Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Lands	▨ Rural Residential
▨ Industrial	

Teeters Road

SR 37/144 Corridor Plan



Myra Lane

Vision

A grade separation is recommended to encourage connectivity. Development of the area should be limited because it will not have direct access to SR 37/I-69.

Transportation

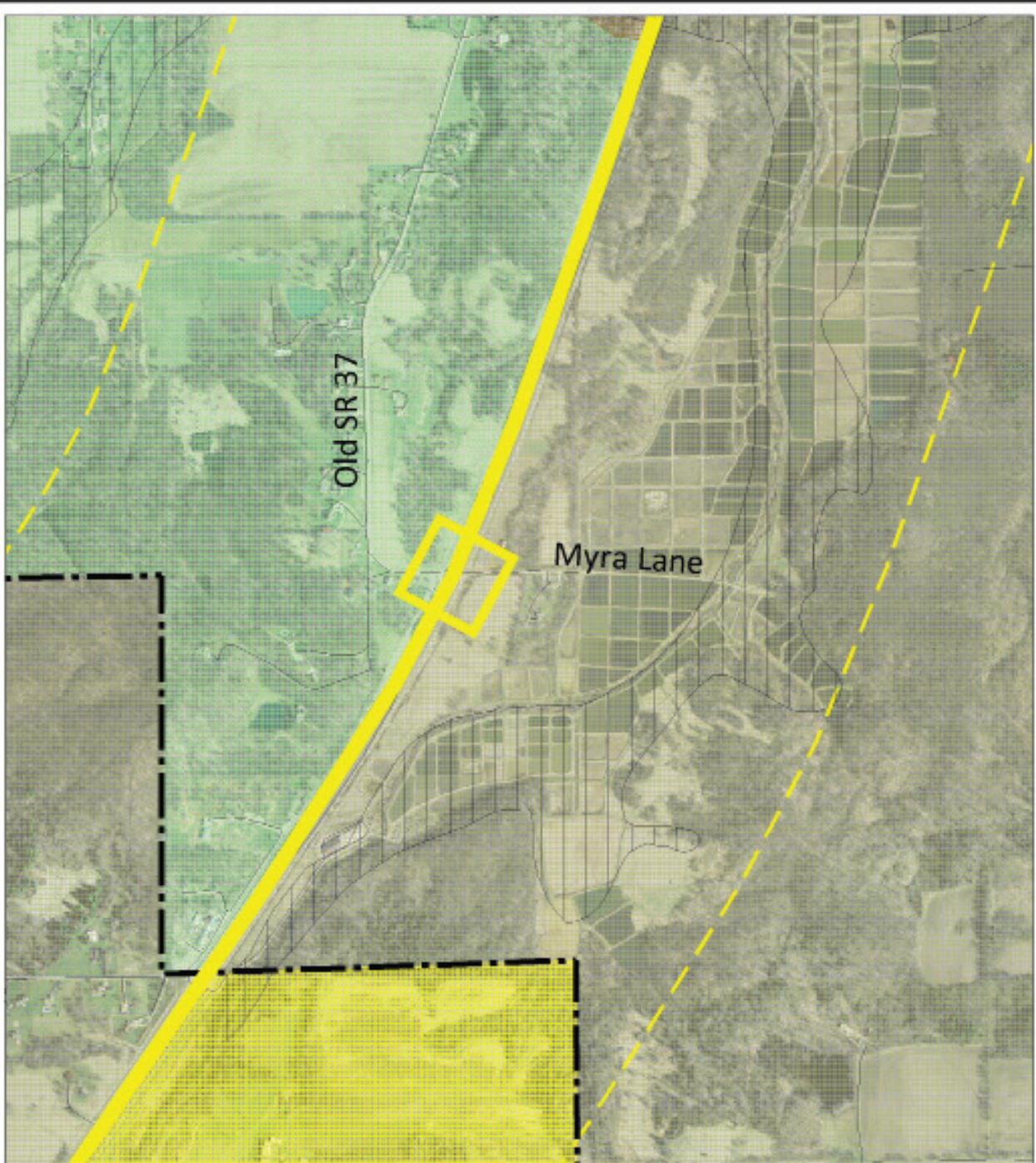
A grade separation would provide connectivity to existing businesses. However, a grade separation may not be required if sufficient frontage roads can be constructed throughout the area.

Utilities

The Myra Lane area is not currently provided with municipal water and sanitary sewer utilities. Since the area will not have future access to SR 37/I-69, it is not recommended that additional utilities be extended to the area.

Land Use

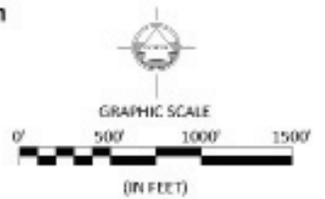
Since this location is not envisioned to have access to SR 37/I-69 in the future and is a distance from other interchanges, development of this site should be limited. Existing businesses will be encouraged to remain, but development of new businesses or residential developments at this location will be discouraged.



Legend	
— Corporation Limits	✱ Proposed I-GI Interchange
— Two Mile Prings	□ Proposed I-GI Grade Separation
— SR 37 / 144 Corridor Duetway	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Through Lane Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Land	▨ Rural Residential
▨ Industrial	

Myra Lane

SR 37/144 Corridor Plan



Egbert Road

Vision

Egbert Road is envisioned to be provided with a grade separation to interconnect frontage roads with existing residential areas in the vicinity. The Egbert Road/Henderson Ford Road area is envisioned as a commercial development area, but only after utilities are extended to the area.

Transportation

INDOT plans include an interchange at either Henderson Ford or Egbert Road. Because of connectivity to the north and south at Henderson Ford Road, an interchange is preferred at Henderson Ford Road. A grade separation at Egbert Road will allow frontage roads west of SR 37 to connect to the Henderson Ford Road interchange and future commercial development.

Utilities

The Egbert/Henderson Ford area is not currently provided with municipal water or sanitary sewer service. Because of its distance from existing sanitary sewer facilities, it is anticipated that the most cost effective method of providing sanitary sewer service is through a new regional sanitary sewer system. This system is envisioned to service development from Egbert Road north to the Waverly area (including the Henderson Ford/Egbert Road area, Big Bend interchange, the Waverly Industrial Park, and the residences in Waverly).

