



APPENDIX X
PUBLIC MEETING TRANSCRIPTS

Tier 2 Environmental Impact Statement

I-69 Section 6

Martinsville to Indianapolis

February 2015 to September 2017



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In the Matter Of:

INDOT I-69 SECTION 6 - MARTINSVILLE to INDIANAPOLIS

Public Hearing

February 23, 2015



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2
3 INDIANA DEPARTMENT OF TRANSPORTATION
4 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
5 PUBLIC HEARING
6
7

8 February 23, 2015
9 5:00 p.m.
10
11
12

13 AT THE
14 Center Grove High School
15 2717 South Morgantown Road
16 Greenwood, IN 46143
17

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. MARK POWERS: I would prefer that the 69
3 go through 37 going north on 37.

4 MR. LARRY ELSNER: My name is Larry. I am for
5 37 through Perry Township.

6 LESLIE: I voted for 37. I wanted 69 to go
7 through 37 because all the lights in there are
8 ridiculous. I would rather that 37 will be 69.
9 It's a big highway. You go 60 miles an hour.

10 So the only thing I don't like is if you are
11 the housing area there are they going to put a
12 barrier in there so that way you are not going to
13 be listening to all the trucks going through. I
14 don't know if that would be considered in that
15 part.

16 So I'll go for 37. I don't know how many -- I
17 know some of the people probably don't really want
18 Highway 69 through 37. I know it was a big thing
19 back then, so I don't know now. I like 37 -- I
20 want 37 just to be a regular highway.

21 MR. TIM NICHOLS: All for I-69. I hope they
22 finish it.

23 MR. THOMAS FOSTER: I want to make the
24 statement to bring Interstate 69 right up where 37
25 runs down, and the sooner the better.

1 MR. LARRY WALLMAN: Back in 1967, the State
2 Highway Department they had purchased all the land
3 for I-69 through the Castleton area to finish it
4 down to 465. They made the statement, a record
5 which appeared in the newspaper, in three years
6 they'd have all the land purchased for I-69 from
7 Indianapolis to Evansville.

8 Where have they been for the last 45 years?
9 It took us 45, 50 years to get something done in
10 the state, and that's assuming we ever get this
11 finished.

12 But as I traveled to Ohio, Kentucky, other
13 states, we are 20, 25 years behind everything. And
14 I don't think you want the newspaper to do an
15 investigative story on that, believe me.

16 Have you ever been to Kings Island, Ohio?
17 Next time you go there, if you look at I-75 between
18 Cincinnati and Dayton, eight lanes. I-70 from
19 Dayton to Columbus, six lanes. I-71 from Columbus
20 to Cleveland, six lanes all the way. We can't even
21 pave I-70 east of Indianapolis to Richmond. It's
22 so rough.

23 You don't want my comment. Let me tell you
24 about Kentucky, things going on in Michigan.
25 There's no perfect Shangri-La, but we're decades

1 behind everybody else and not just the interstate.
2 I can give you many other examples.

3 I would love to see the newspaper complete an
4 investigative story on our highways that would
5 probably be on Pulitzer territory. I don't think
6 our highway department would be too thrilled about
7 it.

8 MR. ERIK KLASNICK: So my concern is what is
9 the cost-benefit from either taking the highway up
10 Highway 37 versus going any other route that is not
11 yet planned. I want to know what the costs are,
12 and as a taxpayer, what does it -- how does it
13 affect our taxes?

14 ANONYMOUS: My comment is why is this such a
15 priority when we cannot keep the roads that we have
16 in repair? I mean, they are in disrepair. Believe
17 me, I drive them every day. But, yeah, this is
18 such an important issue in order to get truck
19 drivers 15 minutes at best from the north side of
20 Indiana to the south side of Indiana.

21 Does it really make sense? Because it's going
22 to cost me a lot of time and trouble if they go up
23 37 because I live on Old 37, and I know how long it
24 took them to put in New 37. And I know how tore up
25 we were while they were doing that. And we're

1 talking a much bigger project.

2 Now, they would put in a new bridge. You
3 can't take six lanes of traffic and funnel it into
4 a two-lane road in less than a quarter of the mile
5 and put it across a two-lane bridge, which means
6 they're going to have to build another bridge
7 there. And it's not going to be a less costly
8 bridge because it is floodplain. It floods
9 underneath it every time it rains, and there's a
10 long span that has to be crossed before you get to
11 some solid ground.

12 And I don't want to have to live -- I
13 already -- we've got maybe between five and ten
14 gravel pits and concrete places and that type thing
15 and have these big trucks going by the house and
16 down 144 and up over Old 37 all the time. They
17 don't even use New 37 until they have to. They go
18 up our road right in front of our house all day
19 long.

20 And now we're going to be stuck for, what,
21 another two, three, four years while they're
22 building I-69? When we moved down there, 37 wasn't
23 even down there yet, and it got built while we've
24 lived there, and we lived through that. We raised
25 our kids during that time. But why do we have to

1 do that for I-69 to give somebody 15 extra minutes
2 to drive to Evansville?

3 It makes more sense, if you have to do it, if
4 there's money laying around in the coffers that
5 isn't spoken for, send it up 67. Mooresville would
6 be happy to have you, I'm sure, because they want
7 to be part of Indianapolis anyway or that seems to
8 be their thing. They don't want to be part of
9 Morgan County. They want to trash everything
10 except Mooresville and take it -- there's no
11 businesses on 67 to speak of. Take it up 67.

12 You can't get on the interstate at 465 and 37
13 right now. I mean, that is a madhouse all the
14 time, not just rush hour, but there's not a whole
15 lot of trouble getting off and on at Mann Road and
16 off 67. So let them look that way instead of over
17 here going through Waverly.

18 That's where the first place was touted to be
19 the capital of Indiana, and they ought to be
20 putting some money into bringing that back around
21 so that it is more noticeable as a historic town
22 instead of trying to make it the slum of
23 Indianapolis and Johnson County too. That's -- I
24 just think it's wrong. It's wrong.

25 You can't do it. You can't do it feasibly and

1 have any kind of exit ramp at 144 because the state
2 has already sold their part, I mean, of 144 back to
3 Johnson County.

4 (Public comments made in the auditorium.)

5 MR. RICKIE CLARK: So our first speaker on our
6 speaker schedule this evening requesting an
7 opportunity to present a comment will be Cathy
8 Weinmann. Our first speaker to sign in requesting
9 an opportunity to speak will be Cathy Weinmann, and
10 she will be followed by Larry Wallman. So if
11 Mr. Wallman can prepare himself to present his
12 comments after Ms. Weinmann, then the floor will be
13 his as well.

14 Ms. Weinmann, the floor is now yours. You can
15 address the panel or myself or the audience,
16 whatever makes you most comfortable. The floor is
17 now yours, ma'am.

18 MS. CATHY WEINMANN: Good evening. I have
19 been a resident of Perry Township my entire life,
20 and I love living in Perry Township. But I must
21 say that in Perry Township we have been subjected
22 to much pollution from the IPL Harding Street
23 Plant, the Covanta trash burning plant, the sewage
24 treatment plant, and all of these businesses put
25 noxious fumes and smoke into the air regularly in

1 Perry Township in our neighborhood.

2 And now this project, I feel, would put
3 noxious diesel exhaust and much noise pollution
4 from the air brakes of the semis and all the
5 traffic. And as a resident of Perry Township, I'm
6 just here to say that we object. We object to
7 being dumped on again, and that's, I feel, what
8 this project would do.

9 And I also feel that the hazardous waste that
10 would be transported to and from Crane Navel Base
11 up and down I-69 would not only be dangerous to the
12 population but also dangerous to the entire south
13 side of Indianapolis.

14 Now, I know Senator Luke Kenley is interested
15 in a project called Commerce Connection, which
16 would be a new build around 465. I'm wondering if
17 we could just wait, hook I-69 into the Commerce
18 Connection, and avoid this whole thing. Thank you
19 very much.

20 MR. RICKIE CLARK: Thank you, ma'am. Thank
21 you, Ms. Weinmann, for those comments.

22 Our next speaker to sign in on our schedule
23 will be Larry Wallman. Our next speaker to sign in
24 to our speaker schedule will be Mr. Larry Wallman.
25 As Mr. Wallman is preparing himself to offer his

1 comments, our next speaker to be ready will be
2 Charlotte Doss. Our next speaker following
3 Mr. Wallman will be Charlotte Doss.

4 Mr. Wallman, the floor is now yours, sir.

5 MR. LARRY WALLMAN: I got two
6 questions/comments. I think I can get them all in,
7 in two minutes.

8 You're showing I-69 connecting to 465 about a
9 half a mile west of 37. I've been told by a person
10 with geological background you're going to have to
11 dig down at least 300 feet in those gravel pits
12 before you hit solid footing to put in all the
13 pillars for the ramps.

14 Have you considered going straight up under
15 465? And up there you got two truck stops, motel,
16 and a couple of -- move those about a quarter of a
17 mile north and then put all the ramps there where
18 that land is much more solid.

19 And also I think IPS they're going to convert
20 that plant to natural gas, so you can probably pull
21 out that railroad crossing and give you more room
22 to move these businesses so we don't lose our tax
23 base.

24 Second question, in 1967 the Indiana Highway
25 Department announced that they had purchased all

1 the land for I-69 through the Castleton area to
2 complete it to 465, but they also made the comment
3 that within three years they should have all the
4 land purchased for the land I-69 from Indianapolis
5 to Evansville. Why are we running 45 years behind
6 schedule? Thank you.

7 MR. RICKIE CLARK: Very well. Thank you, sir,
8 Mr. Wallman, for these comments.

9 Our next speaker to present a comment this
10 evening during the comment session will be
11 Charlotte Doss, and following Ms. Doss, our next
12 speaker will be Janet Colburn.

13 The floor is now, Ms. Doss.

14 MS. CHAROLETTE DOSS: Thank you. Yes. Good
15 evening. And in response to our Perry Township
16 resident, I understand her concerns because they do
17 have a large well field along 37, and disturbing
18 that with I-69 would certainly create a tremendous
19 environmental impact on that area.

20 The environmental impact in the southern part
21 of Indiana regarding a little brown bat and through
22 Johnson County we have, of course, White River. 37
23 is close to White River, and along that corridor of
24 the White River we have American bald eagles. We
25 have hawks of all types, all types of game, birds,

1 herons, you name it.

2 And I believe that by moving 37 into 69 along
3 the only five miles in Johnson County that you're
4 planning to go would have a definite environmental
5 impact on the ecosystem there.

6 And also one thing I might like to comment
7 about is regarding the workmanship of the bridges
8 and things that have been done already. Completed
9 in Greene County, southern Indiana, there has been
10 runoff of dirt into waterways, silt, and that type
11 of thing. So any type of continued construction
12 around the White River area definitely affects
13 environmentally and the quality of the area. So
14 that's all I have to say. Thank you.

15 MR. RICKIE CLARK: Very well. Thank you,
16 ma'am.

17 Our next speaker to sign in as a speaker this
18 evening will be Janet Colburn. And following
19 Ms. Colburn, our next speaker will be Derek
20 Cleveland.

21 Ms. Colburn, the floor is now yours, ma'am.

22 MS. JANET COLBURN: Yes. My name is Janet
23 Colburn, and I live in the northern part of Morgan
24 County over in Waverly to be specific. This area,
25 when I moved there 40-some years ago, New 37 was

1 not built yet.

2 Now, we have suffered through that being done,
3 and I live just south of 144 on Old 37. And at the
4 present time, I experience waits of up to
5 15 minutes to cross 144 to get to the library or to
6 turn west to go to Mooresville.

7 Now, I don't know what you plan on doing or
8 what your plans are for an exit ramp or whatever in
9 that area, but it can't be done at a nominal fee
10 because there has to be another bridge put in
11 there. All those businesses, the library and
12 everything, would have to be taken out. You cannot
13 take that kind of traffic off of a six-lane
14 interstate and funnel it in a quarter of a mile to
15 a two-lane bridge across White River.

16 So I think you need to go and look at this
17 area. I wonder sometimes if the people who are
18 planning this have actually gone out and walked and
19 looked at this area.

20 And as Mrs. Doss said, we do have bald eagles,
21 and we do have all kinds of wildlife around there.
22 And this is something that needs to be addressed
23 not only by INDOT, but the department of
24 environmental people need to take a look at this.

25 It's also a historical place. It was the

1 first place picked to be the capital of Indiana,
2 and all of this is going to be turned from that.
3 Thank you.

4 MR. RICKIE CLARK: Very well. Thank you,
5 Ms. Colburn, for those comments.

6 Our next speaker to sign in this evening
7 requesting an opportunity to present a comment for
8 inclusion into the public record would be Derek
9 Cleveland. Our next speaker this evening is
10 Mr. Cleveland. Perhaps he has stepped out. Very
11 well. Mr. Cleveland, actually, was the last
12 name -- last speaker to sign in.

13 However, having heard our four previous
14 speakers, it may be that someone else in our
15 audience would like an opportunity to present a
16 comment. I see this gentleman's hand raised.
17 You're going to be our next speaker, sir, if you'd
18 be so kind.

19 Also before presenting your comment, if you'd
20 be so kind, to state your first and last name and,
21 again, adhere to the two-minute time limitation.
22 The floor is now yours, sir.

23 MR. GARY MOODY: My name is Gary Moody,
24 M-O-O-D-Y. I'm just going to summarize the
25 comments I already presented in writing.

1 Hoosiers are -- claim to have a lot of common
2 sense. We're, supposedly, known for that. I'm
3 calling my proposal the "Dollars and Sense
4 Solution." That's S-E-N-S-E. Simply this, the
5 route between Martinsville from State Road 39 in
6 Indianapolis does not need to be a superhighway
7 because drivers can choose to travel between
8 Martinsville and Indianapolis along either State
9 Road 37 or State Road 67 depending upon their final
10 destination and/or traffic conditions.

11 INDOT has built or is building a five-lane
12 bridge on State Road 39 just sort of southwest of
13 Martinsville. I propose that there be a connector
14 between 37 sort of at the top of Section 5 across
15 the farmland there to the west of 37 to connect
16 with that new five-lane bridge.

17 That would give people the opportunity to have
18 the better route and more direct route to
19 Indianapolis International Airport and 465 going
20 north to 65 to Chicago, for example. And I'm
21 asking you to picture driving from Bloomington to
22 Indianapolis. It could connect to Ronald Reagan
23 Parkway.

24 And the effect of this they could take
25 Kentucky Avenue to downtown or get on I-70 to go

1 downtown. The environmental impact of leaving both
2 roads with modifications but, essentially,
3 unrestricted would give developers more opportunity
4 actually. They're hell-bent on a freeway and that
5 doesn't necessarily need to be settled for their
6 financial interest. Thank you.

7 MR. RICKIE CLARK: Very well. Thank you.
8 Thank you for those comments. Thank you, sir.

9 Additional speakers? Having heard our
10 previous speakers, there may be someone else that
11 would like to have his or her comment entered into
12 the official public record. I see this gentleman's
13 hand. If you'd be so kind to make your way forward
14 to the auditorium and the microphone. And before
15 presenting your comment, if you'd be so kind to
16 state your first and last name for our court
17 reporter.

18 MR. RONALD BELCHER: It's Ronald Belcher. You
19 have your map, and you got Tier 1 or whatever this
20 last section. And I know there was a bill
21 introduced and passed that said it wasn't going
22 through Perry Township, and now you've had over ten
23 years and yet we still show the same route.

24 Why are we now talking about, gee, maybe we
25 ought to look at a different way of doing it?

1 You've had ten years to figure it out. So now we
2 have the mayor from Greenwood -- not the mayor, but
3 whoever just introduced a bill to go through Perry
4 Township. Don't change a bill that's already been
5 passed. We didn't want it then; we don't want it
6 now.

7 MR. RICKIE CLARK: Very well. Thank you, sir,
8 for those comments.

9 Additional speakers who would like to have his
10 or her comment entered into the official public
11 record this evening? Having heard our previous
12 speakers, there may be others. Yes, sir, I see
13 this gentleman's hand. If you'd be so kind as to
14 state your first and last name.

15 MR. DAN CLINGAN: My name is Dan Clingan. I
16 live in Greenwood. I own no properties except my
17 house. As far as a business interest or land
18 interest, I have none.

19 My comment is a little bit what the last
20 gentleman said except what I don't understand is
21 why we're waiting to this point to do an
22 environmental study or impact study. It's obvious
23 that there's been an interstate built to Crane.
24 It's going to be -- all that traffic is going to
25 dump to 37. All that traffic is going to be dumped

1 between Martinsville and Indianapolis.

2 37 is already a nightmare to go down, and now
3 we find out -- or I find out we got to wait three
4 years just to get a decision made. That means at
5 least two more or three more years. So what's
6 going to happen with all the traffic between
7 Martinsville and Indianapolis?

8 I mean, I'm kind of for the 37 route, but
9 because to me that's most -- as far as the impact
10 study, any other way they're going to interfere
11 with bats and eagles and the whole bit. So it
12 doesn't really matter where it goes. There's going
13 to be an impact.

14 I just question the foresight and planning of
15 INDOT and the federal government in getting this
16 last section done when the other five sections are
17 going to be done now. That's all I got to say.

18 MR. RICKIE CLARK: Very well, very well.
19 Thank you.

20 Additional speakers having heard our previous
21 speakers who would like to have their comments
22 entered into the official public record this
23 evening? I certainly want to afford an opportunity
24 for anyone.

25 Yes, sir, if you'd be so kind to make your way

1 forward and state your first and last name for the
2 comments. The floor is now yours.

3 MR. RANDY SHIELDS: Thank you, Rick. My name
4 is Randy Shields. I'm a former 15-year resident of
5 this wonderful township where our children grew up
6 and are now doing well thanks to their education
7 here at Center Grove. I'm also a businessman up
8 the road on 37 and Perry Township.

9 My points tonight are the following: First of
10 all, I think the project was originally desired
11 because it was going to improve time to Evansville.
12 I think the first stage or two has now done that in
13 helping relieve some of the time by reducing it by
14 15 to 20 minutes.

15 Second, another reason was to do a reasonable
16 and cost effective program. And, again, I know
17 you've been trying to do that. There's a lot of
18 changes since the beginning of the project. I
19 think, again, by looking at alternatives around
20 Indianapolis and, again, referring to Luke Kenley's
21 Concentric Circle or rather his Commerce
22 Connection, which would be concentric circles
23 involving 865 and 465, and compared to other major
24 cities, this would be a great strategic decision
25 for us as the Crossroads of America.

1 Some other alternatives I'd like to spend
2 money on would be making sure we have three lanes
3 in every direction out of the state to all of our
4 fellow states around us. I think, again, this
5 would provide a lot of extra safety, and I think
6 the money would be well spent.

7 In addition, I think in this area, we, in
8 Center Grove, have enjoyed a very nice rural
9 lifestyle. There's some really nice things on a
10 peaceful drive along 37 as you go up to
11 Indianapolis to our jobs, and, I think, as people
12 have mentioned with all the various work reason and
13 other things, that's something that would be a
14 shame to change.

15 And, finally, I think we can appreciate the
16 Perry residents that have talked tonight. And I
17 think that INDOT and we, the taxpayers, can find
18 some great alternatives that will help everyone and
19 that would also involve avoiding Perry Township.

20 Thank you for listening, and we appreciate you
21 getting our input.

22 MR. RICKIE CLARK: Very well, very well.
23 Thank you, Mr. Shields, for those comments.

24 Additional speakers who would like to have his
25 or her comment entered into the official public

1 record this evening? Additional speakers at this
2 time? I see another hand in the very back. Sir,
3 if you would be so kind to make yourself forward.

4 Again, the informational packets that were
5 available as you arrived, certainly beyond this
6 evening continuing the conversation contacting our
7 project representatives, visiting our website as a
8 dispensary for information as well, those options
9 are available to you.

10 Certainly, we want to afford an opportunity
11 for as many that would like to participate during
12 this particular form, but keep in mind the other
13 options that are available beyond tonight to
14 continue that conversation.

15 If you'd be so kind as to state your first and
16 last name, and now the floor is yours.

17 MR. RICHARD McKINNEY: Richard McKinney. I
18 moved here about five years ago up here to
19 Wakefield, and I live just right off of 37.
20 Because of all the congestion that happens on 37
21 and 465, I was hit on my motorcycle, spent some
22 time in the hospital, because of congestion.

23 I feel that 69, because of all the stop lights
24 there, it will eliminate all that, and also I'm
25 tired of sitting on 465 for a half hour coming home

1 from work for us to get on 37 to come back home. I
2 think it would improve the flow of traffic. I
3 think it will make things safer.

4 And the lady that said about the hazardous
5 waste, it's still coming up 37. It's coming up 67.
6 It's no difference. You got a lot of stop signs, a
7 lot of stops, cars pulling out. It's going to be
8 safer for that to happen. That's all I have to
9 say. Thank you.

10 MR. RICKIE CLARK: Very, well, very well.
11 Thank you, sir, for those comments.

12 Additional speakers at this time who would
13 like to have his or her comment entered into the
14 official public record this evening? Again, the
15 public record is what INDOT project officials will
16 review, evaluate, certainly consider as part of the
17 overall decision-making process.

18 So we, certainly, want to afford an
19 opportunity if there are others in our audience who
20 would like to have his or her comment entered into
21 the official public record this evening. Any
22 additional speakers at this time?

23 Very well. Additional speaker at this time?
24 Very good. And, sir, if you'd be so kind as to
25 state your first and last name before presenting

1 your comment, and the floor is now yours, sir.

2 MR. MICHAEL LYNN: My name is Michael Lynn.
3 I'm a 35-year resident of White River Township, and
4 I thought the initial plot of 69 north was going to
5 be from the worst field road north to the west side
6 of White River, and that's never came about.

7 That would eliminate the disruption of State
8 Road 37 and the disruption on a lot of people's
9 lives. And that's all farmland over there. Why we
10 can't use that, I don't know. I think it's just a
11 misjudgment, and it's a bad decision to run it over
12 37 when it's -- I mean, it's three stop-and-go
13 lights to get across Southport Road at 5:00 at
14 night or longer.

15 We need to look at something different, and we
16 have more wide open spaces west of White River
17 between Mann Road, and in that area it's a great
18 place for the interchange to take place. It's all
19 farmland. And I think Mr. Luger would appreciate
20 it because he owns most of that land. Thank you.

21 MR. RICKIE CLARK: Very well, very well.
22 Thank you, sir, for those comments.

23 Additional speakers at this time who would
24 like to have his or her comment entered into the
25 official public record at this time? Additional

1 speakers who would like to participate during the
2 comment section at this time?

3 Yes, ma'am. If you'd be so kind, please state
4 your first and last name, and the floor is now
5 yours, ma'am.

6 MS. BETH LINE: My name is Beth Line, L-I-N-E.
7 I actually live on the highest residential property
8 in Marion County. I live on the kame, which is the
9 hill that everybody has to go around 37. That
10 actually -- trainwise, that came and then the Mann
11 Road came over on Southwestway creates --
12 basically, 37 was put in the flow or the water
13 flow.

14 I'm highly concerned about noise. Right now
15 we get noise from 37. We get a higher impact, more
16 traffic. Even if you put in sound barriers, walls,
17 those walls, basically, will move the sound up
18 directly into my home. And that's -- I mean, it's
19 a little self-serving, I know, but I live there.
20 It's peaceful. It's wonderful. It's an
21 environment that is so unique to the area.

22 And dealing with both those kames on those
23 sides, those are just huge sand piles. So we have
24 a lot of erosion issues, things like that. So I'm
25 really concerned about new construction going in

1 there.

2 And, of course, I'm also looking at Highway 39
3 is a very good solution. It's less footprint that
4 you have to throw -- or have to build a road on,
5 and then you also have the fantastic 70 that you
6 can hook up to. So, I mean, I'm a little
7 self-serving, I will admit, but I want to preserve
8 my home that I chose to come and live down here on
9 the south side. And it's wonderful, and I'd rather
10 not see it destroyed. Thank you.

11 MR. RICKIE CLARK: Very well. Thank you for
12 those comments.

13 Additional speakers at this time who would
14 like to have his or her comment entered into the
15 official public record this evening? Additional
16 speakers at this time? Certainly don't want to
17 overlook anyone who would like an opportunity to
18 participate.

19 I see another gentleman's hand in the back.
20 If you'd be so kind as to make your way forward.
21 I'd like to thank all of our previous speakers thus
22 far for presenting their comments. Appreciate that
23 very much.

24 Also I just want to remind everyone that we
25 will be here throughout the duration of the evening

1 until 8:00 p.m. accepting public comment or if you
2 would like to visit our comment station in the
3 foyer or talk with any of our project
4 representatives at any of the various stations, the
5 school has been very accommodating to us, and we'll
6 be here throughout the evening. So we appreciate
7 everyone that has participated thus far as
8 speakers.

9 Sir, if you'd be so kind to state your first
10 and last name. The floor is now yours.

11 MR. STEVE THOMPSON: Steve Thompson. Two
12 things, one of the things that if you do choose 37
13 is the effect on Bluff Road. Because if you
14 only -- what you didn't show on your maps you
15 didn't show the roads that are going to be closed
16 off, and you're going to shuffle that traffic onto
17 either one of those interchanges or they're going
18 to take Bluff Road, two-lane road, double yellow
19 all the way downtown.

20 And also I didn't -- my family is all from
21 Evansville, and if they come up to Indy, they go to
22 the airport. And I would think you need to study
23 going toward the airport to the west side of Indy.
24 My family is from Owensville, Evansville,
25 Princeton. If they come here, they go to the

1 airport. Me talking to them, they would rather
2 avoid coming into the downtown area and would
3 rather -- they're going to the airport. They want
4 convenience that way.

5 So thank you and please keep Bluff Road -- the
6 effect is not just on the highway. It's other --
7 people are going to avoid it if they can't get to
8 it, so they're going to take Bluff Road. Thank
9 you.

10 MR. RICKIE CLARK: Very well, very well.
11 Thank you, sir.

12 Additional speakers at this time who would
13 like to participate as speakers this evening in
14 having their comment entered into the official
15 public record at this time? Any additional
16 speakers?

17 Very well. Not seeing any additional hands --
18 yes, sir. Additional speaker at this time. And,
19 again, I will remind everyone our open house
20 session will be staffed by INDOT project personnel.
21 The school has been very accommodating to us until
22 8:00 p.m. At the conclusion of our comment
23 session, we will be available and happy to
24 entertain any questions that you might have.

25 At this time, sir, if you'd be so kind as to

1 state your first and last name.

2 MR. SHANNON THOMPSON: Shannon Thompson. I
3 currently live on State Road 37. Each night I
4 travel from the north side of Indianapolis home,
5 and I have to -- I think we all know the problems
6 we have on State Road 37 through Perry Township and
7 through northern Johnson County. It's pretty bad.

8 Traffic is snarled. It takes a long time to
9 get home, and what I hear is that there are some
10 problems. We know there's some problems, and
11 without correcting the problem, which is State
12 Road 37, we're not going to fix anything. People
13 are coming down State Road 37 to go to the Center
14 Grove area, Perry Township area, anything east of
15 the White River.

16 So that's the area we need to fix, and by
17 putting in the interstate, it would relieve the
18 traffic congestion through there, so build it.

19 MR. RICKIE CLARK: Very well. Thank you,
20 Mr. Thompson.

21 So any additional speakers at this time?
22 Having heard our previous speakers, having reviewed
23 the presentation earlier this evening, there may be
24 others in our audience who would like an
25 opportunity to present a comment.

1 Sir, if you'd be so kind as to state your
2 first and last name. The floor is now yours.

3 MR. GARY CAMPBELL: My name is Gary Campbell.
4 I don't know anything about roads. I'm not here to
5 tell you how to build a road. I don't know about
6 traffic flow. My concern is with the funding of
7 this project. I don't know how the contracts are
8 awarded, but I know the state house is pushing to
9 repeal the common wage.

10 What I don't want to see, as a taxpayer, is a
11 bunch of out-of-town contractors coming in here and
12 taking our tax money and leaving the state. I
13 would like to see contractors from Indiana do these
14 roads, put the money back in our economy, so that's
15 all I got to say.

16 MR. RICKIE CLARK: Very well, very well.
17 Thank you, Mr. Campbell, for those comments.

18 Additional speakers at this time who would
19 like to have his or her comment entered into the
20 official public record this evening? Any
21 additional speakers at this time?

22 Sir, if you'd be so kind as to utilize the
23 microphone and state your first and last name, and
24 the floor is now yours.

25 MR. MARK WRIGHT: Thank you. My name is Mark

1 Wright from Greenwood. I've grown up in Perry
2 township in the Greenwood area my whole life.

3 I think some of the points that have been made
4 they're pretty obvious that State Road 37 is
5 already here, so the traffic is already there.
6 It's a real issue. I think this project would
7 alleviate that.

8 One of the things I'm thinking of is the
9 interchanges. I don't know what the details are
10 there. I think there's some fine examples in the
11 state of how that could happen that would work
12 really well so you don't have to cut off the other
13 roads and traffic be pushed over on Bluff Road and
14 whatnot. I know up in Carmel, the Keystone/31,
15 through-ways up there they've been doing the
16 overpasses with the roundabouts. I'm not a real
17 big fan of roundabouts, but up there it seemed to
18 work pretty well. I don't know if that's been
19 taken into consideration if that could even work.

20 Down in 65 near Louisville and through the
21 Clarksville/Jeffersonville area, we see what's
22 happened down there. There's -- you can't -- you
23 get on and you get moving, and then eventually
24 merge through a couple interchanges on, so I don't
25 know if that's the best way. I kind of like the

1 31/Keystone corridor up in Carmel how they've done
2 that. I think it might be a good way to handle
3 through the Perry Township area.

4 The Crane traffic, the traffic down through
5 the Bloomington and the south side, it's already
6 there on 37. It's an issue with the lights system.
7 So if we can alleviate that, whether we go a little
8 bit east of the projected 37 route or however it
9 connects, I'm just wondering if those interchanges
10 similar to like what they're doing in Carmel so you
11 can go under the interstate and get on if you're
12 going south merge on and head north type of
13 situation seems like a good way to go. I don't
14 know if that's been thought of or if we could get
15 information what you guys are thinking there, but
16 just want to make that comment. Thank you very
17 much.

18 MR. RICKIE CLARK: Very well, very well.
19 Thank you for those comments.

20 Additional speakers at this time? I see
21 another gentleman's hand. If you'd be so kind to
22 make your way forward to the microphone. Again,
23 thank you to all of our previous speakers for
24 presenting comments.

25 Sir, if you'd be so kind as to state your

1 first and last name. The floor is now yours.

2 MR. FORREST CHAMBERS: I'm Forrest Chambers.
3 I've lived here 40-some years, and I've seen this
4 interchange up here at Harding and 37. There's
5 just been hoards of money piecemealing it trying to
6 get it to work. I just want to be sure we get a
7 cloverleaf in there because traffic is not going to
8 stay the same.

9 You know when they get 69 complete there's
10 going to be a lot more traffic here than you see
11 now. It's not just people coming from Indianapolis
12 to White River Township and Morgan County. It's
13 going to go up. So let's do it right this time.
14 That's all I have.

15 MR. RICKIE CLARK: Very well, very well.
16 Thank you, Mr. Chambers, for those comments.

17 At this time are there any additional speakers
18 who might want to present a comment and have that
19 comment entered into the official public record?

20 If you'd be so kind as to come forward and
21 utilize the microphone. Please state your first
22 and last name before presenting your comment. The
23 floor is yours.

24 MR. DAVID BLAKEY: I'm David Blakey. I am a
25 Center Grove graduate, and I spent most of my life

1 here in Johnson County. And I'm also a former
2 elected official from Whiteland. I know a little
3 bit about how the process is.

4 My biggest concern is the exits that we have.
5 We have right now eight places in Johnson County
6 you can get on and off 37. You guys are proposing
7 three. My math says that doesn't work out real
8 well. It's something that needs to be looked at.

9 I think the long-term for the best interest of
10 this community for the Center Grove High School
11 that we need to have an exit at least on Stones
12 Crossing and maybe another one further north, and
13 that's all I have. Thank you.

14 MR. RICKIE CLARK: Very well, very well.
15 Thank you, sir. Thank you for those comments.

16 Additional speakers at this time who would
17 like to have a comment entered into the official
18 public record at this time. Any additional
19 speakers who would like to participate? We
20 certainly don't want to overlook anyone who would
21 like an opportunity to participate? Any additional
22 speakers at this time? Perhaps there are no
23 additional speakers. That must mean there are many
24 of you who have questions.

25 Certainly, the school has been very

1 accommodating to us. We will be here until
2 8:00 p.m. in our open house informal session where
3 we would be more than happy to entertain questions
4 you might have in regards to Section 6. Thank you
5 to everyone for participating during the comment
6 session. Please stay after, talk with our project
7 officials, ask questions, pick up information.

8 Certainly, we'll be here until 8:00 p.m. We
9 so very much appreciate you being here this
10 evening. At this time let's conclude the formal
11 session this evening. Please visit with us in the
12 open house display area. Thank you so much.

13 (Public comments made during open house.)

14 MR. DEVIN MCGINNIS: My name is Devin
15 McGinnis, M-C-G-I-N-N-I-S. And what I want to say
16 is I respect everyone's opinion. If there's 200
17 people in the audience, we're going to have 200
18 different opinions.

19 I'm totally comfortable that the staff of
20 INDOT who has been educated in environmental
21 studies, traffic studies, road construction, and I
22 hope at some point in time that INDOT will be
23 allowed to do their job, analyze all the different
24 aspects, and recommend a route because that's what
25 they're trained to do.

1 And that's what their purpose is while not
2 forgetting the overall scope of I-69 was to
3 connect, as common sense goes, Canada and Mexico.
4 We can't be taking diversions all the way through
5 the United States to get from one point to the
6 other.

7 My main point is I'm totally comfortable that
8 INDOT is totally capable of making the decision,
9 and we should let them.

10 (The hearing concluded at 8:00 p.m.)

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1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing public comments at the hearing were
6 taken at the time and place heretofore mentioned
7 between 5:00 p.m. and 8:00 p.m.;

8 That said public comments at the hearing were
9 taken down in stenograph notes and afterwards reduced
10 to typewriting under my direction; and that the
11 typewritten transcript is a true record of the
12 testimony given;

13 I do further certify that I am a disinterested
14 person in this cause of action; that I am not a
15 relative of the attorneys for any of the parties.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my notarial seal this 6th day of
18 March, 2015.

