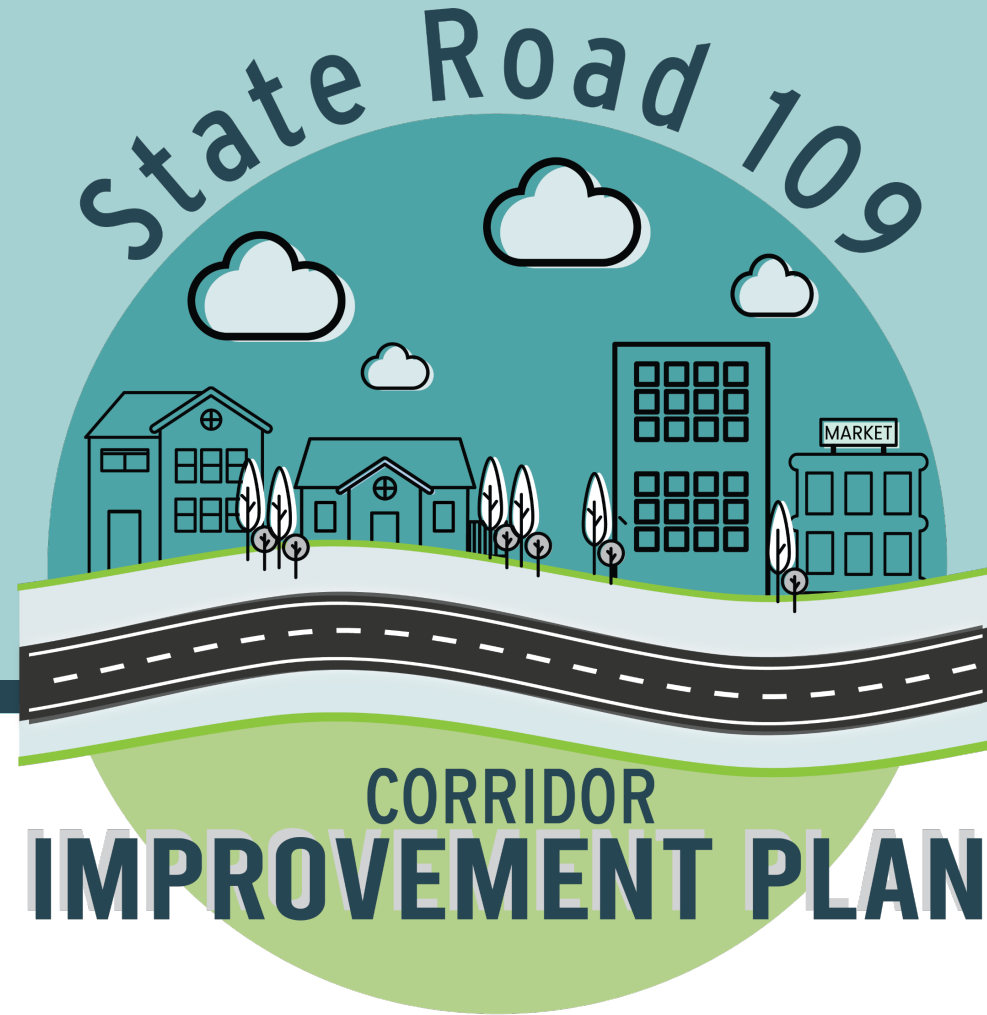


WELCOME!

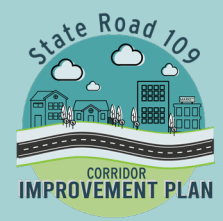
STATE ROAD 109 CORRIDOR IMPROVEMENT PLAN



PRESENTATION & OPEN HOUSE

MARCH 10, 2025





MEETING AGENDA

- Process Overview
- Context and Existing Conditions
- Community Feedback
- Draft “Big Ideas”
- Open House



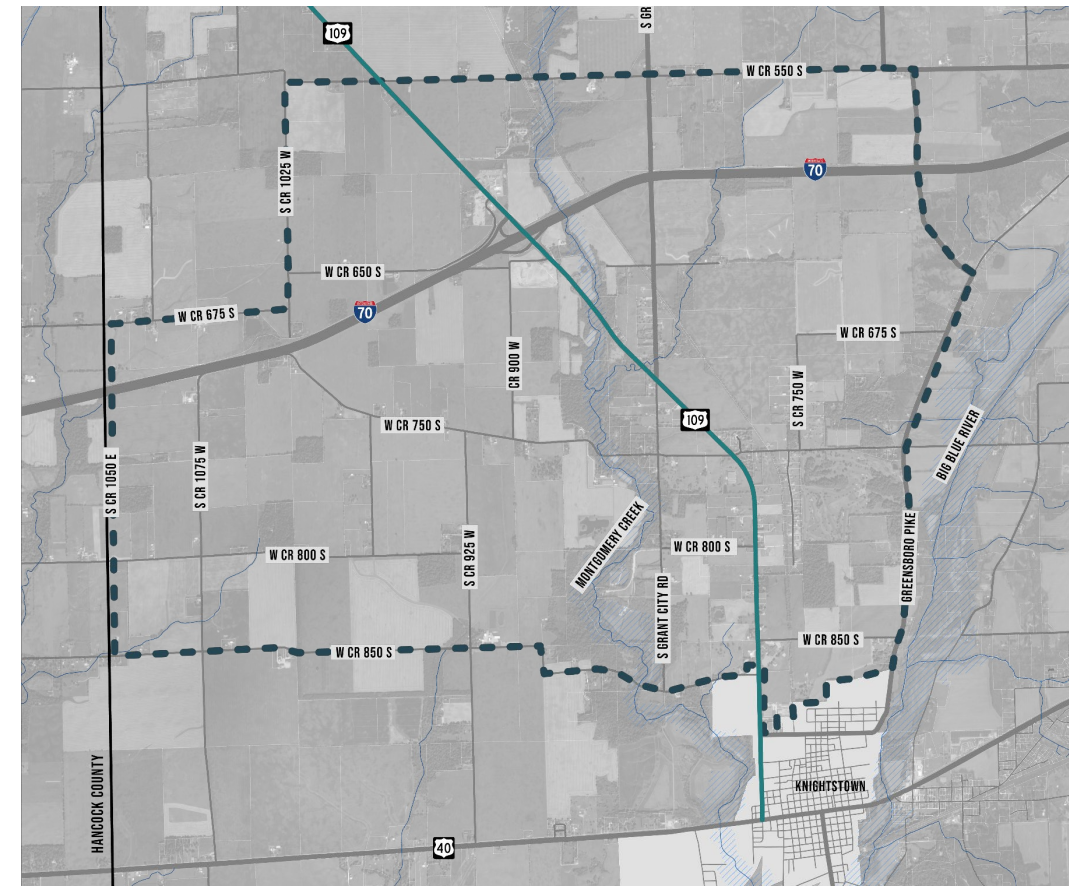
PLANNING OVERVIEW



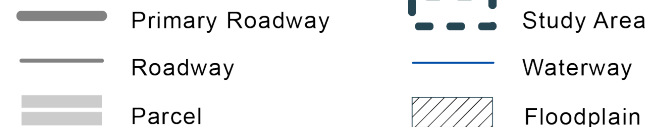
PURPOSE OF THE PLAN

- The **SR 109 Corridor Improvement Plan** will provide short- and long-term recommendations for local land use policy, transportation management, and placemaking initiatives to ensure that this key corridor grows in a thoughtful and manageable way.

STUDY AREA



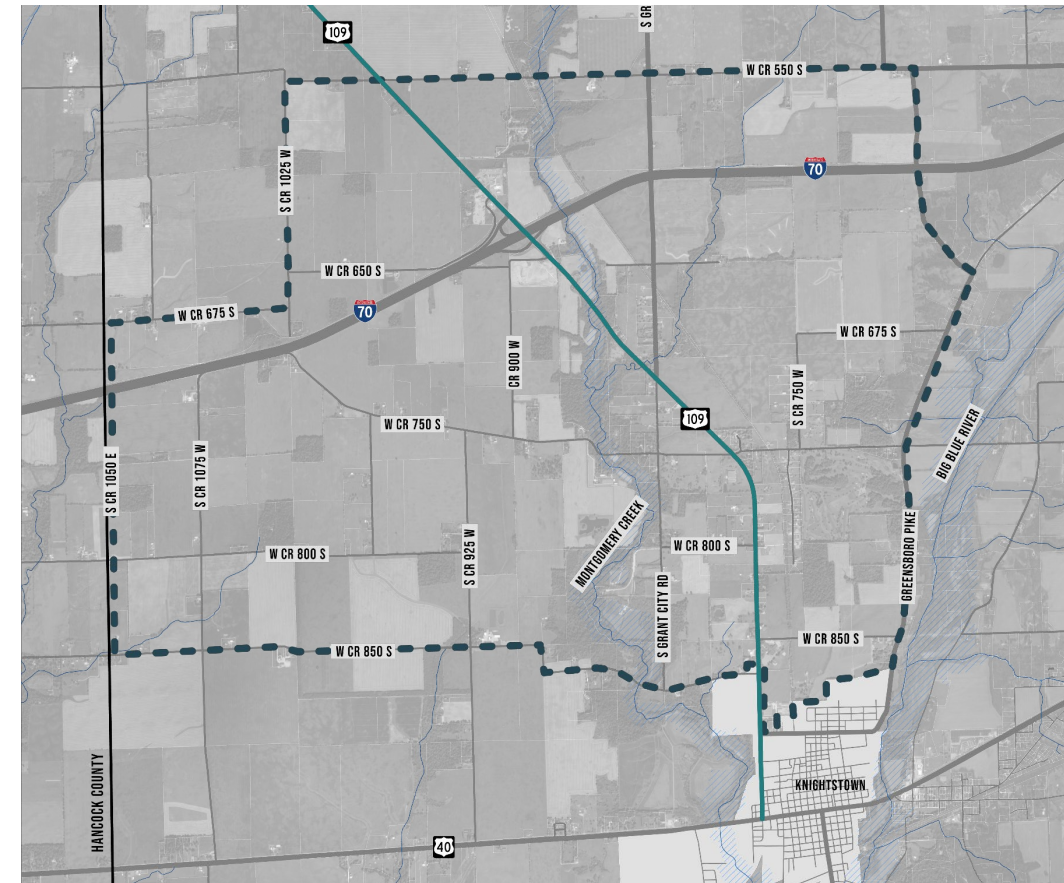
STUDY AREA



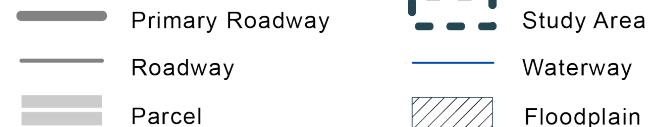
PURPOSE OF THE PLAN

- Factors that are impacting the **SR 109 Corridor Improvement Plan study**:
 - As Henry Community Health is expanding at the I-70 interchange, SR 109 is poised to become a primary corridor for residential and business growth in the future.