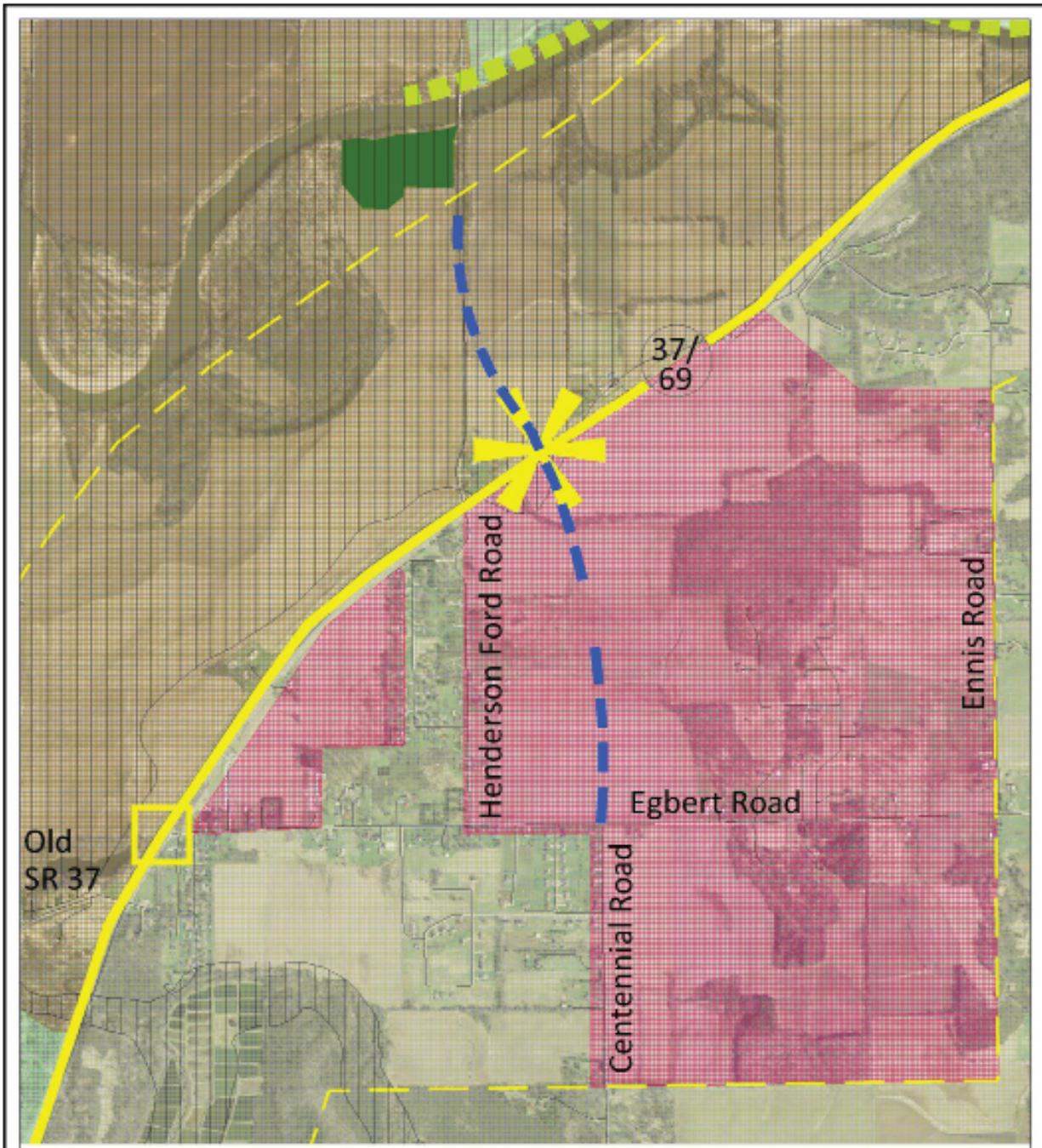
Municipal water service could be extended to the site from one or more of the regional water districts serving rural Morgan County, likely Indianapolis Water Morgan. The water system may need to be upgraded to provide additional flow and pressure for fire protection, depending on the density and character of development.

Land Use

Areas at the Egbert Road/Henderson Ford area should be reserved for future commercial development. Such development should not occur until suitable water and sanitary sewer facilities are extended to the site.

If retail and roadside commercial services are ultimately provided, those services should be limited to what is necessary to directly support the primary development at this location. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.

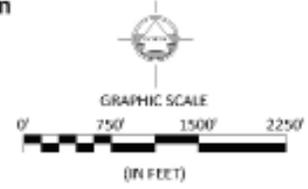
The north side of SR 37 in this area currently includes some of the highest quality farmland in the county. It is also in a floodplain and is not recommended for development.



Legend	
— Corporation Limits	✳ Proposed I-67 Interchange
— Two Mile Fringe	□ Proposed HQR Grade Separation
— SR 37 / 144 Corridor Overlay	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Through Lane Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Land	▨ Rural Residential
▨ Industrial	

Henderson Ford Road Egbert Road

SR 37/144 Corridor Plan



Henderson Ford Road

Vision

The Henderson Ford Road/Egbert Road area is envisioned as a commercial development area, but only after utilities are extended to the area.

Transportation

INDOT plans include an interchange at either Henderson Ford or Egbert Road. Because of connectivity to the north and south at Henderson Ford Road, an interchange is preferred at Henderson Ford Road. Choosing the interchange at Henderson Ford Road creates a north-south corridor with easy access to SR 37/I-69 for rural Morgan County residents. Ultimately envisioned to stretch from Old Morgantown Road in the south through Mooresville to SR 67 in the north, this corridor would include portions of Centennial Road, Henderson Ford Road and Pennington Road. Most portions of this roadway already exist except some segments near Mooresville.

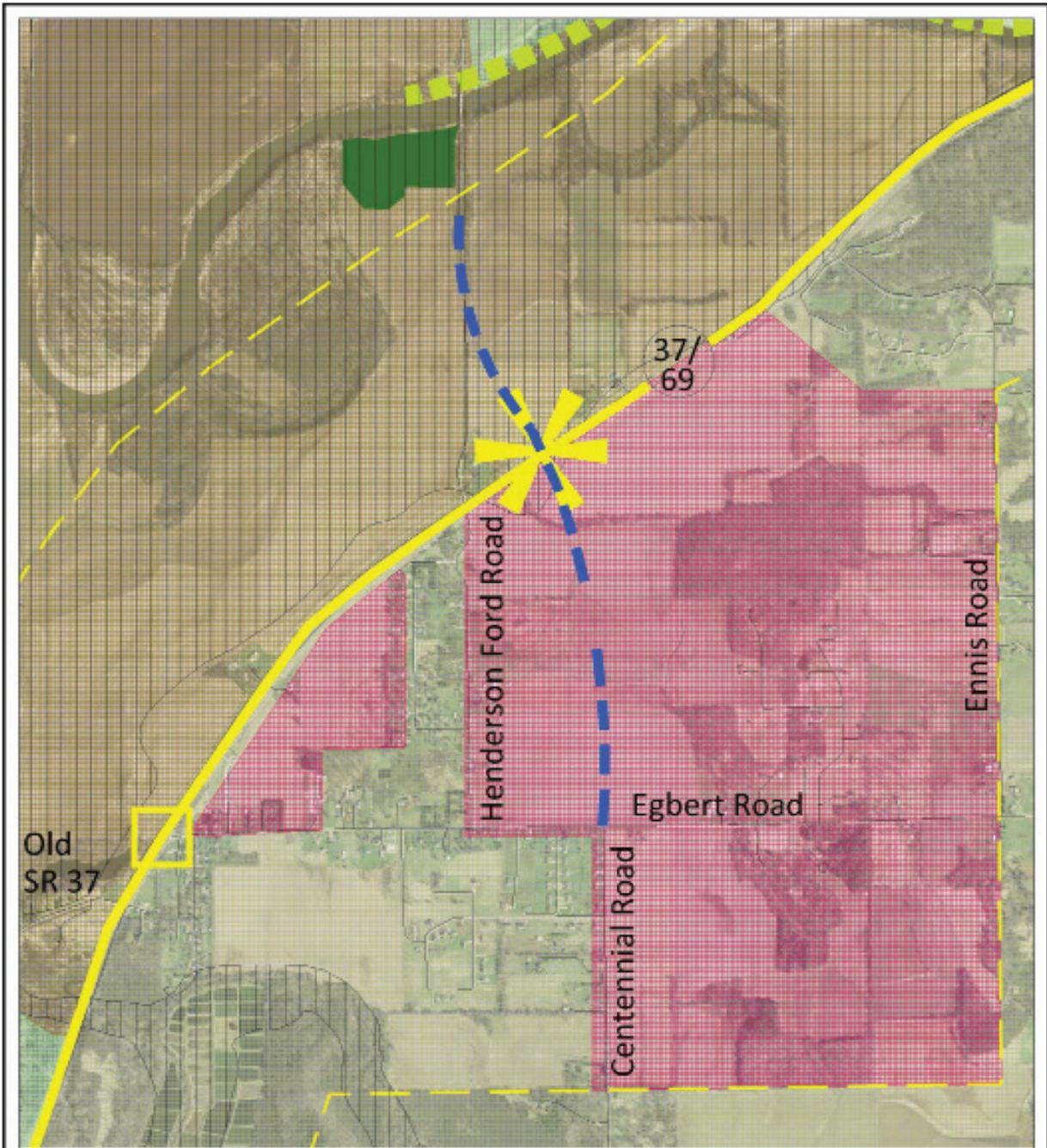
Important to the effectiveness of this north-south corridor is that Henderson Ford Road includes one of the five bridges across the White River in the county. An interchange at Henderson Ford Road is therefore better located to serve local residents. At the Henderson Ford interchange itself, it is recommended that Henderson Ford be re-routed to connect into Centennial Road to further improve this north-south corridor.