19 Nancy M. Kottenstette



20
21 My Commission expires:
22 September 13, 2021

23
24
25 Job No. 95861

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In the Matter Of:

INDOT I-69 SECTION 6 - MARTINSVILLE TO INDIANAPOLIS

Public Hearing

February 25, 2015



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2
3 INDIANA DEPARTMENT OF TRANSPORTATION
4 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
5 PUBLIC HEARING
6
7

8 February 25, 2015
9 5:00 p.m.
10
11
12

13 AT THE
14 Martinsville High School
15 1360 East Gray Street
16 Martinsville, IN 46151
17

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. CHRIS PARKER: Don't take up anymore
3 farmland or forestland. That's it. They've
4 already taken up enough.

5 SUE: It's a political joke. It took ten
6 years for this to get where we're at now -- eleven
7 years. Now there are two more possible roads, so
8 it's going to take another ten to decide which one.
9 And then it will take another ten to get up to 465.

10 MS. JANE CHAPIN: How is it going to handle
11 the traffic into 465 when they cannot handle 465?
12 With another I-69 merging into it, more traffic,
13 and they can't handle 465. Have they thought of an
14 extra beltway around 465? It's dangerous.

15 I'm coming from out of state, and 465 is
16 dangerous. I lived in Illinois and the Boston
17 area, and I'm used to traffic. And 465 is probably
18 one of the worst I've ever seen. They need to
19 consider that when adding I-69.

20 MR. JOHN PAPP: I just hope you guys get it
21 done, have good weather, and get it done with the
22 flow. This has been a long time coming. I was
23 telling the other lady there the problem is with
24 the society today. They want this big of a check,
25 and they've lived there all those years. It's only

1 worth this much. I only want this much, you know.
2 I don't really want a million dollars for property
3 that I paid 100,000, 200,000, but everybody is
4 different.

5 And that's what solves this whole plan.
6 That's the problem with the whole economy. It just
7 amazes me. The way it's proposed they're going to
8 take 150 feet, so I'll lose that front section. As
9 long as they build me a road and give me a check
10 for this much, I'll take it to the bank. I don't
11 want them to spend \$700,000 to buy me out because I
12 could come the back way to Martinsville as long as
13 you build me a road.

14 It's shit now because the county don't
15 maintain it anyway. I have to put stone on it all
16 the time, you know. They don't maintain it. So
17 that would be great for me. I'd rather go the back
18 way anyway, less dangerous than going out to the
19 highway. It's amazing what held the guys up.
20 People taking them to court fighting battles, and
21 it does not make sense.

22 My name is John Papp, P-A-P-P. I'm a business
23 owner, and I've already planned for it. I've taken
24 and opened up another U-Haul center in town, so if
25 they do buy me out, that number will ring over here

1 and keep right on going. I wouldn't be able to
2 sell the barns, and I'd still have my camel and
3 pony rides because my business is off the property.

4 So it just amazes me these people going
5 looking for telephone numbers for property. It's
6 not realistic, and this is really the best way to
7 do is go straight. I mean, I've lived here 20-some
8 years. To go the other way, 67, is really bad.
9 This is the shortest route.

10 Once you get past the outskirts of my place,
11 it's all farmland, you know, and most of it is
12 under water anyway. That's always under water.
13 Going up that highway there's less that you have to
14 contend with as far as going through Mooresville
15 and all that right up there.

16 (Public comments made in the auditorium.)

17 MR. RICKIE CLARK: Our first three speakers to
18 sign in requesting an opportunity to present
19 comments this evening will be Quinn Charles
20 followed by Cathy Jackson followed by Les
21 Slatinsky.

22 Is Quinn Charles in the auditorium?

23 Okay. How about Cathy Jackson?

24 Ms. Jackson, the floor is yours. If you
25 would, begin by stating your first and last name

1 before presenting your comment. Thank you, ma'am.

2 MS. CATHY JACKSON: My name is Cathy with a C.
3 Jackson. Actually, my comments are for the
4 audience. My husband and I own 80 acres in Monroe
5 County in Section 5 of the I-69 project. I guess
6 to be more accurate, we had 80 acres.

7 We sat where you are now in these meetings.
8 We wished that someone from Section 4 had come to
9 tell us the reality of what happens. That didn't
10 happen, but we thought you might like it. So
11 here's the reality.

12 First, these meetings are just for show. The
13 state cares nothing about you, your property, your
14 home, your feelings. I-69 is coming like a runaway
15 train, and they aren't about to slow down for any
16 of us. The interstate itself isn't what affects my
17 husband and I. It's one of the few access roads
18 that is cutting our horse farm in half.

19 And once done, I can sit on my front porch and
20 hit the vehicles with a rock. That's how close it
21 will be. You can ask I-69 officials or INDOT
22 officials the same questions 50 times, and you will
23 get 50 different answers. The right hand has no
24 idea what the left hand is doing.

25 For those of you who will have to deal with

1 this, believe me, you have my deepest sympathy.
2 This will change your lives forever and not for the
3 better.

4 MR. RICKIE CLARK: Very well. Thank you,
5 Ms. Jackson, for those comments.

6 Our next speaker to sign in will be Les
7 Slatinsky. If you'd be so kind to make your way to
8 the front of the auditorium.

9 Following Mr. Slatinsky, our next speaker will
10 be James Ray. Sir, the floor is now yours.

11 MR. LES SLATINKSKY: I'm Les Slatinsky. We
12 live just off of Mann Road, but some of the
13 things -- we're calling this progress whether we
14 agree with it or not. We're not going to stop it.
15 All of us made some changes.

16 We're getting gravel pits in our area. I'm
17 not happy about it, but I can't do anything about
18 it. The businesses, I think, are some of the ones
19 hollering the loudest about being on 37. Now, they
20 chose that area because there's traffic. If they
21 were to just shut down the road, they'd still be
22 hollering.

23 If they'd be just off of an interchange,
24 they're not going to be hollering because they
25 would have guessed being in the right place. But

1 there's always -- you're taking a chance at what
2 you do.

3 Even the farmers that farmed down by the
4 river, in a ten-year period, how many crops are
5 they going to lose? Other years it's just great
6 down there for them and rich soil, but they realize
7 that there's a chance because of where they chose
8 to do their farming.

9 And even like down there on Mann Road, if you
10 go down a little ways, there's probably one family
11 that would come out the best on that. That's
12 Lugers. They own lots of land along that river and
13 probably don't have a decent house on any of it
14 that they actually use. So whether they'd be for
15 it or against it, I don't know.

16 But I think -- I don't know what we can do
17 about it, whether it's good or bad, but it's going
18 to be coming. All of us are taking a chance on
19 what we've been doing and where we're at.

20 Like the lady said about the state, I question
21 a lot of the things they've done. Just like those
22 of us by Five Points, they just put one of the
23 circle things in. Plainfield has got bigger
24 circles in town. We've got a single lane. You got
25 big farm equipment going through there. You got

1 semis going through there, and the state put in a
2 single lane.

3 What they're going to be doing on 69, I don't
4 know, but there's probably a lot of big questions
5 in it. Thank you.

6 MR. RICKIE CLARK: Very well. Thank you,
7 Mr. Slatinsky, for those comments. Our next
8 speaker on our speaker sign-in this evening will be
9 James Ray.

10 MR. JAMES RAY: My name is James Ray, and I'm
11 from Johnson County. And I realize that this
12 evening you talked about the study area is some
13 2,000 feet wide. Now, my question is: In that
14 study area, are they planning something like a
15 six-lane road? Are we thinking about making
16 provisions for eight or ten? And maybe that sounds
17 like a mighty big road. But I followed I-65 from
18 it's beginning in Louisville, for instance, all the
19 way to Indianapolis, and in the past several years,
20 I've lived along that route.

21 Now, I know that right now we're expanding 65.
22 Are we going to start out with just four lanes like
23 we've got already in its construction, or are we
24 going to go ahead and build six? Are we going to
25 build other sizes? That's one point to consider.

1 Now, my other second part of the question
2 would be if and when this is finished, does that
3 mean that 469 will not exist for another 10 or
4 20 years, or what's the future in going around?
5 Because as I see right now, traffic going on 465
6 right now is jam-packed, and there's no way it can
7 be expanded.

8 Now, I realize that's a part of progress. It
9 takes a lot of historical things, a lot of income,
10 and a lot of things that people have depended on
11 over the years. But what are we actually going to
12 do? I realize this is a study time, but what is
13 our ultimate goal in this particular plan?

14 MR. RICKIE CLARK: Very well said. Thank you,
15 Mr. Ray, for those comments.

16 Again, Mr. Ray brings up several questions,
17 and, certainly, that's the benefit of a meeting of
18 this fashion. And, certainly, after our formal
19 session this evening, we would invite everyone to
20 stay after and talk with our project
21 representatives in our display area to talk about
22 those various questions and other issues as well.

23 So, certainly, the school has been very
24 accommodating to us. We're excited to have an
25 opportunity to have those types of conversations

1 and talk to everyone, certainly, after the formal
2 session this evening.

3 So thank you, Mr. Ray, for those comments.
4 Our next speakers to sign in on our schedule this
5 evening will be John Drapalik followed by Charlotte
6 Doss.

7 MR. JOHN DRAPALIK: John Drapalik,
8 Martinsville. I've heard several people asking
9 about horizontal alignment for the new interstate.
10 I've got with me a drawing that was presented ten
11 years ago of the vertical alignment, which shows a
12 20-foot-high wall going through Martinsville.

13 I don't know if you people have driven to
14 Westfield. That's an abortion. You just splice
15 the town in half, and I think that it should be
16 given great consideration to at least go around the
17 business area of Martinsville so you don't make a
18 Martinsville wall like The Berlin Wall. That's
19 all. Thank you.

20 MR. RICKIE CLARK: Very well. Thank you.

21 MR. JOHN DRAPALIK: By the way, I have some
22 sheets of that drawing, and I'll leave them right
23 here if anyone wants them.

24 MR. RICKIE CLARK: Thank you, sir. Our next
25 speaker to sign in this evening is Charlotte Doss.

1 MS. CHARLOTTE DOSS: Thank you. Thank you
2 everyone for coming tonight. And by a show of
3 hands, I would like to know how many are for seeing
4 I-69 go up 37. How many of them do not want 69 to
5 go through 37?

6 And, secondly, I'm wondering where does the
7 money come from to build the access roads to the
8 fewer interchanges that will be there. Can Morgan
9 County afford to build them, or will INDOT threaten
10 to cut off state funds for roads for their I-69
11 right?

12 I -- I'm sorry. I can't read my own writing
13 here. Part of old age. The study, the Tier I
14 study, will take my commercial property and my
15 husband's all union construction business and also
16 our home. Economic development along 37 has been
17 stymied due to this I-69 concerns of access to
18 their businesses, and so please tonight give your
19 comments right here at the podium. Your questions,
20 they're not going to be answered tonight, but at
21 least they know how you feel and what your concerns
22 are and we go from there. Thank you.

23 MR. RICKIE CLARK: Very well. Thank you,
24 Ms. Doss, for those comments.

25 Ms. Doss actually was the last speaker to sign

1 in on our schedule. However, having reviewed the
2 PowerPoint presentation, having heard from our
3 previous speakers, there may be others in our
4 audience who would like an opportunity to have his
5 or her comment entered into the record.

6 I see a gentleman's hand right here. If you'd
7 be so kind to make your way forward to the
8 microphone. Please state your first and last name
9 before presenting comments. The floor is now
10 yours, sir.

11 MR. GARY MOODY: Thank you. My name is Gary
12 Moody, M-O-O-D-Y. I'm going to add a little bit to
13 what I said at the meeting on Monday night, and the
14 PowerPoint is very helpful. I have a plan that
15 will help minimize impact tremendously, and what
16 I'm suggesting is that you add State Road 67 to the
17 study area.

18 I just came from State Road 39 at the White
19 River. I had known that there was a five-lane
20 bridge under construction there, and, by golly,
21 there it is and it's finished. Between there and
22 State Road 37 south of Martinsville right about
23 where Section 5 and 6 would meet, there's a lot of
24 flat farmland. I hate to see it go, but there
25 could be a connector built there.

1 If you imagine traffic going north, people
2 would have an alternative of taking State Road 67.
3 They could get directly to the airport, to Reagan
4 Parkway, to 465, to Kentucky Avenue going downtown,
5 to I-70 going downtown. Traffic continuing on I-69
6 can go up 37 and then east on 465, and so it's,
7 basically, an alternative. It would be very low
8 impact.

9 I think it would be done without major
10 revisions to both of those roads. I think if you
11 could raise the speed limit 5 miles an hour on each
12 road, that would be great. It's low impact. It
13 spares Perry Township. It stretches state dollars.
14 INDOT still needs a bridge over the Ohio for this
15 interstate. I'd ask you to please consider that.

16 And, lastly, developers and businesses along
17 those roads will do very well without restricted
18 access. Thank you.

19 MR. RICKIE CLARK: Very well. Thank you,
20 Mr. Moody, for those comments.

21 Perhaps there are others in our audience who
22 would like an opportunity to have his or her
23 comment entered into the official public record. I
24 see this gentleman's hand. If you'd be so kind to
25 make yourself forward. If there are others in our

1 audience, if they would also be so kind as to begin
2 to make their way forward to the front of the
3 auditorium, we certainly want to afford an
4 opportunity for anyone who would like to
5 participate by having their comments entered into
6 the official record.

7 Sir, if you'd be so kind as to state your
8 first and last name. The floor is now yours, sir.

9 MR. RON HESS: My name is Ron Hess,
10 Martinsville, Indiana, here. I say I raised my
11 hand as a proponent of I-69, and I may regret that.
12 But that being said, I work in north Indianapolis,
13 and my wife works south. A faster road of
14 transportation would be fine with me.

15 But I just have two questions because I am
16 immediately off of 37, and that is what's the
17 immediate footprint, ramps, interchanges, going to
18 be off of this proposed route? And would the areas
19 outside of that be rezoned, say, to commercial or
20 whatever? That's all I have.

21 MR. RICKIE CLARK: Thank you, sir, for those
22 comments. And, again, we would invite everyone to
23 stay after and talk in our project open house area.
24 And, again, some levels and areas of detail have
25 not yet been determined, but, certainly, the

1 outline and the footprint that we can talk about we
2 would be more than happy to talk about during the
3 open house session.

4 Sir, if you'd be so kind to state your first
5 and last name before presenting comments. The
6 floor is now yours.

7 MR. THOMAS AILOR: Thomas Ailor, Fishers,
8 Indiana. I think converting Indiana State Road 37
9 into Interstate 69 between the city of Martinsville
10 and the city of Indianapolis is a logical choice to
11 do.

12 You would take less land as opposed if you
13 would route Interstate 69 Section 4 across a new
14 route, say from the city of Martinsville up to
15 Interstate 70 on the west side of Indianapolis. At
16 the same time, I strongly encourage you to make
17 this a six-lane divided highway. Six lanes for
18 northbound Interstate 69 -- I'm sorry. Three lanes
19 for northbound Interstate 69 and three lanes for
20 southbound Interstate 69.

21 And at the same time, I strongly recommend
22 putting in a lot of access points, interchanges,
23 along the way starting at Interstate 465 and
24 working your way all the way down to, I should say,
25 the City of Martinsville at Stones Crossing and

1 Southport and also other areas down along the
2 Indiana State Road 37 corridor.

3 And also I might add is making plenty of
4 frontage roads along Interstate 69 on the
5 southbound lanes and also on the northbound lanes.
6 This way people that have, say, private property
7 along Interstate 69 they could easily access those
8 frontage roads and take it down to the interchange
9 and get on Interstate 69. Thank you very much.

10 MR. RICKIE CLARK: Very well. Thank you, sir,
11 for those comments.

12 Ma'am, I apologize. The floor is now yours.
13 If you'd be so kind to state your first and last
14 name before presenting comments.

15 MS. JANE CHAPIN: Jane Chapin. And my concern
16 is I-465, the intersection, it cannot take anymore
17 traffic, trucks especially, cars from 37 to I-465.
18 It is jammed already. Has anyone considered a
19 beltway maybe south of the airport to alleviate
20 some of the traffic?

21 I'm new to Indiana. I've only lived here one
22 year, and I have yet to see 465 passable. So that
23 is my concern is 37 and I-465.

24 MR. RICKIE CLARK: Very well. Thank you,
25 ma'am, for those comments.

1 Ma'am, if you'd be so kind as to state your
2 first and last name.

3 MS. GAIL LYNN: My name is Gail Lynn. I just
4 want to reiterate Mr. Drapalik's concerns about 69
5 going through Martinsville cutting our community in
6 half.

7 I don't know if you realize it, but 37 is now
8 200 feet within the school. I am sure the
9 interstate is going to widen that and bring the
10 road closer to the school. As a parent of children
11 that come here, I am very concerned about that.

12 I am concerned about the noise that it would
13 cause, the potential, and I just -- I've always
14 been concerned with 37 being so close to the school
15 anyway. I know we've had kids crossing the highway
16 to get over to the business area. I would like to
17 see, if 69 is going to come through this area, it
18 swing outside of our community so our community can
19 stay together.

20 And I also saw alternative routes that were
21 being looked at. One of those was going up 67.
22 Again, that route was going to cut Mooresville in
23 half too, and I think that any interstate shouldn't
24 cut a community in half.

25 MR. RICKIE CLARK: Thank you, ma'am, for those

1 comments.

2 Sir, if you'd be so kind as to state your
3 first and last name. The floor is now yours, sir.

4 MR. MIKE BROWN: My name is Mike Brown. I
5 live up in Indianapolis. I've lived in
6 Indianapolis since 1979 when I was a senior in high
7 school when I moved here.

8 And the gentleman that was just talking about
9 the Fishers/Castleton area, since I've lived here,
10 it's been upgraded at least seven times, and it
11 still cannot handle the volume that's going through
12 that area right now. It's still a major problem.

13 I've lived on the south side. I moved here to
14 Southport in '65 in that area, Southport Road area,
15 and nothing was there when we moved here in '79.
16 We had three businesses at the Southport Road exit.
17 We had a huge dairy farm south of Southport Road,
18 which is now all residential and hotel and all that
19 type of stuff. If anybody is from the south side
20 of Indianapolis, they may remember the Golden
21 Guernsey was the name of the dairy.

22 My proposal is with all the construction that
23 we've had in Plainfield area the last 25 years to
24 build up logistics, they're running out of space in
25 that area. They're, basically, filling up.

1 Ameriplex is eventually going to fill up with
2 Ronald Reagan Parkway, and that's going to fill in.

3 I was down here about 16 years ago when they
4 had the first meetings. I'm not an engineer, but I
5 know it's new construction. But new construction
6 and shorter length and less road frontage
7 capabilities and only have four intersections from
8 70 via just west of Monrovia within a 2- to 3-mile
9 corridor just west of Monrovia, not east of 39, but
10 west cross country, cut and fill in the hilly areas
11 just north of 67 just south of the existing bridge
12 now that's at 39 right up the street from here, you
13 got to cut across and build a new bridge and cut
14 across the floodplain just like 39 is built up on a
15 causeway-type system now, which was built 75 to
16 100 years ago when that road was built -- I don't
17 know the history or existence of that road because
18 I wasn't around that time period when they built
19 it.

20 But it's only four intersections. Only two
21 are major, and the cost factor when I was getting
22 estimates of what an overpass was, what a major
23 intersection costs, etc., and no road frontage, it
24 would be a three-lane road each way and only
25 500 feet clearance is all you would need to cut

1 through would cost less than a \$100 million versus
2 the intersection at Southport Road -- not Southport
3 but at 37 and 465 will cost anywhere from 150 to
4 200 million.

5 MR. RICKIE CLARK: Very well, sir. The
6 two-minute time limitation has elapsed. Thank you,
7 sir, for those comments. I appreciate that very
8 much.

9 Again, the purpose of the time limitation is,
10 certainly, to afford an opportunity to as many
11 speakers this evening as possible. Certainly, we
12 would encourage anyone if they would like to
13 supplement their verbal comments with written
14 statements. As a matter of fact, we encourage you
15 to supplement your verbal comments with written
16 statements, e-mails, the comment forms that are
17 available in the display areas. We would encourage
18 you to do that as well.

19 This gentleman has been waiting for an
20 opportunity to speak, and then we'll make our way
21 to the left side of the auditorium. Sir, if you'd
22 be so kind to state your first and last name.

23 MR. BILL CHAPIN: My name is Bill Chapin of
24 Martinsville. And I just wanted to give a vote of
25 confidence to the people from INDOT and the

1 consultants for coming to speak with us, and thanks
2 for everybody for coming.

3 But my comment is I've talked to four or five
4 of the consultants from Lochmueller, and my
5 question to them was -- and I would propose the
6 same question to the panelists, if they're allowed
7 to speak -- whether or not there's any
8 consideration being given to a bypass around
9 Martinsville at this point in time.

10 I know we can't judge the future, but I would
11 like to hear tonight at this point in time whether
12 or not there is any consideration to a bypass
13 either east or west of the 37 corridor through
14 Martinsville.

15 MR. RICKIE CLARK: Very well. Thank you, sir.

16 During the comment session, we're soliciting
17 comments and statements for the record so that we
18 can prepare a transcript of the comments that are
19 present. The transcript is what INDOT will review
20 and evaluate.

21 Certainly, if there's a specific question, we
22 encourage everyone to visit our display area and
23 our open house area. Our members of our panel will
24 also be available in the open house area as well.
25 If there are questions or areas of clarification,

1 we would encourage you to participate by visiting
2 our open house session.

3 The members of our panel are listening and
4 receiving comments. Our court reporter is
5 transcribing those comments so that we can prepare
6 an official transcript to be reviewed and
7 evaluated. So our panel will not be addressing
8 specific questions, but they, certainly, will be
9 available throughout the duration of the evening in
10 our display areas. If you have specific questions,
11 we would invite you and encourage you to stay after
12 and talk with us in the display area.

13 Sir, if you'd be so kind to state your first
14 and last name before presenting comments, and the
15 floor is now yours, sir.

16 MR. JOHN ALMAN: My name is John Alman, and I
17 actually live in the Legendary Hills area over in
18 the Section 5 northern terminus.

19 I guess as I comment, I would like to say that
20 I'd be interested to see this interstate terminate
21 somewhere up around the airport area. I think that
22 would be an excellent end point for it. I think it
23 makes sense. There are a couple different ways you
24 can do it. I'm sure those will be looked at.

25 The other thing is really more of a concern.

1 Section 5, I believe, is scheduled to be completed
2 in the winter of 2016. So I know that's a couple
3 years away, but from what I read and what I've
4 seen, it doesn't look like, regardless of the route
5 that's chosen, you'd be able to do any construction
6 for probably at least four years after that.

7 So we're going to have, essentially,
8 interstate rate traffic that hasn't seen a stop
9 light since Evansville or points beyond eventually
10 that's going to come up and slam headlong into the
11 south part of Martinsville. And you've got two
12 choices. One is the 39 bypass, which really is not
13 much of a bypass anymore. It's going to clog up,
14 and it's easy to get stopping points there, a truck
15 or something that's making a turn.

16 And then you have five stop lights to get
17 through Martinsville. And one of those is at 252
18 at the top of a relatively steep grade. I'm not a
19 truck driver, but I'm guessing you really don't
20 like those very well. I see a potential for a lot
21 of backups.

22 So I'm hoping that somebody is planning on
23 adjusting lights, doing something to try and make
24 sure the traffic continues to flow smoothly for
25 those of us that have to live here and commute back

1 and forth. Thank you.

2 MR. RICKIE CLARK: Very well said. Thank you,
3 sir, for those comments.

4 Perhaps there are additional speakers who
5 would like to have his or her comment entered into
6 the official public record this evening?

7 Yes, sir. If you'd be so kind to make your
8 way forward to the front of the auditorium. Again,
9 state your first and last name before presenting
10 your comment. The floor is yours, sir.

11 MR. JEFF REYNOLDS: My name is Jeff Reynolds.
12 I own a business along 37, and I've been in
13 Martinsville most of my life. Actually, I moved
14 away and I moved back. And I've seen businesses
15 leave Martinsville. I've seen the economics kind
16 of decline in Martinsville, and I don't see it
17 gaining back.

18 And my concern is if we try to do a bypass
19 around Martinsville that's going to take that
20 traffic away even more. And the businesses depend
21 on the traffic, depend on the people coming up that
22 road. I'm a little bit concerned when we start
23 talking about bypasses.

24 And I understand that it affects people. It
25 affects their properties, but also I don't want

1 Martinsville to die. It's been my life. It's been
2 my family's life. I just hope as we look at this
3 and we're looking at coming through 37 we take into
4 consideration the number of access points that we
5 can use to allow the traffic coming in to get to
6 the businesses too. So that's really what I want
7 to say.

8 MR. RICKIE CLARK: Very well. Thank you, sir,
9 for those comments.

10 Additional speakers who would like to
11 participate by having his or her comment -- yes,
12 sir, if you'd be so kind to make your way forward
13 to the front of the auditorium.

14 Thank you to all of our previous speakers thus
15 far. As a reminder, please feel free to supplement
16 your verbal comments with written statements or
17 e-mails or by submitting a comment form in the
18 display area as well.

19 Sir, if you'd be so kind as to state your
20 first and last name. The floor is now yours, sir.

21 MR. TOM FRANKLIN: My name is Tom Franklin. I
22 live just north of Martinsville a half a mile off
23 of 37 on Egbert Road.

24 And Mr. Reynolds brought up a point that has
25 been a pet peeve of mine since the beginning of

1 this, and that is the traffic that we're having.
2 And when Section 5 is completed up to Martinsville
3 and then it's connected with the other parts that's
4 not done south of Bloomington, it's going to
5 increase. He had a very valid point about the
6 traffic and the stop lights.

7 But I would like someone on the panel to
8 answer where the money is going to come from for
9 Section 6. We all know that the existing
10 construction now was paid for when a man named
11 Mr. Daniels sold a toll road on the north end of
12 Indiana. What are they going to sell now to finish
13 this construction?

14 This is a very costly procedure, whether
15 there's a bypass or not, which I don't feel there
16 is going to be a bypass. Martinsville is in
17 trouble whether the interstate comes, goes, goes
18 around to the east or the west. It's going to be
19 in trouble from now on. It will be divided in one
20 fashion or another.

21 MR. RICKIE CLARK: Very well said. Thank you,
22 sir, for those comments.

23 And, again, the members of our panel will be
24 available this evening after the conclusion of the
25 formal session this evening. So, certainly, if you

1 have questions or points of emphasis, then members
2 of our panel will be available throughout the
3 evening to address any questions that you might
4 have.

5 Ma'am, the floor is now yours. If you'd be so
6 kind to state your first and last name.

7 MS. JOANNE STUTTGEN: I'm Joanne Stuttgen with
8 the Martinsville Plan Commission. Back in 2008
9 Martinsville and Mooresville and Morgan County
10 updated their comprehensive plans to reflect the
11 Tier I corridor, which was then State Road 37.

12 We are now nearly five, six years later, and
13 it is time again to update our comprehensive plans
14 but now the game has changed one more time. When
15 we did the comp plan in 2008/2009, that was funded,
16 in part, by INDOT as part of a mitigation for the
17 37/I-69 conversion.

18 So I'm here to ask INDOT to please consider
19 assisting us one more time to fund the updates of
20 the comprehensive plans which now are needed
21 because they're out of date but because the game
22 has changed where we're once again faced with so
23 many unknowns that we have to prepare for.

24 And to be honest, the city and the local
25 communities can't fund those kinds of studies

1 without help, so your assistance is requested.

2 Thank you.

3 MR. RICKIE CLARK: Very well. Thank you,
4 ma'am, for those comments.

5 Additional speakers? Sir, if you'd be so kind
6 as to state your first and last name. The floor is
7 now yours, sir.

8 MAYOR PHIL DECKARD: Thank you. I'm the
9 mayor, Phil Deckard, of the City of Martinsville.
10 Thank you again for hosting this, and thanks to
11 those who have come out this evening.

12 Also serving on one of the advisory
13 committees, our objections and our concerns have,
14 certainly, been filed and noted with INDOT and
15 we'll continue to work on those.

16 I concur with Mr. Drapalik and several of the
17 statements that were made this evening. We're
18 concerned about where the access points will be
19 located along the interstate. We're concerned
20 about not splitting our city between business,
21 industry, shopping areas, residents or dwellings,
22 our schools, and the entrance to our beautiful
23 downtown. We're concerned about those things.

24 We're concerned also about a pedestrian
25 walkover located at the Grand Valley shopping area.

1 We're really concerned about where funding will
2 come and how will funding be supplied to provide
3 for the many frontage roads that will be necessary
4 as I-69 comes through. Thank you.

5 MR. RICKIE CLARK: Very well. Thank you,
6 Mayor, for being here. Thank you for those
7 comments.

8 Additional speakers at this time who would
9 like to have his or her comment entered into the
10 official public record this evening? And, again,
11 the public record, the transcript, is what INDOT
12 project officials will review and evaluate.

13 And so thank you thus far to all of our
14 previous speakers for presenting their comments
15 this evening, but we certainly want to open the
16 floor for additional speakers at this time.

17 If you'd be so kind as to state your first and
18 last name. The floor is now yours, sir.

19 MR. TOM GRAY: My name is Tom Gray. I have
20 some questions from the lady who was here from down
21 south. I really appreciated her comments, and it
22 makes more sense now.

23 You folks won't answer a question on the
24 record. I've dealt with the record and being on
25 record for 32 years, and I'll go out there and ask

1 each one of these people the same question. And
2 I'll get three, four different answers. That's not
3 fair to us. You ought to be on the record right
4 now answering these questions or saying we will
5 come back on June 15. We have all your questions.
6 We will have one answer, a unified answer, not four
7 different answers of what the answer is to that
8 question. That's not fair to us.

9 Also I live across 252 and 37. To get to
10 Martinsville, for the next ten years, that's going
11 to be a killing field intersection, and something
12 has to be done. You're going to have to reduce the
13 speed limit. You're going to have to have these
14 nice uniformed officers out there 24/7 to slow
15 those trucks down. Because my wife and my
16 grandkids are going to get killed. Thank you.

17 MR. RICKIE CLARK: Very well. Thank you, sir.
18 Thank you, sir, for that.

19 Additional speakers this evening who would
20 like to have their comments entered into the
21 official public record this evening? Additional
22 speakers at this time that would like to have his
23 or her comment entered into the record?

24 Sir, if you'd be so kind to state your first
25 and last name. The floor is now yours, sir.

1 MR. ROY FROST: My name is Roy Frost. I live
2 in Martinsville, and I hope the Interstate 37 when
3 it was completed up there around 465 a couple years
4 ago and Harding that the consideration was made
5 that 69 was about to come up there with a lot more
6 traffic than they have now.

7 Because if you go up there now, you try to get
8 off of 465 there it's backed up. If you try to get
9 on, it's backed up. And you people just spent
10 millions and millions of dollars to redo that area.
11 Are you going to redo it again?

12 And another thing, if you're not from around
13 here, when you leave out of here, if you go on 37,
14 take Ohio Street, look at all those businesses on
15 your right-hand side. How do we get to that? Are
16 you going to take Mahalasville Road, go back five
17 miles, and come back another road? How does the
18 people in this town get to businesses that they're
19 looking at and can't even get to?

20 And you're making -- and like they said, the
21 high school, how much road frontage are you going
22 to be taking off from the high school? Is there a
23 bridge going to be going across there for people to
24 walk?

25 More than anything, that industrial park over

1 there, they're all going to be cut off from the
2 main highway that they have access to now. And how
3 do they get to it afterwards? Granted, you people
4 probably don't live around here, so you're probably
5 saying I guess they're going to have to drive,
6 whatever.

7 But it's the people that live here and have to
8 work here and maintain a home here and their life
9 here that's being affected, and I would imagine --
10 and I know I was shocked by it. The traffic when
11 they brought the traffic coming into this town from
12 south I would think half of us never even thought
13 about that. That's going to be a huge concern to
14 everyone, and there's nothing that can be done
15 about that until you get it all completely done.
16 I'd like you to consider what's going to be
17 happening.

18 MR. RICKIE CLARK: Very well said. Thank you,
19 sir, for those comments.

20 Additional speakers?

21 Sir, if you'd be so kind to state your first
22 and last name. The floor is now yours.

23 MR. STAN DIAMOND: My name is Stan Diamond,
24 and I'm a resident here in Martinsville, actually
25 north of the city a little bit. And I'm aware that

1 there's some drainage issues on the south side of
2 the community, and the south side drains down
3 towards the south. And it's going to be important
4 that the city and INDOT and the consultants work
5 together to address those drainage issues to make
6 certain we end up with a good solution.

7 So, please, enter that into the record that we
8 need to get those drainage issues addressed in the
9 community and be able to convey those flows south
10 so we don't cause some problems. Thank you.

11 MR. RICKIE CLARK: Very well. Thank you, sir,
12 for those comments.

13 Additional speakers who would like to have
14 their comments entered into the official public
15 record this evening? I'd like to thank all our
16 previous speakers thus far, and I'd also like to
17 thank all of you, members of our audience, thus far
18 during our comment session.

19 And as a reminder, our project representatives
20 are available in the display area to, certainly,
21 address any questions that you might have or point
22 out perhaps areas of emphasis.

23 Sir, if you'd be so kind as to state your
24 first and last name. The floor is now yours.

25 MR. ALAN KERRY SMITH: My name is Alan Kerry

1 Smith. I grew up here. I graduated here in 1961.
2 I've spent the last 30 years on the north side of
3 Indianapolis off I-69, and I will tell you folks
4 it's nothing but a madhouse when it comes to
5 interchanges and getting on and off of 465 up
6 there.

7 My question is: Why aren't you doing
8 something at 465 to eliminate the problem because
9 you've got all of this already messed up as it is?
10 Why not start where you're going to get off and on
11 at and get that finished before you start tearing
12 up the rest of the country trying to figure out
13 where you're going to go. Thank you.

14 MR. RICKIE CLARK: Very well. Thank you, sir.
15 Additional speakers?

16 Ma'am, if you'd be so kind as to state your
17 first and last name. The floor is now yours.

18 MS. BECKY WILSON: My name is Becky Wilson.
19 We live, we work, our homes are here. All we're
20 asking is that you be honest with us. That you be
21 up-front, you take care of our needs, and you be
22 honest with us from day one to the end. Thank you.

23 MR. RICKIE CLARK: Very well, very well.
24 Thank you, ma'am.

25 Additional speakers who would like to

1 participate by having his or her comment entered
2 into the official public record this evening? I
3 certainly want to afford an opportunity for anyone
4 who would like to participate and also as a
5 reminder to feel free to supplement your verbal
6 comments with written statements as well.

7 Do we have any additional speakers at this
8 time who would like to be entered into the official
9 public record at this time?