STUDY AREA



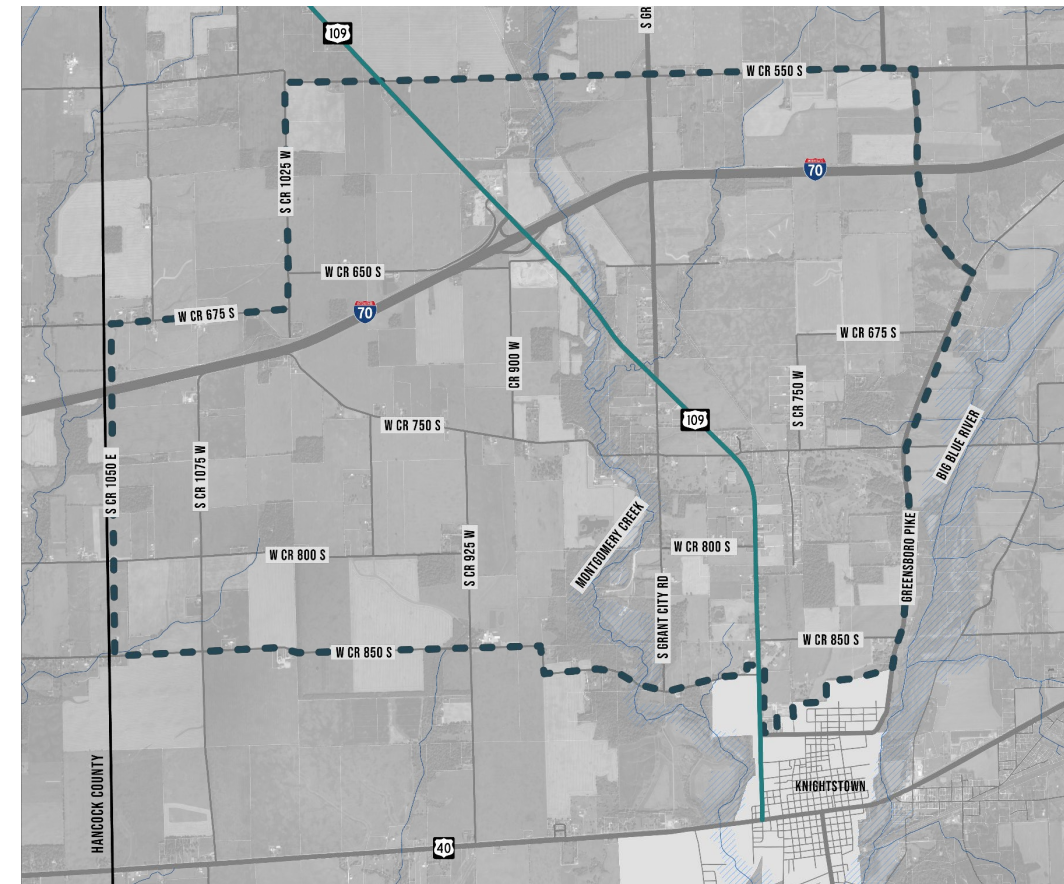
STUDY AREA









PURPOSE OF THE PLAN

- Factors that are impacting the **SR 109 Corridor Improvement Plan study**:
 - As Henry Community Health is expanding at the I-70 interchange, SR 109 is poised to become a primary corridor for residential and business growth in the future.
 - Henry County and Knightstown are planning for water and wastewater infrastructure improvements along SR 109 from the I-70 Interchange to W Morgan Street in Knightstown.

STUDY AREA



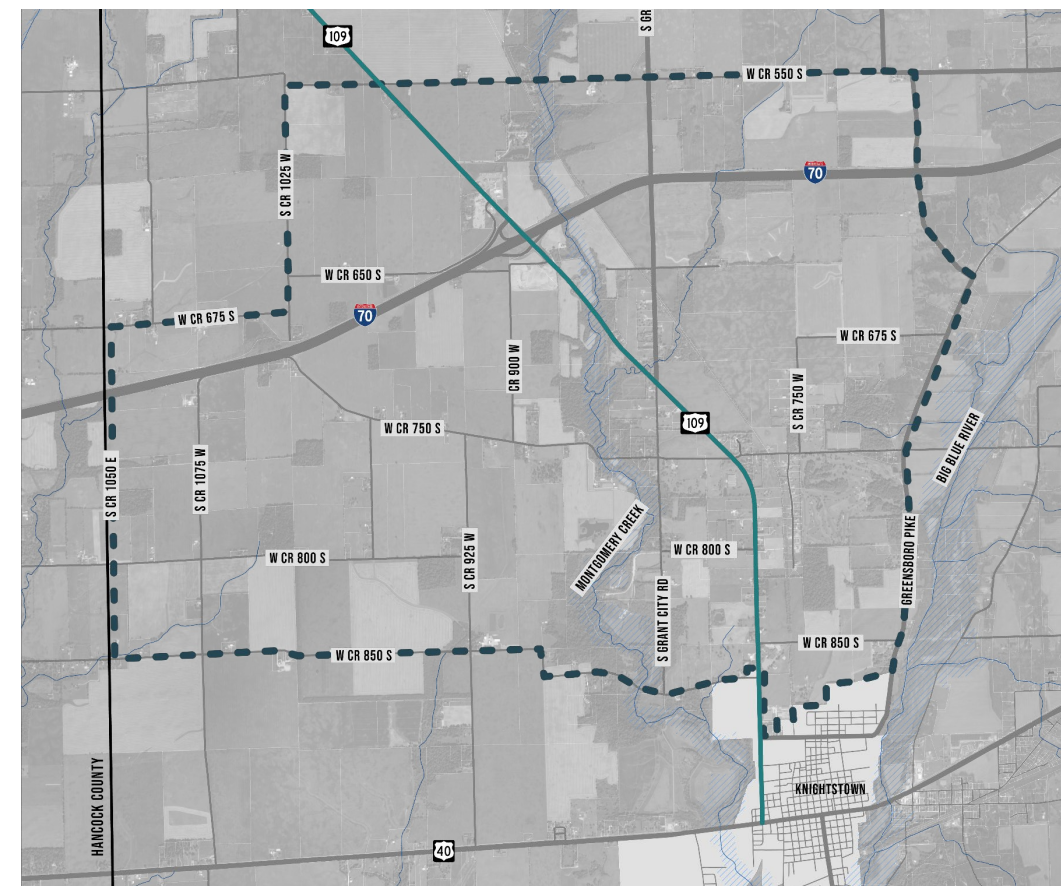
STUDY AREA

- | | | | |
|---|-----------------|---|------------|
|  | Primary Roadway |  | Study Area |
|  | Roadway |  | Waterway |
|  | Parcel |  | Floodplain |







PURPOSE OF THE PLAN

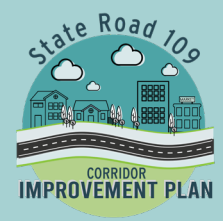
- Factors that are impacting the **SR 109 Corridor Improvement Plan study**:
 - As Henry Community Health is expanding at the I-70 interchange, SR 109 is poised to become a primary corridor for residential and business growth in the future.
 - Henry County and Knightstown are planning for water and wastewater infrastructure improvements along SR 109 from the I-70 Interchange to W Morgan Street in Knightstown.
 - Desire to provide long-term land use and physical enhancement guidance.

STUDY AREA



STUDY AREA

- | | | | |
|---|-----------------|---|------------|
|  | Primary Roadway |  | Study Area |
|  | Roadway |  | Waterway |
|  | Parcel |  | Floodplain |



ADDITIONAL PLAN NOTES

- The Preliminary Engineering Report for the Wastewater Utility Extension (by FPBH) is a separate study and not part of our land use and corridor enhancement project.
- This project focuses on
 - SR 109 transportation improvements
 - Land use along the SR 109 Corridor
- The **SR 109 Corridor Improvement Plan** does not change zoning or propose any annexation of property into Knightstown.