Utilities

See utility description for Egbert Road.

Land Use

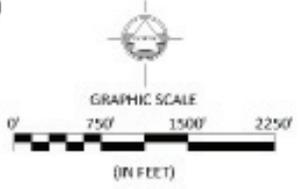
See land use description for Egbert Road.



Legend	
— Corporation Limits	✱ Proposed I-69 Interchange
— Two Mile Prings	□ Proposed I-69 Grade Separation
— SR 37 / 144 Corridor Overlay	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Thoroughfare Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Land	▨ Rural Residential
▨ Industrial	

Henderson Ford Road Egbert Road

SR 37/144 Corridor Plan



Perry Road

Vision

A grade separation is envisioned at Perry Road to connect areas south of SR 37 to frontage roads and the proposed county park north of the bridge. A pedestrian/equestrian crossing of SR 37/I-69 is also envisioned in this area, possibly at the Crooked Creek Bridge. Other development of the area should be limited because it will not have direct access to SR 37/I-69.

Transportation

Construction of a grade separation at Perry Road is included in all current INDOT alternatives. This grade separation would allow neighborhoods south of SR 37 to connect to the new county park.

North of the grade separation, frontage roads are recommended to extend from an interchange at Big Bend Road south to the new county park.

The County is also making plans for a new greenway and parks system along the White River (Refer to the White River Greenway Master Plan for more information). This parks system includes a county park north of the Perry Road grade separation. Creating a grade separated pedestrian/equestrian crossing at SR 37 is a key component of the plan for this area. It is recommended that the pedestrian/equestrian crossing be made at the Crooked Creek Bridge to eliminate vehicle interactions.

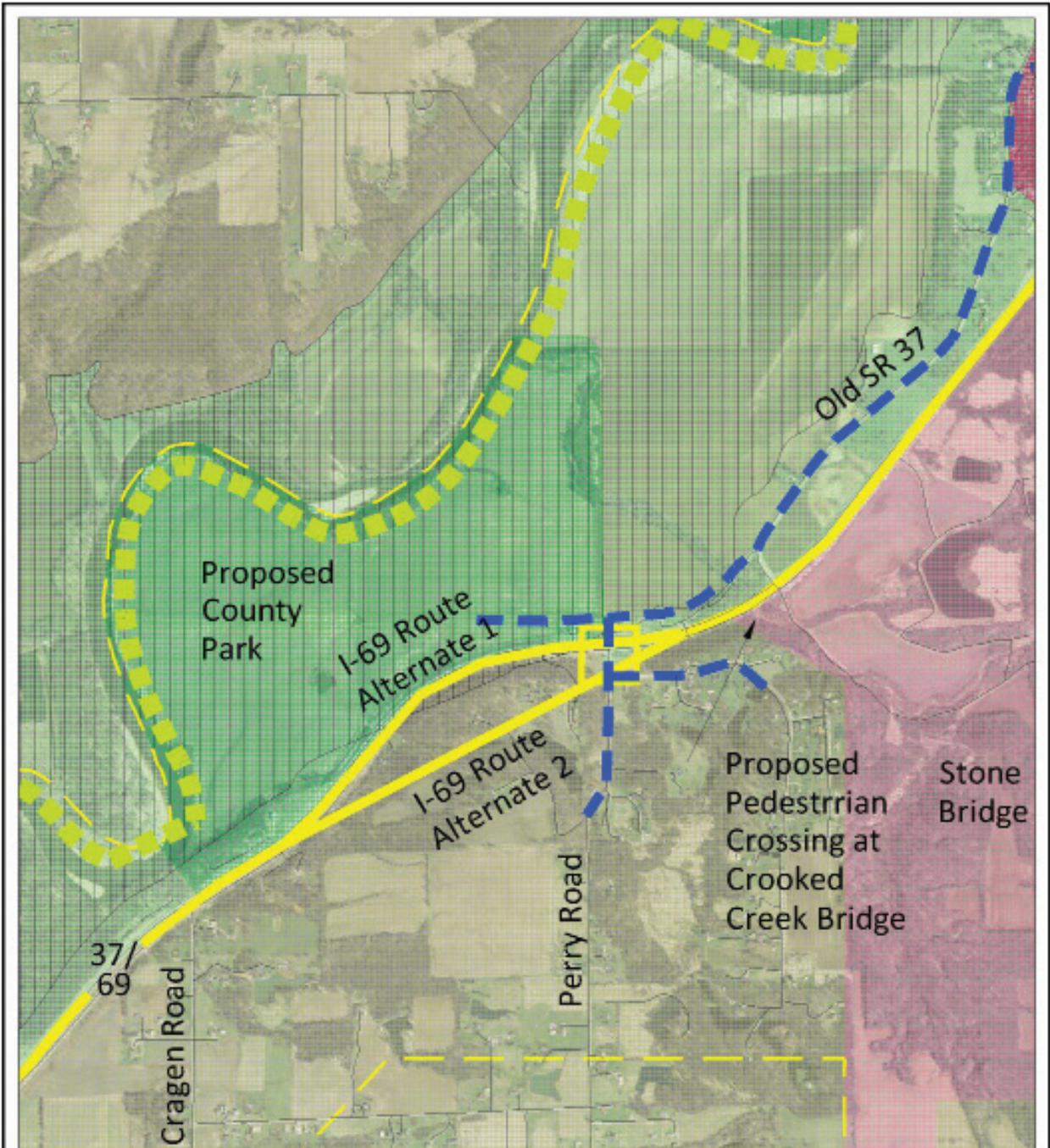
Utilities

The Perry Road area is not currently served by municipal water or sanitary sewer service. Provision of municipal utilities is not recommended in order to limit development in the area. However, note that the future County Park has been envisioned as a potential location for a regional wastewater treatment facility.

Land Use

North of the grade separation, land is proposed to include a new county park. Other areas are expected to continue as agricultural and rural residences.

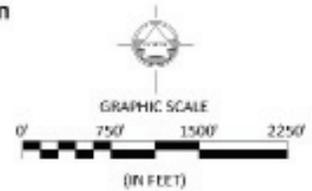
Since this location is not envisioned to have access to SR 37/I-69 in the future, development should be limited to rural residential and agricultural uses.



Legend	
Corporation Limits	Proposed I-69 Interchange
Two Mile Pkings	Proposed I-69 Grade Separation
SR 37 / 144 Corridor Overlay	Floodplain
Future Greenway	Institutional
Proposed Route in Thoroughfare Plan	Mixed Use
Agricultural General	Park / Open Space
Agricultural Preferred	P.U.D.
Commercial	Residential
IDNR Managed Land	Rural Residential
Industrial	

Perry Road

SR 37/144 Corridor Plan



Big Bend Road

Vision

Big Bend Road is envisioned as an interchange, surrounded by upscale commercial/retail offerings and upscale housing.