10 Very well. Sir, if you'd be so kind to state
11 your first and last name. The floor is now yours.

12 MR. BILL SKILLMAN: My name is Bill Skillman.
13 I live in Greenwood, and we have a business here in
14 Martinsville. We have a car dealership, and we
15 have some real concerns because most of these car
16 dealerships face 37 and our frontage is 37.

17 There's not enough room for an access road in
18 front of my dealership. You can't turn it around
19 and make it face the other direction. What are we
20 supposed to do? It's going to be a mess.

21 You have businesses between Ohio Street and
22 all the way up to 252 that are going to be cut off.
23 There's really not a good access road. It's a lot
24 to be discussed. And on the other side of the
25 road, you have the same issues.

1 The road is 2,000 feet. Is that how much road
2 you take? Is that what the corridor will be; is
3 that correct?

4 MR. RICKIE CLARK: That's the width of the
5 corridor.

6 MR. BILL SKILLMAN: The width of the corridor
7 is 2,000 feet?

8 MR. RICKIE CLARK: Yes.

9 MR. BILL SKILLMAN: That's getting into the
10 school. It's getting into those businesses where
11 they have to go away or not.

12 So I think there's a lot -- I think 69 can
13 bring -- there's pluses and minuses to 69.
14 Martinsville has an opportunity to grow businesses
15 here off of 69. You know, you have great access to
16 70. I think 465 and 37 is a disaster. I think
17 there's no way that you can deadhead at 37. You've
18 got to go left somewhere. You're going to have to
19 go west and come in.

20 But it's -- you know, I don't know if it's
21 good or bad. I'm not sure. I haven't -- if this
22 is going to be good for Martinsville or bad for
23 Martinsville. I think it can be a positive, but I
24 think it can be a big negative if it's not laid out
25 right.

1 MR. RICKIE CLARK: Thank you. Very well said.
2 Thank you, Mr. Skillman, for those comments. I
3 actually was going to approach you. I thought you
4 were the Mr. Skillman that I'd seen on television
5 on the commercials but was too bashful to approach
6 you earlier.

7 Nonetheless, additional speakers who would
8 like an opportunity to present his or her comment
9 and have that entered into the official public
10 record this evening? Any additional speakers at
11 this time? I certainly don't want to overlook
12 anyone.

13 Very well. Then this means that many of you
14 have specific questions. We would certainly
15 encourage you to stay after this evening, visit our
16 project display area, our open house area. The
17 members of our panel actually will be making their
18 way, moving about. So if you'd like to speak with
19 any members of our panel, they'll be available this
20 evening. We encourage you to stay after, visit
21 with our project representatives. At this time we
22 will conclude the formal portion of our
23 presentation this evening.

24 (The hearing concluded at 8:00 p.m.)
25

1 STATE OF INDIANA

2 COUNTY OF MARION

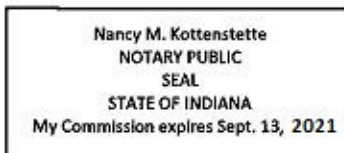
3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing public comments at the hearing were
6 taken at the time and place heretofore mentioned
7 between 5:00 p.m. and 8:00 p.m.;

8 That said public comments at the hearing were
9 taken down in stenograph notes and afterwards reduced
10 to typewriting under my direction; and that the
11 typewritten transcript is a true record of the
12 testimony given;

13 I do further certify that I am a disinterested
14 person in this cause of action; that I am not a
15 relative of the attorneys for any of the parties.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my notarial seal this 6th day of
18 March, 2015.

19 Nancy M. Kottenstette



20
21
22
23 My Commission expires:
24 September 13, 2021

25 Job No. 95862

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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

Public Hearing

May 18, 2015



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3 INDIANA DEPARTMENT OF TRANSPORTATION
4 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
5 PUBLIC HEARING
6
7
8

9 May 18, 2015
10 5:30 p.m.
11
12

13 AT THE
14 Center Grove Middle School North
15 202 North Morgantown Road
16 Greenwood, IN 46143

17 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20

21 STEWART RICHARDSON & ASSOCIATES
22 Registered Professional Reporters
23 One Indiana Square
24 Suite 2425
25 Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. LEONARD FOSTER: Run it right up 37, the
3 existing route. As soon as you can put it in, the
4 better.

5 MR. THOMAS FOSTER: Leave the road on 37, the
6 new one.

7 ADAM: I'm in favor of the P-6 proposal. It's
8 on the western side. I think it should really be
9 considered and looked at as far as a cost factor
10 and just efficiency.

11 (Adam wished to retract this comment as shown
12 at the end of the hearing.)

13 MR. JIM CRAIN: I'm in favor of one of the
14 cheaper routes. From what I've seen on there, it
15 appears to be the eastern routes. I leave it up to
16 them. There looks like three alternatives there,
17 which are F-2, G-2, F-1, or G-1. I guess that's --
18 I got that right. New Harmony Road or going up
19 either side of Bargersville.

20 MR. GESS PETERS: Basically, the Mann Road
21 corridor makes the most sense as far as it helps
22 Decatur Township. It's on one side because it's
23 only got 67. If they use the Mann Road corridor,
24 it takes that traffic off of 37. And when they're
25 doing construction, they won't have any effect on

1 37. It's just a win-win situation if they'll do
2 that.

3 (Public comments made in the auditorium.)

4 MR. RICKIE CLARK: Our very first speaker to
5 sign in on our speaker schedule this evening will
6 be State Representative John Price. Our very first
7 speaker to sign in as a speaker this evening will
8 be Representative Price.

9 Representative, thank you so much for being
10 here, and the floor is now yours, sir.

11 MR. PRICE: Good evening. I'd like to thank
12 everyone for coming in here tonight to this
13 meeting. I thank INDOT for having this and keeping
14 the people informed on what is going on.

15 So, you know, I think this is an important
16 time which route is decided upon through these
17 settings and all the information that is discussed
18 I think for everyone involved here. I know a lot
19 of you know I had a bill to do with State Road 37
20 and 69 where we opened up to be fair for all
21 routes, whether it was decided on but also 37 to be
22 considered in this process.

23 So, again, I don't want to take anybody's time
24 up that would like to say something here tonight.
25 Again, I'd like to thank you for being here tonight

1 and going through this process. Thank you.

2 MR. RICKIE CLARK: Very well said. Thank you,
3 Representative Price, for offering those comments.
4 I could immediately tell that when I announced the
5 representative's name that he was unaware he was
6 going to be a speaker, so thank you very much for
7 speaking.

8 With that as our introduction, perhaps there
9 are additional elected public officials that would
10 like an opportunity to present a comment for
11 inclusion into the public record. Having reviewed
12 the presentation, perhaps having visited the open
13 house display area, there may be additional elected
14 officials at this time who would like an
15 opportunity to present a statement for inclusion
16 into the public record. Certainly want to afford
17 an opportunity to our elected officials and open
18 the floor to others in our audience. At this time
19 any additional elected officials? Very well.

20 Well, at this time then we will continue to
21 move forward in our comment session. Having
22 reviewed our presentation, having visited,
23 hopefully, with our project officials, perhaps
24 there are others in our audience who would like to
25 take this opportunity to present a comment to our

1 panel, members of our INDOT project team, present a
2 comment to the audience. Perhaps there was
3 something that caught your attention during the
4 presentation that you would like to draw attention
5 to.

6 Certainly, we want to open the floor at this
7 time for anyone who would like to participate as a
8 speaker and have their comments entered into the
9 official public record. Because I don't see hands
10 just yet, I will also mention that our court
11 reporter -- sir, if you'd be so kind as to make
12 your way to the front of the auditorium. I was
13 only going to mention our court reporter will also
14 be available after this formal session.

15 So if there are others that would like to
16 present comments perhaps in private off to the
17 side, perhaps uncomfortable with presenting
18 comments formally, then the court reporter will be
19 available afterwards to accept these public
20 comments as well.

21 Sir, the floor is now yours.

22 MR. MIKE ALLEN: I understand we can't refer
23 to the PowerPoint slide. My name is Mike Allen. I
24 live on South Belmont. My back door is on 37.

25 With all due respect to Sarah, one of the

1 first slides you showed was a pie chart that showed
2 what people had suggested from the last meeting.
3 And your comment was that 60 percent preferred an
4 alternative to the 37 corridor.

5 I find that convoluted logic. When I looked
6 at the pie chart, I saw 60 percent that had
7 alternatives, but by far the largest sampling was
8 the 40 percent that suggested 67. My comment is:
9 As we go to these public meetings as we move
10 forward to represent charts and statistics as they
11 stand.

12 I think that the convoluted logic there were
13 very small random samplings that had alternate
14 routes. By far the largest single sampling was the
15 40 percent that asked for 37.

16 MR. RICKIE CLARK: Very well said. Thank you,
17 sir, for those comments.

18 Additional hands? I saw several hands in our
19 audience. Sir, if you'd like to come forward and
20 utilize the microphone and present a comment for
21 inclusion into the public record. I apologize we
22 don't have any wireless microphone.

23 If you'd be so kind as to state your name
24 before presenting comments. The floor is now
25 yours.

1 MR. RICHARD DOUGLAS: My name is Richard
2 Douglas. I'm a property owner in Johnson County
3 and along Highway 37. I think we should do
4 everything that we can to get this I-69 on 37. It,
5 in my view, is a matter of revenue. It's a matter
6 of development, a matter of growth, a matter of tax
7 base for our county and our city. We cannot afford
8 to pass this opportunity up.

9 Take a look at County Line Road and 65. Look
10 at the Wal-Mart. Look at the Kroger and all the
11 medical buildings. Look at the hotels and
12 restaurants and shopping centers and even the
13 hospitals over there. That's because of I-65. We
14 could have similar development here if we push as
15 hard as we can to get 69 up 37 corridor.

16 We can't afford to pass this up and hand it to
17 Camby or Mooresville or wherever else this road
18 alternatives may be shown. Thank you.

19 MR. RICKIE CLARK: Very well. Very well said.
20 Thank you, sir, for those comments.

21 Additional speakers who would like an
22 opportunity to participate? The gentleman in the
23 back, if you'd be so kind as to make your way
24 forward. If we have additional speakers that at
25 any point in time, if they would be so kind as to

1 begin to make their way to the front of the
2 partition area, we want to afford an opportunity to
3 as many speakers as we can this evening. Certainly
4 appreciate the comment and public input very, very
5 much.

6 If you'd be so kind as to state your name, and
7 the floor is now yours, sir.

8 MR. STEVE BEST: Good evening. My name is
9 Steve Best. I live in White River Township, and I
10 work on the west side of Indianapolis. And for the
11 last 30 years, I've commuted between my home and
12 the west side of Indianapolis; and over the last
13 20 years, Interstate 465 and 37 has become a
14 nightmare as far as traffic is concerned.

15 You are taking your life in your hands exiting
16 465 onto 37. Traffic is backed up all the way from
17 Southport Road back to 465 on many evenings, and
18 it's worse if there happens to be an event at IU.

19 At every intersection between 465 and Waverly,
20 there's a cross that signifies where someone has
21 lost their lives at one of those intersections on
22 37 because people drive 37 as though it's an
23 interstate. And make no mistake. If this road
24 does not follow 37, if it goes to the east or goes
25 to the west, just because it's decided that that 69

1 marker is going to go elsewhere, people are still
2 going to drive the route that makes sense to them.

3 They're going to drive 465 from the north side
4 or from Michigan or Canada. They're going to get
5 off of 37, and they're going to go south. The
6 traffic will not change. If 69 is built elsewhere,
7 there will be no more money for 10 or 20 years to
8 repair 37.

9 These are things to consider as far as where
10 this road should be routed. It was the Tier I
11 decision to route it on 37, and, if anything,
12 things have gotten worse from a traffic standpoint
13 in the last 20 years. Thank you.

14 MR. RICKIE CLARK: Very well. Thank you, sir,
15 for those comments.

16 Additional speakers who would like an
17 opportunity to present a comment and have that
18 comment entered into the official public record
19 this evening? Certainly want to afford an
20 opportunity -- yes, sir, if you'd be so kind as to
21 make your way forward.

22 Again, thank you to all of our speakers thus
23 far for presenting comments and participating
24 during our comment session. As a reminder, our
25 comment form, e-mail address, our project office,

1 all the other modes are available to you.

2 Certainly, we appreciate our speakers thus far.

3 Sir, if you'd be so kind as to state your
4 name. The floor is now yours.

5 MR. BRIAN WARNER: My name is Brian Warner. I
6 live down towards Martinsville. I hate to beat a
7 dead horse, but as we've all discussed, 37 is the
8 only logical choice. If we're going to build
9 another road, we're going to pay for it and we're
10 going to have to repair it. Just like the
11 gentleman said before, traffic is going to travel
12 along 37. There's nothing you're going to do about
13 it. It's going to make it a safer road and a
14 quicker commute, and any of the other alternatives
15 are not going to make it quicker from Martinsville
16 up.

17 If you go over to 65, 65 is full of traffic.
18 That's all you can say. So anymore traffic to that
19 is a very silly idea. If you look at your own
20 numbers, the time span is just not there if you go
21 to the west. You're going to make 70 just as bad
22 as 65. Whether it goes 37 or it goes to Mann, I
23 appreciate this forum and all the options. That is
24 up to you guys to decide, but I think it needs to
25 follow 37 through the country at least until it

1 gets close. Whatever you guys want to do with the
2 interchanges, that is completely up to you. Thank
3 you.

4 MR. RICKIE CLARK: Very well. Thank you for
5 the comments.

6 Before we continue with the presentation, the
7 gentleman here, sir, if you'd be so kind perhaps
8 after the comment session we can entertain
9 questions one on one. I want to be respectful to
10 other folks here on this side of the room that are
11 trying to listen to the comments. Perhaps
12 afterwards I'm sure the representative will be very
13 happy to entertain your questions and talk with you
14 after the presentation. Thank you so much.

15 Additional speakers who would like an
16 opportunity to participate? I see a gentleman's
17 hand in the very back. If you'd be so kind as to
18 come forward and participate as a speaker keeping
19 in mind the other options that are available to
20 you.

21 Also keeping in mind, I know we'll have real
22 specific questions. Our project team will be
23 available afterwards to point out areas of
24 emphasis, clarification, and address the specific
25 questions that you might have.

1 Sir, if you'd be so kind as to state your
2 name. The floor is now yours.

3 MR. STEVE PAPPAS: Good afternoon. My name is
4 Steve Pappas, and I live down the road in the
5 Wakefield neighborhood. One of the things that --
6 when I grew up, I grew up on the north side of town
7 off of Allisonville and 79th Street. I saw
8 Allisonville grow, and I saw 465 and all that area
9 grow.

10 One of the things that we need to consider is
11 how are you going to get on the interstate? Right
12 now I've heard that Smith Valley Road is an
13 east-west road, two lanes. Very few turn lanes
14 turn left on to the side roads or mail trucks that
15 are going up and down Smith Valley Road. How are
16 you going to handle the volume of traffic that's
17 going to get on the interstate? If not Smith
18 Valley Road, where is it going to be?

19 We're looking not only if 37 is selected and
20 the infrastructure that's going to have to go
21 there, but you also have to consider how are you
22 going to get on the interstate? And if you go on
23 the north side and go around Allisonville Road,
24 that is a product that's 40 years in development.

25 Once upon a time, Allisonville and 86th Street

1 was just a flashing red light. Well, granted,
2 Smith Valley Road is not that today, but it's still
3 a two-lane road. And there's a lot of
4 infrastructure needs to make the roads that are
5 going to connect.

6 MR. RICKIE CLARK: Very well. Thank you, sir,
7 for those comments.

8 Additional speakers who would like an
9 opportunity to present a comment for inclusion into
10 the public record this evening? Additional
11 speakers who would like an opportunity? Perhaps
12 having heard our previous speakers, having reviewed
13 our presentation, there may be someone else who
14 would like an opportunity to have their comments
15 entered into the public record this evening.

16 Additional speakers at this time? Yes, sir.
17 If you'd be so kind as to make your way forward.

18 Again, as this gentleman is making the way to
19 the front of the auditorium, our project team will
20 be available to address specific questions in
21 regards to the presentation in regards to perhaps
22 something you might have viewed in the display area
23 as well.

24 Sir, if you'd be so kind as to state your
25 name. The floor is now yours.

1 MR. THOMAS AILOR: Thomas Ailor, Fishers,
2 Indiana. I believe that converting Indiana State
3 Road 37 into the city of Martinsville and the city
4 of Indianapolis is the optimal choice. By
5 converting Indiana State Road 37 into
6 Interstate 69, you're going to eliminate a number
7 of traffic signals along this route, which should
8 improve traffic flow between the city of
9 Indianapolis and the city of Martinsville.

10 You also remove a lot of stop signs and
11 dangerous intersections. You eliminate the
12 possibility of crashes, and I think when we design
13 this highway and have it go along Indiana State
14 Road 37, I think we make it a six-lane divided
15 highway from the start and put plenty of
16 interchanges at these crossroads, Smith Valley
17 Road, Southport Road. This way people come from
18 our neighborhoods and get on Interstate 69 and go
19 to north or south.

20 I think this is a better solution to the
21 burden of 37 as opposed to going across the new
22 terrain routes to the west and hook up with
23 Interstate 70 on the west side of Indianapolis. If
24 you do this, you're going to take a lot of
25 farmland, and that's going to take more

1 right-of-way as opposed to Indiana State Road 37.

2 Right now the lane that Indiana State Road 37
3 runs across through the city of Martinsville and
4 the city of Indianapolis you don't have to buy so
5 much land or right-of-way on either side of Indiana
6 State Road 37, which would be a lot less than how
7 much you have to buy if you want to go to a new
8 terrain route. Thank you very much.

9 MR. RICKIE CLARK: Very well. Thank you so
10 much.

11 Again, thank you to all of our speakers thus
12 far. Thank you to adhering to the two-minute time
13 limitation. Thank you to our audience for the
14 respect and courtesy that they've paid to our
15 speakers this evening.

16 Are there additional speakers who would like
17 an opportunity? I see several hands. If you'd be
18 so kind, you first, and, sir, you can be our next
19 speaker after that.

20 And, again, please remember to state your name
21 before presenting comments, and, ma'am, the floor
22 is now yours.

23 MS. LYNN GOODMAN: Hi. I'm Lynn Goodman.
24 I've been out in this area for about 25 years.
25 Everybody has really good comments. It's a

1 preexisting road. People drive it like an
2 interstate anyway, but I happen to live right in
3 between State Road 144 and Smith Valley Road.

4 And like the gentleman said earlier, what are
5 you going to do with Smith Valley? Where are you
6 going to put all these cars if it's going to be an
7 exit? Same thing with 144. My street, Mullinix
8 Road, will become the street that everybody takes
9 the shortcuts on.

10 I have a stop sign just above the hill. On
11 any numerous day, numerous times during the day,
12 people run that stop sign, blow right through it,
13 whether they're coming up the hill or whether
14 they're coming down the hill. That's going to be a
15 new shortcut. That's going to be where my
16 grandchildren are playing. I don't let them play
17 in the street, but, unfortunately, they're going to
18 start driving soon. We can't back out of our
19 driveway because now we have a problem with who's
20 coming where.

21 What are we going to do with traffic? That's
22 my concern.

23 MR. RICKIE CLARK: Very well. Very well said.
24 Thank you, ma'am, for those comments.

25 Sir, if you'd be so kind as to come forward.

1 And, again, our project team -- we have members of
2 our team that are in the display area at this point
3 in time to address any specific questions that
4 anyone might have in regards to the setting.

5 Sir, if you'd be so kind as to state your
6 name. The floor is now yours.

7 MR. JOHN HARMAN: My name is John Harman. I
8 live north of Southport Road and south of the
9 interstate. The family farm has been there through
10 six generations. If this road goes up 37 in that
11 area, it's right about my farm. When 37 was
12 originally put up in that area, it divided the farm
13 in half. It took us ten years to fight it and
14 before they settled with us. I'm going to do it
15 again, if necessary.

16 MR. RICKIE CLARK: Very well. Thank you, sir.

17 Additional speakers who would like an
18 opportunity to have his or her comment entered into
19 the official public record this evening? Having
20 heard our previous speakers, perhaps there are
21 others who might want an opportunity to have their
22 comments entered into the official record. Any
23 additional speakers?

24 One more speaker, yes, sir, this gentleman
25 here next to the stop light, if you'd be so kind as

1 to make his way forward.

2 And, again, we will have our project team
3 available to address specific questions in our
4 display area.

5 Sir, if you'd be so kind as to state your
6 name. The floor is now yours.

7 MR. DONALD STOWELL: Hi. My name is Donald
8 Stowell. I live in the Sunshine Gardens area, and
9 I have two concerns with the 37 route. First is
10 with the limited access off the current businesses
11 that are along 37 will be shut off from a lot of
12 the customers because there would be restricted
13 access and access back onto 69.

14 And, in fact, if there are limited number of
15 changes where I live, apparently, the only one that
16 has been considered is that we interchange
17 Southport Road. And to get to Sunshine Gardens
18 area, there's gravel pits and all that. Using
19 secondary roads to get to Sunshine Gardens, along
20 with some of the other housing developments that
21 are out there, there will be a lot of traffic on
22 the secondary roads that are not designed for that
23 amount of traffic.

24 Plus emergency access for medical or fire
25 teams will take much longer to get there. So my

1 main concern is about some of those infrastructure
2 events that go along with the restriction of access
3 and the ingress back on.

4 So if 37 is chosen, I do want those items to
5 be thoroughly investigated and appropriate means to
6 have better access to the majority of the people
7 strongly considered. And I got the yellow light.
8 Yellow 500. Thank you.

9 MR. RICKIE CLARK: Very well. Thank you, sir,
10 for those comments.

11 Additional speakers who would like an
12 opportunity to present a comment and have that
13 entered into the official record?

14 Sir, if you'd be so kind as to make your way
15 forward.

16 And, again, the open house area is available
17 for those who would like to visit our project team
18 members perhaps having their questions addressed.
19 Thank you so much everyone for attending.

20 Sir, if you'd be so kind as to state your
21 name. The floor is now yours.

22 MR. ROB RICHARDS: Thank you. My name is Rob
23 Richards, and my comments are going to be on behalf
24 of the Center Grove Community School organization.
25 I am secretary of board of trustees. We're also

1 represented by Mr. Jack Russell, former president
2 and current member of the school board.

3 All good comments, and the rationale based on
4 your particular perspective and situation are
5 valid. I can't deny any one of your comments as
6 being important to you and/or constituents.

7 I, however, would like you to think about the
8 bigger picture and the better good, and that's
9 tough to look the other way because I also have a
10 farm on 37. And if it's on 37, we're going to have
11 to move our farm operation.

12 So personally probably not a good thing, but
13 for the school corporation, we need this on State
14 Road 37. Some of the development that's been
15 alluded to in a negative way, those folks are
16 property taxes. A lot of people say Center Grove
17 is a great school. You know, we're an affluent
18 community. Yes, we have affluent areas. We have
19 some not so much.

20 And just because we have those kind of areas
21 does not mean that the Center Grove School
22 Corporation is rich. We get funded for our
23 facilities through property taxes. Sales taxes
24 fund our teachers. We're 12th from the bottom in
25 the state of Indiana on general funds. We're not

1 that much better on property taxes because we don't
2 have major industry, major development, larger
3 corporations.

4 Someone said why give it to Morgan County?
5 I'm kind of with you on that one. If we don't go
6 this time, 20 years, 30 years, it's never going to
7 happen for the White River Township. Thanks for
8 your time.

9 MR. RICKIE CLARK: Very well. Thank you, sir.
10 Additional speakers who would like an opportunity
11 to have his or her comments entered into the
12 official public record? Additional speakers at
13 this time who would like to participate as
14 speakers?

15 Very well. Not seeing any additional hands,
16 that must mean that everyone has specific questions
17 that they would like to speak to our project team
18 about. So at this time we'll conclude our formal
19 presentation.

20 (Public comments made during open house.)

21 ADAM: My comment earlier, can I get rid of
22 it.

23 (The hearing concluded at 8:00 p.m.)
24
25

1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing public comments at the hearing were
6 taken at the time and place heretofore mentioned
7 between 5:30 p.m. and 8:00 p.m.;

8 That said public comments at the hearing were
9 taken down in stenograph notes and afterwards reduced
10 to typewriting under my direction; and that the
11 typewritten transcript is a true record of the
12 testimony given;

13 I do further certify that I am a disinterested
14 person in this cause of action; that I am not a
15 relative of the attorneys for any of the parties.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my notarial seal this 1st day of
18 June, 2015.

19 Nancy M. Kottenstette



20
21 My Commission expires:
22 September 13, 2021

23
24
25 Job No. 97335

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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

Public Hearing - Day 2

May 19, 2015



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5 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
6 PUBLIC HEARING
7
8

9 May 19, 2015
10 5:30 p.m.
11
12
13

14 AT THE MARTINSVILLE HIGH SCHOOL
15 1360 East Gray Street
16 Martinsville, IN 46151
17

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. MARTIN YOLI: Well, like I was saying,
3 just the most direct route makes the most sense for
4 me going straight up 37. Because Interstate 37 is
5 almost like an interstate now with just a lot of
6 getting on and off ramps. And it would be a lot
7 quicker running down that way without the stop
8 lights, so it would be good for a lot of people.

9 Well, we were just on 37 coming down here now,
10 and it took us a while because there's a lot of
11 stop lights and a lot of heavy congestion. If
12 there was a freeway getting straight on from 465,
13 that would be sweet. And then, well, plus I'm a
14 truck driver, so I've always considered the most
15 direct route is the best route.

16 MR. LEONARD HUFFMAN: I'm here to support the
17 west alternatives. If you went from Liberty Church
18 Road if you go straight on up 37, it's 29 miles to
19 465, and then you still have to go east on 65 or
20 west of I-70 to get downtown. If you go four miles
21 north of our bridge on 67 where State Road 39
22 starts and State Road 39 is a dangerous winding
23 road and it needs to be replaced anyway, but you
24 cut off there and go straight up to that Monrovia
25 exit from Liberty Church Road, you're only 19 miles

1 to I-70. And then you've got a straight shot to
2 downtown Indianapolis or to the airport. And so,
3 economically, I think it would be much more
4 beneficial.

5 Plus you do that, you get three highways for
6 the price of one. I think cost effectiveness is a
7 big part of this too. So the first advantage is,
8 obviously, it completes Indiana's segment of I-69.

9 The second advantage would be it would provide
10 a much needed alternative or replacement to State
11 Road 39 between 67 and Monrovia.

12 And, thirdly, it creates the first leg of the
13 Commerce Connection that we're going to need in a
14 few years.

15 And I don't know where they came up with this
16 idea of going east. We're supposed to get people
17 north to the city or to the airport, and I just
18 think this route, the western routes, would be the
19 best. That's really all I've got to say.

20 MR. MARTIN YOLI: That eastern alternative
21 that they had that branches off goes about 15,
22 20 miles over to 65, that is really a bad idea, you
23 know; but as a later afterthought, if they wanted
24 to build that as a separate entity, you know, that
25 would be a good idea. Because then if the traffic

1 actually got really bad on 65 north right there,
2 like it always does, then you could actually branch
3 off and go over to 69.

4 MR. BILL McPHERSON: My biggest concern is the
5 increase in traffic coming into Martinsville from
6 the interstate and people walking across the
7 roadway with all that extra traffic. There have
8 already been some fatalities. I would not like to
9 see an increase in fatalities at all.

10 The other is of the two options going through
11 Martinsville one goes through over the top of some
12 really tall hills. That seems like a great expense
13 to do, and the other one seems like it's going to
14 go through some wetlands we were trying to protect,
15 I thought.

16 So I was hoping it would stay on 37. If it
17 does stay on 37, is it going to have three exits in
18 Martinsville or just two? Since I have a house
19 that's going to be near a proposed intersection, it
20 would be nice to know sooner than later. I'm too
21 close to worry about if it will take the house.
22 It's just when.

23 MR. LEE BISHOP: I live at 3363 Burns
24 Boulevard, and that's off of 37 at Egbert Road.
25 Anyhow, from seeing everything that's here and

1 everything, the only one that makes any sense --
2 the only route that makes any sense at all is the
3 central alternative, Station 4, because it goes
4 straight up 37. They're not tearing up anything.

5 MS. MELINDA WILLIAMS: Go straight up 37?

6 MR. LEE BISHOP: Straight up 37.

7 MS. MELINDA WILLIAMS: To 465?

8 MR. LEE BISHOP: Yes.

9 MS. MELINDA WILLIAMS: You're kidding me?

10 MR. LEE BISHOP: That's the only one that
11 makes sense.

12 MS. MELINDA WILLIAMS: It's the most unlogical
13 of all. The most logical goes south of
14 Martinsville. You go west to go up 67 to
15 Interstate 70 and to an airport. You aren't
16 dividing a city in half. You have less homes and
17 businesses to take. Thirty-seven already has so
18 much traffic, and when you add an interstate to it,
19 let me tell you. We traveled too many interstates.

20 MR. LEE BISHOP: The interstate will cut down
21 on the traffic because we won't have that many
22 exits off. Anyhow, that's what I want, straight
23 down 37. Thank you.

24 MS. MELINDA WILLIAMS: The only logical -- I
25 want you to put what I say. The only logical for

1 69 to go is you take off west, south of
2 Martinsville, south of Martinsville, you go up to
3 the west and you hit 67. Go up 67 where it's near
4 an airport and near Interstate 70 rather than go up
5 37, which divides a city, which there's a lot of
6 homes, businesses, and it takes it up to 465, which
7 is already a mess. Thirty-seven to 465 is a
8 horrible mess now. Why create more?

9 And when they say an interstate will help with
10 traffic, we travel interstates all the time
11 constantly because we have a home in Florida so we
12 go back and forth. It adds more and more traffic,
13 and they keep adding more and more lanes. We're
14 stopped on 3 or 4 lanes of interstate all the time
15 because of traffic.

16 So it will not -- if you take it up 67, then
17 37 will just have the local traffic going between
18 Bloomington and Martinsville, which will help
19 because 37 already has a lot. And that will take a
20 lot -- and 67 doesn't have as much. So that will
21 help with the traffic problem and the traffic.

22 It's the only logical, but, unfortunately, I
23 think government isn't logical. And I think,
24 politically, it's already been decided. And I
25 think these are just here to say we showed you

1 different options.

2 So I feel disappointed because I really think
3 they've already made up their mind, and I'm
4 disappointed to think that our suggestions aren't
5 going to be taken seriously. And they're going
6 right up 37 to 465, which doesn't make sense.

7 MR. STEVE SNYDER: There's a proposed exit at
8 Henderson Ford Road. A couple of miles south of
9 there is Egbert Road. There are six to eight
10 hundred houses off of Egbert Road, and we would
11 like to see that interchange moved to Egbert Road.
12 Very simple there.

13 (Public comments made in the auditorium.)

14 MR. RICKIE CLARK: At this point in time, then
15 we will open the floor to our audience. Perhaps
16 there are individuals who have arrived here this
17 evening wanting an opportunity to present a comment
18 to our audience, present a comment to our panel.

19 State your name before presenting your
20 comment. The floor is now yours, sir.

21 MR. BILL SHIELDS: My name is Bill Shields,
22 and my comment is I've studied this for about three
23 years. And I feel that the best alternative on the
24 map is the dark blue line that goes West up 67. It
25 doesn't displace all the businesses in

1 Martinsville. It doesn't split Martinsville in
2 half, and it gives good access to Interstate 75.

3 MR. RICKIE CLARK: Very well. Thank you, sir,
4 for those comments. I appreciate that very much.

5 Ma'am, if you'd be so kind as to state your
6 name before presenting your comment. The floor is
7 now yours, ma'am.

8 MS. SUZANNE MITTENTHAL: My name is Susan
9 Mittenenthal, and I'm a board member of the Knobstone
10 Hiking Trail Association and director for many
11 years of the Hoosier Hikers Council that build a
12 lot of trails around here.

13 The landmark 150-mile Knobstone Hiking Trail
14 is connecting Martinsville to Louisville, 10 miles,
15 15 miles north of Louisville, from the edge of
16 town, from Burton Lane. It is projected to begin
17 here at that intersection just across the creek
18 from the intersection of Burton Lane and the last
19 stoplight in Martinsville. Just after crossing the
20 creek, Burton Lane will turn south, and that's
21 where the trailhead would be.

22 To have a major massive freeway exit at that
23 point could make this impossible or at best make
24 it -- let's use a simple word -- difficult, if not
25 a joke. As the present plan to route I-69 along

1 SR 37 through Martinsville will destroy the town
2 and is putting I-69 on 67 in some way at least
3 connecting to the southwest corner of I-465 could
4 allow all that traffic on I-69 to arrive at that
5 congestive place when there's a clear alternative
6 to go north, continue on 65 or east around on 70 or
7 465 to go east and connect to 69.

8 So it seems to me very simply it would be
9 advisable to route I-69 northwest at the Liberty
10 Road intersection exit over onto some approximation
11 of the use of 67. Thank you.

12 MR. RICKIE CLARK: Very well. Thank you,
13 ma'am, for those comments.

14 Our next speaker I see this gentleman is
15 prepared and ready to present a comment. If you'd
16 be so kind as to state your name. The floor is now
17 yours, sir.

18 MR. TOM FLATT: My name is Tom Flatt. I live
19 at 2035 Hawthorn Drive in Martinsville. I'm
20 representing the State Road 44 grade separation
21 petition here that several of the homeowners have
22 signed. Our concern is we made a couple of
23 assumptions that State Road 69 would go up 37, and
24 one of the major interchanges would be at State
25 Road 252.

1 And when that occurs, then you have to decide
2 what you're going to do with State Road 44. You
3 either reroute it into the 252 interchange or we
4 have a grade separation at the new 69.

5 We're in favor of the grade separation, but I
6 need to back up a comment because where we're at on
7 trying to decide the route, I think we're worried
8 about the change in the neighborhood. So that
9 eastern proposal, eastern bypass of Martinsville, I
10 think, is a nonstarter for us out of a historic
11 neighborhood let alone worry about commercial
12 impacts.

13 We would definitely be opposed to an eastern
14 bypass. I think most of the homeowners would also
15 be in favor of continuing up 37. Because if you go
16 a different route that does not go up 37, people
17 are going to go jump off on 37 and go to
18 Indianapolis as a shortcut anyway. Plus we're
19 going to have stuck with that intersection of State
20 Road 37 and 44 that's dangerous right now.

21 I think most of our homeowners would be in
22 favor of going up 37, but we would certainly like
23 to see a grade separation at State Road 44 with a
24 northbound exit. That's all we need there because
25 a lot of people commute there. If we have

1 northbound exit, then coming back home on the
2 southbound they got an exit on 252 and three
3 right-hand turns and come back on. So I would like
4 to give you this petition for your report.