PLANNING PROCESS





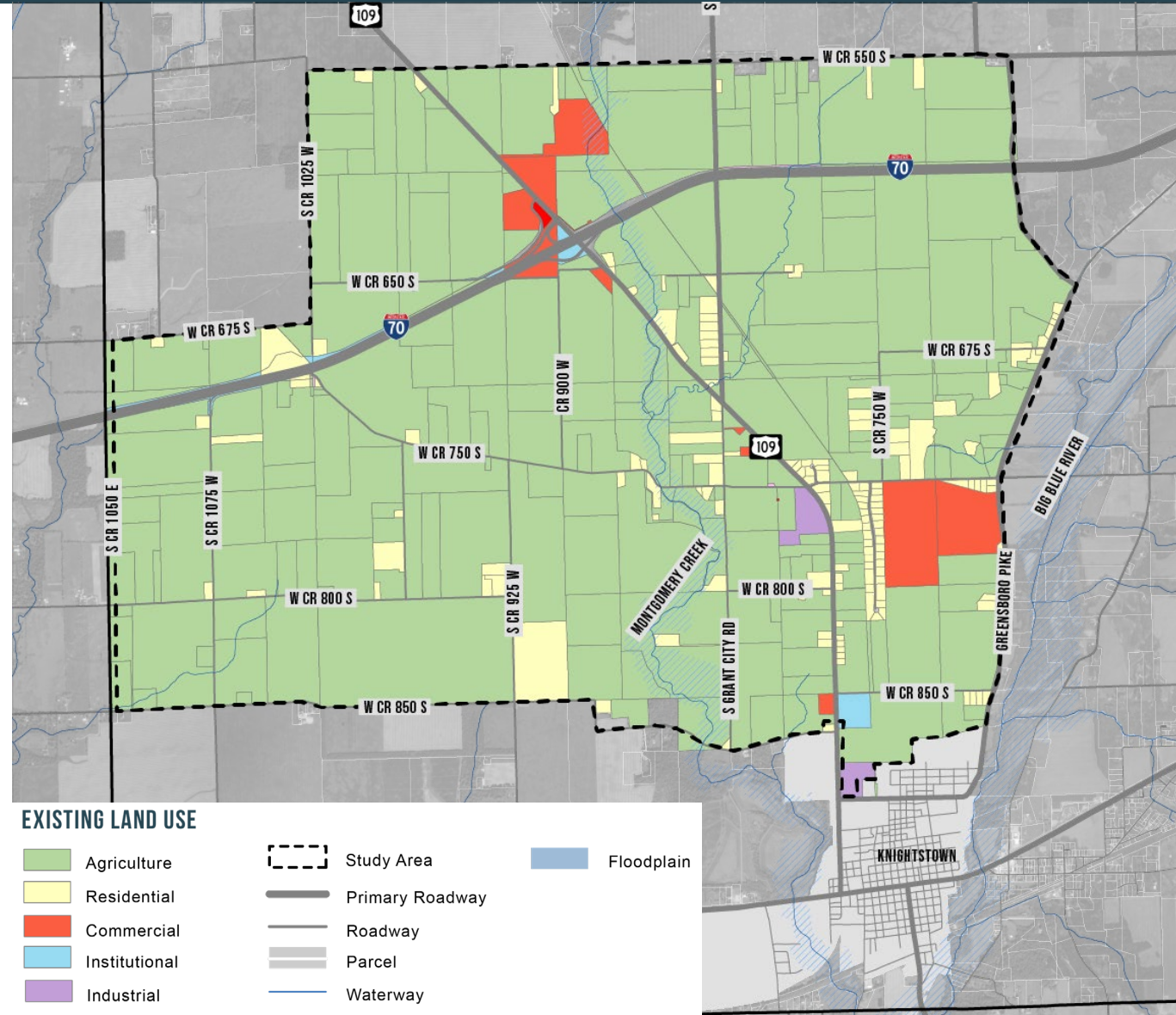
EXISTING CONDITIONS



LAND USE MAP

Key Findings:

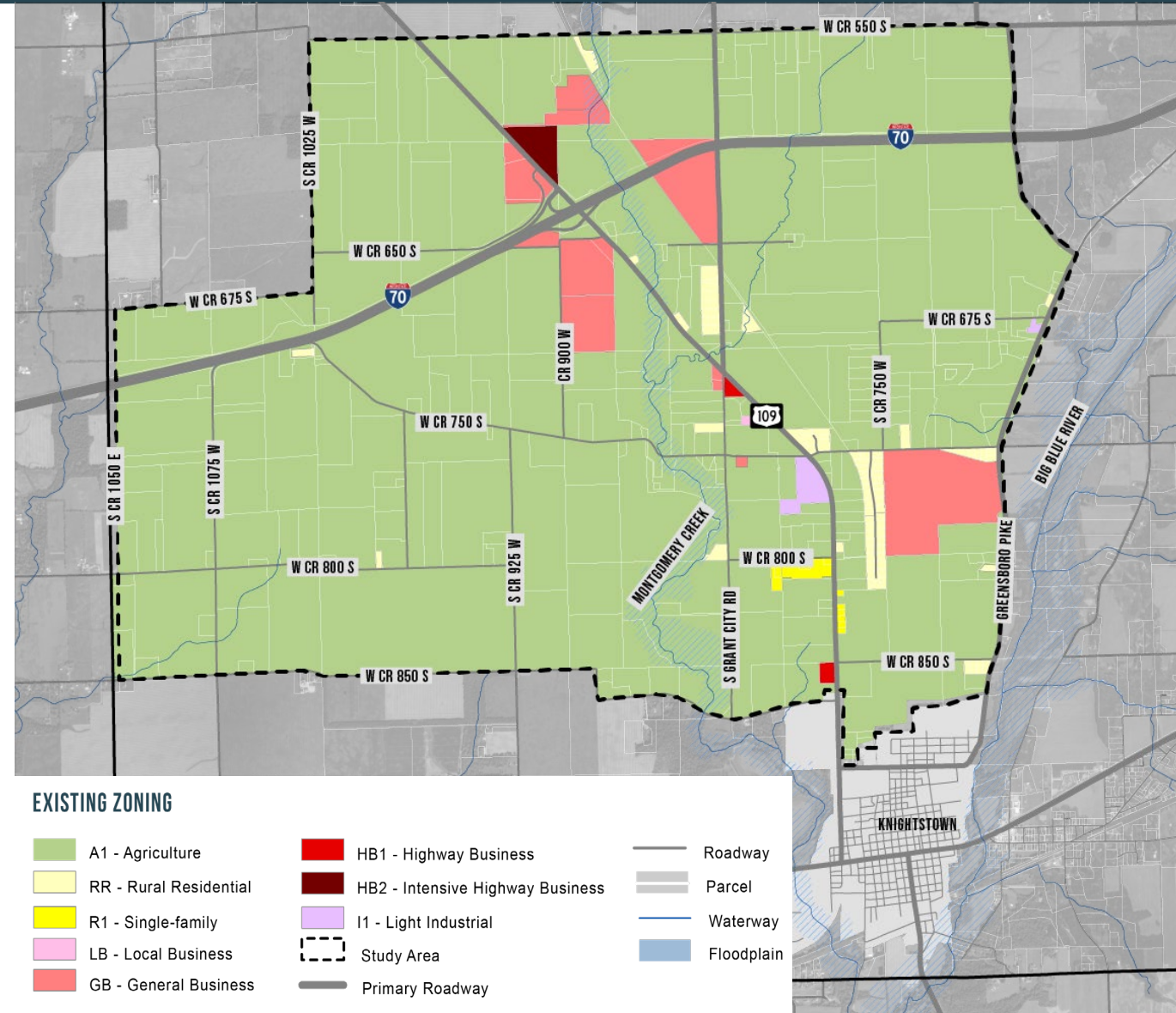
- Most land in this area is undeveloped
- Residential lots are scattered throughout the area Nearly all commercial uses are located at the interchange
- The Henry County Health campus will occupy 80 acres southwest of the interchange
- TOMZ Corporation is the only existing industrial use in the study area



ZONING AND UTILITIES MAP

Key Findings:

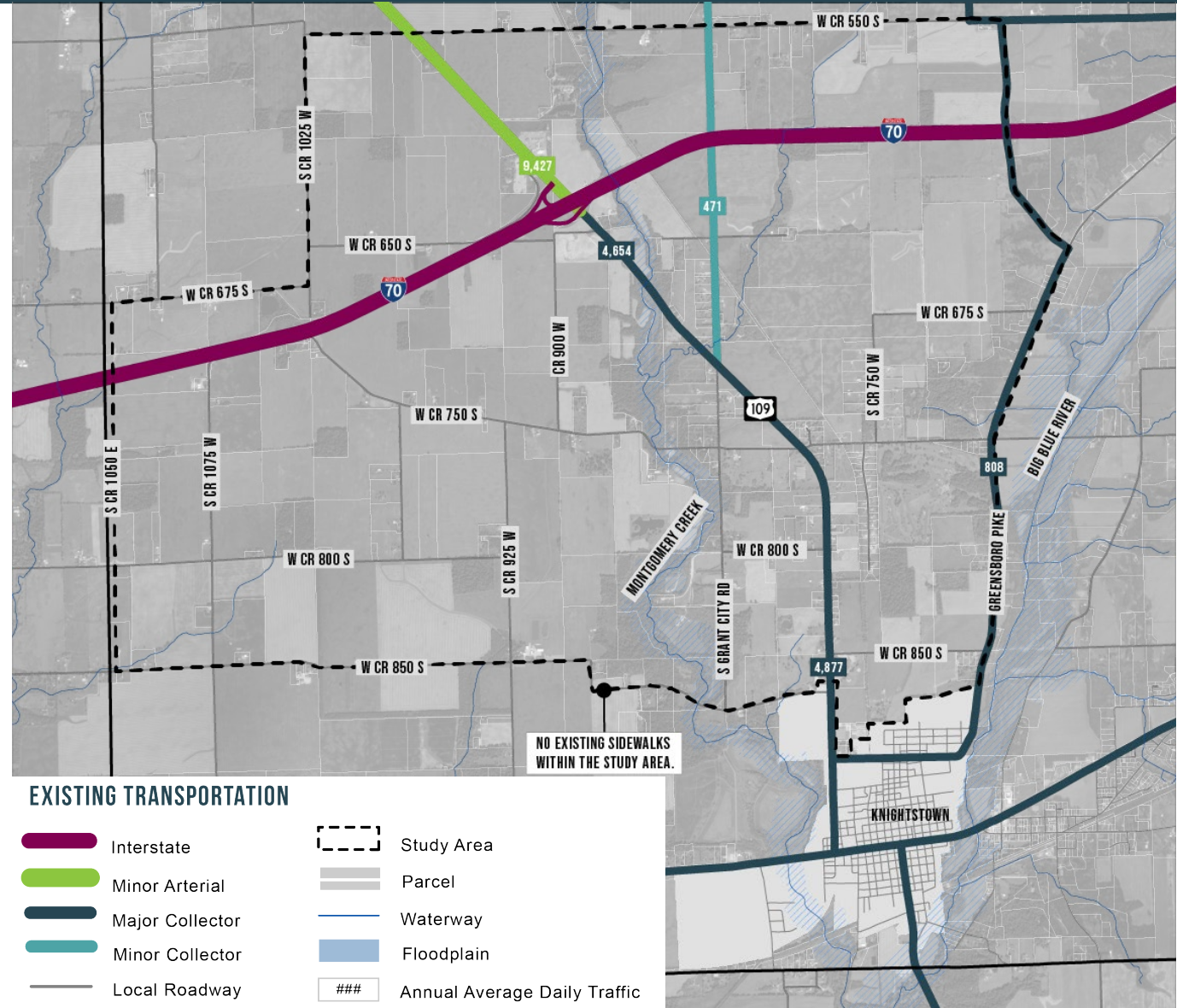
- Most properties are zoned for Agriculture (A1)
- Existing regulations are relatively vague and could use a refresh / update
- The County is considering how zoning should be updated to drive potential new development
- Henry County REMC provides electrical service to the entire study area



TRANSPORTATION MAP

Key Findings:

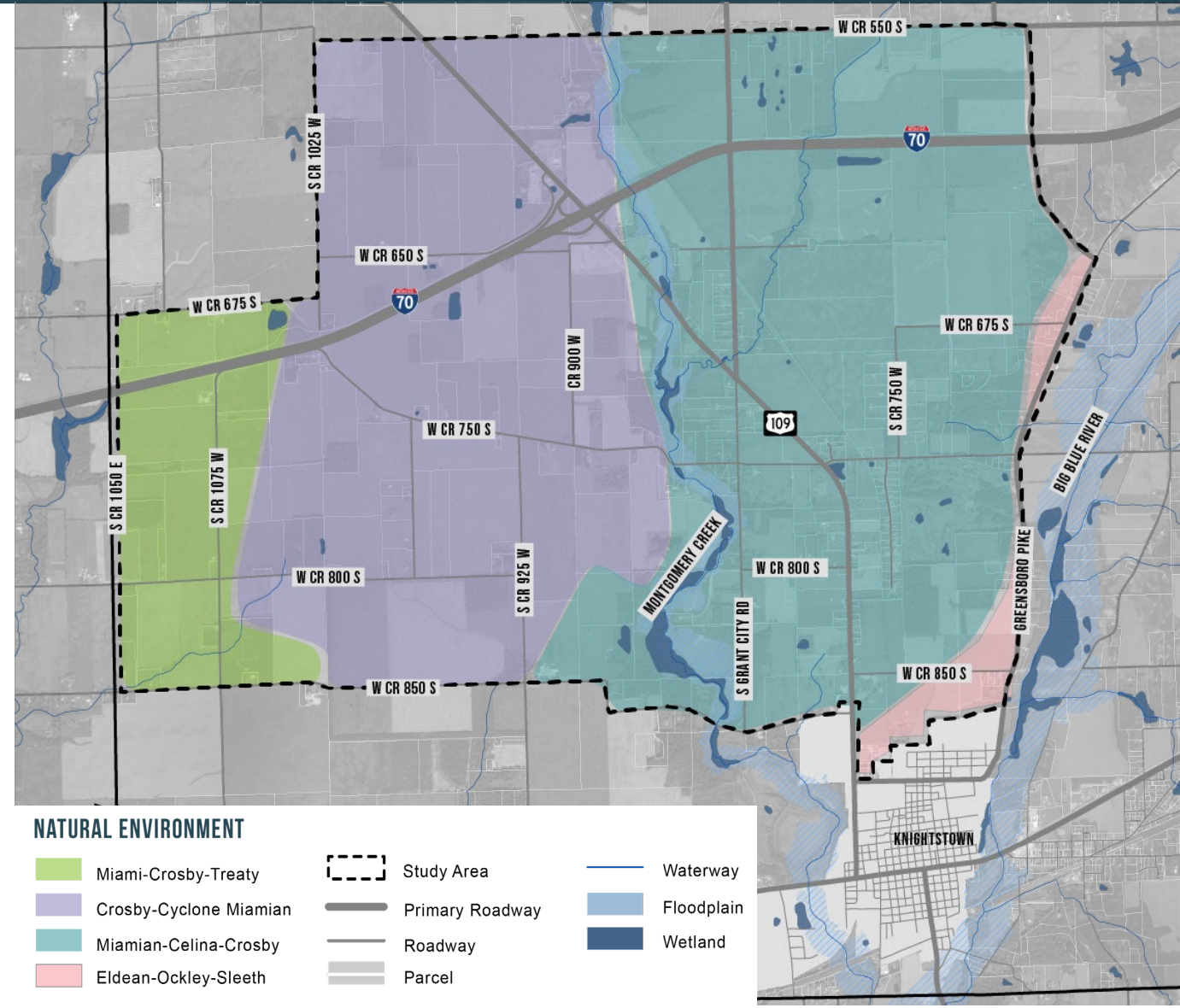
- On average, between 4,600 and 4,800 vehicles travel on SR 109 daily between I-70 and Knightstown
- On average, more than 9,400 vehicles travel on SR 109 north of the interchange
- There are no sidewalks in the study area
- County roads in the area are two lanes with shoulder (no curb and gutter)



NATURAL ENVIRONMENT MAP

Key Findings:

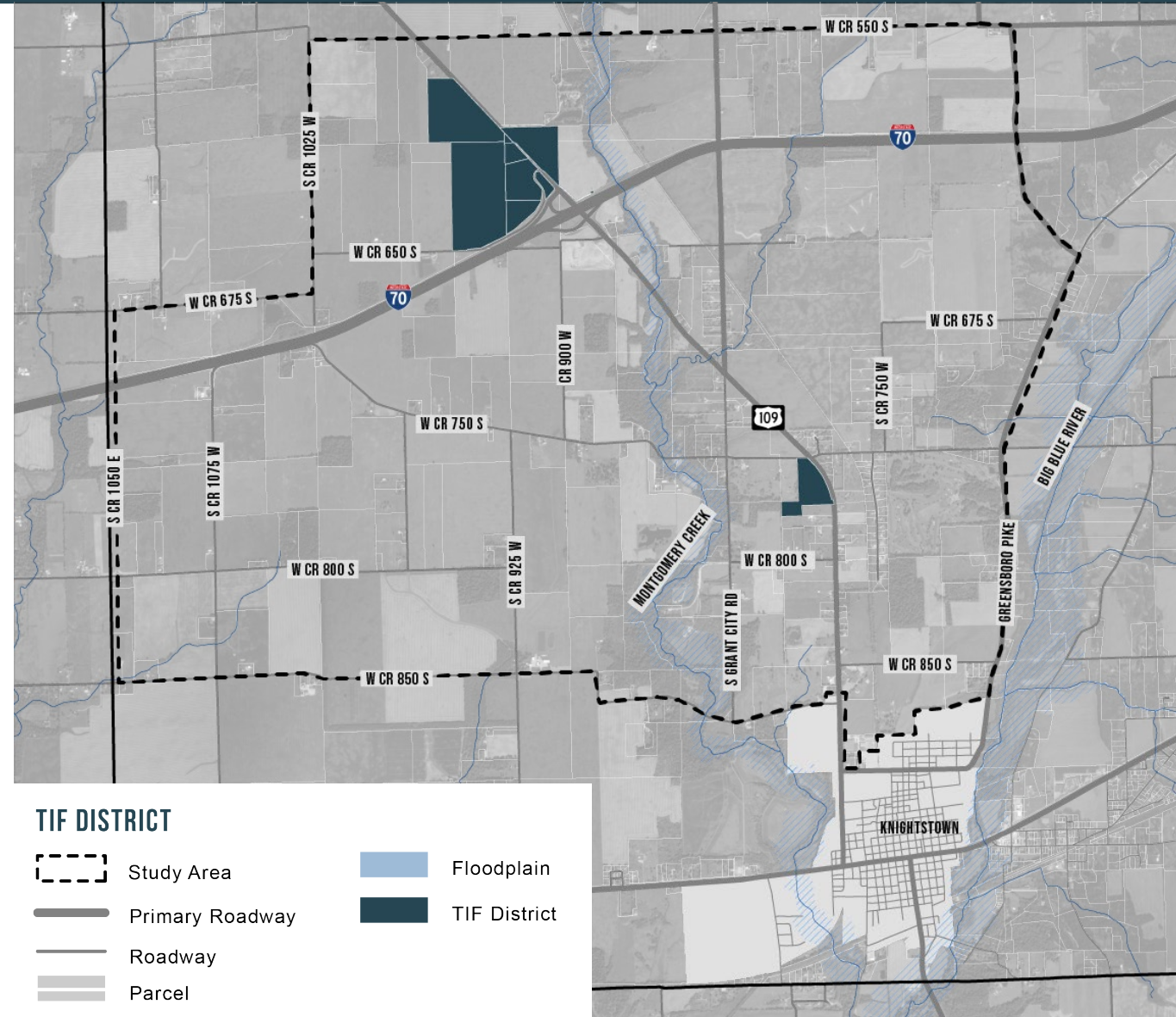
- Montgomery Creek, and its floodplain, span the length of the study area
- There are some wetlands along Montgomery Creek
- The soil in this area is classified as prime farmland
- According to the State Soil Geographic (STATSGO) database, there are four soil types found in the study area