Transportation

An interchange is not included at this location in any of the alternatives INDOT has pursued to date. Nonetheless, development is being planned that warrants construction of an interchange at this location. The need for this interchange has been envisioned for some time, and is included in the County's thoroughfare plan.

More specifically, an interchange is recommended by this plan because of the significant "Stonebridge" development that is being planned at this location. Land has been rezoned to allow approximately 1,200 homes and 400 or more condominiums on this large development parcel. Developers are currently in the design phase of this project that will include housing, golf, stables, equestrian trails, recreational amenities and other features. Upgrades will be needed to Big Bend Road to accommodate the Stonebridge development, including straightening and widening. West of the interchange, Big Bend Road would tee into old SR 37 and provide frontage road access to a proposed county park.

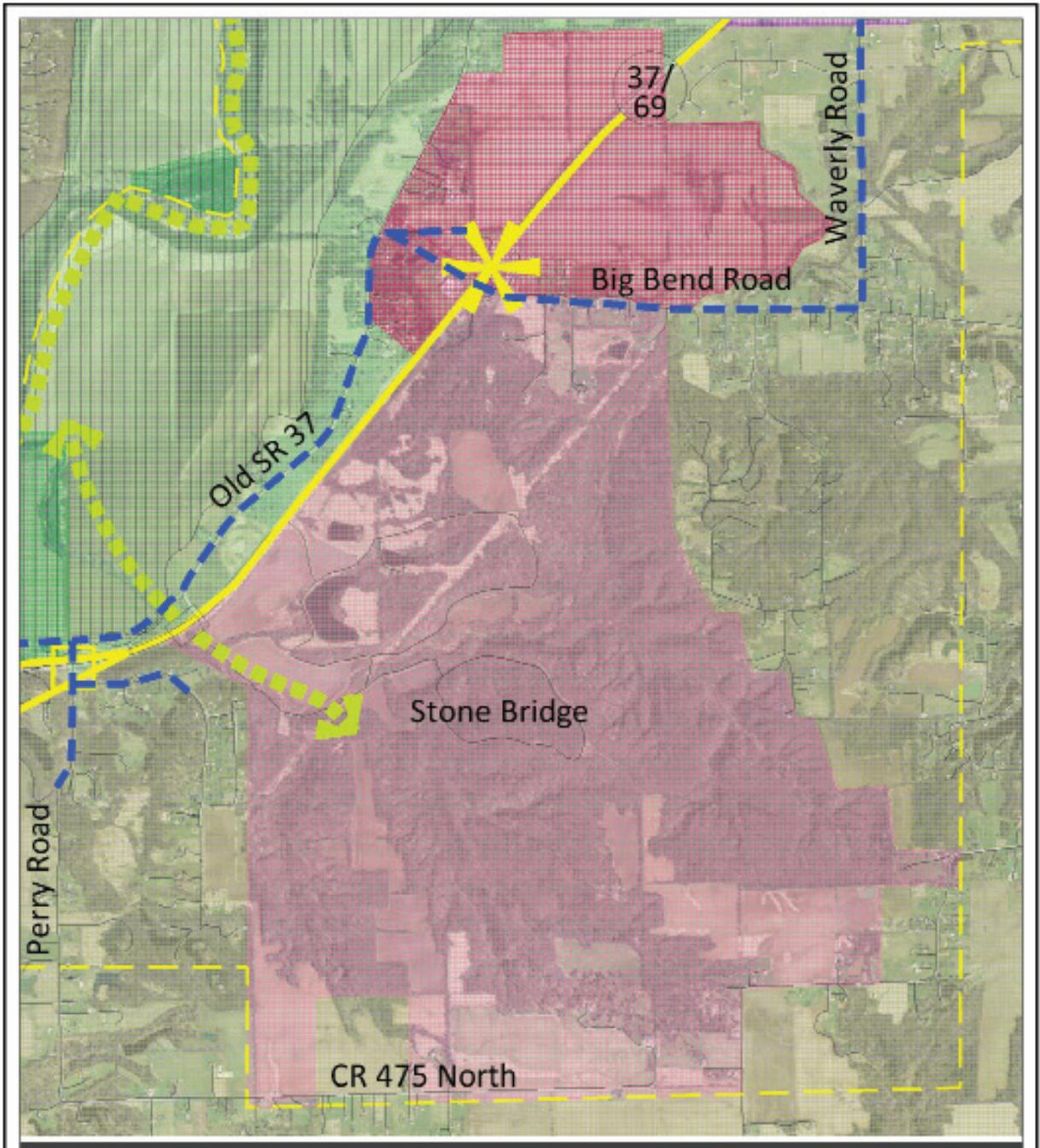
Furthermore, note that current INDOT plans include an eight mile gap between interchanges at SR 144 and Henderson Ford Road. That is a considerable distance for a community that is used to having immediate access to a four lane highway. Development of an interchange at Big Bend Road would reduce this distance, and still separate interchanges by more than three miles as per interstate standards.

Utilities

Sanitary sewer facilities are not currently provided. If Stonebridge is developed, the area will need to be provided with sanitary sewer service through a small wastewater system or development of a larger regional wastewater district. This approach could also be phased in, using a small system initially that is designed to connect to a future regional district. Municipal water service could be extended to the site from Indianapolis Water Morgan. The water system may need to be upgraded to provide additional flow and pressure for fire protection, depending on the final density and character of development.

Land Use

Land south of Big Bend Road has been recently rezoned to a Planned Unit Development. Areas north are envisioned as upscale commercial/retail offerings. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.

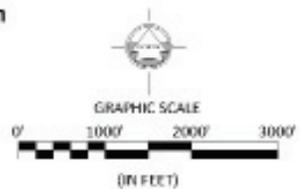


Legend

Corporation Limits	Proposed I-69 Interchange
Two Mile Fringe	Proposed I-69 Grade Separation
SR 37 / 144 Corridor Overlay	Floodplain
Future Greenway	Institutional
Proposed Route in Thoroughfare Plan	Mixed Use
Agricultural General	Park / Open Space
Agricultural Preferred	P.U.D.
Commercial	Residential
IDNR Managed Land	Rural Residential
Industrial	

Big Bend Road

SR 37/144 Corridor Plan



Waverly Road/Whiteland Road

Vision

Waverly Road is envisioned to have a grade separation to accommodate planned business park development at the site.

Transportation

INDOT plans include either a grade separation at Waverly Road or at Whiteland Road. The grade separation is preferred at Waverly Road because Waverly Road ties to Big Bend Road, better interconnecting area roads.

The area is envisioned to accommodate a new business park being developed by Morgan County. The County has acquired property on both sides of SR 37 in this area. While the park is envisioned to include entrances directly from SR 37 in the near term, it needs to be planned to ultimately have an alternate access when I-69 occurs. Routing truck traffic through Waverly for this access is not recommended. Instead, it is envisioned to be routed to the site via frontage roads on the east side of the SR 144 interchange – utilizing Banta and Whiteland Roads.