5 MR. RICKIE CLARK: Very well. Thank you, sir.
6 I appreciate those comments very much.

7 Additional speakers? Having heard our three
8 speakers thus far, having reviewed our
9 presentation, having spoken with our project
10 representations in our display area, perhaps there
11 are others who may want to have his or her comment
12 entered into the official public record this
13 evening, entered into our transcript, which will be
14 reviewed and evaluated by our project team.

15 Perhaps having heard our previous speakers,
16 there may be others in our audience who would like
17 an opportunity to go on record and have their
18 comment entered into public record.

19 First, I'd like to thank all our speakers thus
20 far for their presentations this evening.

21 Sir, if you'd be so kind as to state your
22 name. The floor is now yours.

23 MR. JERRY WALDON: My name is Jerry Waldon.
24 I've been a resident in Martinsville community for
25 16 years, and I own a local small business. And I

1 also served on the chamber of commerce, but I'm
2 here as an individual this evening.

3 I think we all remember the flood that we
4 suffered in 2008 and the impact it had on our
5 community and the impact it IS still having on our
6 community with the closing of some of our schools
7 due to loss of students, loss of residents.

8 If we look at the proposed 67 route for I-69,
9 you'll notice that we're impacting the federal
10 floodplain along White River. There's only two
11 ways to handle that. Either you build levees or
12 you bridge it, and you elevate it.

13 In any case, looking at this map, my thoughts
14 would be that we could have a potential flood
15 issue, and I don't think that we want to go through
16 that again. I know I don't. That's my two cents.

17 MR. RICKIE CLARK: Very well said. Thank you,
18 sir, for those comments. I appreciate that very
19 much. Additional speakers? Having heard our
20 previous speakers thus far, perhaps there are
21 others in our audience who would like an
22 opportunity to present his or her statement for
23 inclusion into the public record, perhaps
24 presenting the statement towards our panel or to
25 our audience this evening.

1 Certainly, we want to afford an opportunity to
2 anyone who would like to participate as a speaker
3 this evening keeping in mind the comment form, the
4 e-mail address, our project website as well as
5 repositories in which comments may be submitted.

6 So, please, by all means, even if you
7 participated as a speaker, please feel free to
8 supplement the verbal comments with written
9 statements as well. We certainly want to afford an
10 opportunity at this time if we have any additional
11 speakers who would like to participate during the
12 comment session.

13 Yes, please, if you'd be so kind as to come
14 forward. Again, I will mention for those specific
15 questions -- we appreciate everyone holding on to
16 those specific questions, but our members of our
17 project team will be in the display area the entire
18 evening to certainly point out areas of emphasis
19 and to answer questions.

20 Sir, if you'd be so kind as to state your
21 name. The floor is now yours.

22 MR. GARY REICHNODDER: I'm Gary Reichnodder
23 (phonetic). Relative to the central alternatives,
24 in particular K-3 and possibly K-4, anyone who's
25 familiar with the area of Centenary Road and State

1 Road 144 recognizes that significant flooding takes
2 place every spring and anytime there's a heavy
3 rain. Based on my experience as an engineer, that
4 would not be an appropriate path for the I-69
5 central alternative.

6 Additionally, I'd encourage INDOT to make
7 their decision-making process a bit more clearer.
8 For example, it's not clear to me how trade-offs
9 were evaluated and weighted, for example, between
10 cost and traffic patterns and associated traffic
11 congestion.

12 MR. RICKIE CLARK: Very well. Very well said.
13 Thank you, sir, for those comments.

14 Additional speakers at this time who would
15 like to participate and have his or her comment
16 entered into the official public record this
17 evening. Certainly, we appreciate all of our
18 previous speakers thus far. Perhaps there may be
19 someone else in our audience who would like an
20 opportunity to participate, certainly, as a speaker
21 this evening.

22 Additional speakers at this time? Yes, sir.
23 If you'd be so kind as to make your way to the
24 front of the auditorium. We appreciate all of our
25 comments that have been presented thus far this

1 evening.

2 And, again, just as a reminder, please feel
3 free to supplement the verbal comments with written
4 statements via our informational packet that was
5 displayed in the display area.

6 Sir, the floor is now yours if you state your
7 name.

8 MR. BRIAN WARNER: My name is Brian Warner. I
9 moved to the area about two years ago. Just to
10 note for anybody that didn't attend the meeting up
11 in Greenwood yesterday, I actually anticipated them
12 being very negative against 37. They were very
13 positive.

14 There was a lone comment out of all the
15 20 comments that were given to everybody in the
16 audience. It was pretty much resounding they would
17 like 37 up there. I would be curious to INDOT and
18 everybody else to maybe formulate with that in mind
19 something that goes around Martinsville towards up
20 and get on 37 as we see 67 only taking the west
21 route. Maybe formulate another route to keep that
22 in mind.

23 MR. RICKIE CLARK: Very well said. Thank you,
24 sir, for those comments.

25 Additional speakers who would like to have his

1 or her comment entered into the official public
2 record? Having heard our previous speakers, there
3 may be someone else in our audience who would like
4 to have their comment entered into the official
5 public record. Certainly, do not want to overlook
6 anyone who would like an opportunity to participate
7 as speakers.

8 Yes, ma'am, if you be so kind to state your
9 name. The floor is now yours, ma'am.

10 MS. TERRI WHITE: I'm Terri White. One
11 comment is, according to our paperwork, it says
12 limited field work has begun for the State Road 37
13 route. Or my comment is we have limited field work
14 beginning yet we have another alternative that
15 could possibly be in the study, so we're spending
16 money, I don't know, to do this field work when we
17 aren't even sure if that's going to be the route.

18 Second comment would be about the economic
19 development in our counties. It looks like the
20 economic development is -- how it will impact all
21 four counties -- Hendricks, Morgan, Marion, and
22 Johnson. My question, as a Morgan County resident,
23 as a retired educator, as a grandma and a parent, I
24 am very concerned for the children and poverty
25 levels in Morgan County. The poverty levels in

1 Morgan County, we need the economy in Morgan
2 county. That's my comment.

3 And I would like for this study to be more
4 specific to the economic impact on Morgan County,
5 not just lumping all four counties together, and
6 that's my question. Are we studying all four
7 counties, or can we just look at how possibly which
8 one is going to bring the best growth for our kids
9 and school systems. I'll be gone, but I want my
10 grandkids to live in Morgan County. Thanks.

11 MR. RICKIE CLARK: Very well said. Thank you,
12 ma'am, for those comments and appreciate those very
13 much.

14 Again, our project team will be available to
15 address specific questions and point out areas of
16 emphasis. And, again, certainly, this evening
17 there perhaps may be questions that we don't know
18 the answers to just yet as we're making our way
19 through this process.

20 To what extent that we're able to, we will
21 certainly be happy to answer questions in the
22 display area with the benefit of our display maps
23 and our project team as well.

24 Perhaps there are additional speakers who
25 would like an opportunity to present a comment and

1 have that comment entered into the official public
2 record this evening. Having heard our previous
3 speakers, perhaps these is someone else who would
4 like to participate in evening. Certainly want to
5 afford an opportunity for those who might yet still
6 want to the present and have their comment entered
7 into the record.

8 Additional speakers at this time? Show of
9 hands? Sir, did you want to present a comment? We
10 have a gentleman here. And as this gentleman is
11 making his way towards the front of the auditorium,
12 we will mention another bookkeeping item.

13 We have a number of additional packets and
14 handouts with the information. Perhaps if you know
15 of others who are unable to attend the meeting this
16 evening, by all means, pick up additional copies
17 for them as well.

18 Sir, if you'd be so kind as to state your
19 name. The floor is now yours.

20 MR. JOHN ALLMAN: My name is John Allman. I
21 live in Legendary Hills. We're at the top of the
22 Section 5 terminus, but, obviously, Section 6
23 affects us.

24 A couple of the things that were listed up
25 here as being considerations, major considerations,

1 were moving -- I think, locally moving traffic
2 around and also on a national scale, being able to
3 move freight. I have to think that if somebody
4 were to ask you where would you put an interstate
5 highway if you want to move freight, you would say
6 towards a logistical area and also towards an
7 airport.

8 And I think going out to the west side of town
9 can help do that. It also gives some options
10 because the alternatives show that it has an
11 alternative that goes up 67 and also one that goes
12 up 37 from Martinsville. So I know we have
13 different opinions on which direction it should go,
14 but I think that could have a pretty good impact.

15 But also it could help some other areas
16 playing the game, maybe like Perry which right now
17 doesn't have as good of access as maybe they'd like
18 to. I'd like people to at least consider some of
19 the other alternatives.

20 I'm not crazy personally about the
21 alternatives that go to the east. I think
22 something that goes either up to Indianapolis. I'd
23 like to avoid going up Harding Street. I think it
24 would be better if it went over to the west and I
25 think specifically maybe over towards the airport

1 area. Thank you.

2 MR. RICKIE CLARK: Very well said. Thank you,
3 sir, for those comments. I appreciate that very
4 much.

5 Additional speakers at this time who would
6 like to participate having his or her comment
7 entered into the official public record this
8 evening? Thank you to all of our previous speakers
9 thus far for presenting their comments this
10 evening.

11 However, having heard our previous comments,
12 there may be others who would like to participate
13 as a speaker. So we certainly want to afford an
14 opportunity for anyone who would like to
15 participate. Additional speakers at this time?

16 Not seeing any additional hands. So do we not
17 have additional -- sir, would you like to
18 participate as a speaker this evening?

19 ANONYMOUS: I'll try.

20 MR. RICKIE CLARK: Good enough. If you'd be
21 so kind as to state your name. And, again, please
22 adhere to the two-minute time limitation. The
23 floor is now yours, sir.

24 ANONYMOUS: If I could have some help from the
25 control booth up there, if possible, put the slide

1 back up that showed all the alternatives including
2 the one that's been discontinued that we the public
3 have not had a chance to review to see what the
4 impacts were of that particular route that's been
5 discontinued. It's called P-6. P-6, if we can
6 bring that map up.

7 MR. RICKIE CLARK: Please present your
8 comments. We'll just have this slide for now.

9 ANONYMOUS: What I'm getting at is this: I
10 came down here back in 2003 when the first meeting
11 occurred about the road. I don't live anywhere in
12 those areas where the road is being built, have no
13 personal friends or anything that live there
14 through.

15 I've lived in Indianapolis since 1979. We
16 know what's been spent on 69 over the last 35 years
17 up in the Castleton/Fishers area. It's still not
18 figured out 35 years later with all the different
19 project that occurred up. It's still a mess, and
20 it's not getting any better up there.

21 The reason why I proposed -- I'm the one that
22 proposed the P-6 route just from common sense.
23 Look how Fishers has exploded in 15 years. Look
24 how Whitestown is starting to expand with its
25 warehousing up on 65, the Lebanon area. I forgot

1 the name of the county. Boone County.

2 They were just nothing 20 years ago in
3 Whitestown. It's a flashing yellow light, one stop
4 light, and that was it. Plainfield is now almost
5 at the saturation of growth of its warehouses.
6 There's not too much more space to put anymore
7 warehousing institutions in the Plainfield area by
8 the airport. It's just about filled in Ameriplex
9 is filling up also on 67 just off of 465.

10 You do not want to bring all that traffic
11 that's out there at the airport area and what's
12 coming eastbound on 70 back to 456 and routing it
13 down to the 37 corridor that they're contemplating
14 now. That's going to make the same thing we have
15 up in the Fishers/Castleton area today. You see
16 how bad it is. If anybody has been up towards
17 Anderson in the last 15 --

18 MR. RICKIE CLARK: Sir. I apologize.

19 ANONYMOUS: I told you it was going to take a
20 little bit longer.

21 MR. RICKIE CLARK: The two-minute time
22 limitation has elapsed, sir.

23 ANONYMOUS: I don't want to be interrupted.

24 MR. RICKIE CLARK: Can you please conclude
25 your comments.

1 ANONYMOUS: I'm being interrupted. I've never
2 public spoke before.

3 MR. RICKIE CLARK: To be respectful for our
4 previous speakers, everyone has adhered to the
5 two-minute time limitation.

6 ANONYMOUS: I requested this.

7 MR. RICKIE CLARK: Can you conclude your
8 comments, and we'll give you just another second or
9 two. If you conclude your comment, then we can
10 afford the opportunity to the next speaker.

11 ANONYMOUS: If you take the 37 corridor, all
12 the people right now that are landowners and are
13 homeowners or business owners along 37 have access
14 to 37.

15 MR. RICKIE CLARK: Very well.

16 ANONYMOUS: If they built at 337, they're
17 going to have to build 56 miles or more of road
18 frontage.

19 MR. RICKIE CLARK: Thank you, sir. Sir, the
20 time limit has elapsed.

21 ANONYMOUS: There's only four --

22 MR. RICKIE CLARK: We want to afford an
23 opportunity to our previous --

24 ANONYMOUS: This is public comment.

25 MR. RICKIE CLARK: It is. And members of our

1 comment session they've all adhered to the
2 two-minute time limitation, sir. We even discussed
3 this for the next speaker. Thank you, sir. Sir,
4 please.

5 ANONYMOUS: I am the last speaker.

6 MR. RICKIE CLARK: No. We have additional
7 speakers. Thank you, sir. We appreciate your
8 comments. Thank you so much for participating.

9 Additional speakers who would like to
10 participate this evening during the comment
11 session? Again, I'd like to thank all of our
12 previous speakers for adhering to the two-minute
13 time limitation and for presenting their comments.
14 I appreciate that very much.

15 Do we have additional speakers who would like
16 to have their comments entered into the official
17 public record at this time?

18 Yes, if you make your way to the front of the
19 auditorium. Again, we will mention that our
20 display area is open if you would like to talk to
21 members of our project team and you have specific
22 questions. That area is open and available to you.

23 Sir, if you'd be so kind as to step forward
24 and state your name. The floor is now yours.

25 MR. KEVIN NAIL: My name is Kevin Nail. I've

1 lived in this community all my life. My favorite
2 route for State Road 37 was straight through town
3 at one time. And I wished it could be that way
4 now, but progress has to take place. We are not a
5 Fishers community. We are not a -- neither, as far
6 as I'm concerned, do we want to be a Fishers
7 community.

8 So we just want an answer with our local
9 homeowners. We just want to know where we stand,
10 what time it is, when should we be worried about
11 moving if we have to move, and because it's not
12 a -- for a lot of people that's on fixed incomes,
13 it's not an easy, quick thing to just all of a
14 sudden pull up stakes and go someplace else.

15 So we would just appreciate an answer from
16 INDOT or whoever gives that answer as to where this
17 route is going to be. So I thank you for your
18 time, and God bless Martinsville too.

19 MR. RICKIE CLARK: Very well said. Thank you,
20 sir, for those comments. Additional speakers who
21 would like to participate during our comment
22 session this evening? Having heard our previous
23 speakers, perhaps there may be someone else in our
24 audience, another member of our audience who would
25 like an opportunity to have his or her comment

1 entered into the official public record this
2 evening.

3 Certainly want to afford an opportunity to
4 anyone who would like to participate as a speaker.
5 At this time do we have any additional speakers at
6 this time having heard our previous speakers this
7 evening?

8 Very well. Not seeing any additional hands,
9 that must mean that you have specific questions,
10 and, certainly, we're happy to hear that. We would
11 invite you to stay after this evening. Please
12 visit our display area. Please visit our project
13 officials. Pick up information for those who may
14 not have been able to attend this evening. We're
15 happy that you're here. Thank you so much for
16 attending this evening, and please be safe.

17 (The hearing concluded at 8:00 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing public comments at the hearing were
6 taken at the time and place heretofore mentioned
7 between 5:30 p.m. and 8:00 p.m.;

8 That said public comments at the hearing were
9 taken down in stenograph notes and afterwards reduced
10 to typewriting under my direction; and that the
11 typewritten transcript is a true record of the
12 testimony given;

13 I do further certify that I am a disinterested
14 person in this cause of action; that I am not a
15 relative of the attorneys for any of the parties.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my notarial seal this 1st day of
18 June, 2015.

19 Nancy M. Kottenstette



20
21 My Commission expires:
22 September 13, 2021

23
24
25 Job No. 97336

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In the Matter Of:

INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS) PUBLIC HEARING

INDOT Public Hearing

November 30, 2015



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3 INDIANA DEPARTMENT OF TRANSPORTATION
4 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
5 PUBLIC HEARING
6
7
8

9 November 30, 2015
10 6:00 p.m.
11
12

13 AT THE
14 Perry Meridian High School
15 401 West Meridian School Road
16 Indianapolis, IN 46217
17

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. TURNER: Robert Turner and Patricia
3 Turner. We live on Dayhuff Road, Mooresville area,
4 and Route D goes right through the middle of our
5 farm and home and whatever. And we have a wildcat
6 rescue center with 37 -- presently at 37 cats, and
7 it's called Cheetah Preservation Research Center.
8 We're inspected by the USDA, same as the
9 Indianapolis Zoo, and we've got a Class A rating,
10 one of the best in the country, first-class
11 facility.

12 And anybody from INDOT is welcome to come and
13 look at our facility and see what we've got. But
14 it's taken us 25 years to build this facility, and
15 it's just something we can't move overnight. They
16 allow you 30 to 90 days, whatever time you close on
17 our house, to get out and get relocated. There's
18 just no way possible we can do it because of our
19 extensive wildcat rescue center.

20 Also we build high-speed systems for cheetahs.
21 That's the reason why we're called the Cheetah
22 Preservation Research Center because we build
23 high-speed running systems for the cheetah.

24 Also we live on Dayhuff Road to the north,
25 Watson Road is to the south, Pennington Road is to

1 the east, and White Lick Creek is to the west.
2 That quadrant in that area has very few houses, no
3 buildings hardly whatsoever. There is farming land
4 but mostly lowland and woods. And it's the only
5 place we know of in central Indiana that's got
6 bobcats. So D runs right through the middle of it.
7 It would destroy a bobcat habitat area, the only
8 that we're aware of. DNR is not aware of any other
9 habitat in the central Indiana area.

10 As a matter of fact, the DNR was very
11 surprised that we had them, but we showed them
12 tracks, showed the pictures we took. And they
13 verified there is bobcats in that area, so that
14 would destroy the bobcat habitat in that area.

15 Also on our facility, if D comes through as
16 planned, it will also wipe out 67 gravesites we got
17 wildcats buried in, and all these gravesites are
18 marked with their name, date of birth, date of
19 death, and what species they are. And we cherish
20 those gravesites. We don't want them to be
21 destroyed. I know that the DNR tries to go around
22 human gravesites. We'd also like for them to
23 consider the gravesites of our exotic wildcats that
24 we've buried there.

25 Is there anything else, Pat, that I need to

1 bring up? Oh, Pat's got two brothers and her
2 mother. Pat -- our place and about half a mile
3 down the road, her other brother Bill Carson, his
4 house will get taken. And then you go across White
5 Lick Creek about three miles, her other brother
6 Rick Carson, who lives on Bethel Road, his house
7 will get taken. And about five houses down from
8 him is my mother-in-law, and her house will be
9 taken with D route. So the whole family gets wiped
10 out by D route.

11 And it makes it hard. Say just one of us, and
12 we could move in with the other or vice versa.
13 We're all four getting wiped out. That's a real
14 negative thing as far as our family is concerned.
15 I know it don't bother that much to anybody else,
16 but to us it's pretty negative when all four of us
17 get wiped out, plus our wildcat facility.

18 So I just wanted to go on record that this is
19 concerns. We appreciate -- I'm on the Greater
20 Mooresville Advisory Committee called GMAC. And
21 I'm on the environmental committee, so I've been
22 heavily involved trying to alert the people in
23 Mooresville area what's happening.

24 But we also have been advocating to our
25 members, anybody that will listen to us, that this

1 is a peaceful group. We don't want anybody
2 shouting and hollering and raising heck with our
3 I-69 people. We want to give you the facts, and,
4 hopefully, you'll take those facts into
5 consideration and us around Mooresville.

6 I hope you don't come through Mooresville. I
7 hope you stay on 37. We think -- personally, my
8 recommendation is, if I was on the committee,
9 taking everything into consideration, I wouldn't
10 take 37 all the way to 465 at its current location
11 they got showing now. I would take 37 almost up to
12 Southport Road, and then I'd veer off to the west,
13 go about halfway between 37 and White River and
14 split that area. And that's nothing but farmland.

15 You miss all the apartments. You miss all the
16 housing districts. There's nothing but farm ground
17 in there. And to me that looks like to be a good,
18 natural way to take 37, so I'd like to mention
19 that. So that's it.

20 MR. ROY HARBERT: I've been nearly a lifelong
21 resident of Johnson County. I'm in favor of
22 Alternative C, which uses State Road 37. It just
23 makes sense to use a road that's really pretty much
24 designed and constructed in an interstate fashion
25 other than building expressways and ramps as far as

1 egress and ingress from that interstate. It's
2 ideal instead of eating up all new land or doing
3 something really convoluted.

4 That would be my vote and to get it done. I
5 think that would be probably one of the
6 speediest -- I'm not sure if it's entirely the
7 cheapest, but it has to be extremely competitive
8 with any of the other alternatives, which I think
9 the alternatives that I'm familiar with that I've
10 seen on the boards they all consume new land and
11 build all new roadways, which is just ridiculous.
12 That's my opinion.

13 MR. KIERAN O'CONNOR: My wife and I live at
14 the Centenary Road and Kitchen Road. Three of
15 these proposed routes will impact us. We own
16 Willowfield Lavender Farm, and we are -- this
17 interstate would greatly impact our lifestyle and
18 our income. We have weddings there. We have
19 concerts. We have a retail shop there.

20 The main focus of our farm is the quiet.
21 People come there for solitude. We have 28 acres
22 of woods and open grounds and lavender fields.
23 It's very -- people come there for the solitude,
24 and also there's -- most of it is wooded area. We
25 have the brown bat, the Kirtland's water snake. It

1 is the start of the watershed that goes all the way
2 to White River.

3 We're concerned about the drainage coming off
4 of the interstate. There's one proposed
5 interchange at Centenary and Kitchen. We're
6 greatly against that. We think it would just
7 greatly impact -- it would not help our farm at
8 all. It would just -- security would be a problem
9 for us, so I guess that might be it.

10 MS. TERRY HOOVER: I just found out they're
11 going to block my neighborhood in, Thompson, and
12 everybody will have to use Epler, which will cause
13 major issues for the traffic in that area. They're
14 now not buying any of the area through there, which
15 we all have wells and lots of problems through
16 there.

17 And I think they should relook at that area
18 and think about closing that whole area off.
19 Because IPL is across the interstate. They have
20 ash and boron that has seeped in the ground across.
21 And with the interstate and with all the traffic on
22 37 for the neighborhood there, it's going to be
23 just really horrible trying to get out and with all
24 the traffic.

25 And we have trucks/semis coming down there

1 now, and it's not going to change with dump trucks
2 and everything. I think they need to reevaluate
3 the properties down through there. It's not a huge
4 neighborhood. So they just need to relook at
5 everything and give us more than just taking just
6 the frontage off Thompson Road.

7 MS. PAM ROGERS: Do I have a limit of time?

8 THE REPORTER: No.

9 MS. PAM ROGERS: I'm not exactly certain how
10 to begin. May I get one of these as a reference?
11 I'm here to make a comment that I would like to go
12 on record concerning the processes that are being
13 utilized by Section 6 and INDOT concerning
14 engagement of the public, their choices that have
15 been made in regards to the alternative routes --
16 please let me know if I'm speaking too fast.

17 Starting at the very beginning, I have asked
18 INDOT in writing to please explain how they can
19 include Hendricks County and Alternatives B and D's
20 potential course when Hendricks County was not
21 included in a notice of intent that was filed in
22 October of 2014. No one has responded to me yet to
23 explain this.

24 This leads us then to adequate notification of
25 the public. If a county is not notified that

1 there's any potential engagement underway in their
2 county and alternative routes are being proposed
3 that involve the I-70 interchange of B and D that
4 incorporate Hendricks County, how can INDOT state
5 they have reached out to the public to do adequate
6 notification of involvement?

7 I have been in correspondence with Sarah,
8 project manager for Section 6, and in a
9 correspondence sent to me this week, she stated
10 that INDOT is under no requirement to follow
11 environmental justice, Title VI, and other
12 notifications regarding engagement of the elderly,
13 low income, non-English-speaking, disabled, or
14 otherwise less fortunate communities to be a part
15 of this process.

16 Extensive documentation is present -- and I'm
17 not going to quote you verse and chapter that is
18 there -- to set the guidelines and the criteria to
19 make sure that those people who do not have the
20 same opportunities as the more fortunate have an
21 opportunity to be a part of the processes that are
22 going on right now.

23 There have been no attempts to notify
24 non-English-speaking persons, no engagement of the
25 demographics that are not privileged to have

1 Internet or computer. Language is extremely
2 complex and confusing in many of the online
3 documents concerning Tier I versus Tier II to where
4 even an educated person struggles in understanding
5 the study timeline.

6 There is well-written documents that state
7 INDOT is supposed to provide clarification and
8 language comparable to a fifth-grader to read and
9 understand the processes that are underway. This
10 has not been done.

11 The fact that we're now at a stage of stating
12 these are our options when our community has not
13 had an opportunity to be a part of these options is
14 illegal and is wrong both morally as well as
15 judicially.

16 In February, at the onset of the first project
17 meeting, the appropriate officials for the towns to
18 be impacted were not engaged. They were not
19 notified. In Morgan County, a community of
20 Brooklyn, Centerton, Bethany, they were not reached
21 out to. Brooklyn is the third largest city in
22 Morgan County.

23 They are under-represented on any of the
24 stakeholders meetings. We have asked for
25 representation. We've asked to attend meetings,

1 and we have been denied. The GMAC was allowed one
2 representation on the southern CAC. We were denied
3 any representation on the northern CAC, even though
4 our homes are involved in the Marion County, Morgan
5 County, Hendricks County intersection of property.

6 I guess in conclusion, to not make this so
7 long, the fact that these processes are underway
8 that have exhibited discrimination towards the
9 people that were not a part of this process is
10 absolutely wrong. There has not been appropriate
11 amount of public involvement to allow any of these
12 communities now impacted by B, D, or K3 to engage
13 their metropolitan development organizations, their
14 land planning, and the county officials who are
15 actually supposed to have already started to work
16 with how these alternative routes could potentially
17 impact our communities.

18 We are being left with the less of a few evils
19 by the alternatives that we have in front of us to
20 choose from. Our community knew none of this until
21 we received survey letters June 1 and until the
22 articles came out. The nomenclature used when they
23 advertised the upcoming meetings clearly stated to
24 discuss alternative routes from Martinsville to 465
25 via 37.

1 Although they alluded to some of these
2 alternative routes may be outside of the original
3 corridor study, they did not use the clear language
4 that's required by law to inform the public of what
5 these meetings were about.

6 The purpose and need, the scope of project,
7 all of the decisions made in the February meeting
8 from those in attendance were used to generate
9 these documents, yet our community was not
10 involved. Our elected officials, our county
11 officials that oversee land permitting, use of
12 transportation, they were not engaged. They were
13 neither informed.

14 The fact that the February meeting has
15 provided the details used for where we are now
16 really demonstrates the fact that we did not have a
17 voice in the matters that are at hand now.

18 Last, I'd like to state on the purpose and
19 need, INDOT is continuing to provide misinformation
20 to the public. On the very first station under
21 purpose and need, it's referring to purpose and
22 need stated under the Tier I assessment. In the
23 purpose and need document that was generated in
24 February, they are referring to, which is alluded
25 to in Station 3, points of connectivity, such as

1 the airport, the Avon train yard, as points of
2 comparing mileage.

3 The original purpose and need stated 69 to
4 Indianapolis. It did not state any of these
5 alternatives that are now being addressed. INDOT
6 has failed to demonstrate that they are not
7 required to conduct Tier I studies. They cannot
8 provide the information that's being used for route
9 elimination and route choices based upon accurate
10 data that they have on hand. The detailed Tier I
11 studies were not conducted. The information being
12 provided to the public is misleading and sometimes
13 actually nonfactual.

14 And I'm extremely disappointed with not only
15 our state government, but the processes in place
16 that are giving no concern to the citizens, the
17 rights of the citizens, the rights of everyone to
18 be a part of this process, but, most importantly,
19 the fact that they have pointedly disregarded all
20 guidelines, laws, and documents that state concerns
21 will be given to those that are less fortunate,
22 those that are disabled, that have mobility issues,
23 that are not English-speaking, those who have a
24 lower education, less income, those that are
25 elderly, over 60, rural farmers.

1 Environmental justice guidelines state that
2 these people will be actively reached out and
3 engaged at the early onset of project development.
4 And INDOT has not only not complied with that, but
5 they now in writing say that they will not comply
6 with that and are not required to do so.

7 MR. DALE SEARS: In reviewing the various
8 proposals, my personal opinion is the K3 and the K4
9 are the best, effective, less disruptive to the
10 major businesses and population as compared to B
11 and D, which uses the 37 interchange close to 465.

12 On a personal basis, my objection and fear is
13 that Southport Road will have so much additional
14 traffic to it that it will require widening and
15 more traffic control devices along the road.
16 Presently, it's very busy today. An interchange
17 off of 37 would just make it so massively busy that
18 I think it would be personally disruptive on a
19 major scale to all the residents along Southport
20 Road.

21 Obviously, along 37 there are a great amount
22 of current businesses there. I personally know
23 some, and they have made comments that they will be
24 moving. And, of course, that tax revenue from
25 their base will be removed from Perry Township and

1 removed from Marion County as well if this happens
2 on 37. The K4 alternative disrupts very little
3 business and residential along the river. My vote
4 goes for K4.

5 MS. JOYCE CRAVENS: My husband's name is Jim,
6 and he's lived there since 1965 in that house. And
7 our biggest fear is we're going to be locked in.
8 We've already had our well water tested for boron,
9 and we have all the coal ash ponds across 465. And
10 we've been told we're still below the legal limits.
11 Between IPL with the coal ash ponds leaching out
12 and getting into the river and our well water and
13 then now with all the construction, we're blocked
14 in.

15 We've got water all around us. I mean, our
16 only access road is Thompson and Epler. If they
17 take those roads away, we're going to have to go
18 all the way to Concord and all the way to Southport
19 to get out. That's my fear.

20 And then the construction dust. My thing is
21 why don't they just buy the whole neighborhood,
22 just buy it all outright and get all those people
23 out of there instead of exposing them to all the
24 CO2 emissions from the cars.

25 Does that make sense? That's the biggest fear

1 I have. We're going to be stuck back there, and my
2 husband is 77 years old. And he's sick, and if
3 they can't get an ambulance back there to help him,
4 if it takes too long, he's going to die in there.
5 That's all I've got to say.

6 MS. SHERRY BUSH: I live between the B and D
7 routes in Mooresville, and my comment is that it's
8 going to greatly impact Mooresville. We're not
9 going to have economic development. It's going to
10 take business away from Mooresville. If they
11 choose the B or the D routes, they'll make a
12 connector between 67 and the new 69. And it will
13 go right down High Street. It will take out
14 historic homes. It will take out our businesses
15 that have been there for hundreds of years.

16 And it's not going to give us any economic
17 development. It's going to give economic
18 development to Hendricks County where it connects
19 up to I-70. So all of that is outside of Morgan
20 County, and we'll be paying for it. But the
21 highway won't be there. There won't be any jobs
22 for us. So I'm for up 37 just like they said
23 before.

24 MS. JANE AMOS: My only thing is I'm concerned
25 that they're considering routes that head northwest

1 and hook up with Interstate 70 when that won't
2 relieve any of the congestion on 37. I have lots
3 of friends that work at Eli Lilly & Company
4 downtown, and they all need to see it relieved from
5 the southwest side, the Center Grove area, able to
6 get into downtown. So I'm voting for the 37 route.

7 MR. TIM NICHOLS: That K3 supplies good access
8 for the people of Martinsville where the D -- the
9 cheaper route to I-70, there's no access into Green
10 Township in Martinsville and places like that. It
11 eliminates all of our access where the K3 is the
12 best option because people from Martinsville have a
13 way on and off of I-69.

14 As far as that's concerned, the other ones to
15 70 would be a cheaper route, but it won't allow any
16 access for any of the people of Martinsville, Green
17 Township area, or anywhere in that area around.
18 There's no exit ramps, so K3 is what I vote for.

19 MS. JOYCE BROWN: And do you like the same one
20 I do? This is Jerry Brown.

21 MR. JERRY BROWN: At least at this point --
22 well, I better wait until I hear everything,
23 though. I just looked at the maps.

24 MS. JOYCE BROWN: So far from the maps, we
25 like the K3 option the best. I know it's one of

1 the most expensive ones, but it just seems -- we
2 live on the east side of Greenwood, so for us that
3 would seem better than getting off at 70 and then
4 having to come, if -- you know, because you can't
5 get off -- where would be the closest place you
6 could get off of 470 on the other ones?

7 MR. JERRY BROWN: 437 where it is right now,
8 basically.

9 MS. JOYCE BROWN: So we just like the -- so
10 far we like the K3 one the best.

11 (Public comments made in the auditorium.)

12 MR. RICKIE CLARK: Our first five speakers to
13 participate this evening will be Jess Peters, Greg
14 McCauley, Louisa Townsley, William Boyd, and
15 Patricia Hopper. Our first five speakers to sign
16 in, and I'm already seeing signals. It might be
17 that perhaps you signed in on the speaker schedule
18 thinking it was the sign-in schedule. I
19 understand.

20 Is there a Jess Peters who would like to
21 participate as a speaker? Jess Peters, the floor
22 is now yours, sir.

23 MS. JESS PETERS: The thing that annoys us the
24 most is using 37 from Waverly up to 465. If you
25 look on the north side of Indianapolis when you

1 have an accident on I-69, everything stops. If
2 they're going to use the Mann Road corridor, you
3 won't have that problem. During construction, it
4 won't be affecting that part of this area.

5 Right now if you use 37, basically, you're
6 chopping this area in half. You got school people
7 on one side. On the other side, police, the fire
8 department, everything. If you go up the corridor
9 of Mann Road, you don't have that because it's next
10 to the river, which is in Decatur Township. So
11 that's one thing.

12 Right now if you would happen to have an
13 accident on either one of these roads, at least
14 you've got a way around it. I-65, if there's an
15 accident on that, they've got 31 to use. If on
16 I-70 if there's an accident, you got U.S. 40. If
17 you put it on 37, you don't have anything.
18 Everything stops. Everything locks up in this
19 area.

20 There's less interruption if they use Mann
21 corridor compared to using this. When they're
22 doing their construction, if you've been south of
23 here on 37, you've got a parking lot. And that is
24 nothing compared to what they'll have north of
25 Waverly. That's basically what I have to say, so

1 whoever is next can have this.