ECONOMIC DEVELOPMENT MAP

Key Findings:

- There is an existing Tax Increment Financing (TIF) district north of the I-70 interchange
- There are organizations in Henry County that focus on advancing growth and development
 - Henry County Redevelopment Commission
 - New Castle Henry County Economic Development Corporation
- There is a desire to encourage development in / adjacent to Knightstown





COMMUNITY FEEDBACK

STEERING COMMITTEE MEETING #1



- The hospital's 80-acre master plan is intended to be a
 - long-term (10-15 years) vision
 - campus with wellness amenities
 - walking trails and water features
- The hospital itself wouldn't provide housing but there is a desire for residential development nearby.
- The project's goals are to
 - Draw people off of I-70
 - Strengthen connections to Knightstown
 - Prepare SR 109 for future development

STEERING COMMITTEE MEETING #2



- Light industrial development should remain north of the interchange and utilize the existing TIF district.
- Multi-family residential land uses can be included under a “mixed residential land use category” where appropriate.
- The mixed-use gateway area is a priority.
 - It should encourage uses that are complimentary to healthcare and assisted living.
 - This area is envisioned as a health campus so trails and outdoor spaces are important.
- There is a desire for slow speeds to be enforced with multiple crossings, lights, and crosswalks.
- Pedestrian paths, signage, and a trail are considered appropriate facilities to have along the corridor.

PUBLIC MEETING



- SR 109 should have curbs and sidewalks.
- Perennial flowers and green space can be used for beautification.
- Rural residential, mixed-use gateway, natural areas, and recreation were considered appropriate land uses for the corridor.
- Of different types of residential uses, single-family homes were considered most appropriate.
- Attendees preferred that SR 109 should have two travel lanes and a center turn lane instead of a median. Attendees also preferred for county roads to be widened near SR 109.
- Commercial development can include a mix of one-, two-, and three-story structures with parking either in the front or in the rear.

STEERING COMMITTEE MEETING #3

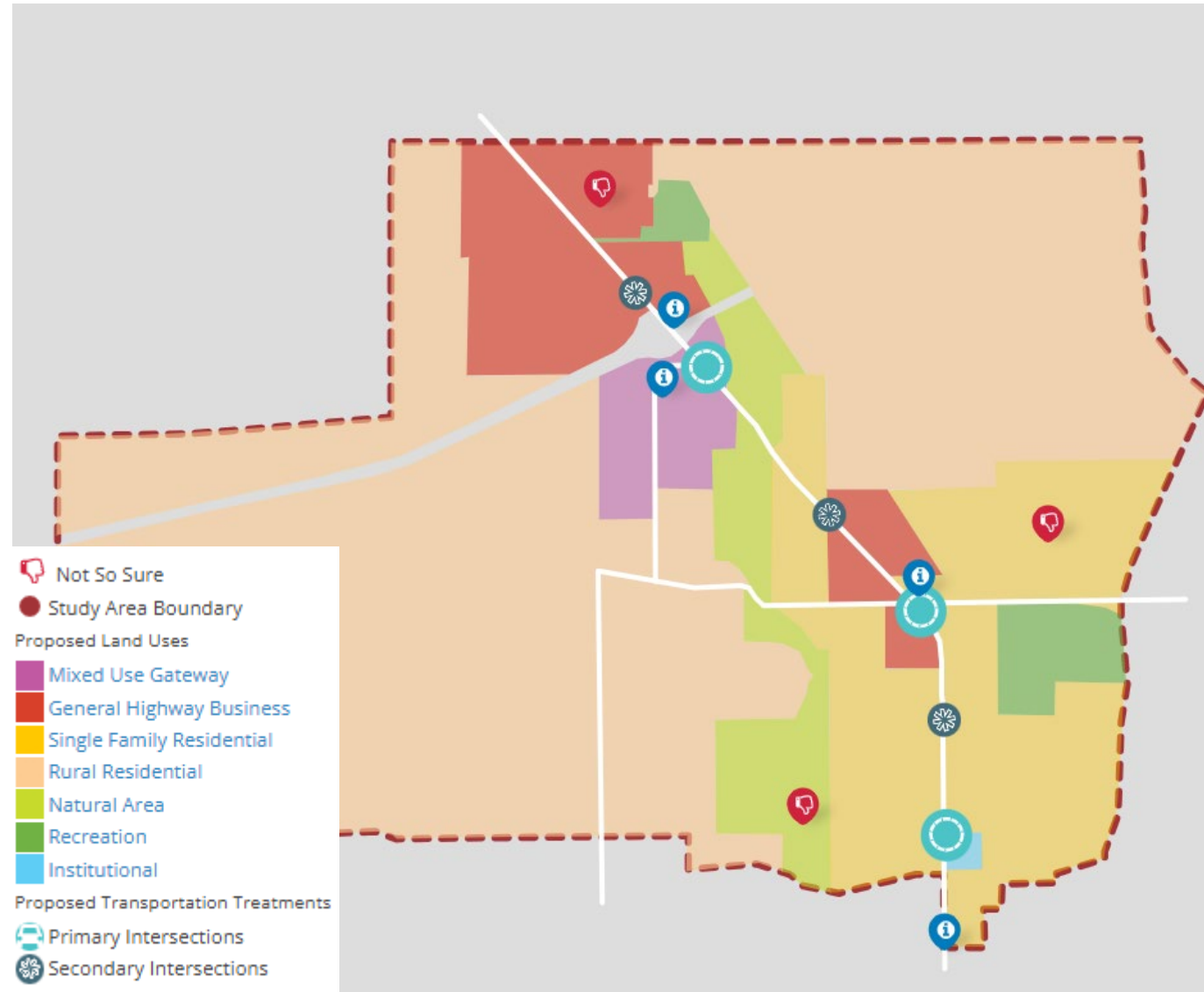


- Any improvements or developments should not draw significant commercial development away from Knightstown, instead they should drive activity towards the town.
- Existing commercial development at the I-70 interchange should be preserved.
- Any improvements made to county roads should only extend a short distance from SR 109.
- Sidewalks and pedestrian infrastructure are necessary for the corridor
- TIF districts could be used as a development tool

PROJECT WEBSITE

Highlights from the interactive map on the project website:

- Development should be concentrated at the interstate and near Knightstown.
- Transportation and roadway improvements are needed.
- Increased traffic will lead to an increased need for roadway maintenance.
- Construct a “Welcome to Knightstown” sign.
- Use public art or branding to connect the corridor to *Hoosiers*.

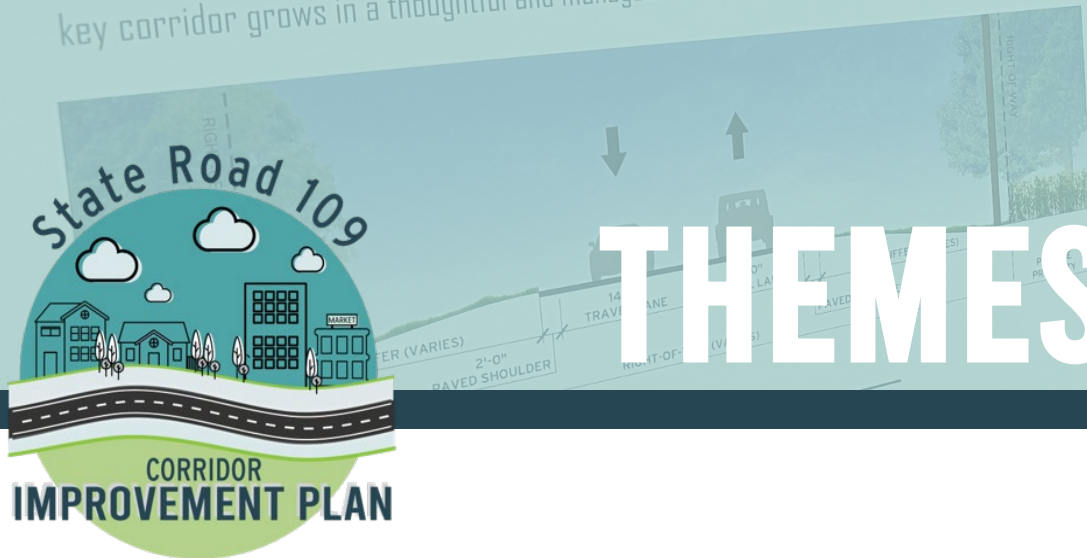


PROJECT UNDERSTANDING

Henry County leaders, in partnership with the Town of Knightstown Utilities are proactively planning for water and wastewater infrastructure improvements, and future development along the SR 109 corridor.

With Henry Community Health expanding in the Southwest Quadrant of the intersection of SR 109 and Interstate 70 the SR 109 corridor into Knightstown is poised to become a primary corridor for residential and business growth in the future.

The SR 109 Corridor Improvement Plan will provide short and long-term recommendations for local land use, policy, transportation management, and placemaking initiatives to ensure that this key corridor grows in a thoughtful and manageable way.