Utilities

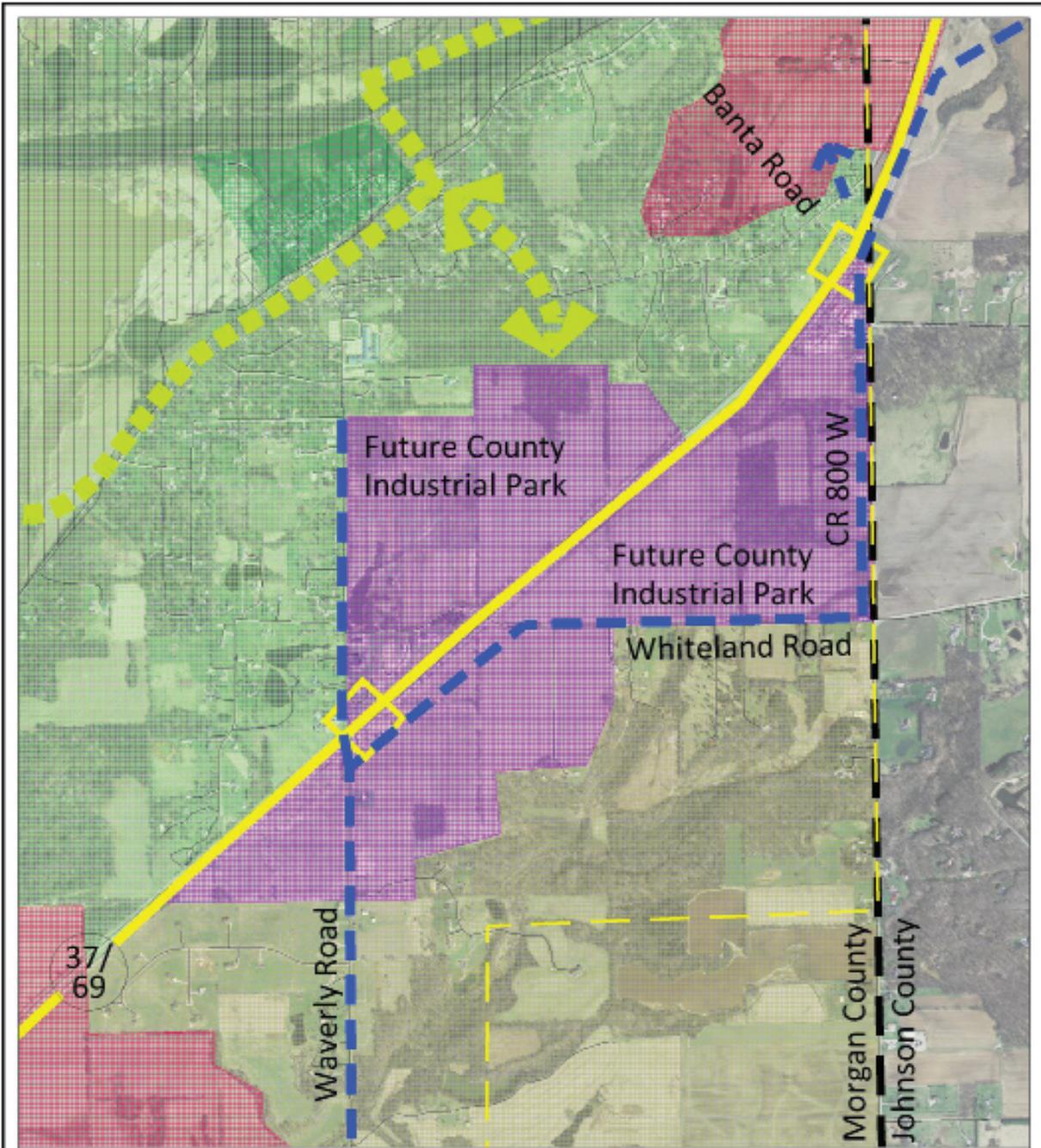
Domestic water service is available to the site through Indianapolis Water Morgan. Sanitary sewer facilities are not currently provided. With the development of a business/industrial park at this location, sanitary sewer facilities will need provided. Sanitary could be extended from a new regional wastewater facility or from new local wastewater treatment facility. Should Johnson County utilities be extended to the SR 144/SR 37 area in the future, then the option of extending those utilities south may also need considered. Any options for providing sewer in the area should also consider servicing the Waverly area.

Municipal water service could be extended to the site from Indianapolis Water Morgan. The water system may need to be upgraded to provide additional flow and pressure for fire protection, depending on the final density and character of development.

Land Use

Areas around the grade separation are envisioned as a new business/industrial park. Waverly and the surrounding area will continue as residential.

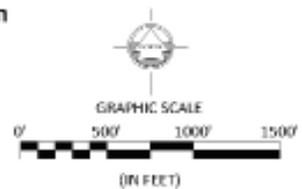
Since this location is not envisioned to have direct access to SR 37/I-69 in the future, but will have good frontage road access, development of this site should be limited to businesses and residential developments that do not require immediate highway access.



Legend	
— Corridor Limits	✱ Proposed I-69 Interchange
— Two Mile Fringe	□ Proposed I-69 Grade Separation
— SR 37 / 144 Corridor Delineator	▨ Floodplain
— Future Greenway	▨ Institutional
— Proposed Route in Thoroughfare Plan	▨ Mixed Use
▨ Agricultural General	▨ Park / Open Space
▨ Agricultural Preferred	▨ P.U.D.
▨ Commercial	▨ Residential
▨ IDNR Managed Land	▨ Rural Residential
▨ Industrial	

Waverly Road Whiteland Road

SR 37/144 Corridor Plan



Banta Road

Vision

Banta Road is envisioned to have a grade separation to accommodate existing and planned traffic movements in the area.

Transportation

INDOT plans include options with and without a grade separation at Banta Road. However, a grade separation at this location is important to accommodating traffic patterns for the proposed business/industrial park at Waverly, as well as accommodating traffic from residences.