2 MR. RICKIE CLARK: Very good. Thank you,
3 Mr. Peters, for those comments. Thank you, sir.

4 Our next speaker on our schedule would be
5 Mr. Greg McCauley. The floor is now yours, sir.

6 MR. GREG McCAULEY: Thank you. My name is
7 Greg McCauley. I'm the executive director and CEO
8 of the Link Observatory Space Science Institute,
9 and I have a short summary here I'd like to read.

10 The Link Observatory was built in 1939 and
11 owned by the Indiana University Department of
12 Astronomy. It is located on a hilltop 4 1/2 miles
13 south of Mooresville on State Road 67. It's
14 jointly managed by Indiana University, the Indiana
15 Astronomical Society, and the Link Observatory
16 Space Science Institute.

17 It exists to foster scientific discovery,
18 stimulate an interest in astronomy, and cultivate
19 the next generation of science, technology, and
20 academic leaders. STEM education initiatives in
21 science, technology, engineering, and mathematics
22 are of paramount importance to the Indiana
23 Department of Education. The STEM education
24 programs in astronomy and space exploration
25 provided by the Link Observatory are highly

1 important in middle schools and high schools
2 throughout Morgan County.

3 In addition to these important educational
4 programs, the Link Observatory has been a valued
5 public destination for many decades for informal
6 education in astronomy and observing the night sky
7 through the observatory telescope. Thousands of
8 visitors from the general public, local scouting
9 troops, after-school programs, and summer youth
10 programs value this rare and historic place as an
11 ideal location for nighttime astronomical observing
12 and one of Indiana's treasures.

13 Our future development plans for this site
14 include a space science center and additional
15 observatories creating a premier location for
16 astronomical observation and STEM education
17 programming in the state of Indiana.

18 The proposed I-69 West Alternative B route
19 would be located about one mile north of the
20 observatory on State Road 67, and the resulting
21 light pollution created by the interstate and its
22 exchange would severely limit night sky observing
23 at the observatory, negatively affecting our
24 ability to provide ongoing STEM education to
25 students in Morgan County Schools, and would render

1 the site unusable for current operations and future
2 plans of the expansion.

3 We're formally requesting I-69 West
4 Alternative B be deleted from the list of possible
5 routes due to its negative impact on public and
6 educational programs of the Link Observatory.

7 MR. RICKIE CLARK: Our next speaker will be
8 Louisa Townsley. Ma'am, the floor is now yours.

9 MS. LOUISA TOWNSLEY: My name is Louisa
10 Townsley, and I'm extremely concerned about the
11 possibility of converting U.S. 37 to an interstate
12 through Perry Township.

13 First of all, the 37 corridor in Perry
14 Township is already developed with homes and
15 businesses on both sides of the highway.
16 Residences and businesses have invested in our
17 community. Creating an interstate through this
18 area would displace many of the people and services
19 along 37 in Perry Township. Our township depends
20 upon the revenue generated by the tax base in this
21 corridor.

22 Secondly, the disruption created by the
23 construction would be tremendous as 37 is already
24 one of the primary connectors for current traffic
25 to and from southern Indiana and Indianapolis. It

1 is a connector for commuters from Martinsville,
2 Center Grove, and Perry Township workers to I-465.

3 Thirdly, 37 connects the east and west sides
4 of our township with services on both sides of 37.
5 Many of the east-west streets that connect at 37
6 would be closed with this proposed design. This
7 would cut off major intersections for commuters and
8 residents to the areas around 37, including
9 restaurants, gas stations, grocery stores, banks,
10 garden and building supplies, trucking facilities,
11 and homes.

12 It seems to me that the western options
13 connecting I-69 to I-70 presents a win-win
14 situation for Indiana and Indianapolis. The area
15 around I-70 and the new airport has a new and good
16 infrastructure for the interchange from I-69.
17 While the interchange to I-465 and 37 is already
18 congested, the western options would provide better
19 access for the airport and points west. Much of
20 the land is undeveloped.

21 There is already in place a consortium plan,
22 ongoing development, and commerce to this area.
23 I-69 would help in improving the land around the
24 airport. That relates to more revenue for the
25 state and Indianapolis. Truck traffic from the

1 north-south would be diverted from 37 to the new
2 interstate.

3 Companies such as UPS, FedEx, and other
4 trucking companies operating to and from the
5 airport would have access to I-69 and points south.
6 The addition of connecting options to the airport
7 and traffic to I-70 east and west would help all
8 the citizens of Indiana with more development, more
9 options, and more revenue. Thank you.

10 MR. RICKIE CLARK: Very well, very well.
11 Thank you, ma'am. Our next speaker will be William
12 Boyd. Our next speaker to sign in on our speaker
13 schedule will be William Boyd.

14 MR. WILLIAM BOYD: Mr. Clark, to follow
15 protocol, should any public officials have the
16 opportunity to speak first?

17 MR. RICKIE CLARK: We've got several that have
18 signed in preferring to be seeded after our
19 speakers here. So, Mr. Boyd, the floor is now
20 yours, sir.

21 MR. WILLIAM BOYD: Thank you. First of all, I
22 fought this highway for a long time, and I'll tell
23 you this stoplight, if public feedback is so
24 important, why do we only get two minutes to talk?
25 You just can't say it all. You have tried to avoid

1 Perry Township with a hearing, but thanks to
2 Dr. Little and Perry Township, I think that's why
3 this meeting is here.

4 The noise impacts, you talked about walls.
5 Are we going to be closed by walls and divided
6 community? The route that you propose, C, goes
7 over our well field. It runs over ERMCO, Royal
8 Spa, Flying J, and others. There's a gravel pit
9 there that you have to deal with. What kind of
10 highway can you build on a gravel pit? The McHanna
11 comments from the Tier I are still applicable to
12 this project, and they will be -- I will send those
13 comments in to be included.

14 Your purpose and need, you say to support
15 intermodal connectivity. For the people of Perry
16 Township, really? What about mass transit for
17 southwest Perry Township? We don't have any of
18 that. The purpose and need says you want to
19 improve personal accessibility. We have plenty of
20 accessibility. Thank you very much. We don't need
21 a highway.

22 The cost between B and C -- B is new terrain;
23 C is 37. But yet the new terrain is only 1 percent
24 less? Something is wrong with your numbers. The
25 purpose and need talks about connectivity to

1 improve -- Tier 1 talked about improve connectivity
2 to an interstate. But we've got plenty of
3 connectivity to an interstate. Thank you very
4 much.

5 On your notice of intent read in the Federal
6 Register that you're going to study to 465.
7 Options B and D do not connect to 465. I can show
8 you on a map. They don't make it to 465.
9 Alternates outside the corridor were not approved
10 in Tier 1. So where is the authority to study
11 outside of the Tier 1. I have got a list that goes
12 on. I could talk for another five minutes if you
13 gave the public a true opportunity to speak. Thank
14 you very much.

15 MR. RICKIE CLARK: Very well. Thank you,
16 Mr. Boyd. I appreciate those comments very much.

17 Our next speaker we had Patricia Hopper, which
18 I believe was -- okay. Very good. And then moving
19 on, our next several speakers on our sign-in sheet
20 this evening will be Marian Martin followed by a
21 Robert Bradford, also a Jan Webb. Do we have any
22 members of our audience a Marian Martin? A Robert
23 Bradford? I'm seeing signals. How about a Jan
24 Webb?

25 MS. JEAN WEBB: Jean Webb.

1 MR. RICKIE CLARK: Jean Webb.

2 MS. JEAN WEBB: My comments were already
3 addressed.

4 MR. RICKIE CLARK: Thank you, ma'am. Then our
5 next speaker or the next sign-in or signature on
6 our speaker schedule will be Darrell Gossett. Is
7 there a Darrell Gossett in our audience? The floor
8 is now yours, sir. You can perhaps utilize the
9 microphone to the left or right.

10 MR. DARRELL GOSSETT: Thank you. Good
11 evening. My name is Darrell Gossett. I'm chairman
12 and CEO of ERMCO, electrical and systems
13 contractors. I thank you for allowing me to speak
14 this evening. ERMCO is a 53-year-old firm started
15 by my father. We've been located at 1625 West
16 Thompson Road just west of State Road 37 south of
17 465 since 1993.

18 We currently do approximately \$100 million in
19 revenue annually. We have over 90 people in our
20 office and nearly 500 total employees in
21 Indianapolis as well as a number in Columbus. When
22 we moved to this area in 1993, there was very
23 little there at the time. It has built up
24 tremendously since then -- Flying J, Stoops, all of
25 the restaurants, several other businesses.

1 Ourselves have grown five times our size since
2 when we moved into the location. This growth has
3 allowed us to make a major investment, well over a
4 quarter million, in our facilities just over the
5 last few years. Our investments and those of our
6 neighboring businesses were made in good faith with
7 a promise from Governor Daniels and the assurance
8 from the State of Indiana via a law that was passed
9 in 2006 that our location would not be considered
10 for the expansion of I-69 and that we would not be
11 disturbed in expanding our business at our current
12 location.

13 We have 150 vehicles on the road which depend
14 on easy access to our facility that we currently
15 enjoy. Our employees, many of whom live in Perry
16 Township or in the vicinity of our building, would
17 be greatly impacted as well. Along with your own
18 business, we also host many association and
19 not-for-profit events. That's due to the
20 convenience of I-465 and ample free parking. Those
21 would go away.

22 Finally, we don't own our building. We're a
23 tenant. We anticipate we wouldn't be sufficiently
24 reimbursed and incur a great deal of moving costs.
25 We would likely move out of Marion County further

1 deteriorating the Perry Township and Marion County
2 tax base.

3 I'm not against the concept of I-69. I'm in
4 the construction business. It would lead to a lot
5 of opportunities for our company. What I am
6 against is it being placed in an area where there
7 are already thriving businesses that would be
8 destroyed as opposed to an area that's not already
9 established and where new opportunities could be
10 created.

11 For these reasons, I ask that you not select
12 State Road 37 in Perry Township as the I-69
13 connector. Thank you.

14 MR. RICKIE CLARK: Very well. Thank you,
15 Mr. Gossett. Before we transition and continue
16 with the additional speakers on our sign-in
17 schedule for speakers, I'll just reiterate that,
18 certainly, even if you participate verbally during
19 the comment session, the comment forms are
20 available at the display table -- at the comment
21 table in the gymnasium to use as well. And,
22 certainly, by visiting our project office and our
23 project website to supplement verbal comments and
24 have those entered in for consideration and
25 inclusion into the public record this evening.

1 At this time as we continue to move forward in
2 our comment session, I would like to introduce one
3 of our elected -- one of our state-elected
4 officials who is with us this evening. I'd like to
5 introduce State Senator Brent Waltz who, I believe,
6 is here this evening. Senator, thank you so much
7 for being here. And I'd like to afford an
8 opportunity at this time for the senator to present
9 a comment and have that entered into the public
10 record and present that to our audience and INDOT
11 and the Federal Highway Administration officials
12 here this evening. Senator, the floor is yours.

13 MR. BRENT WALTZ: Thank you. You know, my
14 very first time I addressed an I-69 discussion in
15 Perry Township was in 2003. I was 29 years old
16 running for the state senate for the first time.
17 I'm 42 years old now, and I'm starting my 12th year
18 in the senate. And I have less hair, and what hair
19 I do have is turning gray. And I have to think
20 that most of this gray hair is coming as a result
21 of this discussion we've been having involving I-69
22 and State Road 37.

23 I have been a die-hard opponent of State
24 Road 37 being used for I-69 from the beginning. I
25 still am, and we all know the reasons why. It is

1 going to turn State Road 37 into, basically, a
2 parking lot during rush hour. It's going to make
3 Castleton look like an expressway. It's going to
4 be devastating to the businesses and homes and
5 schools that are along the 37 corridor.

6 I was so happy back in 2006 when we led the
7 fight to be able to exclude Perry Township out of
8 I-69, and, sadly, earlier this year, that
9 legislation was revoked. I might add by a single
10 vote in committee. It was a very close, close
11 vote, but it did go through.

12 And so now State Road 37 is back on the table.
13 The good news, I can tell you, is that the state of
14 Indiana does not have any money to pay for it.
15 That's good and bad news, I guess, on some level.
16 I serve on the Senate Appropriations Committee, and
17 there's no discussion at this point as to how to
18 fund Section 6. So it will be several years, even
19 if something is approved, before the taxpayers
20 would be able to pay for it.

21 This may be the last time I have a chance to
22 address you as a state senator. I'm running for
23 congress in the Ninth Congressional District, so I
24 just wanted to let you know that the promise I made
25 to you 15, almost 16 years ago, I've kept, and I'm

1 proud of that.

2 And if I do get elected to Washington where
3 the state will likely try to get money for I-69, I
4 hope to be able to continue the fight to make sure
5 we have a sane and logical extension to Section 6.
6 Thank you.

7 MR. RICKIE CLARK: Very well, very well.
8 Thank you, Senator Waltz, for those comments and
9 for attending this evening.

10 At this time we will continue to move forward
11 with the speakers that have signed in on our
12 speaker schedule this evening. Our next several
13 speakers on our schedule this evening will be John
14 Davis followed by Lou Holt followed by Andrew
15 Pangallo. Do we have John Davis?

16 Mr. Davis, the floor is now yours, sir.

17 MR. JOHN DAVIS: All right. I live right off
18 of 37. I've attended these meetings, and I have
19 repeatedly asked this question. It's a pretty
20 simple question. We've known this question all our
21 lives. Why are we doing this? Every time I ask, I
22 get a different answer.

23 We're trying to get a faster way to get here,
24 faster way to get there. Traffic congestion. For
25 all this inconvenience for traffic congestion,

1 really? Do we look that stupid as citizens? We
2 come to these meetings, and we're asked our
3 opinions. Twenty-seven different alternative
4 routes have been given. And isn't it amazing that
5 it comes back down to 37?

6 If there had been 57 alternatives, 37 would
7 still be the one in the box that they would pick.
8 They've even boxed us in on it. Everything has
9 been destroyed south of us and south of
10 Martinsville to expand the highway. One of the
11 people I talked to in there said, well, you can't
12 come north on a four-lane -- or an eight-lane
13 highway and then narrow it down to four. No, you
14 can't, but you shouldn't have built what you
15 couldn't complete to start with.

16 So why do we have to pay for somebody else's
17 mistake? I'm not a smart person, but I do know
18 that there's money involved in this somewhere,
19 somehow. And I'd like to be benevolent, and I'd
20 like to be kind and say, gee, golly, I'm so stupid
21 I believe this is a good idea. But I've outgrown
22 that. I got too many gray hairs to believe that
23 this is a good idea.

24 If they do this, the street I live on will
25 dead end onto 37, no exits, no ramp. Now, you

1 would have thought that as much planning that has
2 went into this so we can have our input ignored
3 they would at least know what kind of interchanges
4 they're putting on. I've heard diamonds. I've
5 heard this. I've heard sideways. Come on now.
6 You've got engineers involved. Somebody make a
7 plan and stick to it. Don't keep telling us that
8 we have alternatives. Thank you.

9 MR. RICKIE CLARK: Very well, very well.
10 Thank you, Mr. Davis.

11 Is there a Lou Holt in our audience?

12 MR. LOU HOLT: My comments have been covered
13 by multiple speakers.

14 MR. RICKIE CLARK: Very well. And then our
15 next several speakers on our speaker schedule this
16 evening will be Dana Lynn followed by Kathy
17 Weinmann followed by Joe --

18 MR. JOE BERKEMEIR: I'll just stand up. I'm
19 used to it.

20 MR. RICKIE CLARK: Then our next speaker will
21 be Dana Lynn. Ms. Lynn, the floor is now yours.

22 MS. DANA LYNN: Thank you. I just want to say
23 that I've never understood why we were doing this.
24 It still makes no sense to me, and I don't
25 understand why we have to take the next step given

1 that we are broke.

2 I want to reiterate a gentleman spoke earlier
3 about the observatory and the pollution that -- the
4 light pollution that Alternative B would impose
5 upon the observatory. I know that observatory that
6 he speaks of. I frequent it in my grade school and
7 also when I was a Girl Scout, and it is a historic
8 area. And it would be a shame if that was
9 deteriorated even further. I know that the airport
10 actually caused a lot of light pollution there, and
11 it seems that this Alternative B would be a further
12 destruction of that historic monument that I think
13 really should be taken into consideration.

14 Also another gentleman said that Tier 1
15 doesn't allow alternatives outside of a certain
16 study area, and if Alternative B and D are outside
17 of that study area, I would reiterate my concern
18 there with those as well.

19 A lot of my other comments were already
20 spoken -- have been stated here earlier, but thank
21 you.

22 MR. RICKIE CLARK: Very well. Thank you,
23 Ms. Lynn, for those comments.

24 The next speaker on our schedule will be Kathy
25 Weinmann. Is there a Kathy Weinmann in our

1 audience? Ms. Weinmann, very well.

2 Thank you to all of our previous speakers for
3 presenting their comments for inclusion into the
4 official public record. I'll also remind everyone,
5 certainly, to feel free to supplement your verbal
6 comments with written statements, e-mails, visiting
7 our project website and submitting comments in that
8 form or fashion as well.

9 Ms. Weinmann, the floor is now yours, ma'am.

10 MS. KATHY WEINMANN: Thank you. First, I want
11 to make it perfectly clear that I am against using
12 State Road 37 as a corridor for I-69, and my
13 comments follow along those lines.

14 I have major concerns about the funding of
15 this project on two fronts. First, there will,
16 obviously, be a need for many upgrades and
17 expansions on the streets surrounding the proposed
18 exit at Southport Road. It appears to me that the
19 streets running north and south on both sides of
20 what would be I-69 would need major improvements to
21 carry the increased traffic trying to access
22 Southport Road.

23 Where will the money come from to do these
24 expansions and upgrades? The city of Indianapolis
25 DPW will have to pay for these improvements out of

1 the city budget. Can you tell me if the DPW has
2 the budget to pay for these upgrades? I don't
3 think so.

4 Consider the condition of Southport Road
5 itself. There will be a huge influx of traffic
6 exiting I-69 at this exit. So it seems obvious
7 that Southport Road will need expanded, updated,
8 and maintained at a much higher level than it is
9 right now. Where will the money come from for
10 that? Again, Indianapolis DPW would have to pay
11 for that. Indianapolis does not have this money
12 budgeted because we have asked them many times to
13 improve Southport Road, and they always say, Sorry.
14 No money.

15 My second concern is for the funding of
16 construction of I-69 itself. As Senator Waltz
17 alluded too earlier, as far as I'm aware, there is
18 no state money currently budgeted for this project.
19 There is no federal money currently budgeted for
20 this project. And if he's elected, he'll make sure
21 there isn't any.

22 And as the state of Indiana is already one
23 billion -- that's a B, billion -- dollars in debt
24 for past road construction projects, I don't see
25 now going further into debt with P3 loans, which is

1 nothing but private-public partnership -- it's a
2 loan -- how going into debt with more loans is a
3 fiscally sound idea for us.

4 And the past commissioner of INDOT, Karl
5 Browning, agrees with me. In the November 22 issue
6 of Indianapolis Business Journal, Commissioner
7 Browning clearly stated -- and I quote -- "It's a
8 lot like borrowing. I would be more than cautious
9 about the notion of public-private partnerships of
10 the nature of some that we have done. If we let
11 it, the debt, get higher, we're going to be
12 mortgaging our grandchildren."

13 As a fiscally responsible citizen of Perry
14 Township, I would ask you not to place Indianapolis
15 and the state of Indiana in a position where my
16 grandchildren will be mortgaged. Thank you.

17 MR. RICKIE CLARK: Very well, very well.
18 Thank you, Ms. Weinmann.

19 Our next speaker will be Joe. I apologize for
20 not being able to make out the last name. If you
21 be so kind as to state your first and last name.

22 MR. JOE BERKEMEIR: I didn't want you to lose
23 more time trying to say it.

24 My name is Joe Berkemeir. I was born and
25 raised in Perry Township, lived a number of years

1 down the road in the White River Township. It's my
2 opinion that State Road 37 needs to be upgraded to
3 interstate standards between 465 and County Line
4 Road regardless of whether you call it State
5 Road 37 or I-69. I understand those of you who
6 don't want an interstate nearby, but the current
7 state of affairs is pretty poor. And something
8 needs to be done.

9 Look at all the accidents at Southport and 37.
10 Look at all the congestion at 37 and 465. Look at
11 the backups at rush hour on Bluff, Harding,
12 Meridian. All those commuters from White River
13 Township, I was one for a decade. I would bail off
14 of 37 and take Bluff. If you take Bluff, you see
15 lots of license plates from Morgan County, Monroe
16 County. Why not upgrade 37 to an interstate? Give
17 those people a better option and get them off our
18 local roads.

19 The current traffic issues are going to remain
20 if I-69 is built elsewhere. You've seen the news.
21 You've seen road plans. There's no untapped source
22 of money if this isn't upgraded. It really needs
23 to be done. I've seen all the different parts of
24 Indianapolis get traffic updates over the years.
25 This is the time for Perry Township to get its

1 roads fixed and be ready for the future. Thank you
2 for your time.

3 MR. RICKIE CLARK: Very well. Thank you for
4 your comments. Our next several speakers to sign
5 in on our speaker schedule this evening requesting
6 an opportunity to have his or her comment entered
7 into the public record will be Dr. Philip Borst
8 followed by Randall Shields followed by David Webb
9 followed by Tom Little, and then our next speaker
10 would be Mark Westfall. And our next speaker would
11 be Tom Little and Mark Westfall.

12 So, Dr. Philip Borst, the floor is now yours.

13 MR. PHILIP BORST: Thank you. Two things --
14 well, more than two. One, thank you to the INDOT
15 and federal people for being here and listening. I
16 know it's been a while, and we've tried to get
17 meetings here. And we thank you for being here.
18 We realize you're just the messenger, so we're not
19 trying to kick you.

20 Second, thank you, everybody, here for coming
21 to be involved in your city government. This is
22 great. I wish we could do this more often.

23 My name is Philip Borst. I lived in Perry
24 Township for 63 years. I own a business. I live a
25 mile east of 37. For 28 years, I was an

1 Indianapolis city-county councilman. I represented
2 the area for 28 years.

3 A couple new information that hasn't been said
4 yet, two different city-county councils passed
5 resolutions that I sponsored and wrote and got past
6 against the project. Hopefully, you guys have
7 copies of those. If not, we can get them. Local
8 government has spoken in Marion County also.

9 The second big thing is there's been a lack of
10 investing in this corridor of Perry Township on all
11 these years because people are waiting and
12 wondering what's going to happen. Several business
13 owners who are here could testify they were going
14 to add more jobs and more space, more room, double
15 their business, but they couldn't because they were
16 waiting to find out what happened.

17 So as Darrell Gossett said earlier, something
18 does need to happen so people know what to do. I
19 can't add -- there's so many eloquent people here.
20 I can't add a whole lot to the east-west issue or
21 the loss of the tax base. We're going to lose jobs
22 if this thing goes through. So thank you again for
23 all of you being here.

24 MR. RICKIE CLARK: Thank you, Dr. Borst, for
25 those comments.

1 Our next speaker will be Randall Shields. The
2 floor is now yours, sir.

3 MR. RANDALL SHIELDS: Good evening. Thank
4 you. Randall Shields. I'm a businessperson here
5 in Perry Township area up on Harding Street. I'm a
6 restaurant owner for 20 years. As the senator said
7 and Phil Borst said, we've talked about this for
8 20-some years. We had language written for us by
9 the legislature. Throw in a joke, I feel like I'm
10 living Ground Hog Day, the movie, with Bill Murray.
11 It's deja vu. It keeps happening over and over and
12 over again.

13 As it has so eloquently been spoken this
14 evening by so many good people who represent Perry
15 Township, why are we doing this? It makes no sense
16 when the state needs money. The federal government
17 has a 20 trillion dollar deficit. We're the
18 taxpayers. We're the people that represent our
19 town, and this is a great town for all the reasons
20 just said by a lot of folks, again, including Phil
21 just a minute ago.

22 It's jobs. It's opportunity. For many of us
23 in business, this is our livelihood. We're mom and
24 pops. It matters. There's so much room out there
25 to do something different. Why can't they do

1 east-west corridors and go other directions, but to
2 redo things and go over what we've got, we've got a
3 beautiful road. We just need to make some of the
4 corrections already mentioned and get a better
5 road. Go in other areas.

6 Many states are adding much more
7 infrastructure, and 65 needs to be done with three
8 lanes. There's been other items by the state
9 legislature that Luke Kenley has been out there
10 also on Indy Connect. There's so much to do to
11 connect up to Reagan Parkway and other things. I
12 just think that's the wiser thing.

13 I, like others, have gotten gray hair over
14 this. I hope and pray. After listening to about
15 ten hours of this, 99.9 percent of it is negative,
16 and I just don't understand, as taxpayers, why we
17 go on. Thank you very much.

18 MR. RICKIE CLARK: Very well. Thank you,
19 Mr. Shields.

20 Our next speaker to sign in on our speaker
21 schedule will be Tom Little. Is Mr. Little in the
22 audience? Mr. Little, the floor is now yours, sir.

23 MR. TOM LITTLE: Good evening. My name is
24 Dr. Tom Little. I'm the superintendent of schools
25 for Perry Township. I represent about 16,000

1 children and 2,000 staff members, and we are very
2 concerned with using State Road 37 as an
3 alternative for I-69. We have buses. 100 bus
4 routes every day cross 37. I have over
5 400 children that drive to school every day that
6 cross 37. We have family events that occur almost
7 on a nightly basis that will call 3 to 400 families
8 over to school crossing 37.

9 My concern is -- with the alternative routes
10 being proposed and just Southport Road being
11 considered at this point in time, my concern is the
12 traffic. I'm no engineer, but I do know children.
13 And I do know safety of kids, and I ask you to take
14 that into consideration when you make these final
15 decisions because we will be having children cross
16 that road every single day.

17 And I just ask you when you make those
18 considerations and those decisions I ask you to
19 make a deep-, deep-hearted consideration if that
20 was your child at 6:45 in the morning driving
21 across 37 would you want them taking that route?
22 That's what I ask.

23 In addition, since the valuation of our school
24 corporation is extremely important, we have people
25 that have testified tonight that have dedicated

1 their lives to Perry Township and dedicated their
2 commitment to businesses that are located along
3 that corridor that are going to be threatened.
4 That will impact assessed valuation which will
5 ultimately impact the tax base.

6 We grew by about 500 children this year.
7 We're predicted to grow by about 500 children next
8 year. It's going to continue to grow. Perry
9 Township is a good place to raise your children,
10 great place to have your school corporation. I
11 thank you.

12 MR. RICKIE CLARK: Thank you, Dr. Little.
13 Very well said. Thank you, Dr. Little.

14 Our next speaker will be Mark Westfall.
15 Mr. Westfall, the floor is now yours, sir.

16 MR. MARK WESTFALL: Thank you. Tax base,
17 traffic congestion, another access on 465 -- I'm
18 thinking of 67, Mann Road, 31, 65, Emerson Avenue.
19 And now we're going to add another interchange on
20 465? Have you seen 465 at rush hour? It just
21 doesn't make sense to me at all.

22 It makes more sense to put it out onto 70
23 where they can go north, they can go south, or they
24 can go straight through the city. Thank you.

25 MR. RICKIE CLARK: Very well. Very well said.

1 Thank you, Mr. Westfall.

2 Mr. Westfall actually was the last name on our
3 speaker schedule. However, having heard from our
4 previous speakers, having reviewed the presentation
5 this evening, perhaps having viewed the displays
6 and other materials in the display area, perhaps
7 someone else in our audience would like an
8 opportunity to participate as a speaker this
9 evening.

10 I see several hands, so, ladies, if you would
11 be so kind as to make your way towards the
12 microphone. Again, since we didn't have you signed
13 in as a speaker, if you'd be so kind as to state
14 your first and last name before presenting your
15 comments this evening. We'll start with this
16 microphone here, and then we'll transition to the
17 next microphone. Ma'am, the floor is now yours.

18 MS. GAIL FEATHERSTON: Gail Featherston. And
19 I actually did not see that there was a speaker
20 sign-up sheet or I would have been on it. Thank
21 you for giving me a chance to speak. I also have
22 some comments prepared. I'm going to deviate from
23 those just a little bit.

24 I'm from Morgan County, and that's why I'm
25 here. Routes B and D both run about a half a mile

1 from my home, so I have a lot at stake. The
2 freeway would not take my home, but it would make
3 it, basically, worthless and completely change our
4 way of life.

5 But coming here listening to the people that
6 are local, you know, I understand how you feel,
7 what a lot of you are saying, but I'd like to
8 remind everyone, including the officials and INDOT,
9 that people live in Morgan County too. There are
10 human beings in the path of B and D, K3, and K4.
11 There's agriculture. There's environmental
12 concerns. There's wetland. That's White River.
13 There's White Lick Creek. There's a lot out there
14 at stake.

15 Most of us that live out there, we live out
16 there for the small town rural environment. That's
17 why we love it, and that's why we call it home.
18 And that's why we don't have a lot of services. We
19 don't have a lot of commerce. That's the way we
20 like it.

21 Getting back to what I don't want to forget,
22 I'm not going to say I want it up Route C because
23 that's against you guys. I don't want to be
24 controversial or confrontational. I am very much
25 opposed to Routes B and D, of course. I've lived

1 there for 18 years. Besides my personal stake in
2 the process, I urge INDOT and the state to actually
3 consider the devastating impact that the new
4 terrain construction is going to have on the
5 environment and the rural countryside.

6 There are numerous aspects involved, including
7 the wetlands that I mentioned, the engaged species,
8 the agricultural land, and the idea that I-69 has
9 already taken out massive amounts of acreage in
10 southern Indiana. It's done enough, and it needs
11 to stop.

12 The Indiana Department of Natural Resources
13 and the U.S. Fish and Game and Wildlife have both
14 advocated for 37 to stay on Route C because of the
15 environmental impact. The environment needs to win
16 one. Morgan County is a beautiful, God's country
17 kind of place, and it needs to be left alone.

18 If you look at the 2016 Indiana map, 69 goes
19 up 37. 37 has been planning for this, so we don't
20 understand. But my time is up, and thank you for
21 listening.

22 MR. RICKIE CLARK: Thank you, ma'am, for those
23 comments. Let's go to this side of the auditorium.
24 If you'd be so kind as to state your first and last
25 name. The floor is now yours.

1 MS. DANA LYNN: My name is Dana Lynn. And I
2 just want to reiterate I don't understand why we
3 can't just admit that we've made a mistake and stop
4 spending the money on this -- on I-69 coming
5 through.

6 But the other thing I wanted to mention that I
7 failed to mention before was that before Section 5
8 gets opened to please, please, please consider the
9 high school. Martinsville High School sits within,
10 I don't know, maybe 100 feet of Highway 37. And
11 from what I understand in talking to the gentleman
12 out in the lobby, when Section 5 opens, we're going
13 to get a huge influx of traffic is the expectation.

14 And we have foot traffic from that high school
15 over to the business district, very heavy foot
16 traffic that crosses that highway. If you guys
17 could please consider putting in a pedestrian walk
18 over that highway to protect our children, I would
19 greatly appreciate it. Thank you.

20 MR. RICKIE CLARK: Very well. Thank you,
21 ma'am.

22 We'll transition to this side of the
23 auditorium. If you'd be so kind as to state your
24 first and last name. The floor is now yours,
25 ma'am.

1 MS. PAM ROGERS: Good evening. My name is Pam
2 Rogers, and I'm from Morgan County. We've heard a
3 lot tonight about which route to choose. I'm here
4 to say something a little different.

5 Regardless of which route we go, the processes
6 used by INDOT up to this point for the public
7 information process have not followed the
8 guidelines that they should. The new terrain
9 alternatives of B, D, and K4 blindsided the
10 communities. The politicians or our government
11 basis was unaware of these potential alternative
12 routes in our area.

13 When you look at what the environmental
14 justice Title VI rules, guidelines, and statutes
15 are, they clearly identify how transportation
16 development processes are supposed to engage the
17 public. Information you've seen tonight in the
18 auditorium and on the PowerPoint is actually
19 misleading. When it shows a number of outreach
20 programs to engage the public and inform them, this
21 is not correct information.

22 In February only four days appeared before the
23 notice in the paper to inform people of this
24 meeting. There were no representatives on our CAC
25 or within our politicians or our development

1 programs that engaged our community or that were a
2 part of this process. Our community learned of
3 this approximately June 1 when some of us received
4 notices.

5 Going further, in a communication with INDOT
6 this week, I was informed that they are not
7 required to follow the DOT guidelines for
8 environmental justice. What that means is now if
9 you're over 60, if you're a farmer, if you're low
10 income, if you do not have a college education, if
11 you have a disability, a mobility issue, or you may
12 not speak English, there have been no programs set
13 by INDOT to reach out and engage those people that
14 are by law supposed to be a part of this
15 development process.

16 Tonight I ask to please have something in
17 Spanish, something in another language to take back
18 to my community. It's not available. You make a
19 phone call to the Section 6 office. There's no
20 other alternative except for English. The
21 processes that are underway do not allow our
22 community to be represented as they are supposed to
23 be, and I hope you take that into consideration.

24 MR. RICKIE CLARK: Very well, very well.
25 Thank you, ma'am.

1 Our next speaker -- we'll transition to this
2 side of the auditorium.

3 AUDIENCE MEMBER: Are we supposed to stand in
4 line or --

5 MR. RICKIE CLARK: Well, because we don't have
6 you signed in, we're just alternating between
7 microphones. So if it's a line or if you'd like to
8 just make your way towards the auditorium in one of
9 the early sections here, then we can accommodate
10 you.

11 I apologize for those who have wanted to sign
12 in as speakers upon arrival and did not have an
13 opportunity or did not see the speaker sign-in
14 sheet at that particular time.

15 So we did this side. Sir, you're deferring?
16 Then the floor is now yours, sir, if you'd be so
17 kind as to present your first and last name. The
18 floor is now yours.

19 MR. STEVE BEST: Thank you. My name is Steve
20 Best, and I live in White River Township. And as
21 has been mentioned earlier this evening, this has
22 been the subject of public hearings for 20 years.
23 You know, I see a lot of representation here, a lot
24 from Perry Township, a lot from Morgan County, and
25 even some from where I live in White River

1 Township.

2 I'm going to keep this brief because it's
3 after 8:00, and a lot of good points have been made
4 already. No. 1, I'm in favor of following 37 to
5 465. I respect what the Perry Township community
6 feels about that. I think a lot of those needs can
7 be addressed with some additional interchanges that
8 would help not divide the community.