THEMES & GOALS

STATE ROAD 109 CORRIDOR IMPROVEMENT PLAN PLAN OVERVIEW

INTENT & PURPOSE



GAIN STAKEHOLDER & PUBLIC INPUT

Gain stakeholder and public input on the desired character and use of land along the SR 109 corridor.



ESTABLISH LAND USE DIRECTION

Establish a strong land-use direction strategically aligned with the economic development goals of the County and the Town of Knightstown.



PROTECT ROADWAY CAPACITY & COMMUNITY CHARACTER

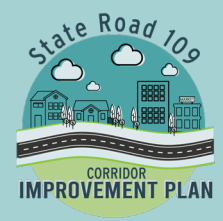
Discourage land development practices that compromise roadway capacity and operations, and destroy the character of the community.



ADVANCE ECONOMIC DEVELOPMENT GOALS

Advance economic development goals by leveraging planned infrastructure investments and promoting the efficient use of land.





PLAN VISION STATEMENT

“The SR 109 Corridor, and its surrounding area, is envisioned as a catalyst for change as an underutilized area becomes home to new housing, jobs, and everyday services. Leaders in Henry County and the Town of Knightstown will work together to create a safe, inviting, and attractive corridor that directs development towards Knightstown and offers space for intentional growth in the southwest corner of the county.”

PLAN THEMES

1

INTENTIONAL
GROWTH

2

A SAFE
CORRIDOR

3

INVITING SENSE
OF PLACE

4

ATTRACTIVE
ENVIRONMENT

THEME #1: INTENTIONAL GROWTH

We will support efforts that bring together an intentional mix of residences and businesses to promote the long-term health and vitality of the corridor.

Desired Outcomes:

- Coordinate investment in public infrastructure with new growth
- Expand the SR 109 current tax base
- Provide incentives for a variety of residential types and unit sizes
- Development densities that justify the extension of utility services
- Establish regulations and procedures that promote high-quality design.
- Encourage a mix of commercial and light industrial uses to increase the number of jobs available in Henry County



THEME #2: A SAFE CORRIDOR

We will support efforts that create a safe and inclusive corridor for all users, regardless of transportation choice.

Desired Outcomes:

- Upgrade the intersections to accommodate future growth.
- Establish an access management policy to protect the function of the roadway.
- Increase the capacity of local roadways as growth occurs.
- Establish internal networks of streets and sidewalks within larger private developments.
- Provide easy, safe, and convenient pedestrian crossings.
- Require pedestrian connections between development sites and nearby neighborhoods.
- Establish a greater allocation of space for pedestrians within the public right-of-way.
- Provide sidewalks that are buffered with tree lawns.
- Improve pedestrian connectivity between Knightstown and the I-70 interchange.



THEME #3: INVITING SENSE OF PLACE

We will support efforts that establish an identity and create an inviting sense of place along the corridor.

Desired Outcomes:

- Create a consistent visual character that enhances community identity.
- Increase capacity for creating, communicating, and monitoring the SR 109 brand.
- Provide signage that guides pedestrians and motorists to major destinations, parks, and other points of interest.
- Use of public art in public spaces and private developments.
- Establish a gateway at I-70 as an entry into Knightstown.
- Strategic use of decorative intersection markings and pavement treatments.
- Encourage flexible streetscapes that incorporate pedestrian amenities such as lighting, seating, landscaping, and specialty paving.



THEME #4: ATTRACTIVE ENVIRONMENT

We will support efforts that deliver a consistent and attractive built environment across the corridor.

Desired Outcomes:

- Consider the feasibility of burying utilities.
- Protect and expand extensive tree canopies.
- Development standards allow buildings to be located closer to the street.
- Encourage parking to be located in the rear of the development.
- Establish a list of preferred building materials.
- Provide clear and precise direction of landscape design in the private realm.
- Utilize design guidelines and programs that direct the aesthetic design of development.
- Encourage private developments to provide semi-public spaces.