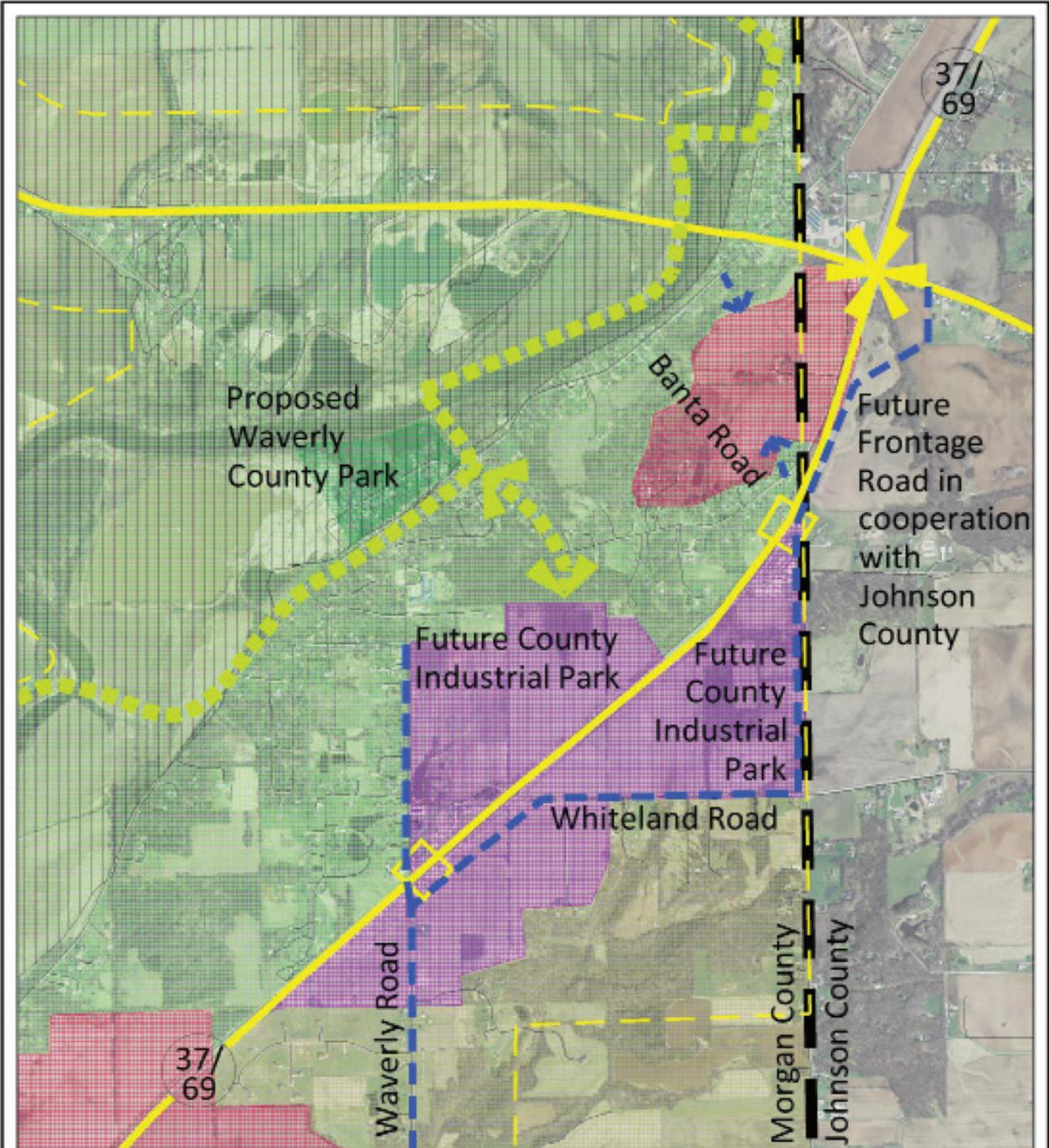
Utilities

Municipal water service could be extended to the site from Indianapolis Water Morgan. The water system may need to be upgraded to provide additional flow and pressure for fire protection, depending on the final density and character of development. Sanitary sewer facilities are not currently provided. Options for providing sanitary sewer service to the area are described in the Waverly Road utility summary.

Land Use

Areas around the grade separation are envisioned as a new business park. Waverly and the surrounding area will continue as residential.

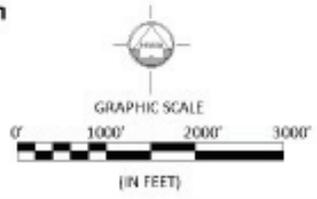
Since this location is not envisioned to have access to SR 37/I-69 in the future, but will have good frontage road access, development of this site should be limited to businesses and residential developments that do not require immediate highway access.



Legend	
	Corporation Limits
	Two Mile Fringe
	SR 37 / 144 Corridor Overlay
	Future Greenway
	Proposed Route in Thoroughfare Plan
	Agricultural General
	Agricultural Preferred
	Commercial
	IDNR Managed Lands
	Industrial
	Proposed I-69 Interchange
	Proposed I-69 Grade Separation
	Floodplain
	Institutional
	Mixed Use
	Park / Open Space
	P.U.D.
	Residential
	Rural Residential

State Road 144 Banta Road

SR 37/144 Corridor Plan



State Road 144

Vision

SR 144 is envisioned as a gateway into Morgan County and into Mooresville.

Transportation

While the interchange itself lies in Johnson County, development of this interchange has a significant impact on Morgan County, and Mooresville in particular.

During the summer of 2008, flooding on SR 144 closed the highway for months as drainage improvements were made. This emphasized to local residents that SR 144 is a critical east-west linkage for the greater Mooresville area. Development of this interchange is seen as critical to continuing that east-west corridor.

Also critical to development of the corridor is extension of frontage roads south to the proposed business park in Waverly. This frontage road would need to begin in Johnson County, and continue into Waverly.

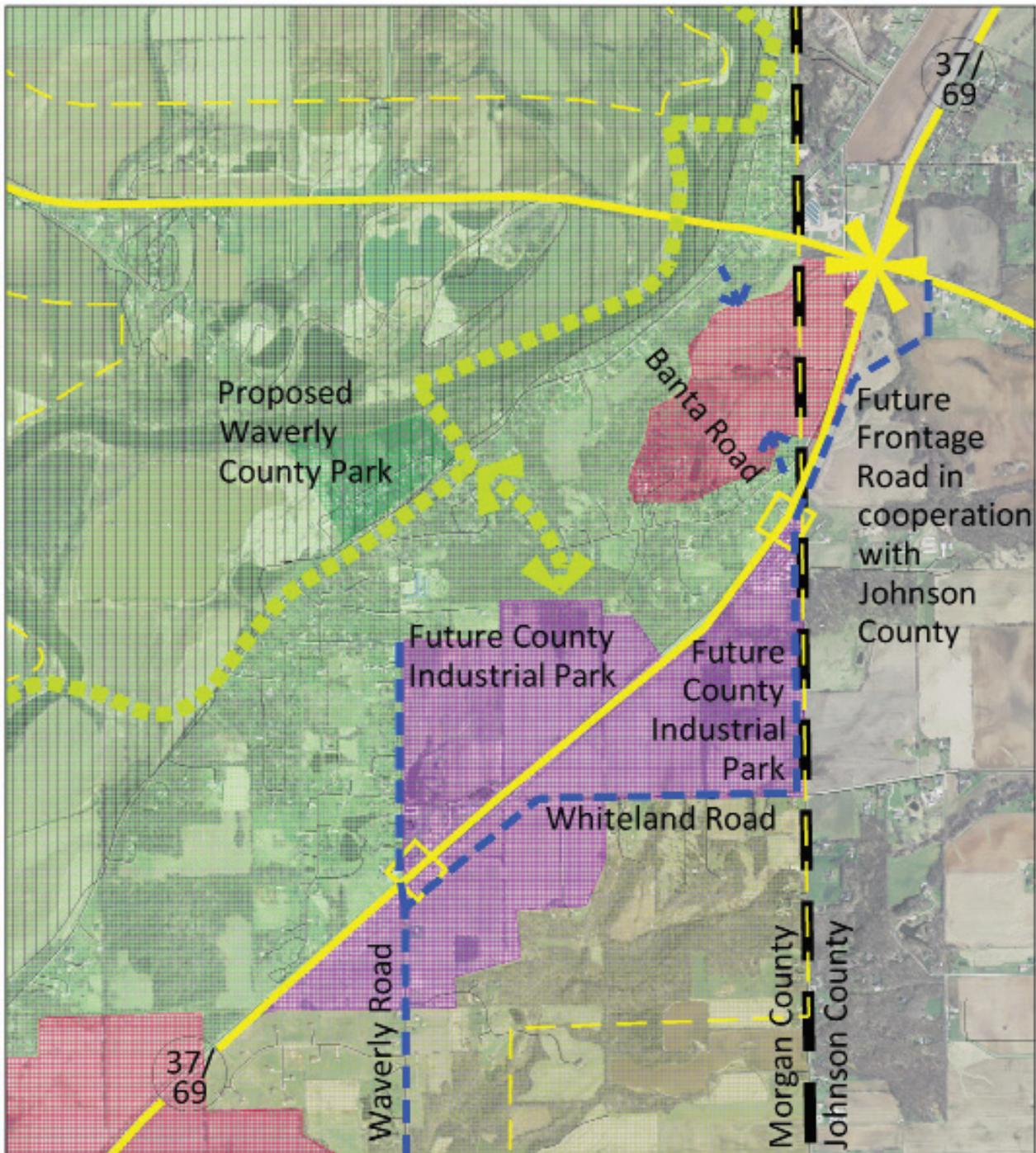
Utilities

Domestic water service is available to the site through Indianapolis Water Morgan. Sanitary sewer facilities are not currently provided. Since there is little developable area within Morgan County near this interchange, extension of utilities not a priority to the county. Instead, the higher priority in this area is extending sanitary sewer to the business/industrial park near Waverly.

Land Use

Areas east of the interchange are in Johnson County and therefore out of the control of this plan. Areas west of the interchange within Morgan County are generally floodplain or residential areas, and therefore are inappropriate for development, although there are limited areas that would be suitable for infill commercial or residential development.