9 I see crosses at every single intersection
10 between Thompson Road and Waverly where people have
11 been killed on 37 because they've tried to cross
12 it, tried to enter it, tried to leave it, and that
13 has to be addressed. The only way to address that
14 is with an improved highway, an interstate highway.
15 You can't leave 37 as it is in that area. There's
16 an absolute need.

17 The discussion about Mann Road being used or
18 that area, K3 and K4, if you look at the charts out
19 there, they show 20 to 30 percent more cost than
20 following 37. You know, the point is being well
21 made that we have to watch our dollars. We're
22 going to borrow money in order to do this. I don't
23 know about you, but I don't want to borrow
24 30 percent more and still have a road that is more
25 prone to accidents. Thank you.

1 MR. RICKIE CLARK: Very well. Very well said.
2 Thank you, sir.

3 We'll transition to this side of the
4 auditorium. Ma'am, if you'd be so kind as to state
5 your first and last name. The floor is now yours.

6 MS. KATHY SMITH: Hi, my name is Kathy Smith.
7 I'm a resident here in Perry Township. I work for
8 one of the hospitals. I have children that attend
9 the schools. This is my first meeting here. I
10 have lived in Indianapolis about 15 years. I lived
11 in Chicago for about ten years. And I love
12 Indianapolis. I love that it's not so busy, but I
13 am concerned that it seems like we tried to find
14 our solution in building more highways, bigger
15 highways instead of improving the numerous highways
16 that we already have that feed into 465.

17 Let's improve these dangerous highways that
18 already exist. Let's make improvements for the
19 roads that feed into these highways. I live off of
20 37. Southport Road, County Line Road, they're
21 atrocious. I want to see improvement there before
22 I see a project that costs billions of dollars like
23 the I-69 project. I don't want to see that. I
24 don't care where it goes. I don't think any of
25 them are good alternatives.

1 We need to improve 67. We need to improve 65.
2 We need to improve 37. All of these highways are
3 good. We need to improve them. We need to improve
4 the roads that feed them. I don't want to see my
5 tax dollars go into a project that's going to cost
6 billions of dollars and I still have a problem
7 getting out of my neighborhood on Southport Road.
8 I want to see these roads improved east and west,
9 all of these roads.

10 I want to also see that we have mass transit
11 available. Your bigger cities that have tremendous
12 commerce have mass transit. We can do things that
13 do not damage our environment and interrupt all of
14 our businesses. They will improve our area and our
15 tax dollar base. These solutions presented tonight
16 are not good solutions. I want to see better
17 alternatives than what I seen tonight.

18 I want better consideration for mass transit,
19 improvements on our existing highways. We don't
20 need to build new highways and more interstates.
21 Thank you.

22 MR. RICKIE CLARK: Very well, very well.
23 Thank you, ma'am. We'll transition to this side of
24 the auditorium. Sir, if you'd be so kind as to
25 state your first and last name. The floor is now

1 yours, sir.

2 MR. CALEB HARBER: My name is Caleb Harber. I
3 am a property owner. I'm also probably the only
4 person that's probably under 40 that has spoken, I
5 believe. I am 25. I'm a small business owner. I
6 started my company at 10. I've grown it since
7 then. I employ 22 people through the course of the
8 summer. Eight people full-time during winter.

9 I-69 has pretty much existed in my mind as a
10 business owner this entire time that it's going to
11 be the 37 corridor. Looking at the numbers, it
12 looks like the most economically feasible plan is
13 to go along 37. I understand the Perry Meridian
14 community outrage, but not really. Southport
15 sucks. County Line sucks. All the roads suck.
16 They suck.

17 I'm young. I'm going to be paying for it.
18 You guys say you're paying for it, but we're in
19 debt because of decisions made by your generations.
20 Sorry. I'm the one who's going to pay for it. So
21 listen to the young when I say interstates are
22 needed. Urban sprawl is needed. A
23 90 million dollar project off 65 can be done
24 because of interstates. Fishers, Noblesville can
25 be done because of interstates.

1 Large malls, large corporations, large
2 businesses are off of interstates. I run a
3 business all over Indianapolis. We go everywhere.
4 Traffic here sucks just like up there, but I can
5 tell you we avoid the west side mainly because we
6 can go to Brownsburg but Avon and Plainfield that
7 don't have interstates, they suck. They suck to
8 get to. They suck to run crews efficiently on.
9 They suck.

10 And something we need to approach is the tax
11 base says we need efficient transportation.
12 Interstates are dramatically more efficient than
13 highways because you don't have to stop. There are
14 ways to engineer around the interchanges,
15 everything else. Build bridges over them. I don't
16 care. Banta sucks. Epler sucks. So I don't get
17 how it's supposedly safe. They all suck. Listen
18 to youth, hopefully.

19 MR. RICKIE CLARK: That is going to be
20 interesting in the transcript. Let's transition to
21 this side of the auditorium. No? Defer? All
22 right.

23 Sir, if you'd be so kind as to state your
24 first and last name.

25 MR. MATT STANDARD: Thank you very much. My

1 name is Matt Standard, and thank you for the
2 opportunity tonight to learn a little bit more
3 about change as well as to speak to the topic. I
4 think all of us are here because we have a vested
5 interest. If you are here and you don't have a
6 vested interest, I don't know why you're here.

7 So everybody has a passion. Everybody has an
8 impact. I agree with the last speaker in that
9 20 years the senator mentioned, other local
10 officials have mentioned this has been something
11 that's been in everybody's mind for 13 to 20 years.
12 Thirty-seven is going to be I-69. It's going to
13 happen.

14 Businesses, residential, agriculture,
15 everybody has made life decisions based on this,
16 and that includes people that have moved outside of
17 that corridor already, including myself who just
18 bought a house 15 months ago that now has a
19 proposed interchange a quarter mile from it.

20 I didn't buy in this district because 37 was
21 going to be turned into 69. Businesses have not
22 built there because of that. Things have not grown
23 up around that. But, you know what, go up to
24 Noblesville. Go up to Fishers. Look at
25 Plainfield. Does anybody remember Plainfield

1 20 years ago? Look at Ameriplex. Look at Ronald
2 Reagan Parkway. Those people -- if you want to
3 talk about tax base, they're probably wiping the
4 walls with you guys right now.

5 So I would just say think about this
6 holistically. Think big picture. Think long term.
7 Think strategic. Because we've been thinking
8 strategic about this for 20-plus years already.
9 This is not news to anybody in this room. Okay.

10 So, remember, there's a lot at stake here.
11 There's a lot of people's lives at stake,
12 businesses, individual, etc. Things change; things
13 evolve. And we need to just do it smart. I agree
14 that there are challenges with the east-west
15 argument. I think that's a great argument. That's
16 what the input needs to be made to INDOT say what
17 do we need to do to make sure the people on the
18 west side can get to the east side, vice versa.
19 Don't divide the community. Fair point.

20 I think that's where we need to speak up, but
21 don't think this is a matter of surprise or a
22 matter of going to destroy your community. Look at
23 what it's done to other communities and what it
24 could do for your community. Thank you.

25 MR. RICKIE CLARK: Very well, very well.

1 Thank you, sir, for those comments.

2 We'll transition to this side of the
3 auditorium. If you'd be so kind as to state your
4 first and last name. The floor is now yours, sir.

5 MR. MIKE BROWN: My name is Mike Brown. I'll
6 try to be as complete as I can with this. I'm a
7 little bit nervous. I've been a resident of Perry
8 Township since August of '79. My parents -- we
9 moved from Terre Haute to Indianapolis between my
10 junior and senior year in high school.

11 And the interstate exit we had was Southport
12 and 65. If anybody is a long-term resident of
13 Perry Township remember what that zone or that
14 section of interstate looked like at Southport
15 Road, there was nothing there. Gray Road you had
16 three businesses. You had an old Sonoco station
17 with two service bays where you could change your
18 oil, right next door to that was a brand new
19 McDonald's that was built in '78, and you had a
20 Racquets Ford just north of those two. South of
21 Southport Road, basically from a half mile east of
22 Emerson clear to Sherman, south of Southport to
23 Stop 11 was nothing but a huge dairy farm. Nothing
24 was there.

25 Look what we have today. Go back to '79, look

1 at what 69 looked like on the northeast side. Look
2 how it's progressed the last 35 years and the
3 traffic mess that's occurring there. I don't know
4 how many hundreds of millions of dollars has been
5 spent on that corridor in the last 35 years. They
6 still don't have it figured out.

7 But the proposal that I have, I came up with
8 14 years ago. I have no land or no interest or
9 know anybody that lives in these areas. I may go
10 on a little extra here, but I apologize for that.
11 But I proposed a route that was dropped back in
12 February. I drew it on the map. I didn't make the
13 May and June meetings because I'm still going to
14 college. I'm one of the older students. I've gone
15 back. I got my business degree, and I'm working on
16 my supply chain logistics management. So you know
17 where I'm coming from and what I understand about
18 how roads or -- I'm not an engineer but how roads
19 function and how they move and move people.

20 The proposal that I had starts where the
21 current bypass shows at the south end of
22 Martinsville for the 39 bypass, cuts behind the old
23 IMI plant and the bowling alley, cuts across the
24 floodplain right next to the existing right-of-way
25 to the power lines that crosses the floodplain,

1 cuts up west of 39 approximately a mile to three
2 miles west of 39 due north to 70.

3 That takes all your truck traffic off that's
4 coming from the airport that's heading towards
5 Texas, Arkansas, wherever it may be that the 69
6 traffic will be going away from 465. The Ronald
7 Reagan is being built to keep all the intermodal
8 traffic is what I'm talking about. Intermodal is
9 what a lot of our logistics is going to be moving
10 by here in the next five or ten years when they
11 expand the Avon area with our railroads going
12 intermodal and bypassing the Chicago mess they
13 currently have up here.

14 MR. RICKIE CLARK: Sir.

15 MR. MIKE BROWN: I understand. But with the
16 Ronald Reagan, it's supposed to take pressure off
17 the west 465 --

18 MR. RICKIE CLARK: I've given you a little
19 extra time. I really have. I've given you a
20 little extra time.

21 MR. MIKE BROWN: No. You haven't let me do it
22 yet. What I'm saying is there's only four
23 intersections. It's new cross country construction
24 that's approximately 13 and a half miles.

25 MR. RICKIE CLARK: Very good.

1 MR. MIKE BROWN: My proposal is four
2 intersections, a bridge, and one road overpass
3 would have to be built for that section compared to
4 what has to be built for 37.

5 MR. RICKIE CLARK: Sir, I'm going to have to
6 ask you to conclude your comments.

7 MR. MIKE BROWN: I told you I might run over a
8 little bit. That's why I went last.

9 MR. RICKIE CLARK: Well --

10 MR. MIKE BROWN: That's the problem with the
11 debate here.

12 MR. RICKIE CLARK: Sir, our previous speakers
13 have all adhered to the two-minute time limitation.

14 MR. MIKE BROWN: That's the problem with the
15 state.

16 MR. RICKIE CLARK: I've allowed you some time
17 to conclude your comments and wrap this up.

18 MR. MIKE BROWN: I don't see --

19 MR. RICKIE CLARK: However, we have other
20 speakers waiting to present comments. Please
21 conclude your comments.

22 MR. MIKE BROWN: What I'm saying is the cost
23 factor --

24 MR. RICKIE CLARK: Very well.

25 MR. MIKE BROWN: -- will be not nearly the

1 impact if they follow the 37 corridor.

2 MR. RICKIE CLARK: Very well, very well.

3 Thank you, sir.

4 I'd like to thank all of our previous speakers
5 quickly for their comments and also the courtesy
6 that's been paid to all of our speakers from the
7 audience. I appreciate that very much. Additional
8 speakers at this time who would like to
9 participate? I don't see anyone on this side, so,
10 sir, if you'd be so kind as to step forwards and
11 present your first and last name. The floor is now
12 yours.

13 MR. BOB WILSON: My name is Bob Wilson.
14 There's a lot of cycling activity on the southwest
15 quadrant around Southwestway Park going down to
16 Centerton going down to Wilbur in that area. The
17 Marian University cycling team which starts up on
18 38th and Noble Road rides down into that Wilbur
19 area.

20 There's only two ways to cross the river. One
21 is 144, and the second way is on Southport Road.
22 There are gravel trucks on both of those roads.
23 They're pretty dangerous at this point. I would
24 just ask that there be consideration for cycling
25 for whatever route is chosen. Thank you.

1 MR. RICKIE CLARK: Very well, very well.
2 Thank you, sir.

3 Additional speakers who would like to
4 participate? There's someone on this side of the
5 auditorium. If you'd be so kind as to state your
6 first and last name. The floor is now yours, sir.

7 MR. RANDY CRAWFORD: My name is Randy
8 Crawford. First off, I'd like to talk for
9 homeowners. I believe the unbelievable loss of a
10 home should be the No. 1 concern here. A good
11 business will survive. That being said, businesses
12 should be properly supported in a timely manner
13 with the economic assistance that they properly
14 need to relocate.

15 Routes B and D will sever Morgan County in
16 half. During the construction period, businesses
17 will be lost. Jobs will be lost. The trucking
18 organization has already noted their drivers are
19 going up 37. A little bit of transportation
20 knowledge, time and distance are important to
21 drivers. Those are just some concerns I would like
22 to note. Thank you for your time.

23 MR. RICKIE CLARK: Very well. Thank you, sir,
24 for your comments. Very well said. Yes, sir, if
25 you'd be so kind as to step forward and state your

1 first and last name.

2 MR. JOHN DAVIS: I'm John Davis. I was up
3 here earlier. But I've heard a few comments that I
4 find a bit amusing. Maybe I'm listening to
5 something else. To the two younger gentlemen and
6 the one that made the comment about Plainfield,
7 I-70 was already an interstate. That's why they're
8 doing so well. If your main concern is stop-and-go
9 traffic on 37, I understand that. But the problem
10 I'm having -- and I can say this with some
11 qualifications because I am a veteran -- 20 years?
12 Twenty years we're still talking about it, and
13 nothing has been done.

14 To the woman who spoke about Southport Road,
15 you get off 37 on Southport Road, you got four
16 lanes. You go to Bluff Road, you go back down to
17 two, and you never expand again. You need to fix
18 what's broken first, and then if you want to dump
19 money into useless projects for a road that goes
20 nowhere, that's up to you. But fix the thing
21 that's broken first. There's no reason to put an
22 exchange there that you can't use because it's
23 going to end up piled up anyway.

24 As far as interstate safety, I've seen the
25 markers. I've seen the markers on 70, on 65 south.

1 I've seen them all over the state. Thirty-seven is
2 not an extremely dangerous road. Granted the stop
3 lights need a little bit better coordination, but I
4 got nothing to do with that. What we need to do is
5 for us to come up with a concerted plan to approach
6 these people and say fix this problem. Don't
7 promise me things that I know you're not going to
8 deliver.

9 Because when you become 61, you will still be
10 getting the same promise, and that's just the way
11 it is. I remember a lot of promises when I was in
12 my teens and 20s. The government never has backed
13 them up because the truth of the matter is they
14 don't have to unless we, the people, push back and
15 push in the direction that we would like it to go.
16 Thank you.

17 MR. RICKIE CLARK: Very well, very well.
18 Thank you, sir.

19 I don't see anyone else on this side. We've
20 got a speaker on the other side of the auditorium.
21 Noting the time is 8:35, so we still have time for
22 additional speakers to participate during this
23 session. Ma'am, if you'd be so kind as to state
24 your first and last name. The floor is now yours.

25 MS. BONNIE MIA: Hi, my name is Bonnie Mia. I

1 didn't come here to speak tonight. I've been
2 listening, and there's one thing that I haven't
3 heard anybody say. This is just not an interstate.
4 It's a NAFTA highway connecting Mexico to Canada.
5 If I was anybody sitting in this room, I wouldn't
6 want that running through my neighborhood. Who
7 knows what's going to be in those trucks. And we
8 all know it will at least be a lot more trucks.
9 I've traveled Highway 37 to work for 25 years.
10 I've not had a problem traveling Highway 37. I
11 mainly see cars. It's a local access highway,
12 local traffic going north and south to get to work
13 in Indianapolis and going back south to get home.

14 I would just say if you're going to build this
15 somewhere, please think of where you're going to
16 impact the least amount of people. I'm not going
17 to say where that should be because I wouldn't want
18 it in my neighborhood either. I'm just saying go
19 where it's going to impact the least amount of
20 people, and I would think that would be somewhere
21 where there isn't already a lot of development.

22 MR. RICKIE CLARK: Thank you. Very well, very
23 well. Thank you, ma'am, for those comments.

24 Additional speakers who would like to
25 participate? If you'd be so kind as to state your

1 first and last name.

2 MR. THOMAS AILER: My name is Thomas Ailer. I
3 live in the city of Fishers in Hamilton County,
4 which is on the north side of the city of
5 Indianapolis. And I support converting Indiana
6 State Road 37 into Interstate 69. It will require
7 INDOT to purchase less road converting Indiana
8 State Road 37 into Interstate 69 as opposed to
9 INDOT purchasing, say, a road which is land for new
10 terrain route west of the Indiana State Road 37.

11 At the same time, you convert Indiana State
12 Road 37 into Interstate 69, you will improve
13 traffic flow along Indiana State Road 37. It will
14 make it more efficient because that way you remove
15 all of the intersections which removes traffic
16 signals. You also remove all of the traffic that
17 flows from the west to the east, you know, across
18 Indiana State Road 37 which would prevent a lot of
19 accidents.

20 And I think you should also put plenty of
21 access points on Interstate 69 in the form of
22 interchanges so people in these neighbors can
23 access Interstate 69 very easily. And what
24 crossroads we don't put interchanges at, we can
25 always put, say, overpasses. We can preserve that

1 traffic flow from the west side of Interstate 69
2 over to the east side of Interstate 69 as well.

3 So, you know, my opinion is converting Indiana
4 State Road 37 into Interstate 69 is a better
5 choice. That way you don't have two four-lane
6 divided highways that parallel each other between
7 Martinsville and the city of Indianapolis. Thank
8 you.

9 MR. RICKIE CLARK: Very well, very well.
10 Thank you, sir.

11 Our next speaker -- we have another speaker
12 that's on the other side of the auditorium. If you
13 would be so kind, ma'am, as to state your first and
14 last name. The floor is now yours.

15 MS. LINDA OSBORN: My name is Linda Osborn.
16 I've been a Perry Township resident for almost
17 30 years. My kids have gone to school here. I've
18 been against Interstate 69 ever since I heard of
19 it. One of the reasons that this has probably
20 taken so long is because we've finally as a
21 community and potentially as a nation come to the
22 realization that interstate highways are not the
23 answer to all of our problems.

24 For those of us who are old enough, we
25 remember why the interstate system was begun by

1 Dwight Eisenhower in order to move troops across
2 the country, for crying out loud. Now we're
3 talking about putting a major road through our
4 community so that people can get from here to there
5 faster.

6 Now, I travel the interstate highways to visit
7 relatives, so I understand that. But they're
8 traveling through our community. Why is the needs
9 of people who are trying to get from Point A to
10 Point B and need to go through Perry Township as
11 fast and conveniently as possible how do those
12 needs outweigh the needs of the people that live in
13 that community?

14 I have a vested interest. I confess. I live
15 near the corner of Southport and Meridian. I know
16 the quality of my neighborhood is going to be
17 degraded as traffic pours out of 69 onto Southport
18 Road. It will be widened. It will get more
19 traffic. Because that's what happens. You build
20 more roads. You get more traffic, and then you
21 build more roads. And then you get more traffic.

22 So I understand why putting this road through
23 to the west side is very heartbreaking for the
24 people that live out there and enjoy their country
25 living, but we as a community have our rights too

1 to preserve what we have in Perry Township and the
2 homes that have been built and the businesses that
3 have been built up. Thank you very much.

4 MR. RICKIE CLARK: Very well, very well. Very
5 well said. Thank you, ma'am, for those comments.

6 Reading some of the body language in our
7 auditorium, I can pick up that it's -- many of you
8 probably are in need of a little bit of a break.
9 At this time seeing there are no additional
10 speakers at our microphone stations, then we will
11 conclude this formal portion of the public meeting
12 this evening.

13 (The hearing concluded at 9:00 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:00 p.m. and 9:00 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 15th day of
16 December, 2015.

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18 Nancy M. Kottenstette



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My Commission expires:
September 13, 2021

Job No. 102619

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In the Matter Of:

INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS) PUBLIC HEARING

INDOT Public Hearing

December 02, 2015



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1
2
3 INDIANA DEPARTMENT OF TRANSPORTATION
4 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
5 PUBLIC HEARING
6
7
8

9 December 2, 2015
10 5:40 p.m.
11

12
13 AT THE
14 Mooresville High School
15 550 North Indiana Street
16 Mooresville, IN 46158
17

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made during open house.)

2 MR. BILL MILLER: I live on Centenary Road,
3 7336, the last house before you get to 144, and
4 it's a historical cabin that was built in 1819.
5 And that was a little bit after the state become a
6 state.

7 So, therefore, I wouldn't want them to come
8 down Centenary Road and destroy my home because
9 it's historical, and that's all I wanted to say.
10 We have 6 acres there, and I took care of it. And
11 then I built barns and all the way around the
12 cabin. I've built all my house around it, bedrooms
13 and kitchens and garage, and that's it.

14 But it's -- the cabin is still there. We
15 still use it. It's the front room, and I sleep
16 upstairs at night. That's all.

17 MS. LEANNA COCHRAN: Running traffic through
18 Mooresville in any of these is going to put a huge
19 amount of traffic downtown Indianapolis. Truck
20 drivers will not go around 465. I know. I've
21 worked with them for 40 years. They are not
22 stupid. They will go through downtown I-70.

23 And I don't think downtown I-70 can handle a
24 lot more traffic going through town. They also
25 will not -- if they're coming from the east, they

1 will not take I-70 into 465 and go around to 37.
2 They'll cut across. There's going to be a lot of
3 traffic in areas that are not designed to handle it
4 and create a lot of congestion. We don't need it
5 or want it particularly downtown. P.S., they're
6 going to take my house.

7 MR. RANDAL ALLEN: 163 Justin Drive,
8 Mooresville, 46158. There is a cemetery at the
9 intersection of Centenary and Henderson Ford Road.
10 It's in the northeast quadrant. It's an old
11 pioneer cemetery, and I'm not sure if anybody knows
12 that that's there. And the only reason I know is
13 I've lived in the area for quite a while. I've
14 hiked back to it.

15 So I just want to make certain that people
16 know that. And one of the routes is going right
17 through that particular area, and I forget which
18 route it is. I think it's Option 6 or something
19 like that. Is there one of those things around
20 here? I can try to find out and come back and tell
21 you.

22 MS. CHERYL ROSENFELD: My name is Cheryl
23 Rosenfeld. I do not want this going through my
24 neighborhood. We are in our later years. We
25 bought our house with the intents of living there

1 until we're in a nursing home or worse. It's very
2 quiet where we live. I love it. This right now,
3 one of the routes is Centenary and Henderson Ford,
4 which is right by my house, half a mile from my
5 house.

6 I don't want that going through my yard. I
7 don't want it going through my subdivision. I love
8 it out there. They can go the original route up
9 37. There is limited homes along there. What few
10 businesses are there could adapt. Where you go
11 through these other routes, you're going through
12 people's farmland, property where it has been in
13 their families for years.

14 You're going through homes where people have
15 children and have raised them there, farms, as I
16 said before. It's crazy. It's small towns and
17 farms right now are very few and far between. You
18 drive out in the country, it's subdivision after
19 subdivision. There's not a lot of farmland. And
20 why take what we've got?

21 It's very, very, very wrong for progress. We
22 have roads right now that are falling apart. They
23 don't fix them, and it's wrong. And I will fight
24 this tooth and nail. If I have to get out there in
25 front of a road grader, I'll do that. But I will

1 fight it every step I can. That's my opinion.

2 MS. LOIS A. McCOY: I just -- well, I
3 suspected but now I know for sure they're going to
4 go right over my house, so I object. I don't know
5 why they can't stick on 37. That was the plan all
6 along. I don't know what else to say except that I
7 object, and I assumed -- we all assumed that it was
8 going up 37. It seems like, you know, they had the
9 easements already along 37 that they could use
10 instead of taking people's homes.

11 MR. DAVE SNYDER: I know three people in
12 Martinsville who work in Indianapolis. I know
13 others in Martinsville who like to go to
14 Indianapolis. Of those three, I asked them, and
15 only one person takes a flight once a year. The
16 argument that running Interstate 69 through
17 Mooresville would improve access to the airport is
18 insignificant compared to the benefits of running
19 it straight to Indianapolis.

20 You have the Colts, the Pacers, the Fever, the
21 IRT, Harry and Izzy's, St. Elmo's, the lighting of
22 the Monument, the children's museum, the Eiteljorg,
23 Victory Field, the Indiana State Museum. What am I
24 missing? There's so much to do in Indianapolis,
25 and if you were to run 69 through Mooresville, all

1 that traffic is still going to drive up State
2 Road 37 because that is the straightest, most
3 direct route from Martinsville, Bloomington, and
4 points south to Indianapolis.

5 MR. DAVE DAVIS: My name is David Davis. I
6 live at 7334 Cordova Drive in the Crossfield
7 subdivision in between Mann Road on Southport Road
8 and High School Road. I-69 will affect us in two
9 ways.

10 One, it will be coming -- if it comes down
11 Mann Road, it will be seven-tenths of a mile from
12 my home. And the other thing that's going to
13 affect us is there's a large warehouse complex
14 that's going to be built in my backyard, so I would
15 be caught in between the warehouse complex and I-69
16 if it comes up Mann Road.

17 My concern is I need to know time limits on
18 when this project is going to start so we can
19 determine what we're going to do with our home.
20 It's important. It's a small subdivision. My
21 sister is already affected. She's already been
22 served to move because they're going to expand the
23 road of Camby Road through her home, so her home
24 will be gone. So we just need a time frame on when
25 this is all going to happen.

1 MR. JERRY LONG: We live at Spring Lake Road
2 and Mann Road. We purchased our home earlier this
3 year with the thoughts of following INDOT and
4 seeing that I-69 was supposed to stay on 37. We no
5 sooner than find out we get moved into our home
6 that they're making alternative routes possibly
7 going through Mann Road.

8 And it just makes us totally sick to think
9 that we've invested our life savings in purchasing
10 a home and possibly having to degrade it by I-69
11 running right down through the front of it.

12 Currently, Mann Road is just one beautiful,
13 scenic route for motorists to travel on. Probably
14 one of the prettiest roads in Morgan County. It's
15 a shame to tear the environment up and to destroy
16 the beauty of this area.

17 MS. JENNIFER LONG: I think what we're mostly
18 irritated about is the lack of communication and
19 information to Morgan County residents. Two or
20 three months ago is when we first found out about
21 it, so we were shocked after we purchased the home.

22 MR. JERRY LONG: It seems like it was poor
23 planning on INDOT. They should be able to make a
24 decision. They said 37, and now we're backing off
25 and wanting to go other ways. It's very, very

1 horrible.

2 MS. JENNIFER LONG: I know along the White
3 River and 37 -- 144 and 37 right there, all that
4 farmland, there's all kinds of dense fog every
5 morning. So we were -- that's right on Mann Road,
6 so we were curious about, you know, INDOT not
7 knowing about that or maybe they do. I don't know,
8 but it's always foggy every morning in that whole
9 area of White River, which is Mann Road and 144.

10 MR. JERRY LONG: We're worried about the
11 plummeting property values that's going to happen
12 in the Mooresville area because people are not
13 doing anything to their homes right now. They're
14 afraid to spend any type of money because they're
15 afraid 69 might take them or they want to sell.

16 It's really devastating to the community. I'm
17 surprised they made a decision to stick it on 37.
18 Stay on 37. That was the original route. Stay on
19 37. They should not detour from State Road 37.
20 The highway is there. There's an open -- it's got
21 to cost less money to stay on 37 than come through
22 Mooresville. I don't know what else to say. I'm
23 just sick about it. Truly, truly am. That's it.

24 MR. JIM MILNER: My comment would be I believe
25 the highway should run along Highway 37 because the

1 intersection of 37 and 465 is already in need of
2 rework or redesign because of the congestion.

3 State Road 37 also has noise pollution that
4 people in the area are already used to; therefore,
5 we're not introducing a new road with noise
6 pollution, if that makes sense, to a new area.

7 Two years ago I chose to buy property off of
8 Mann Road because I believed that the route was
9 already decided to go down 37. I would not have
10 bought that property had I known that they were
11 going to reevaluate the whole route system, and I'm
12 extremely disappointed that it may impact property
13 that me and my wife have saved for years to buy.

14 I believe that truck drivers would appreciate
15 that intersection being redone as well because of
16 congestion. I see them backed up, several trucks
17 at a time, trying to come and go from the truck
18 stops.

19 MS. KATHLEEN COLLINS: I just want to say this
20 is disrupting everybody's lives. I've lived here
21 35 years, and I'm going to live here the rest of my
22 life. I don't want all this mess. It's going to
23 cut us off, and I don't understand why they don't
24 come up 37, which is already impacted. Put their
25 money in that. It still will be a lot cheaper than

1 disrupting all of our lives. That's where they
2 ought to go.

3 MR. KEVIN SHELLY: I just noticed on the sign
4 over there B and D options have zero -- let me go
5 back and see what it says. No environmental
6 impact, zero acres. Wetland protected area. So
7 wetlands protected area, wetlands, zero impact on B
8 and D.

9 To me that's important for wetlands that are
10 federal for a lot of reasons, and these other ones,
11 that's 440 acres, 375, 3 -- so the other routes all
12 affect a lot of the federally protected wetlands,
13 so I assume that's not a good thing.

14 There's a lot of reasons B and D would be
15 better than K3, K4, and C. Another one is 144
16 which is a very heavily traveled road right now,
17 and it's a very narrow two lanes, no median. So
18 there's wrecks on there every week, 55, 60, and
19 residential. And there's a lot of roads that empty
20 into 144 that's residential. There's a lot of
21 hills. You can't see. The distance that you see
22 isn't far.

23 So it's almost more traffic than you can
24 handle on 144 right now. So for that reason, both
25 of these options put an interchange on it on 144.

1 C, K3, K4 both have interchanges. To me all these
2 people traveling this far, you only got four, five,
3 six places to get off. It's going to increase the
4 traffic on 144 more. And I don't think -- I've
5 lived on there a lot of years, and there's a lot of
6 wrecks on 144.

7 And there's no room to make the road bigger.
8 It's so residential, too many houses. So my gut
9 tells me B and D are better alternatives for the
10 environment, for people, for safety, for a lot of
11 reasons.

12 All this area here, the river is there. This
13 is all low lands. I used to take my kid to Waverly
14 School every morning for six years. And then I had
15 another kid, so for about 20 years I've been in
16 this. And almost daily this area gets real foggy.
17 You can't hardly see. It's bad. Now they're going
18 to put an interstate through there with cars
19 running 80 miles an hour? It scares me. You talk
20 about pile-ups, so I don't know.

21 Those are just thoughts. Wetlands are
22 important to me, and 144 is real important. That's
23 going to increase traffic on 144. They really need
24 to look at 144. That's a death-trap road. Every
25 week there's wrecks there.

1 MS. SANDRA MILLER: So my comment is that the
2 interstate will clip the back end of our
3 subdivision. I live very close to that back edge,
4 and it looks like -- it's hard to tell, but it
5 looks like on the map that they're going to be
6 built right over a 42-inch pipeline that they just
7 put in about four years ago, a gas pipeline.

8 Since that's right on the edge of our
9 neighborhood, we were concerned about the gas
10 pipeline to begin with, but now having an
11 interstate built over it, I don't even know how you
12 can do that legally, put it over a gas line or
13 cross it. So those are, I guess, my main concerns
14 and that I propose State Road 37 because that was
15 what we were all led to believe.

16 MS. PAM ROGERS: This is Pam Rogers. And our
17 comment is we would like to thank INDOT for making
18 the extra accommodation to allow our community to
19 participate; however, we had told them at the onset
20 that there would be over 1,000 people. So we're
21 hoping they will extend the hours tonight to allow
22 ample time to cover all the comments and the
23 concerns.

24 (Public comments made in the gymnasium.)

25 MR. RICKIE CLARK: Our first five speakers

1 this evening on our speaker schedule will be Lauren
2 Moore followed by Daniel Elliot followed by Dave
3 Marcotte followed by Robert Turner followed by
4 Angie Blackwell. So, again, Lauren Moore in the
5 gymnasium?

6 MR. LAUREN MOORE: My name is Lauren Moore.
7 I'm on the Morgan County Council. My comments on
8 this is that a lot of the people in my area will be
9 disturbed with the use of the C and D path going up
10 just west of Monroe County.

11 But they -- the other thing is the use of K3
12 and K4 will take the highway right through a lot of
13 natural water area, and we happen to have a lot of
14 (inaudible) there. If I was coming from
15 Evansville, I wouldn't want to end up out in
16 Monrovia. I'd go right downtown.

17 My other comment is the fact that I have seen
18 so many of the interstates just drop off right at
19 465 where they should have been going downtown.
20 Take I-74, you get to 465, and then everybody has
21 to try to travel around just to get on downtown.
22 69 is the same way. You see how many extra lanes
23 they had to put on 69 and 465 just to bring that
24 traffic around the east side so people could get
25 downtown. And that's my main statement.

1 MR. RICKIE CLARK: Our next speaker will be
2 Daniel Elliot.

3 MR. DANIEL ELLIOTT: My name is Daniel Elliot.
4 I am the president of the Morgan County
5 Redevelopment Commission, and I wanted to come here
6 and put on record that officially that the
7 Redevelopment Commission of Morgan County has
8 unanimously voted to agree with the majority of the
9 residents here that we believe that the best route
10 for 69 would be to follow the existing Highway 37
11 route.

12 The reason we believe that is because the
13 negative impact of the other routes would not only
14 have drastic implications on the agriculture,
15 businesses, and homes of Morgan County residents,
16 but also because of the fact that we as a community
17 have been planning and trying to prepare for I-69
18 and the rest of the changes that are facing us in
19 the 21st century. So we planned our entire
20 community around that existing route.

21 We believe that it would be the most benefit
22 to the residents of Morgan County, but, more
23 importantly, the least amount of impact to the
24 people of Morgan County. So, again, our vote
25 unanimously, without even much of a discussion, to

1 be honest, was that we would like to encourage
2 INDOT to choose the existing Highway 37 route for
3 I-69.

4 MR. RICKIE CLARK: Very well said. Our next
5 speaker would be Mr. Dave Marcotte.

6 MR. DAVE MARCOTTE: Good evening. My name is
7 Dr. Dave Marcotte, superintendent of schools in
8 Mooresville Consolidated School Corporations. I
9 have strong concerns with preliminary Routes B, D,
10 K3, and K4 due to the potential negative impact on
11 the Mooresville Schools.