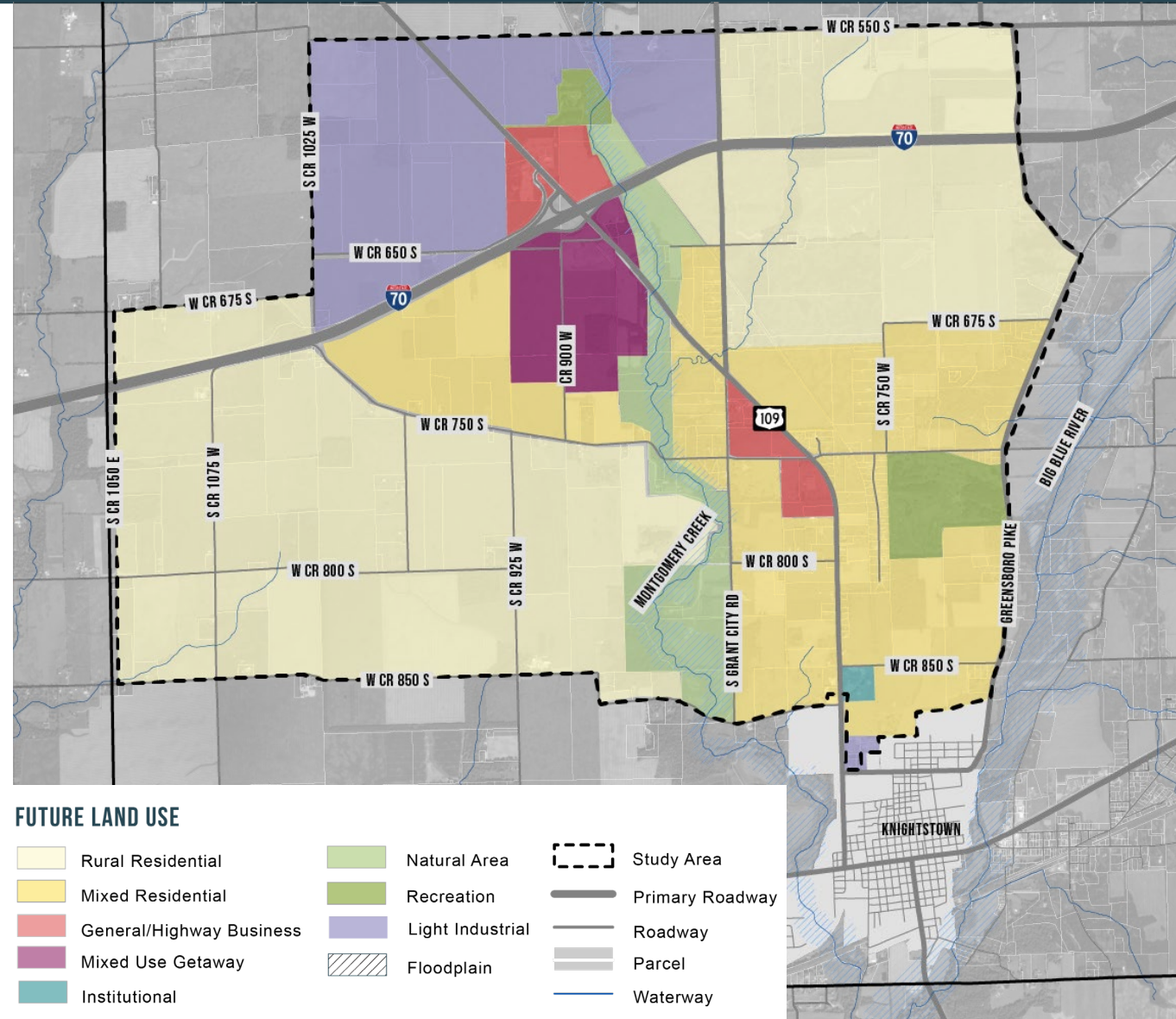




PROPOSED CONDITIONS

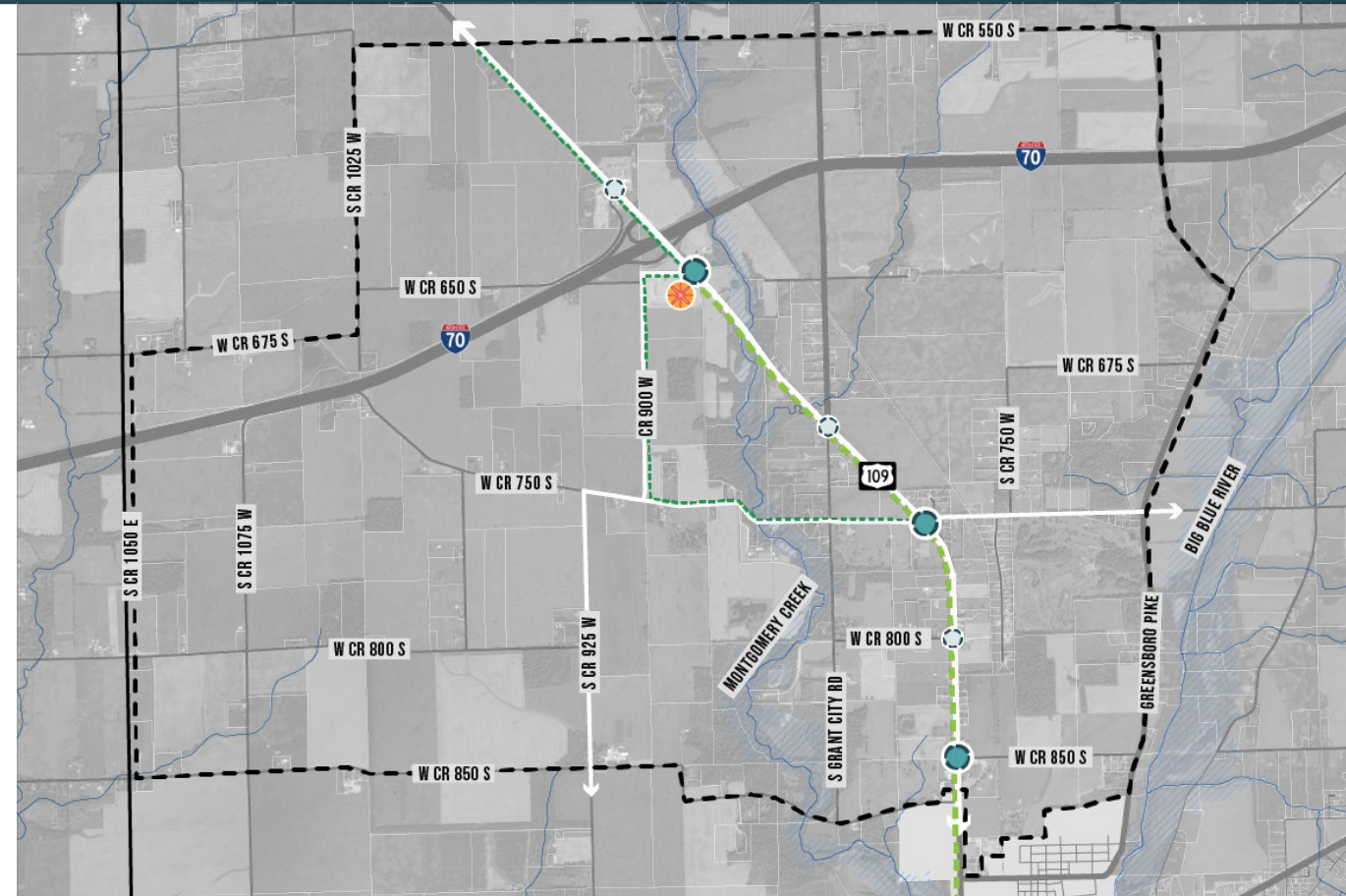
FUTURE LAND USE MAP

- Development is concentrated near Knightstown and the interchange, particularly along SR 109
- Residential uses are spread throughout the study area
- Industrial land uses are primarily north of the interchange
- Commercial and gateway land uses surround the interchange
- Land along Montgomery Creek should remain undeveloped
- A small commercial node is located at SR 109 and County Road 750 S



FUTURE TRANSPORTATION MAP

- Improvements are proposed along SR 109, County Road (CR) 750 S, CR 925 W, CR 900 W, and a small part of CR 650 S
- There are three primary intersections: CR 850 S, CR 750 S, and CR 650 S
- There are three secondary intersections: CR 800 S, Grant City Road, and CR 625 S
- Sidewalks are proposed along CR 750 S west of SR 109
- A shared use path is proposed along SR 109

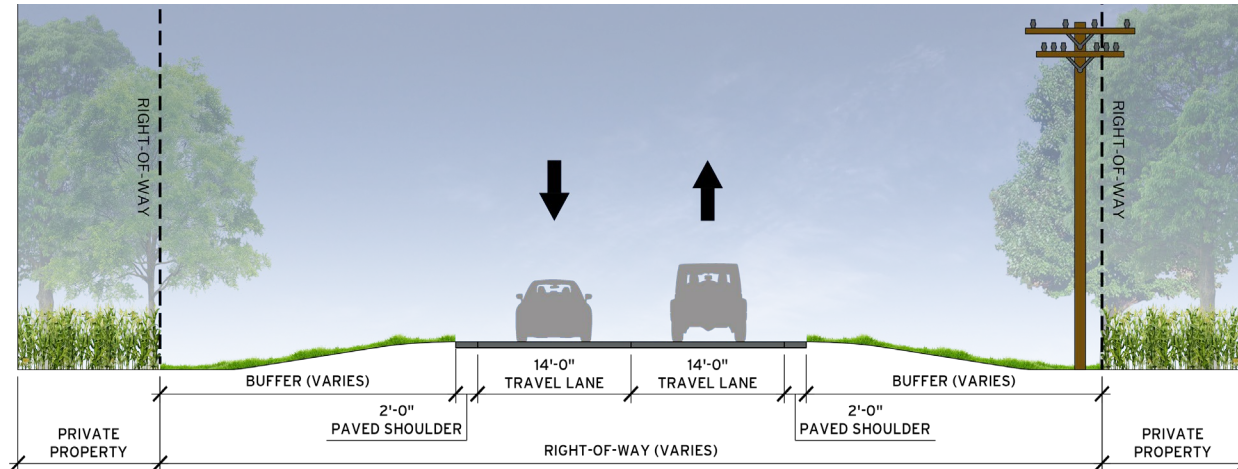


FUTURE TRANSPORTATION



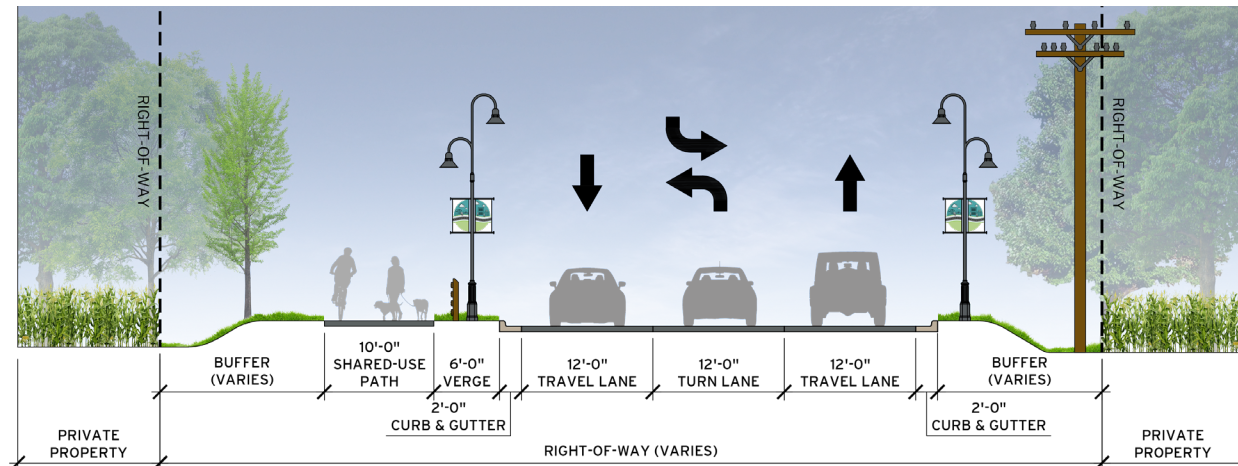
SR 109 CROSS SECTIONS

EXISTING CONDITIONS



- Within Current ROW: 32' wide roadway corridor including:
 - Two 14' wide travel lanes
 - Two 2' wide shoulders, one on each side
 - Large buffer on each side