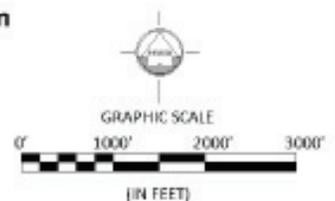
Development of the area should include provisions for gateway features for the county and for Mooresville. Retail and roadside commercial services should be limited to what is necessary to directly support the intended development at this location. Interstate related commercial/retail services (truck stops, large fuel stations) are not desired at this location.



Legend	
Corporation Limits	Proposed I-69 Interchange
Two Mile Fringe	Proposed I-69 Grade Separation
SR 37 / 144 Corridor Overlay	Floodplain
Future Greenway	Institutional
Proposed Route in Thoroughfare Plan	Mixed Use
Agricultural General	Park / Open Space
Agricultural Preferred	P.U.D.
Commercial	Residential
IDNR Managed Lands	Rural Residential
Industrial	

State Road 144 Banta Road

SR 37/144 Corridor Plan



Model Corridor Zoning Ordinance

To protect the principles and advance the goals detailed in this report, it will be necessary for the governments of Morgan County, the City of Martinsville and the Town of Mooresville to agree on new regulations to guide growth along the corridor.

Indiana law including IC-36-7-4-600 and IC 36-7-4-1400 permits the governing bodies to set these guidelines requiring development plan approval as part of their zoning ordinance.

The Plan Commission of each community must approve or disapprove the development plan for any tract of land in the Overlay District per the provisions of the ordinance that each of the three governments agree upon. It is hoped that the overlay districts for each local government will be extremely similar, in order to promote consistency throughout the corridor.

This section of the report creates a framework for an Corridor Zoning Ordinance. Buy in is needed between each of the three governments because the development standards this plan recommends are intended to supplement those permitted in the existing underlying zoning district classification and in most cases may be more restrictive than what is now allowed.

The “how and why” of this Corridor Plan can be captured in two broad ideas:

- ➔ This overlay district is to be superimposed on base zoning districts by approval of all three communities. The boundaries of this overlay district should be reflected on the zoning map for each jurisdiction.
- ➔ The goal is to achieve minimum visual impact of the built environment on the natural rural setting. In other words, keep the corridors’ existing rural look while allowing desirable development.

The following table provides the framework for the new ordinance, including categories for consideration and suggested minimum requirements. Filling in the exact requirements and writing the code is beyond the scope of this report. However, the Steering Committee urges the three communities to continue to work together, without interruption, to complete the work begun during this planning process

by drafting and adopting the Corridor Overlay Zoning Ordinance.

Recommended Overlay District Categories State Road 37 & State Road 144 / I-69	
Categories	Suggested Standard
GENERAL	
District Boundaries	Approximately ½ mile on either side of corridor, plus 1 mile radius from interchanges
	Define no build easements along corridor to ensure preservation of agricultural and rural lands
Definitions	Include key terms from ordinance such as: Gateway, Open Space and sign definitions
Plan Commission Approval	Plan Commissions must review in accordance with development standards contained in the Overlay District Ordinance
LAND USE	
Permitted, Special Exceptions and Prohibited Uses	Provide list of uses that are allowed, allowed by special exception and prohibited in the corridor. Prohibited uses may include such uses as adult businesses, confined animal feeding operations, gas stations or pit stops, etc.
DEVELOPMENT REQUIREMENTS	
Infill/Redevelopment Sites	Sites should follow the requirements of the underlying zoning district in infill and previously developed areas, such as the areas on the west side of SR 37 in Martinsville. This would include standards related to land use, setbacks, heights, etc. Overlay requirements would still apply in regards to utilities, signage, uses, landscaping and similar. Special reviews may be needed in these areas to apply standards appropriately.

Categories	Suggested Standard
Minimum Lot Area	<p>Determine minimum lot area such as for each land use type, such as 15,000 square feet for single family residential on sewer</p> <p>(It is recommended that all new developments along the corridor be connected to public sanitary systems. Without sewer, residential lots should be large enough to accommodate two septic systems.)</p>
Setbacks	<p>Create a buffer between the corridor right of way and principal buildings by requiring a mix of street trees, shrubs and native plantings.</p>
	<p>Establish both a minimum and a maximum setback, so that parking lots do not dominate the view of the corridor.</p>
	<p>Consider inclusion of “build to” lines for consistency of appearance of buildings along corridor.</p>
Open / Green Space	<p>Provide for minimum 25% or greater open space</p>
	<p>Valuable natural resources or features, such as the White River floodplain, karst topography, riverbanks and steep slopes shall be preserved and maintained</p>
	<p>Open / Green space must contain usable open space and exclude such things as detention ponds, narrow strips of land and other undesirable and difficult to maintain areas.</p>
Buffer	<p>Maintain generous woodland or greenspace buffer between SR 37 corridor and any development. A woodland buffer is preferred. Crop and/or pasture is an acceptable use within the buffer. At least 100 foot buffer is recommended.</p>

Categories	Suggested Standard
Floodplains	Prohibit development within the 100 year floodplain. Limit development whenever possible within the 500 year floodplain.
Pedestrian Accommodations	Provide special accommodations for pedestrian facilities along the proposed White River Greenway route.
	Each site shall provide for exterior pedestrian amenities such as patios, benches, planned parking lot paths, connections to adjacent sites and existing multi use trails, etc
	Include pedestrian accommodation at intersections and grade separations throughout the corridor.
	Install pedestrian signals at all crosswalks
	Install marked crosswalks at all intersections
ARCHITECTURAL STANDARDS	
Context	All proposed development must be harmonious in style and scale with surrounding areas
Façade treatments	Require alternate materials, wall offsets, windows or other features to break up large building spans from 50 to 100 feet
Materials	Preferred materials or exclusion of undesirable materials should be identified
Roofs	All rooftop equipment shall be concealed from public view along the corridor by way of a parapet wall or other means.
Accessory Buildings or Structures	Accessory buildings shall be designed to blend architecturally with the principal building.

Categories	Suggested Standard
Landscaping	Require landscape plan
	Establish minimum landscaping standards for development in the corridor and within buffer areas between the corridor and developments
	Define areas to be landscaped, such as parking lot, open space and foundation plantings
	Define plant types desired in corridor, such as native vegetation and define minimum plant size at installation, such as a 2.5 inch caliper tree or 24 inch shrub height
	Define standards for preservation of existing trees, especially within buffer areas.
Parking Requirements	Refer to base zoning for parking requirement count and size
	Provide for parking lot access between adjacent parcels
	Parking lots shall be located in rear or side of buildings, not in buffer between building and corridor.
	Refer to base zoning for parking requirement count and size

Categories	Suggested Standard
Signs	Require signage plan for all developments
	Establish standards for off premise signs,.
	Require no net increase in the number and size of billboards along the corridor.
	Ground or freestanding signage shall be landscaped
	Encourage shared signage for multiple businesses, which may have off - premise location
	Establish standards for signage throughout the corridor.
	Require signage plan for all developments
	Establish standards for way finding signage to be used throughout the corridor.
Lighting Requirements	Establish standards for lighting in corridor such as light intensity, light standard height, cutoff and shielded concerns and building lighting.
Frontage and Access Roads	Frontage roads shall feed contiguous lots.
	Frontage roads shall be designed to be continuous between interchanges.
	Developments shall preserve right of way for future frontage roads.
	Develop frontage roads to eliminate existing and not require new signals whenever possible.
	Frontage or access roads shall be placed on rear of lots along corridor wherever possible, to maintain landscaped buffer between buildings and corridor

Categories	Suggested Standard
Refuse Storage	All refuse areas shall be screened and enclosed
	All refuse areas shall not be visible from corridor
Loading Areas	All loading areas shall not front or be visible from corridor
	All loading areas shall be screened from public view
UTILITY STANDARDS	
Sanitary Sewer	All commercial and industrial developments shall be served by a public sanitary sewer system.
	Residential developments should be served off a public sanitary sewer system whenever possible. All residential developments of a given density (i.e. 4 dwellings/acre home subdivisions) should be required to be served by public sanitary sewer system.
	Sanitary sewer systems developed within the corridor shall be capable of being regionalized.
Water Systems	Commercial and industrial developments should be served by a public water system capable of supplying building sprinkler systems and all other fire protection needs. Small diameter water mains shall be upgraded to accommodate this requirement prior to development.
Utilities	All utilities in corridor shall be buried
	New developments shall be located and designed in order to minimize the extension of utilities, whenever possible.