12 These concerns include: No. 1, the loss of
13 assessed valuation as property is removed from the
14 local tax rolls causing a reduction in our capital
15 projects, transportation, and debt service budgets.

16 No. 2, potential loss of student enrollment as
17 families relocate, which could further reduce the
18 operating budget and may result in redistricting of
19 attendance areas for our elementary schools.

20 No. 3, all four routes through the Mooresville
21 School District will create transportation problems
22 with regards of school buses having to navigate
23 around the highway. The end result will not only
24 be longer bus rides and safety fears for our
25 children, but the added costs of fuel and

1 maintenance on our bus fleet as well.

2 These concerns are real and must be taken into
3 consideration because of the potential negative
4 impact on the Mooresville Consolidated School
5 Corporation. Thank you.

6 MR. RICKIE CLARK: Our next speaker is Robert
7 Turner.

8 MR. BOB TURNER: My name is Bob Turner. I'm
9 on the environmental committee of the Greater
10 Mooresville Environment Group that maybe you've
11 probably heard of. That group has done an
12 excellent job getting everybody here tonight.

13 I say I-69 stay on 37. My wife and I and
14 myself developed and built a Cheetah Preservation
15 Research Center named CPRC on 37 acres. We take
16 rescue servals and bobcats and perform wildcat
17 research education programs to educate the public
18 about the 37 species of wildcat around the world.

19 We do this service at no cost to the public.
20 This is a service to the community. We cannot
21 perform improvements to our facility due to the
22 uncertainty of where this route is going to go. If
23 we improve the facility, this will be taken away
24 from us if D route is chosen.

25 Cheetah Preservation Research Center is a USDA

1 licensed and inspected facility and USDA research
2 facility, one of the top 3 in the nation. It will
3 be an extreme hardship to close down and relocate
4 CPRC if D route is chosen. It has taken us
5 25 years to build this facility into what it is
6 today. Believe me, it's an excellent facility.

7 Also I want to mention we've got a bobcat wild
8 habitat of 5,000 acres behind our facility. These
9 are wild bobcats. The only area in central Indiana
10 that has bobcats in the last three years. Again, I
11 say I-69 stay on 37.

12 MR. RICKIE CLARK: Next speaker is Angie
13 Blackwell. The floor is now yours.

14 MS. ANGELA BLACKWELL: I'm Dr. Angela
15 Blackwell. I own Horse & Hound Veterinarian Clinic
16 just located outside of town. I support I-69
17 staying on State Road 37. I'm not going to talk
18 about I-70 taking my grandparents' farm or about
19 being a single mom starting a business in the
20 community I grew up in or our four-generation
21 family farm.

22 I'll lose my home, my business, and my family
23 farm if B or D route is chosen. I've got a pretty
24 good interest in this. This process decision means
25 a lot to me. So I'm going to set my personal

1 opinions aside and talk about it down the road.
2 With regard to taking my veterinarian clinic in
3 central Indiana away isn't growth. Horse & Hound
4 Veterinarian Clinic was founded in a rural
5 community to service horses, small animals, and
6 small (inaudible). Having a full-service facility
7 that employs three doctors and ten technicians and
8 other staff inviable to the community --

9 THE REPORTER: Can you move closer to the mic.

10
11 MS. ANGELA BLACKWELL: -- employ more people
12 in this area. It can't do it next to a super
13 highway. (Inaudible). No economic growth will
14 occur in Morgan County if any of these alternate
15 routes are chosen. Hendricks and Marion County
16 will be the only counties to benefit. Mooresville
17 will actually lose economic growth due to the
18 county line contributing to any development. The
19 growth would occur in the I-69 and I-70 or I-69 and
20 465 junctions, neither of those are in Morgan
21 County.

22 Both the B and D routes (inaudible) already
23 present would essentially block any further
24 development and take away businesses already
25 present. The floodplain is another block.

1 Mooresville just pays for the mess as Hendricks and
2 Marion County profit from it. I don't call fast
3 food and gas stations economic growth. I realize
4 this meeting will check off the box for INDOT
5 (inaudible), but keep asking yourselves, everybody,
6 who's paying for this? The floodplain, the
7 utilities, the new pipeline that we just put in
8 being moved. We are over and over and over and
9 over again. That's not growth. That's
10 destruction. Keep it on 37.

11 MR. RICKIE CLARK: Our next five speakers to
12 sign in requesting an opportunity to have his or
13 her comments entered into the public record this
14 evening will be Steven Oschman followed by Will
15 Clark followed by Jeff Loveless followed by Dave
16 Jenkins, and then our fifth speaker will be Wendall
17 Baylor.

18 MR. STEVEN OSCHMAN: All I need to say is keep
19 69 on 37; right? My name is Steven Oschman. I
20 would like to take this opportunity to thank all of
21 you for being here tonight. The turnout is
22 fantastic. It's exactly what we wanted and speaks
23 volumes about your concerns regarding the routes
24 through Mooresville.

25 Many of you are current members of the Greater

1 Mooresville Advisory Committee and have been very
2 active in getting the word out about the
3 preliminary routes. Thank you for your dedication.
4 This is evident. Give yourself a round of
5 applause. Your concern since July of this year
6 prompted INDOT to approve my request to be a member
7 of the CAC, which is the Citizens Advisory
8 Committee. This was an extension (inaudible).

9 The CAC members are community voices of INDOT,
10 and I am proud to be here representing you. Please
11 feel free to connect with me at any time. It's not
12 hard to find me here. I've got the T-shirt on. We
13 also encourage you to visit the INDOT project
14 office too.

15 Now let's shift gears a little bit, and I'll
16 tell you a little bit about some of my concerns.
17 For example, what planning has the town of
18 Mooresville done for I-69 routes to run through our
19 town? I didn't think you had anything. The fact
20 of the matter is we haven't done anything, zero
21 planning.

22 A case in point, can you imagine a six-lane
23 interchange out on 42 and Keller Hill Road emptying
24 on High Street? On the other hand, downtown
25 Bargersville has been preparing for I-69 coming

1 through there for 8 years now. They've added
2 sections of property all the way to 37. Why
3 haven't we planned ahead? We've not planned ahead
4 because you had no idea that four out of five
5 potential routes would strangle Mooresville in such
6 a short span of a few months.

7 Those along 37 had a decade to plan. We had
8 months. INDOT, I urge you to keep 69 on 37 as
9 everyone has assumed for over a decade now. You
10 know that's the right thing to do.

11 MR. WILL CLARK: My name is Will Clark. I
12 also live right under Route B. I'm not here
13 tonight to necessarily go into a lot of details as
14 far as the fact that the fog in that area could
15 cause all kinds of issue, nor would I necessarily
16 want to -- I know other people talk about the fact
17 that we've got noise pollution, light pollution
18 that's going to cause all kinds of issues. It was
19 already mentioned that we had issues as far as
20 school buses, but what about the emergency vehicles
21 that will have the same type of problems?

22 But I am going to go on a personal note right
23 now, and I know that's maybe not what we're
24 necessarily here for. But, hey, I got the mic for
25 a couple of minutes. When I look at this, I think

1 of an oak tree I've got on my property that my
2 33-year-old son put in the ground for me on Arbor
3 Day when he was nine years old. And I think about
4 the Norwegian pine that's sitting just away from it
5 a little bit that my middle son who is 31 now that
6 he and I put in the ground when he was nine years
7 old on Arbor Day. And I think about the poplar
8 that my youngest son and I put in the ground when
9 he was nine years old, and he's 28 now.

10 And the memories -- now I've got grandchildren
11 playing around those trees that my sons put in the
12 ground, and lawn mowers and wind and drought
13 haven't taken those memories or those trees away.
14 And I don't want it to be a bulldozer.

15 MR. JEFF LOVELESS: Hi. Jeff Loveless from
16 Mooresville. I'm not here to talk about our town
17 as much as I am to talk about our state. I think
18 INDOT has to look at the big picture. When you're
19 looking at the big picture of making an interstate,
20 you've got to connect the major dots.

21 On 65 we go to Louisville to Columbus to Indy
22 to Lafayette to Chicago. INDOT needs to look at
23 the big dots for this project, and those big dots
24 are Evansville to Bloomington to Indy to
25 Fort Wayne. They are not out to Plainfield and

1 Monrovia.

2 So, INDOT, here's what I say to you -- and
3 this is based on your own information -- first of
4 all, drop the K routes. I trust your cost sheet.
5 One of the K routes costs 20 percent more. The
6 other one costs 27 percent more. That cost
7 over-run is way too expensive for a road that is
8 only 2 miles away from 37. Choosing the K routes
9 is literally highway robbery for Hoosier taxpayers
10 and financial mismanagement.

11 Now, for B and D routes, your study shows that
12 only 25 percent of the people are going to use the
13 B and D routes and that 75 percent are going to
14 continue to use 37. You are literally building a
15 road to nowhere. Keep it on 37 because that's
16 where the drivers want to go. They want to go to
17 Indianapolis.

18 Now, for the C route, that is the logical
19 route. You need to improve the safety, reduce the
20 crashes, reduce time, reduce gasoline costs, and
21 you need to connect the major dots, Bloomington to
22 Indianapolis. INDOT, we ask you to do what's right
23 for the state of Indiana.

24 MR. DAVID JENKINS: Good evening. My name is
25 David Jenkins. My wife and I reside in a home we

1 built 26 years ago. It's located about a quarter
2 mile from the Alternative Route B, about a mile
3 from Route D. I think she and I both have plenty
4 of room to gripe about the alternative routes going
5 down 37. However, I'm not going to take a position
6 of not my backyard. Rather I'd like to focus on a
7 technical matter related to the whole process.

8 I believe that what appears to me that there's
9 a lack of a truly comprehensive quantitative tool,
10 a computer model, if you will, that is not in play
11 here within INDOT. Such a model, when properly
12 designed, can be employed to communicate what would
13 provoke a community-wide sense of transparency and
14 fairness in the Section 6 ground selection process.

15 I respect INDOT's obligation as the state
16 agency that is charged to manage and finalize
17 Section 6. As administrators of Indiana's highway
18 system, I'm sure you struggle with any road project
19 planning analysis phase in terms of how much
20 information to reveal to the public.

21 But it's natural for affected citizens who
22 want to know more of what goes on behind the
23 scenes. I believe this is especially true of the
24 case of Section 6 of I-69 given its complexity,
25 potential impacts, and costs.

1 By not having some knowledge of the model, its
2 input assumptions, and sensitivities, how could we
3 ever get comfortable with the route choice that's
4 made? If such a model is not employed, I think
5 INDOT will have a much tougher time with citizens
6 such as myself and the affected community at large
7 that their process will ultimately determine the
8 best Section 6 route. I appreciate the opportunity
9 to speak. Thank you very much.

10 MR. WENDALL BAYLOR: Good evening. I know I'm
11 short, but I didn't want to cause this much
12 trouble. My name is Wendall Baylor. I'm retired
13 from Indiana Gas, now Vector. And in that
14 position, I had the responsibility of operating and
15 maintaining high-pressure pipelines.

16 This is more of a -- I hope an information for
17 the INDOT staff, but on B and D, there is one area
18 about 1,000 feet in diameter where we have five
19 high-pressure pipelines intersecting. That means
20 that they're going to have to move them, which is
21 going to cost them a lot of money. One of them is
22 the REX pipeline. I think most of you have heard
23 of it. It's 42 inches in diameter. I could fit in
24 it and walk right down it.

25 Anyway, that means that if one of the

1 contractors happens to look the wrong way and he
2 blades into one of these pipelines, normally,
3 they're safe. But when you got heavy construction
4 around it, you never know what might happen. On 37
5 there's two pipelines that cross it that I know
6 right now, and being it's four lanes, they're down
7 at the depths where they won't be any damage into
8 them. So this is one reason that I say keep it on
9 37. Thank you.

10 MR. RICKIE CLARK: Our next five speakers to
11 sign in on our speaker schedule requesting an
12 opportunity to present a comment into inclusion of
13 the record will be Sherry Bush followed by Pam
14 Rogers followed by Bill Conner followed by Dave
15 Snyder, and then our fifth speaker in the group
16 will be Jackie Swisher. I apologize. So, again,
17 Sherry Bush.

18 MS. SHERRY BUSH: Hi, neighbors. I'm Sherry
19 Bush. You probably saw me a little bit on the news
20 this week. I'm not against 69. I am for 69 going
21 up 37, the original route that we've known about
22 for the last 10-plus years.

23 I'm here to make sure that you know, that all
24 residents know, that according to INDOT's own
25 documents on their website the B and D routes, if

1 they are chosen, will have a feeder east-west route
2 that will connect 67 to the interchange at 42 and
3 Bunker Hill, that area, Bethel Road, Keller Hill
4 where the interchange is right at 42. It will
5 widen High Street to a minimum of four lanes.
6 Think about it for a minute. High Street, a
7 minimum of four lanes. What's here? Branson? We
8 have historic homes. We have lots of businesses,
9 Branson-Carlisle Funeral Home.

10 So funneling that much traffic through
11 Mooresville coming either off 69 and the
12 interchange to get over to 37 or 67 is going to be
13 huge. A minimum of four lanes is going to be awful
14 for all of us. It's going to destroy our historic
15 homes, businesses. Several of the businesses that
16 I've been in contact with said if they get forced
17 out they will not relocate in Morgan County. They
18 will go somewhere else.

19 To me that's not economic development. I
20 don't know about you guys. High Street is the
21 character and the charm of Mooresville. It starts
22 right there on High Street. We don't want to
23 destroy our community.

24 The last thing I want to say is we have
25 questions. We fought to have this meeting here in

1 Mooresville. We finally got it from INDOT. This
2 is our chance to voice our comments. Make sure you
3 leave comments, talk to the court reporter and
4 leave your comments, voice your concerns. But when
5 can we expect answers? When do we get answers?

6 MS. PAM ROGERS: Hello. I'm here tonight as
7 the co-chair for GMAC. (Inaudible) 69 we'd like it
8 to continue to stay on 37, but we are against the
9 ongoing discriminatory practices that INDOT has
10 used for getting our community involvement when
11 this project first started and without giving
12 consideration to include environmental justice
13 practices.

14 Our community and our officials were
15 blindsided. INDOT states that they are not
16 required to follow guidelines established by the
17 National Environmental Protection Agency because of
18 a law called Map 21 which allows it to cut corners.
19 Accordingly, INDOT has implemented a plan that has
20 restricted our community from having inputs into
21 the project scope, purpose, and need in development
22 of these alternatives that were initiated in the
23 February meeting.

24 Many of these alternative routes would cause
25 changes in our lives, family, and social community

1 that we call home. The additional pollution risk
2 that comes from the cloud effects of the
3 transcontinental interstate are well known. We're
4 already dealing with dwindling air quality and
5 pollution issues resulting from the power plant,
6 manufacturing businesses, and dumps.

7 Environmental justice regulations provide an
8 opportunity to say we have a right to live in a
9 healthy, safe, and social setting regardless of our
10 age, culture, income, or education. The highway
11 will add problems to what we already have, and
12 enough is enough.

13 Michelle Allen from the federal highway who is
14 here tonight stated to me this week that they will
15 not remove the statute of limitations regarding
16 filing all complaints regarding Section 6.
17 Additionally, we can now still make comments and
18 evaluate those routes previously removed and tweak
19 those remaining for additional options.

20 We have until December 17 to identify any
21 incorrect and misleading data that is being shared
22 here tonight and upstairs. We need to make
23 comments. We need to know why 37 needs to remain
24 the preferred route. You need to send those
25 comments in. It's up to you to speak out for these

1 rights to protect our water, trees, and various
2 historic homes from further regarding (inaudible).

3 I have found (inaudible). Please help us help
4 those who are less fortunate and insist on early
5 environmental justice consideration to keep these
6 routes or keep I-69 on 37 north where the
7 transportation (inaudible) will cost less overall
8 because enough is enough.

9 MR. WILLIAM CONNER: Thank you very much for
10 providing this opportunity for comment. I'm
11 William Conner, president of the Indiana
12 Astronomical Society. We operate two astronomical
13 observatories on the top of a hill four miles south
14 of Mooresville just off State Road 67 on
15 Observatory Road.

16 We provide public interest programs and
17 observational astronomy, science, and participate
18 in the STEM events to high school and grade schools
19 throughout central Indiana. The observatories are
20 key to our programs as we host thousands of adults
21 and students every year.

22 Thanks to dark skies, we're able to observe
23 distant galaxies, planets, comets, and many other
24 objects of interest for beauty for these
25 organizations. We have a significant investment in

1 those observatories, and we are very concerned
2 about the light pollution that brightly lit
3 interstate interchanges will bring.

4 For example, Alternative Route B proposes an
5 interchange at State Highway 67 only one mile from
6 the observatory. This light will severely degrade
7 our ability to observatory programs to the public
8 as well as our members. Lighting, such as new LED
9 technologies, cannot be filtered out. The wide
10 white concrete interstate roadways also reflect
11 significant amounts of this light coming to the
12 sky.

13 Based upon the aforementioned regions, we
14 formally request that I-69 west alternative
15 Routes B and D be struck from the list of possible
16 routes due to negative impact on the observatory at
17 Link Observatory. Thank you very much.

18 MR. DAVE SNYDER: My name is Dave Snyder. I
19 own one of those historic houses on High Street.
20 First, I'd like to thank Mr. Clark and Mr. Earl and
21 Ms. Rubin. I know you're spending a lot of time
22 this week in an effort outside of the normal work
23 week to come and educate us and listen to us, so
24 thank you for that.

25 I'm a taxpayer in Indiana, and I intend to be

1 probably for the next 30, 35 years depending on my
2 health. And I know bridges are very expensive to
3 build, and they are not cheap to maintain. And I
4 think it's foolish, if not irresponsible, to build
5 highways where we're going to install one, if not
6 two, major bridges when a more direct route doesn't
7 require those.

8 And then since the light is still green, I
9 went to the Perry Meridian meeting on Monday, and I
10 heard this back in February too is that building it
11 on 37 would divide the neighborhood. Well, if you
12 look at the proposed interchanges they're on Banta,
13 Southport, Wicker, Smith Valley. It's not dividing
14 a neighborhood at all. If anything, it would speed
15 traffic back and forth because you wouldn't be
16 stuck at a light at 37 for so long. So thank you.

17 MS. JACKIE SWISHER: Good evening. My name is
18 Jackie Swisher. My husband and I are Mooresville
19 residents. My husband has been in Mooresville all
20 of his life. I have been a resident of Mooresville
21 for 12 and a half years.

22 I think I can probably speak to what a freeway
23 does to a small town. I'm a southern California
24 transplant. I have seen what freeways do to small
25 towns. It will take Mooresville, and it will drive

1 a stake through its heart. It will divide us. It
2 will divide families. It will divide our social
3 scene. These are people. These are not just land
4 prices or home prices. These are real people that
5 you're dealing with, and you have to take into
6 consideration that this is just not something they
7 should do to us and walk away softly. Keep it on
8 37.

9 MR. RICKIE CLARK: Continuing reading from our
10 speaker schedule, the next seven speakers will be
11 Steven Watkins followed by Melanie Eli followed by
12 Jeff Burcher, David Jenkins, Mike Curry, Clay
13 Jones, Steve Bordland.

14 Mr. Watkins, the floor is yours.

15 MR. STEVEN WATKINS: Thank you very much.
16 Pardon my lack of structure. I honestly haven't
17 been on this floor since I graduated from high
18 school. Many of you know my father. His name is
19 Kevin Watkins of Watkins Appliance Service.

20 On top of losing that business from two of the
21 routes that would be going through our property, I
22 really am not just going to give my location away
23 because all of the routes really affect everybody
24 here. And I feel like it's important for all of us
25 to be upset about this.

1 I personally graduated from IU and came back
2 to Mooresville. I still live with my father.
3 That's cool with me. He needs my help just as much
4 as I need his. I plan to build and live on the
5 property that he started for us, our family. If
6 those routes come through, I'm going to leave the
7 state. He's going to leave the state. Really that
8 itched us in a way that Indiana has started to itch
9 everybody.

10 Indiana is a state that's kind of gone down
11 the drain with a lot of its representation of the
12 people that are here. The people that are here are
13 really nice and really good people. A lot of our
14 representatives and a lot of the departments that
15 are managing our tax dollars or tax -- people that
16 pay those taxes starting to really make me feel
17 like we're misrepresented.

18 I'm not sure if our representatives are
19 actually here today. I heard that Bray was, but
20 I'm not sure if Mayfield is. I'm pretty sure
21 that's the last name. Either way, my father's
22 business has been around since '68. It's almost
23 50 years. Talking a little bit about me, we'll be
24 moving out of this state.

25 Talking to INDOT's information that they

1 presented, I've seen several other state
2 departments, including the DNR, talk to their
3 information and not recommend what they allegedly
4 said. I believe that the DNR issued a letter to
5 Sarah about this, one of the PMS at INDOT, that
6 those routes were unreasonable in comparison.

7 So, overall, INDOT is trying kind of really
8 sidetracking us with telling us how things have
9 been rather than letting us decide. Really as
10 taxpayers we should be deciding and represented by
11 the people to allow them to decide.

12 Thank you for letting me speak, and thank you
13 to Mooresville High School for hosting this and all
14 the staff that are helping.

15 MS. MELANIE ELI: Thank you for the
16 opportunity to gather. Let's state the obvious and
17 say nobody wants it in their backyard. You're
18 never going to please everybody. Everybody has a
19 story, and they're all very legitimate.

20 If you think back, because this has been a
21 10-year road, I'm sure going up 37, while there may
22 have been a requirement for alternate locations,
23 nothing really came of it until the representatives
24 and Perry Township all of a sudden created a stink
25 about not wanting it in their backyard.

1 Now we have to scramble to find all these
2 other pathways when this road is built for that.
3 So I said upstairs to one of the people involved if
4 you think the most objective way to do this -- I
5 realize you gather data, but I hope and pray at the
6 end of the day when a decision is made if you
7 blinded these options and you took them to experts
8 on how this decision were made and you did not tell
9 them where it was and you didn't take community
10 comments and you let them pick, it -- nobody thinks
11 it would be anywhere else but right up 37.

12 And so for money, for planning, for commerce,
13 that's where our tax dollars are so wasted, and
14 people feel like power is what makes these
15 decisions. If the people in Perry and Johnson
16 County are upset -- I travel 69. I travel all over
17 central Indiana. I would like them to visit Carmel
18 because 31 and Keystone they have done a beautiful
19 job of creating over-ways and under-ways that can
20 accommodate their desire and do it in a very common
21 sense 37.

22 So blinded, that's what I'm saying. At the
23 end of the day, please make your decision with
24 logic and common sense and not emotion where the
25 loudest feeding wheel gets to win the race.

1 MR. RICKIE CLARK: Mr. Jones, you're our next
2 speaker.

3 MR. CLAY JONES: Hi, everybody. Thank you for
4 coming. I think the turnout speaks volumes. There
5 seems to be a recurring theme here. I'm Clay
6 Jones. I represent the Jones family, but there's a
7 recurring theme. Everybody was blindsided. I
8 think everybody can see what this is. This is the
9 Mooresville Times. It's dated July 1. I like
10 props. This is how I found out. My sister just
11 happened to notice it in the paper.

12 That was July 1. They already had public
13 meetings by then. We didn't know about it. This
14 is also how a lot of people found out. These are
15 survey letters. A lot of people didn't know
16 anything about it until they got these in the mail.
17 I don't think that's the way people should lose
18 their heritage, their farms, their land, their
19 homes, their businesses. I don't think that's how
20 they should find out.

21 Now I'm going to take a minute to get
22 personal. We have an 88-acre farm west of
23 Mooresville. I'll be affected by the B and D
24 routes. For the record, I want to keep it on 37.
25 The B and D route goes right over a historic barn

1 that we have on our farm. That barn was
2 revitalized by my dad in 1999. It's precivil war.
3 It's right over the top. Right over the top.

4 We have a farmland, a wetland that will be
5 destroyed. We see eagles. We see other endangered
6 wildlife. I know a lot of you do because we've
7 heard from you. Keep it on 37. Thank you.

8 MR. RICKIE CLARK: Moving on to our next group
9 of speakers for our session will be Don Robinson
10 followed by Roberta Sharp followed by Jane Amos
11 followed by Lisa Pearson followed by Deanna Pugh
12 and then also Cheryl Rosenfeld.

13 MR. DON ROBINSON: Thank you. My name is Don
14 Robinson. I speak in favor of I-69 following state
15 road corridor from Martinsville to 465. Beyond
16 that preference, I call attention to the tyranny of
17 procrastination.

18 The State Road 37 corridor was elected as part
19 of the Tier I decision made 11 years ago in 2004.
20 The economic impact of that choice affected
21 property owners and business planning either
22 positively or negatively for over a decade. This
23 disruption continues tonight.

24 Add to that the alleged Alternatives B, D, K3,
25 and K4, and you have disrupted -- hundreds of

1 people lose homes and businesses that's been,
2 essentially, red tagged as potential for imminent
3 domain or possibly become backyard neighbors with a
4 transnational highway linking Mexico with Canada.

5 Property sales are already difficult.
6 Planning construction has been postponed, and
7 improvements to existing homes and businesses must
8 be reconsidered. The loss in quality of life,
9 property value, and growth potential gets too
10 little attention in these kind of projects while
11 INDOT and federal highway authorities second guess
12 the decisions they made in 2004 -- remember that.
13 Second guess decisions they made in 2004.

14 Hundreds of Morgan County property owners are
15 asked to hold fast to the status quo two-plus years
16 until 2018 before they can find out for sure that
17 their property is secure again. I say the tyranny
18 of delaying the decision is destructive and
19 unforgivable.

20 MS. ROBERTA SHARP: My name is Roberta Sharp,
21 and I say I-69 should follow State Road 37 like
22 INDOT stated since the project's inception 20 years
23 ago. When the I-69 project was first announced in
24 1999, opponents wanted a path to be I-70 from
25 Indianapolis to Terre Haute. They built a new

1 interstate parallel to Highway 41 from Terre Haute
2 to Evansville. This would have been the smart
3 thing to do, quicker and cheaper than a totally new
4 road.

5 INDOT said they couldn't do this. They had to
6 build a new highway up the middle of the state and
7 connect to I-465. For 13 years the plan has been
8 new terrain from Evansville to Bloomington and then
9 follow 37 to 465 or possibly 37 to Mann Road for
10 the last few miles.

11 By now considering a route to connect to I-70,
12 does this mean INDOT wasted billions of dollars of
13 taxpayers' money, not to mention destroying
14 countless homes, farms, and the environment when
15 they could have built a new road parallel to 41 and
16 connected it to I-70 in the beginning.

17 If that had happened, I-69 would have been
18 completed years ago and fully funded. The only
19 people who would benefit by connecting to I-70 now
20 are FedEx and the warehouses along I-70. Now INDOT
21 has no money but is planning Section 6 with no
22 funding and no place to get the money other than
23 private and public partnerships. Does this mean a
24 toll road?

25 Our homes could be in limbo for years while

1 they try to get money to pay for the highway. I
2 recently drove home from Memphis, and the route
3 follows I-69 from Memphis to Kentucky. It is a
4 four-lane highway similar to 37 with some
5 construction and signs saying future I-69 corridor.

6 On the interstate in Kentucky, the signs say
7 I-69, formally Western Kentucky Parkway. They just
8 changed the signs and made slight modifications.
9 Indiana could have done this for most of I-69.
10 Obviously, this means Kentuckians are smarter and
11 more fiscally responsible. I-69 to stay on 37.

12 MS. JANE AMOS: Hi. I'm Jane Amos. I have
13 lived in Mooresville for 25 years, but I actually
14 grew up in Evansville. So I always wanted to see a
15 route from Evansville to Indianapolis. However,
16 years ago when the majority of the people in the
17 southern part of the state put their comments in,
18 it was the same as Roberta just mentioned to you.

19 They wanted a route that went 41 to 70. You
20 can imagine the outrage that now we have two routes
21 that will end up on 70. Why are we going backwards
22 in time? The original route approved took the
23 shortest distance between Martinsville and
24 Indianapolis. Again, why would we want to go a
25 route that goes northwest instead of east is the

1 direction we need to go?

2 I knew nothing about this route until I read
3 about it in the paper on July 1. I knew there were
4 meetings, but I thought what it said we're looking
5 at routes from Martinsville to 465. That was a
6 no-brainer. How else would you get from
7 Martinsville to 465? And, again, it's been
8 somewhat of a (inaudible). I've always said
9 shortest distance between two points is a line. We
10 need a direct line. We don't need to go northwest.

11 I went to the Perry meeting on Monday. And so
12 many of the comments talked about they've known
13 about this upgrade for 20 years, and as we
14 mentioned earlier, we've only known about this for
15 five months. How did we get caught up to where the
16 Perry group is? Building a new terrain interstate,
17 especially the Alternate B and D routes, will not
18 ease the traffic congestion in Perry.

19 And my family from Evansville, my friends from
20 Evansville maintain they won't go on the B/D route.
21 They will continue on 37. So why would we continue
22 with that route? So, again, I'd just like to say
23 we need to stay with the shortest distance between
24 two points and keep the route on 37.

25 MR. RICKIE CLARK: Very well said. The next

1 speaker on our schedule is Lisa Pearson.

2 MS. LISA PEARSON: Thank you. I'm Lisa
3 Pearson, and I'd like to reiterate what several
4 others have said. The way we found out as business
5 owners and as a 300-acre farm owner for three
6 generations is a neighbor calling us saying have
7 you heard of the new I-69 news? We hadn't. We did
8 research. One week later, we got two letters that
9 were the survey forms, one to my business and one
10 to my home. Both Routes B and D affect both my
11 business and my home.

12 I'm directly associated with the State Road 37
13 to 69 transition Section 5. I actually moved four
14 years ago a couple dozen employees up here to
15 Mooresville to avoid the construction because of
16 the danger we have on State Road 37. Now I have
17 the same issue going on going forward in the future
18 that our employees are going to be impacted by this
19 again and possibly cut off.

20 We intentionally got a property double the
21 size we need for expansion. Now I won't be able to
22 expand for three more years until they decide if
23 the route is going to impact my business or not.

24 As another Mooresville resident and farm owner
25 and cancer survivor, I have personal concerns about

1 Route B and D. We have a 300-acre farm. This
2 route comes within 150 feet of my well for my
3 house. That's our only water source. We don't
4 have city water. We can't just relocate all of our
5 farm animals, all of our buildings. It's not easy
6 to do that, especially considering the property
7 devastation of prices that we're going to see upon
8 an infrastructure being built close to us.

9 It's not a good impact to divide Morgan
10 County. It's not good to put taxpayers in Morgan
11 County as a detriment whereas Greenwood is already
12 building infrastructure behind and they already
13 planned for this, as they said, for over ten years
14 now. So the only logical choice is to stay on
15 State Road 37.

16 MR. RICKIE CLARK: Our next five speakers will
17 be Tina Turner followed by George Moffit followed
18 by Ryan McCallick followed by Christina McCallick
19 and Denise Witfield.

20 MS. DEANNA PUGH: I'm going to face this way
21 because everybody else is facing over here. So my
22 name is Deanna Pugh.

23 THE REPORTER: Ma'am.

24 Can you get her? I can't hear her.

25 MS. DEANNA PUGH: We have a lot of veterans

1 that are on all these routes. They served our
2 country. They need to make sure that what they
3 worked for, for our freedom that it is not taken
4 away from them. So that's my concern.

5 I grew up here, married military personnel.
6 We have a lot of single veterans that are on the B,
7 D, K, every one of these routes. So we ask that
8 you guys take that into consideration as well for
9 all of our service members who lost their lives who
10 own property to help keep that land within their
11 family. And God bless, and, hopefully, everybody
12 will make the right decision.

13 MS. CHERYL ROSENFELD: Okay. I would like to
14 reiterate what a lot of the people have already
15 said. Keep it on 37. But my main concern years
16 ago, nine years ago, my husband and I moved out of
17 Johnson County, which we absolutely hated because
18 of the speed of all the traffic, the busyness of
19 the whole town.

20 We moved to Morgan County, and before we
21 bought our house, we checked with INDOT as to where
22 69 was going to be going. We received a letter
23 from INDOT nine years ago -- well, nine and a half
24 years ago stating that it was going to go up 37 or
25 maybe just a little bit west of the road, but it

1 would be that route.

2 Now here we are in July and we find out it's
3 going to be less than a half a mile from where we
4 live. We love where we live. We like living out.
5 We don't like the congestion. It's quiet. In the
6 summertime, we can sit out in our yard and hear
7 cattle. We don't have to hear cars. When this
8 road goes through, it is going to be terrible, not
9 to mention the fact that already our price of our
10 home has already gone way down. We will never get
11 out of it what we should get out of it on a normal
12 basis because of I-69.

13 So you talk about all these evaluations that
14 you've done on economics and all the other things.
15 Have you looked at the human value of it? Because
16 you're disrupting people's lives and taking away
17 their homes, and there is a reason people live out
18 in the country. And it's not for an interstate to
19 go next to your house. So thank you.

20 MS. TINA TURNER: Hi, I'm Tina Turner. I live
21 in Mooresville actually on Mann Road. The K4 and
22 K3 routes will be right in my driveway. But I've
23 been listening to people talk. I would like it to
24 stay on 37, of course.

25 I've been thinking we moved to the country,

1 and all the routes that go through Mooresville, B,
2 D, K routes, we don't have the infrastructure
3 around us to get around the hassle of the
4 construction having a highway, having our roads cut
5 off, and not having access when we travel.

6 I spend a lot of time in Johnson County with
7 my children. They have been building improvements
8 on their roads for a decade. They've got
9 Morgantown Road. They have 37, Morgantown Road,
10 135, 31. They have all these north-south roads,
11 all these intersections that connect. They have
12 ways to get around construction that we won't have
13 on Mann Road or B and D routes.

14 Also the proposed route on 37 has several
15 interchanges -- Smith Valley, County Line Road,
16 Southport Road, and I don't remember the rest of
17 them. But right there at Smith Valley and 37 is a
18 fire station. I think it's called White Township
19 or I don't remember.

20 But, anyway, they can get right on the highway
21 and have access for emergency medical stuff right
22 on the highway. The access from Mann Road on K
23 routes is at Southport or down at 37 and 144 or 144
24 between Mann Road and Kitchen Road.

25 There's going to be a lot of time we won't

1 have emergency vehicles getting to important things
2 on that route. There's not any real access from
3 that township to get straight to the interstate
4 without going to Southport or all the way down to
5 144. So it doesn't make sense for the safety of
6 our residents. We need to consider that. We don't
7 have the infrastructure in Morgan County to handle
8 the construction or the impact on emergencies.