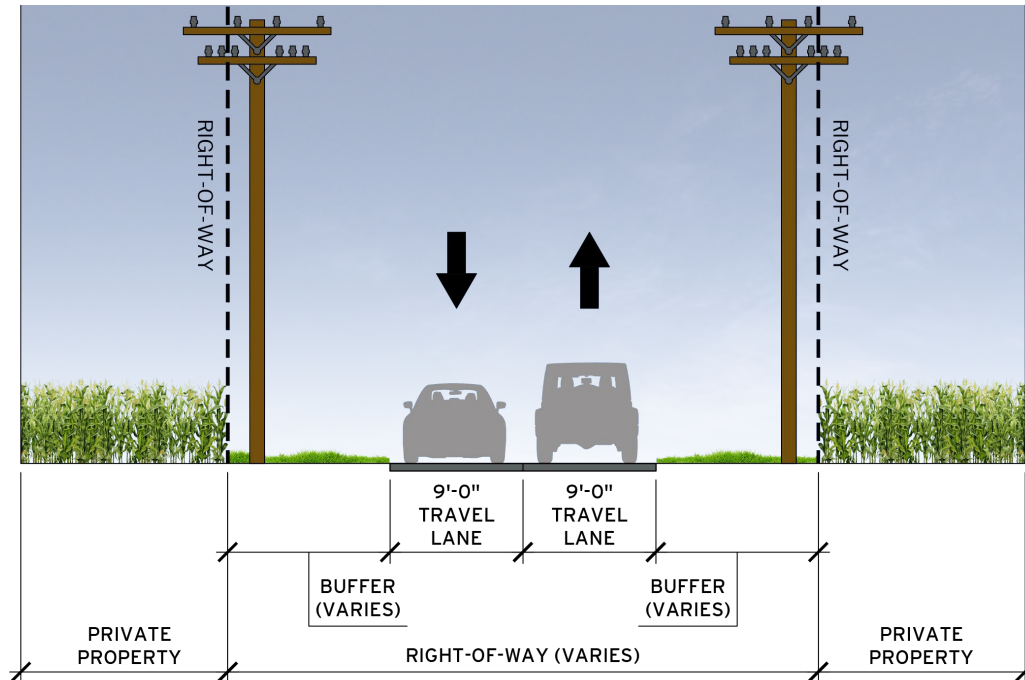
PROPOSED CONDITIONS



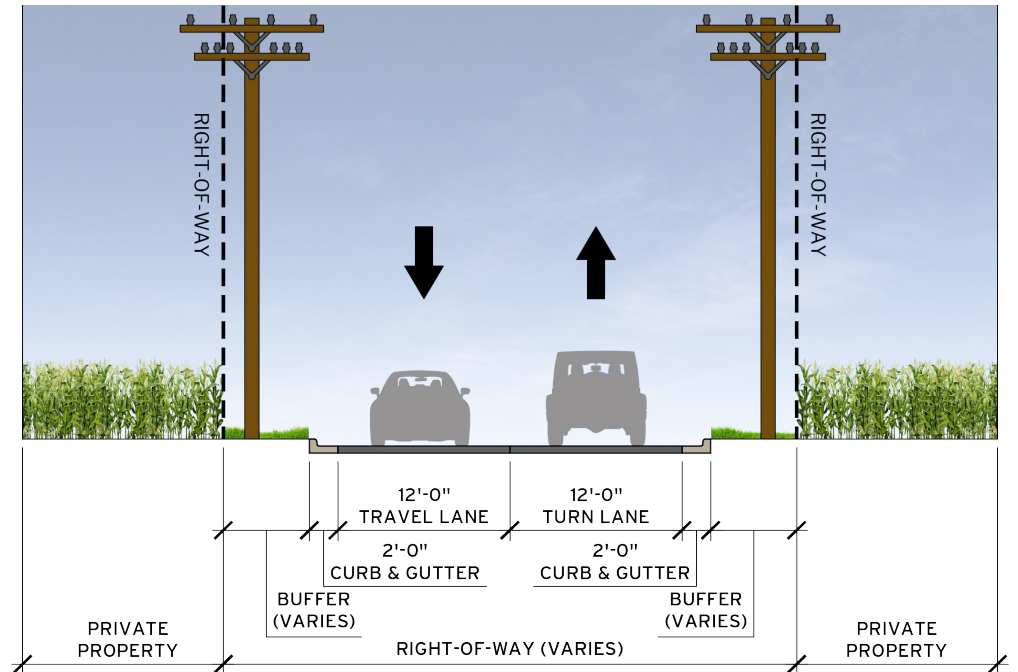
- Within Current ROW: 56' wide roadway corridor including:
 - Two 12' wide travel lanes and one 12' wide center turning lane
 - Two 2' wide curb & gutter
 - A 6' wide verge and a 10' wide shared-use path
 - Increased lighting / safety
 - Buffer on each side

COUNTY ROAD CROSS SECTIONS

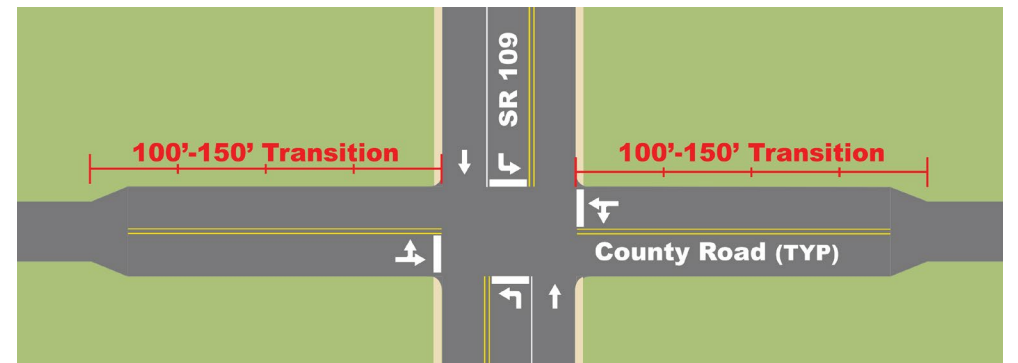
EXISTING CONDITIONS (TYP)



PROPOSED CONDITIONS (TYP)



- County roads are 18' wide with two 9' travel lanes
- Proposed County roads as they approach the 109 Corridor are 28' wide with two 12' travel lanes and two 2' curb & gutter (within existing ROW)



INTERSECTION CONDITIONS

PRIMARY INTERSECTION (TYP)



SECONDARY INTERSECTION (TYP)



CORRIDOR DESIGN ELEMENTS

SPECIALTY PAVERS



STREETLIGHTING



ENHANCED LANDSCAPING



STREET TREES



PATHWAY FENCING



GATEWAY FEATURES





BIG IDEAS & TARGETED ACTIONS



BIG IDEAS

1 COORDINATE
INFRASTRUCTURE

2 ALIGN PLANNING
DOCUMENTS

3 INDOT
COORDINATION

4 SET DESIGN
EXPECTATIONS

5 UPGRADE LOCAL
ROADWAYS

6 BRAND THE
CORRIDOR

7 INCENTIVIZE
DEVELOPMENT

8 PEDESTRIAN
CONNECTIVITY

TIMELINE

PARTNERS

NEXT STEPS

BIG IDEA #1

COORDINATE UTILITY INFRASTRUCTURE

Continue working to expand water and wastewater services from Knightstown to Interstate 70.

Timeline: Short-term (0-2 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- Knightstown Utility Office
- Local utility providers
- Attorney

Next Steps:

- Maintain the Interlocal Agreement between the county, the town, and utility providers.
- Encourage the Town of Knightstown to establish a voluntary annexation policy and non-remonstration agreements for development outside of town limits that request town utilities.
- Work with providers to develop a phased infrastructure expansion program.
- Encourage the Town of Knightstown to complete a capital improvement program to plan for and prioritize future utility improvements adequately.

BIG IDEA #2

ALIGN PLANNING DOCUMENTS

Update the Henry County Comprehensive Plan and Zoning Ordinance to align with the recommendations reflected within this plan.

Timeline: Short-term (0-2 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Henry County Planning and Zoning
- Henry County Commissioners
- Knightstown Town Council
- Professional Consultant

Next Steps:

- Consider establishing an overlay district within the SR 109 study area to ensure the desired type of growth occurs.
- Amend the county and town comprehensive plans to reflect the vision and goals of this plan.
- Ensure development regulations allow for the type of development identified on the future land use map.

BIG IDEA #3

INDOT COORDINATION

Maintain frequent communication with INDOT to discuss the long-term vision for the SR 109 corridor, share updates, and secure the necessary approval to move forward.

Timeline: Short-term (0-2 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- INDOT representations
- Transportation Engineers

Next Steps:

- Share the SR 109 Corridor Improvement Plan with INDOT to communicate the overall vision of this area.
- Work with INDOT to determine the feasibility, costs, phasing, and scheduling for the improvements identified within this plan. (See Future Transportation Map)

BIG IDEA #4

SET DESIGN EXPECTATIONS

Utilize design guidelines to communicate the desired for both public improvements and private development.

Timeline: Mid-term (2-5 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Town Council
- General Public
- Professional Consultant

Next Steps:

- Create design guidelines for private development to communicate the desired character of the built environment.
- In the design guidelines, include standards for pedestrian infrastructure that enhance connections to Knightstown.
- Explore the creation of design standards for the local roadways within the study area.
- Consider adopting a complete street policy using INDOT guidelines for SR 109.

BIG IDEA #5

UPGRADE LOCAL ROADWAYS

Continue to evaluate the impacts of future development on local roadways and plan for improvements.

Timeline: On-going / Long-term (5+ years)

Partners:

- Henry County Highway Department
- Henry County Planning and Zoning
- Transportation Engineer / Professional Consultant

Next Steps:

- Ensure all new developments perform a traffic analysis to forecast the projected traffic generated.
- Work with a transportation engineer to understand the capacity of existing roadways and identify the threshold for when improvements will be needed.
- Construct improvements on local county roads that intersect SR 109 for roughly 100' to 150' from the intersection.
- Create a county-wide capital improvement program to begin planning for and prioritizing the improvements identified within this plan. (See Future Transportation Map)

BIG IDEA #6

BRAND THE CORRIDOR

Establish a memorable brand to promote the corridor as an asset and increase awareness of the new growth area.

Timeline: Mid-term (2-5 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Knightstown Town Council
- INDOT representatives
- Professional Consultant

Next Steps:

- Work with a design consultant to create a wayfinding signage package to direct residents and visitors to nearby destinations.
- Work with a design consultant to create a unique gateway feature near the interchange.
- Create a digital media campaign to help market the study area for future development.

BIG IDEA #7

INCENTIVIZE PRIVATE DEVELOPMENT

Provide zoning and other economic development incentives to attract development.

Timeline: Mid-term (2-5 years)

Partners:

- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council

Next Steps:

- Continue to utilize and promote the existing TIF district.
- Incentivize development in the “mixed-use gateway” area identified on the future land use map.
- Consider creating a new TIF district south of the interchange.
- Conduct a market analysis specifically for the SR 109 area.
- Explore the benefits of establishing a Business Improvement District.

BIG IDEA #8

PRIORITIZE PEDESTRIAN CONNECTIVITY

Link walkers and bikers from local destinations and surrounding neighborhoods to the SR 109 corridor and interchange.

Timeline: Mid-term (2-5 years)

Partners:

- Henry County Highway Department
- INDOT representatives
- New Castle-Henry County Economic Development Corporation
- Henry County Redevelopment Commission
- Henry County Plan Commission
- Henry County Commissioners
- Knightstown Redevelopment Commission
- Knightstown Town Council
- Indiana Department of Natural Resources

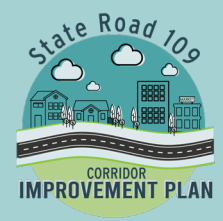
Next Steps:

- Work with INDOT to construct a shared-use path along one side of SR 109 between Knightstown and the interchange.
- Plan for additional pedestrian connectivity by providing sidewalks along local roadways as development occurs.
- Require future development to incorporate sidewalks, crosswalks, and pedestrian signage within their site design.



NEXT STEPS





NEXT STEPS

Tonight's Workshop

- Please review each board
- Use the provided pens and sticky notes to share your thoughts and comments
- If you have any additional comments or questions, please write them on a comment card and return the card

Upcoming Milestones

- An updated plan document will be drafted
- The plan will be reviewed by the Steering Committee
- After the final updates, it will be presented to the Henry County Redevelopment Commission

State Road 109



CORRIDOR IMPROVEMENT PLAN