Categories	Suggested Standard
Future Utilities	Rights of way shall accommodate future public and private utility needs along the corridor whenever possible. This could include fiber backbone along the corridor.

Design Standards

The Steering Committee expressed a special interest in requiring new development along the corridors to enhance the area’s visual appeal. These requirements should include both commercial and residential developments.

To accelerate the process of selecting exact requirements for the new ordinance, the following table lists different components of commercial design standards and their typical implementation tools, indicating the difficulty in establishing each of the tools in most communities.

The three governments can agree upon the most appropriate level of protection.

COMMERCIAL DESIGN STANDARDS

	Tools that Require Little Political Will & Resources	Tools that Require More Political Will & Resources	Tools that Require Considerable Political Will & Resources
Building Orientation	Continue to allow building to be placed and oriented in any location on the site, as long as no other provisions of the zoning ordinance are violated (i.e., setbacks).	Amend the zoning ordinance to prohibit a commercial building from “turning its back” to the highway corridor.	Amend the zoning ordinance to require development plan approval by the plan commission for all commercial buildings in the highway corridor.
Parking Location	Continue to allow parking to be placed in any location on the site, as long as no other provisions of the zoning ordinance are violated (i.e., sight distance).	Amend the zoning ordinance to limit the amount of parking that can be placed in front of the commercial building, in effect pulling the building closer to the road.	Amend the zoning ordinance to prohibit parking in front of a commercial building, so that resulting parking is on side and rear, opening up the commercial building to the road.
Exterior Building Materials	Amend the zoning ordinance to prohibit certain exterior building materials (i.e., concrete block and prefabricated steel panels)	Amend the zoning ordinance to include a section on exterior building materials that lists acceptable materials and gives the developer guidelines for using them (i.e., each wall must have at least 2 different materials, or 80% of the front elevation must be masonry).	Amend the zoning ordinance to create an architectural review committee to approve exterior building material selection for each commercial building elevation.
Signs	Follow existing zoning ordinance commercial sign regulations.	Amend the zoning ordinance to include unique sign regulations for the corridor.	Amend the zoning ordinance to create a sign review committee to approve each commercial sign plan and design.

COMMERCIAL DESIGN STANDARDS			
	Tools that Require Little Political Will & Resources	Tools that Require More Political Will & Resources	Tools that Require Considerable Political Will & Resources
Landscaping	Rely on existing zoning ordinance landscape standards as only guide.	Amend the zoning ordinance to include a section on landscape standards for the corridor that sets minimum standards for things like buffers and lists multiple options for the developer of each site to choose from.	Amend the zoning ordinance to require the same landscaping for every commercial site within the highway corridor, resulting in a uniform look.
Building Design	Rely on existing zoning ordinance developmental standards (i.e., maximum height) as only guide.	Amend the zoning ordinance to include a section on architectural standards that sets minimum standards and lists multiple options for the developer to choose from.	Amend the zoning ordinance to create an architectural review committee to approve each commercial building design.
Trash & Recycling	Rely on existing zoning ordinance developmental standards as only guide.	Amend the zoning ordinance to prohibit this where visible from the road, in addition to requiring screening.	Amend the zoning ordinance to require this be considered as part of development plan approval by the plan commission for all commercial buildings in the highway corridor.

The next table lists different components of residential design standards and their typical implementation tools, indicating the difficulty in establishing each of the tools in most communities. The three governments can agree upon the most appropriate level of protection.

RESIDENTIAL DESIGN STANDARDS

	Tools that Require Little Political Will & Resources	Tools that Require More Political Will & Resources	Tools that Require Considerable Political Will & Resources
Exterior Building Materials	Amend the zoning ordinance to require that exterior building materials meet quality standards (i.e., vinyl siding minimum width and installation standards).	Prohibit the use of certain exterior building materials (i.e., vinyl siding).	Amend the zoning ordinance to include a section on exterior building materials that lists required materials (i.e., each wall must be 80% masonry).
Landscaping	Rely on existing zoning ordinance landscape standards as only guide.	Amend the subdivision ordinance to require that at least one street tree be planted on each residential lot.	Amend the subdivision ordinance to require the developer to get a landscape plan for the entire subdivision approved by the plan commission and post a financial guarantee to ensure that the landscaping is installed.
Architectural Design	Continue to Rely on existing zoning ordinance developmental standards (i.e., maximum height) as only guide.	Amend the zoning ordinance to include Anti-Monotony Provisions (i.e., limit the number of times the same house design may be used within the subdivision).	Amend the zoning ordinance to include a full set of architectural design standards (i.e., allowable window and roof styles, etc.).
Garage Placement	Continue to allow attached and detached garages to be placed in any location on the site, as long as no other provisions of the zoning ordinance are violated (i.e., setbacks).	Amend the zoning ordinance to allow attached front loading garages only if the impact is minimized by acceptable choice (i.e., garage has a greater front setback than the front elevation of the home).	Amend the zoning ordinance to prohibit front-loading garages.

RESIDENTIAL DESIGN STANDARDS			
	Tools that Require Little Political Will & Resources	Tools that Require More Political Will & Resources	Tools that Require Considerable Political Will & Resources
Accessory Buildings	Rely on existing zoning ordinance developmental standards as only guide.	Amend the zoning ordinance to limit the size and placement of accessory buildings, in order to minimize their visual impact.	Require that accessory buildings be architecturally compatible with the house (i.e., use same building materials and style).

Next Steps: Implementation

The steps required to move this document from “a plan” to a day-to-day reality are easier to list than to execute. Funding will be required to write the new code, but an even greater resource demand may be the continued cooperation and focus of the three governments to complete the project.

Once the SR 37/SR 144 Corridor Plan Steering Committee finishes this document, there will be no structure in place to see the work through to its conclusion – unless the three communities agree to create one.

Fortunately, the three governments are simultaneously updating their Comprehensive Land Use Plans, and each of those plans recommends a Roundtable of Governments to work together on the concerns of all three communities. With that structure in mind, the implementation steps would be:

1. Have Morgan County, Martinsville and Mooresville each adopt the SR 37/SR 144 Corridor Plan as an element of their Comprehensive Land Use Plan update.
2. Use the services of a certified land use planner to convert the Model Ordinance to language for new regulations.
3. Have the Morgan County commissions and common councils of Martinsville and Mooresville all adopt the new overlay zone regulations as part of their zoning ordinance and as an amendment to their zoning maps.

4. Schedule routine “check-ups” between the three communities to see how the regulations are being applied.
5. Update and modify as necessary.



This plan has been prepared by the Economic Growth Team (EGT), a partnership between Hannum, Wagle & Cline Engineering (HWC), Garmong Construction Services (CHG), and Strategic Development Group (SDG). The EGT was developed to function as a catalyst to drive from concept to completion, complex economic development, municipal infrastructure, and urban revitalization projects.