9 Thank you.

10 MR. RICKIE CLARK: Our next speaker will be
11 George Moffit.

12 MR. GEORGE MOFFIT: I want to reiterate what
13 Jeff Loveless said, point A to point B, Bloomington
14 to Indianapolis. As engineers, we know that origin
15 to destination. That's what we go by. It's very
16 foolish to push all that traffic to the west and
17 bring it right back, and you're just going to
18 create additional problems in the future. Okay.

19 So that's at capacity and now at the
20 interchange of I-70 and in the western area. You
21 have 267. You have a lot of problems in the p.m.
22 traffic backing up just like you had at Harding
23 Street traffic backing up. Okay.

24 So you're going to augment that problem by
25 leaving that interchange there. At State Road 39

1 on the north side, you have commercial. South side
2 is going to be more residential. So you're going
3 to have more traffic coming in from there. You'll
4 have three interchanges close together creating
5 more problems. I hope you guys fully investigated
6 that.

7 Cost, utilities, interstate projects they're
8 100 percent paid by a project. When you have a
9 project that adds costs at the intersection -- I
10 don't like looking at that. The cost is going
11 to -- you have \$300,000 at that intersection just
12 for AT&T. The pipeline was addressed. That's
13 going to be 4 and 500,000. The bridge over the
14 railroad, just in cost just to build it, for the
15 flagman is going to about 200 to 500,000 dollars.
16 That is not building it. That's getting the
17 agreement and everything there. No, I can't get
18 red. Thank you very much.

19 MR. RICKIE CLARK: Thank you, sir. The floor
20 is yours.

21 MR. RON McCALLICK: Hello. My name is Ron
22 McCallick, and I'm in favor of keeping I-69 on
23 State Road 37. My wife and I just bought a house
24 in what we thought would be peaceful countryside.
25 It's turns out it's one of the alternates.

1 As a professional engineer in the state of
2 Indiana, I know how projects are supposed to be
3 run. I understand that project estimates need to
4 begin somewhere; however, I'm disappointed that
5 decisions are being made upon insufficient data,
6 for example, the reduced pavement on State Road 37.
7 How is it possible that it was once a primary
8 alternative, State Road 37 has no additional detail
9 of costs on an environmental basis, and I'm
10 referring to the bar chart that was up in the
11 exhibit hall.

12 If this lack of data is intentional, it could
13 be considered misleading. If the data is
14 unavailable, I would consider the project
15 mismanaged. It is disheartening that a public
16 organization that is intended to serve the needs of
17 the citizens that would be this misleading or
18 disorganized to affect the lives of this many
19 people.

20 My suggestion would be more transparent and
21 detailed. I believe the data needs to be better
22 understood. Making decisions without all the
23 information is acceptable; however, it appears that
24 there is at best 10 percent required. Decision
25 making based upon this level of detail is

1 irresponsible.

2 In my experience, there seems to be a vacuum
3 of information even at such an early stage of a job
4 that adversely impacts the lives of so many, the
5 environment, and new territory. There does not
6 appear to be long-term analysis for the costs in
7 environmental aspects. We need to know that INDOT
8 is making the best decision, and the only the way
9 to do that is to have the best data and have it
10 always in the process.

11 MR. RICKIE CLARK: Christina, ma'am, the floor
12 is now yours.

13 MS. CHRISTINA McCALLICK: Thank you. My name
14 is Christina McCallick. My husband and I, we live
15 on Mann Road on the K3 and K4 routes. I oppose all
16 Section 6 alternative routes through Mooresville
17 and support the originally proposed route of I-69
18 on State Road 37.

19 The Mooresville commerce plan does not account
20 for a major highway, and our town will suffer
21 because no planning or preparation has been done to
22 prepare for a highway that could come through it in
23 as little as three-plus years. Our EMS and fire
24 services will be affected resulting in serious
25 consequences for our residents.

1 Our children, the future of our town, will be
2 negatively impacted by the school and library
3 revenues will be reduced. Property values will
4 dramatically decrease hurting homeowners. The
5 environmental impact of the new road compared to
6 the existing roadway of State Road 37 will surely
7 be felt.

8 Wildlife, vegetation, and waterways will
9 deteriorate. The White River is already one of our
10 most threatened waterways. Route C on 37 is the
11 only route that does not cross the White River.
12 Cars unnecessarily traveling over the White River
13 further contribute to this already damaged waterway
14 as this will happen if any of the four Mooresville
15 routes are selected.

16 Our state is doing a poor job maintaining its
17 current road system in addition of a new highway
18 plus we continue the maintenance of State Road 37
19 will be an impossible challenge for our already
20 eroding infrastructure. Do what's right, and keep
21 69 on State Road 37. Thank you.

22 MR. RICKIE CLARK: Thank you, ma'am.

23 Our next speaker on our schedule will be
24 Denise Witfield, and I'll announce several other
25 names while Ms. Witfield makes her way up here.

1 We've got Henry Bear, Ray McCalgy, and David
2 Ferguson. Ms. Witfield, the floor is yours.

3 MS. DENISE WITFIELD: Thank you. I live on
4 State Road 144 one mile west of the White River
5 bridge. Maybe under K3. Maybe next to K4. My
6 grandfather built the home I live in, the two-story
7 barn, and all my out buildings. My father was born
8 there. He and my grandfather built my parents'
9 home on our family farm.

10 My younger brother designed a house he would
11 have built on our family farm when he got out of
12 the Navy. He built that home just like his dad and
13 grandfather, with hammer and nails from the ground
14 up. He raised three kids there. He lives there
15 today. He is my neighbor.

16 All of these things are on the original
17 20-acre family farm. In the middle of the farm is
18 an incredible hickory tree. It's estimated to be
19 200 years old. It's believed to be the largest of
20 its species in our state. Daily we see many forms
21 of wildlife, including bald eagles (inaudible) and
22 blue herons flying over head.

23 We are like a lot of families in the
24 Mooresville area. We deal with severe fog created
25 by water from the numerous gravel pits, now our

1 neighbors, and from the White River. Accidents in
2 the area are far too common. You get the
3 Mooresville Times and you'll have some sense of
4 what I'm talking about. There's lots of crosses on
5 Highway 144 where we live.

6 Severe flooding is another common occurrence.
7 These problems are not just the case on State
8 Road 37. I cannot imagine the expense that will go
9 into building a massive interstate bridge over the
10 White River as is proposed for Routes K3 and K4,
11 and I am skeptical of the state's ability to
12 adequately manage those floodways without causing
13 dire distress to surrounding residents and those
14 downstream. I cannot emphasize that enough. Keep
15 I-69 on 37 where these factors are already
16 addressed.

17 MR. RICKIE CLARK: Very well. We have Henry
18 Bear or Greg McCauley or David Ferguson.

19 Mr. Bear, the floor is yours. After Mr. Bear,
20 we'll have Greg McCauley, David Ferguson, and then
21 Tim Flock.

22 MR. HENRY BEAR: Thank you for letting me
23 speak. Before I start, I'd like to thank the
24 officers for being in the state of Indiana
25 (inaudible).

1 The first question I have has been on your
2 committee, it's been on TV, is you don't have the
3 money to take care of the deteriorating bridges
4 that we have in the state of Indiana now.

5 Now, with that in mind and you're going to be
6 tearing up my town up here and a lot of my friends'
7 businesses are on High Street that I grew up with
8 for over 55 years here, so what I would like to
9 know is seeing how you don't have the money to do
10 the bridges, where are we going to come up with the
11 money to do these four new obligations that really
12 we don't have these on 37.

13 And I was in attendance in Kentucky when they
14 developed 69 down there, so I know how well that
15 went down there. With that, I'm willing to give it
16 to the rest of people here who is going to benefit
17 the most from these new four routes. Thank you.

18 MR. RICKIE CLARK: Very well said. Thank you,
19 sir. Greg McCauley, the floor is yours.

20 THE WITNESS: Thank you. My name is Greg
21 McCauley. I'm the executive director and CEO of
22 the Link Observatory Space Science Institute. I
23 would like to address the members of the panel.

24 The Link Observatory was built in 1939 and
25 owned by the Indiana University Department of

1 Astronomy. It is located on a hilltop 4 1/2 miles
2 south of Mooresville on State Road 67. It's
3 jointly managed by Indiana University, the Indiana
4 Astronomical Society, and the Link Observatory
5 Space Science Institute.

6 It exists to foster scientific discovery,
7 stimulate an interest in astronomy, and cultivate
8 the next generation of science, technology, and
9 academic leaders. STEM education initiatives in
10 science, technology, engineering, and mathematics
11 are of paramount importance to the Indiana
12 Department of Education. The STEM education
13 programs in astronomy and space exploration
14 provided by the Link Observatory through a variety
15 of strategic partnerships with local organizations
16 and NASA facilities nationwide are highly important
17 programs in middle schools and high schools
18 throughout Morgan County.

19 In addition to these important educational
20 programs, the Link Observatory has been a valued
21 public destination for many decades for informal
22 education in astronomy and observing the night sky
23 through the observatory telescopes. Thousands of
24 visitors from the general public, local scouting
25 troops, after-school programs, and summer youth

1 programs value this rare and historic place as an
2 ideal location for nighttime astronomical observing
3 and one of Indiana's treasures.

4 Our future development plans for this site
5 include a large space science center and additional
6 observatories creating a premier location for
7 astronomical observation and STEM education
8 programming in the state of Indiana.

9 The proposed I-69 West Alternative B route
10 would be located approximately one mile north of
11 the observatory on State Road 67, and the resulting
12 light pollution created by the interstate and its
13 interchange would severely limit night sky
14 observing at the observatory, negatively affecting
15 our ability to provide ongoing STEM education to
16 students in Morgan County Schools, and would render
17 the site unusable for our current operations and
18 future plans of the expansion.

19 We're formally requesting I-69 West
20 Alternative B be deleted from the list of possible
21 routes due to its negative impact on public and
22 educational programs of the Link Observatory.
23 Please keep 69 on 37. Thank you.

24 MR. RICKIE CLARK: Mr. Ferguson, the floor is
25 now yours.

1 MR. DAVE FERGUSON: My name is Dave Ferguson.
2 I represent my family, my wife, and three children,
3 and my deer hunter sitting up in the bleachers.
4 We, too, support keeping I-69 on 37.

5 When I first heard about this, a knot
6 developed in my stomach. We live on a farm south
7 of Brooklyn. It's 440 acres. I love that farm.
8 My father lived there prior to us living there.
9 There's 160 acres of that 440 that's not tillable.
10 White Lick Creek runs through some of it. It's
11 beautiful back there. We see bald eagles. We see
12 all kinds of wildlife.

13 My deer hunter I mentioned, he hunts deer to
14 (inaudible) his families from off our farm, and I'm
15 very proud of that. The remainder of the farm, the
16 remainder 280 acres, is tillable. That's in 12
17 fields. Most of those fields are two- and
18 three-acre, four-acre fields. There are three main
19 fields right in the center of our farm. Route B
20 goes right through those fields dividing our farm
21 in half.

22 I love that farm. I want to retire there.
23 And beyond that I'm going to pass that farm to my
24 children. But I'm not quite sure what would be
25 left and how I would be compensated for land, what

1 the value of that land would be degraded to without
2 the tillable fields in the middle. My income for
3 retirement would be greatly affected. I'm not sure
4 I would be compensated for any of that. So, like I
5 said, we do support keeping I-69 on 37, and thank
6 you very much.

7 MR. RICKIE CLARK: Very well said. Our next
8 speaker will be Tim Flock followed by we have a
9 Brian Hibert and also Angie Hibert and then also a
10 Pat Penna.

11 MR. TIM FLOCK: Thank you. My name is Tim
12 Flock, and I'm going to keep it short because it's
13 getting late. I work in Tipton, Indiana. I go up
14 U.S. 31 every day. That used to be like 37. It's
15 nearly complete now. Traffic flows great. There's
16 absolutely no reason or excuse for this I-69 not to
17 stay on 37.

18 MR. RICKIE CLARK: Thank you, sir. Do we have
19 a Brian or Angie Hibert?

20 MS. ANGIE HIBERT: My name is Angie Hibert. I
21 live on Mann Road, which is nine-tenths of a mile
22 inside the Morgan County line. So there's a lot of
23 impact that has not been exhibited here tonight. I
24 live across the street from Winding River Golf
25 Course but also Southwestway Parkway.

1 You've all mentioned tonight -- a bunch of you
2 talked about bald eagles. There are four nesting
3 pairs of bald eagles inside Southwestway Park. I
4 haven't seen any mention of any trails in the
5 Southwestway Park. Now, Google -- if you want to
6 Google it, you can find a lot, but it's not on your
7 impact statement that you have.

8 It will impact -- coming off 465, it will
9 impact. There is a school there. There is also a
10 tree farm that is owned by Senator Richard Lugar.
11 This is one reason why we kicked off the idea of
12 I-69 to begin with. He found out about it when he
13 was in office, and he fought it. I wonder if he's
14 been notified because, obviously, a lot of us found
15 out the hard way.

16 So I would advise you all to send it to your
17 senators, but I think we all need to send a letter
18 to the senator himself. I thank you all, and I
19 hope some of this does some good.

20 MR. RICKIE CLARK: Our next group of speakers
21 will be Pat Penna followed by Anthony Burns
22 followed by Andrew Mendenhall, Bob Guyer, and Doug
23 Keller.

24 MS. PAT PENNA: I am a Mooresville resident.
25 I don't represent anybody but Mooresville. I'm

1 here tonight to speak to our frustration as a
2 community, and my dates are going to be a little
3 off here. But for about the last 15 years, all of
4 us have been seeing it in print and on TV the grand
5 plan to extend I-69 from I-65 to the Evansville
6 area.

7 And that was part, in fact, from NAFTA, which
8 someone mentioned earlier, and we've all seen how
9 that's going. Really good. I'm sorry. I'm a
10 little bitter about that. But the public was told
11 that the road would start in the south and connect
12 with State Road 37 and go up 465. Now, the
13 property owners on that route have had how many
14 years? Many years to make plans, make alternate
15 plans if they have farms to sell off property. How
16 much time have we had? Six to eight months maybe.

17 And our property taxes -- or value will go
18 down from this day forward. And you will have to
19 disclose that to any seller when you go to sell
20 your property. You have to disclose that
21 information or legally they can come back on you.
22 Flash forward. We haven't been aware of this for
23 long enough. I don't believe it's fair to us as a
24 community.

25 There are other options. If you want to run a

1 road up 67, there is another way to go across, and
2 it's named Ronald Reagan. It already exists. It's
3 wide open. Why build a new road when you can go on
4 Ronald Reagan three miles up the road. Why would
5 you want to go through our property?

6 This time limit is financially hurting us all.
7 Other routes have been eliminated. Why not
8 Mooresville? Don't kill our small town. Stay on
9 37. Thank you.

10 MR. RICKIE CLARK: Our next speaker is Anthony
11 Burns. It's 8:50. As much as we would like to get
12 through every speaker on our list, it's impossible
13 this evening. We'll have quite a few speakers, 15
14 additional speakers.

15 The school has been very accommodating to us,
16 and we're going to keep pushing forward. We may
17 have to conclude the formal session this evening in
18 consideration for the school and preparation they
19 need to do for tomorrow. We're going to keep going
20 for as long as we can this evening.

21 Mr. Burns, the floor is yours.

22 MR. ANTHONY BURNS: Thank you. I'm Anthony
23 Burns from Centerton. I'm a family of a registered
24 over 100-acre farm. Just to let you know, these
25 numbers on here, they're wrong. The crash numbers,

1 miles saved, the daily hours of truck saved is
2 wrong.

3 Who in here has a GPS or phone that they use?
4 Guess what? They won't take you on 69 on the west
5 routes. It will continue up 37. It's shorter.
6 It's quicker. Guess what is there on 37 and 465?
7 Truck stops, big truck stops. I'm a FedEx freight
8 driver. I drive a semi for FedEx. All the trucks
9 are going to continue up 37. They're not going to
10 go on 69 to get to 70. I'm a FedEx driver. It was
11 mentioned that you take 70. Wrong. We're not.
12 We're not going to take 70. Our main interstate is
13 465. We don't mess with 70. We jump on 465. It's
14 our main access. If the B and D route is taken,
15 we're not going to take 70 over to 69.

16 67, right down into Mooresville. What's going
17 to happen in Camby? Increased traffic. More
18 congestion. It's not going to be able to handle
19 it. Thirty-seven is not going to be able to handle
20 the extra traffic coming up from 69. Your crash
21 increases are going to increase.

22 Then you're not going to have upgrade costs
23 from 70, not going to have upgrade costs of 37.
24 It's wrong. 465, 37, down to 69. That's the
25 logical way. Everybody in Mooresville area knows

1 it. It's the best way to happen. It's the most
2 economical way to happen. And your truck drivers,
3 they're going to stay on 37. Sorry.

4 MR. RICKIE CLARK: Very well. Very well said.
5 Andrew Mendenhall, the floor is yours.

6 MR. ANDREW MENDENHALL: Thank you very much.
7 Thanks, again, to the school for having this and
8 INDOT for (inaudible).

9 I've got several comments here that I'll do my
10 best to get through. First, when we moved here
11 nine years ago, I grew up in southern Indiana in
12 the country. We moved here 11 years ago. Two
13 years ago we finally (inaudible) in the country,
14 and now the highway is going to be on our back
15 door, so definite interest. We asked about it at
16 that time, and they told us the same thing every
17 year. We all thought it was going up 37.

18 One of the things I noticed of Perry Township
19 meeting on Monday and here I can see that Decatur
20 Township isn't represented at all, and these stated
21 routes are right through Decatur Township. I don't
22 think -- they've been blindsided by this warehouse
23 that's going in. So I feel like they're probably
24 double blindsided, same as we've been.

25 But I think that's an important issue INDOT

1 needs to address that. The same also with
2 Hendricks County. If it is going to go B and D
3 routes, so they need to be addressed as well. I am
4 very concerned for the farmers. I've got a great
5 support of farmers around our areas to support our
6 livestock and things like that. Talking to some of
7 them, I know there's significant problems with some
8 of the routes to get their equipment across, and I
9 don't think that's been accurately addressed on the
10 maps.

11 One of the gentleman I know that produces, he
12 would have to drive four miles to get to a second
13 farm that's a half a mile away. With a combine,
14 you can't go underneath the overpasses. So I think
15 that's a major problem. Also I think that impact
16 to agriculture is a big concern. I don't think the
17 farmers are accurately compensated for the loss of
18 land when you look at that as a primary income.

19 So how many years are they going to be able to
20 live off this thing? And what does that mean for
21 them? So, additionally, with that, I think the
22 impact of I-69 in Indiana and the loss of
23 agriculture is important for us to recognize as
24 they provide our food. And in the next 15 years,
25 we'll have a shortage of food.

1 The last thing I'd like to say is that the
2 time issue. I know a lot of people are trying to
3 sell their house now and they can't for the next
4 three years because they're held hostage by this.
5 Thank you very much.

6 MR. RICKIE CLARK: Do we have a Bob Snyder and
7 also Doug Keller?

8 MR. BOB SNYDER: Thank you. My name is Bob
9 Snyder. I'm here to speak against the Morgan
10 County routes, and after the Monday meeting in
11 Perry, I'm a big supporter of Option C. I think a
12 lot of the people are very confident about Option C
13 as well. Listening to their comments, it's all
14 concerns about traffic and their locals crossing 37
15 and 69. But I don't think they realize Option C
16 resolves a lot of their concerns.

17 You get rid of all the stop lights and all the
18 interchanges on 37 and make interchanges and
19 overpasses seems the concerns are too miniscule.
20 Also when you put in interchanges/overpasses, you
21 get traffic out of that area much more quickly,
22 gets down 37 as far as Martinsville and
23 Bloomington. Overall congestion is tremendously
24 improved there.

25 The other aspect that we're dealing with is

1 the interchange at 465 and Harding Street. Anyone
2 who's driven through there in rush hour traffic
3 knows how many semis are backed up all around 465
4 there. They're all going to three truck stops and
5 truck related businesses there. That's a lot of
6 congestion to have. When you build Option C and
7 put the new interchange, high-speed interchange, to
8 the west, all the through traffic for 37 goes
9 there. You relieve a lot of that congestion at the
10 Harding Street interchange. Probably could save a
11 lot of money by doing Option C up 37.

12 Options B and D both add about 12 miles to the
13 trip from Martinsville to Indianapolis on the south
14 side. It's hard to believe that anybody is going
15 to go up to 70 to go to the south side of
16 Indianapolis. Option C, it improves travel times
17 for everyone in the 31 area, everyone that uses
18 that corridor.

19 By improving travel times, you're reducing
20 congestion and you increase the safety for
21 everyone, not just the truckers, not just the
22 travelers, but everyone in the entire Section 6
23 area. Thank you.

24 Doug Keller, the floor is now yours. After
25 Mr. Keller, we have about 10 speakers on our

1 speaker schedule. We're going to continue to push
2 forward.

3 MR. DOUG KELLER: One of the things that has
4 been little touched in the comments that have been
5 given so far are the environmental concerns. So
6 I'm going to confine my comments to the habitat
7 destruction that is likely going to occur as a
8 result of the horrible viable options on the table
9 for I-69. The two K options, essentially, follow
10 Mann Road corridor, will cross the floodplain west
11 of the White River.

12 The two options here through Mooresville, B
13 and D, will cross only the White River, but also
14 White Lick Creek floodplains. Crossing through one
15 or both of these floodplains will have far-reaching
16 impacts on valuable repairing areas and critically
17 important wetlands that are frequently floodplains.

18 Highway 37 route is already out of the White
19 River floodplain or any of the disturbance that was
20 caused decades ago when 37 was constructed. The
21 corridor on 37 will be the least environmentally
22 impacted on the five options on the table because
23 the corridor is, essentially, already built.

24 I realize the trees and wetlands impacted will
25 have to be mitigated; however, trees planted as

1 mitigation will take decades to provide the same
2 value as the forest in our area that's currently in
3 place. There have been many studies that have
4 proved that mitigation wetlands do not perform on
5 the same level as naturally occurring wetlands.

6 Neither of them will replace the ratios that
7 reach as high as 10 to 1 depending on the type of
8 wetland reserve. All I see from your handouts that
9 you may replace only possibly 4 to 1 which seems a
10 disservice to our current wetlands. Still there is
11 no replacing a naturally occurring and functioning
12 wetland.

13 Wildlife habitat will suffer in mitigation
14 wetlands. In summary, there simply is no
15 habitat-friendly option for I-69 other than the
16 route that follows Highway 37. Thank you.

17 MR. RICKIE CLARK: Thank you. Very well said.

18 We have ten speakers left on our speaker
19 schedule. If it's all right with our audience,
20 we'll read the ten names. And those will be the
21 last speakers of the evening. We'll go a little
22 bit over.

23 Our next speakers on our schedule will be
24 Daniel Whitman followed by John Woody followed by
25 David Mutant, Gail Featherston, Kim Montgomery,

1 David Howard, Fred Mills, Calvin Gilmore, Chuck
2 Collin, and Randy Crawford, Sandy Skiles.

3 Mr. Whitman, the floor is now yours, sir.

4 MR. DANIEL WHITMAN: Good evening, everybody.
5 My name is Dan Whitman. I'm 29 years old. I've
6 lived in Mooresville my entire life. I've spent
7 the last ten years of my life chasing what
8 everybody would call the American dream. I found a
9 beautiful woman, got married. We put ourselves
10 through college. We bought a starter home here in
11 Mooresville. We have since moved to a home on Mann
12 Road, which is, you know, our dream house. We've
13 got a lovely view from our front porch. We've got
14 a balcony that wraps the side of the house. We can
15 see the sun rise over the horse track that's just
16 down the street from us and enjoy a cup of coffee
17 in the morning.

18 Shortly after moving in, we were informed,
19 similar to everybody else, much too late that K3
20 and K4 were basically going to provide our lovely
21 home that sat on a hill a lovely overlook for an
22 interstate, essentially, taking all of our hard
23 work and all of our effort and all of our dreams of
24 what that house is and meant to us and crushing it.

25 But beyond that, the environmental impacts of

1 all of these routes -- and I mean all of the routes
2 B, D, and both K routes -- are astronomical in
3 terms of the effect of the environment on the water
4 supply, the aquifers that feed water companies
5 around here that are going to be affected by this.
6 People's wells at their personal homes are going to
7 be affected by this construction.

8 Outside of that, the economic impact on the
9 town of Mooresville has not done the proper
10 planning at this point because for the last decade
11 this has been on 37. This town will be crushed. I
12 grew up in this town. I love this town. I've had
13 job opportunities in many other states, and I've
14 chosen to stay here. Keep 69 on 37.

15 MR. RICKIE CLARK: Mr. John Woody.

16 MR. JOHN WOODY: Thank you. My name is John
17 Woody. I'm also an engineer. I mention that just
18 because when I look at the routes for I-69 going
19 through to I-70, I shake my head because they make
20 no sense. Anybody with a map and a ruler knows
21 that the only route for I-69 is on 37, and I really
22 only hear two objections to this route.

23 One is it divides the area, people can't get
24 across the interstate, and the other is it will
25 disrupt the businesses on either side. Looking at

1 a satellite view, it looks like that really just
2 applies to the section between Southport Road and
3 I-465.

4 So all this time and energy, fear, anger, and
5 controversy is really only about this 2 1/2-mile
6 section of Section 6. I have a suggestion that
7 would let I-69 follow route 37. It would improve
8 access across the interstate, and it would help
9 businesses and improve the traffic flow at the
10 Southport interchange. Elevate I-69 above 37 all
11 the way to 465.

12 It keeps the access. It doesn't disrupt the
13 businesses. The businesses will be visible from
14 the interstate, have easy access to either end.
15 The only tear-up would be the I-465 interchange,
16 which everybody knows is the worst bottleneck on
17 the I-465 loop. It give, essentially, four lanes
18 in both directions. It would be a modern look. It
19 would help people instead of hurt them, and even if
20 it isn't cheaper, I say if we can't do this right,
21 we shouldn't do it at all.

22 MR. RICKIE CLARK: Very good. Very good. Our
23 next speaker will be David Mutant. Very well.
24 Then our next speaker will be Gail Featherston.

25 MS. GAIL FEATHERSTON: My name is Gail

1 Featherston. I live on Henderson Ford Road, which
2 you might know is an interchange for the B and D
3 routes and where they're going. You know, a lot of
4 people want to fight about things. I don't want to
5 fight. I just want to say to Indiana: Do the
6 right thing.

7 I think it's interesting that with all this
8 process, the environmental impact statement
9 process, and one of the three circles on the
10 presentation is actually about the environment. So
11 I know everybody is tired. It's been a long night,
12 and I know other people have talked about the
13 environment. But to me this is really key. I
14 mean, (inaudible) state personally by a lot of
15 people, but it seems to me that if the environment
16 was a real concern the choice would be obvious to
17 stay on Route C, Highway 37, as Mitch Daniels and
18 others originally planned.

19 I'm am opposed to Route B and K routes because
20 they would be environmentally detrimental to Morgan
21 County in a very significant way. It would be
22 devastating to the environment in Morgan County.
23 We have wetlands. We have farmland. We have
24 forest. We have endangered species.

25 According to the NRBC, 41 million acres of

1 rural land has been lost in the last 25 years to
2 highways and urban sprawl. 23 million of that has
3 been agricultural. One acre per second.

4 I-69 has taken enough already in southern
5 Indiana, and it needs to stop. We need farms. We
6 need farms for food. Highway 37 actually has, as
7 other people have said, a chance to benefit. It
8 could reduce their traffic problems. It could
9 reduce crashes. It could improve safety.

10 The residents and businesses there would
11 benefit. Morgan County has no benefit from
12 freeways coming into our county by dissecting our
13 county, by dissecting our school, by dissecting our
14 emergency services, reducing our property values
15 and our quality of life. I have -- I'm out of
16 time. My view would be an interstate instead of a
17 farm field, and I live in a mobile home. But I
18 live there because where it is, and I want to stay.
19 Thank you.

20 MR. RICKIE CLARK: Our next speaker will be
21 Kim Montgomery. She's no longer with us. David
22 Howard? Very well. Our next one is Fred Mills.

23 MR. FRED MILLS: Thank you. My name is Fred
24 Mills, and I'm the director of government affairs
25 for Indianapolis Power and Light. I am here to let

1 the people know about the impact that we have
2 estimated in terms of the cost of moving our lines
3 as a result of the lines in Morgan County.

4 Currently, based on our preliminary estimates,
5 we estimate that the impact will be somewhere
6 between 3 and 7 million dollars. Now, these are
7 dollars which was mentioned by a speaker earlier
8 that will be handled by the project but need to be
9 taken into consideration during that process.

10 Also we do have some concerns. IPL prides
11 itself on being a safe, reliable, affordable power
12 supplier. In all of the routes, as some of you
13 know, in Morgan County during the process of
14 building one of the most efficient power plants
15 down in Martinsville, Indiana, it's a
16 \$600 million investment that we have made in this
17 county. And we do have some concerns with these
18 new routes and how that will impact the potential
19 reliability of that plant, mostly in terms of
20 process of the evaluation and the changeover.

21 We are currently putting in new gas lines for
22 the plant and upgrading and expanding our
23 transmission lines, all of which could be
24 potentially impacted depending on the routes that
25 are taken. Thank you.

1 MR. RICKIE CLARK: Thank you. Our next
2 speaker is Calvin Gillmore followed by Chuck
3 Kellerman. Is there a Mr. Gillmore in our
4 audience? How about a Mr. Kellerman?
5 Mr. Kellerman, the floor is now yours, sir.

6 MR. CHUCK KELLERMAN: My wife is always
7 complaining how bad my handwriting is. Apparently,
8 I can't even write it so people can read my name.

9 My family owns a family farm or has a family
10 farm. I have four sisters that still own property,
11 and my parents still live on the farm. And
12 Routes B and D affect all of us one way or the
13 other directly, either going directly through our
14 farm or cutting off the driveway.

15 I want to make a point about the cost
16 considerations that were shown here. I didn't
17 see -- it looked to me like everything was related
18 to construction, creation of the roadway, but I
19 didn't see anything that accounted for long-term
20 maintenance costs maintaining 37, continuing to
21 maintain 37's increased traffic plus all the miles
22 of new interstate that over time would have to be
23 maintained.

24 That's going to be -- all that cost to
25 maintain, it seems a lot more efficient to continue

1 to maintain the one major highway, and that is 37,
2 Option C.

3 Last thing I'd like to say is: In looking at
4 and considering relocations, that seems to be an
5 important consideration, and it seems to me that
6 those who are on 37 now that would be relocated,
7 displaced, probably a lot of them would consider
8 that a good thing. They will probably feel like
9 INDOT is doing them a favor to get them away from
10 where there's traffic and allow them to go to where
11 there is higher quality of life, which all of the
12 routes, all of these alternate routes would affect
13 everybody's quality of life.

14 Maybe some of these 37 displacements would
15 come over here and enjoy a better quality of life
16 in Morgan County. Thank you.

17 MR. RICKIE CLARK: Do we have Randy Crawford
18 in our audience and also Sandy Skiles? And I
19 believe our last name on our schedule will be Mike
20 Brown. So we've got three speakers remaining.
21 Thank you so much everyone for your patience thus
22 far, and thank you for the school for allowing us
23 to go over a little bit.

24 Mr. Crawford, the floor is yours.

25 MR. RANDY CRAWFORD: My name is Randy

1 Crawford. I support State Road 37 for 69. I'd
2 like to start by saying I am not a dot on a map.
3 This is my community, and I am a person.
4 Businesses along State Road 37 seem to be of
5 concern.

6 If those businesses were successful, they can
7 be relocated, and we have room in our community for
8 those businesses. Homes should be the No. 1
9 concern. Families have enough challenges. They
10 don't need to be relocated and have their homes
11 destroyed. I'd like to thank you for your time.

12 MR. RICKIE CLARK: Sandy Skiles. And then our
13 last speaker on our schedule will be Mike Brown.
14 Ms. Skiles.

15 MS. SANDY SKILES: Thank you. I'm for the 69
16 to go to 37 because I have a family farm, and I
17 don't want to lose it. I think we're missing a lot
18 of common sense that it's just a straight line.
19 You don't have to have one going northwest to go
20 east/northeast or southeast to go southwest. You
21 know, it just seems like it's a big triangle, and
22 it just doesn't seem like it's a common sense
23 decision.

24 So you don't want to divide the people for
25 just a highway that's not going anywhere. I-70 is

1 not going anywhere. So I would like -- and, plus,
2 the budget. You're always concerned about the
3 budget on the TV saying, oh, we don't have enough
4 money. We can't budget for that. That's adding a
5 whole new street, a whole new highway. That's so
6 much more money than just fix 37 and make it a
7 clean sweep, so thank you.

8 MR. RICKIE CLARK: Very well said. Our last
9 speaker on our schedule this evening will be Mike
10 Brown, our last speaker, and I'd like to thank our
11 audience for their courtesy and consideration to
12 get in all of our speakers. Mr. Brown will be our
13 last speaker, and it will conclude the formal
14 session this evening.

15 MR. MIKE BROWN: I'll try to do better than I
16 did Monday night at Perry Meridian. Urban sprawl
17 is around the Indianapolis area around 465. We
18 moved here when I was a teenager. Southport and 65
19 interchange back in '79, nothing was there.
20 Everybody is aware of what 65 and Southport Road
21 looks like now. That's urban sprawl over 35 years.

22 (Inaudible) along the 67/37 corridor the way
23 it is now. Two things need to be done to 37 to
24 improve its efficiency. No. 1, it needs to be
25 reconstructed from, basically, south of Fairview

1 Road, which is about halfway to 144, be rebuilt the
2 way Keystone Avenue has been rebuilt south of
3 Carmel to 465, roundabout overpasses in certain key
4 areas and straight through on 37.

5 No. 2, Michigan U-turns -- they call them
6 Michigan U -- to be in other places where there are
7 high-risk crossings to mitigate the risk of high
8 risk and eliminate lights all the way is progress.

9 No. 2, we don't have to worry about coming up
10 through -- my route that I proposed was dismissed
11 in May of this year. I proposed it 14 years ago
12 when I first heard about the project. And that's,
13 basically, coming from 39, bypass just south of
14 Martinsville, cut across the floodplain just south
15 of the existing 67/39 bridge currently there at 67
16 and cut across country through that heavily dense
17 woods about five miles is all you take out. It's
18 60 acres per mile that the right-of-way would take
19 out. It's 350 acres of woods you'll lose, but it
20 keeps the traffic away from the highest population.

21 You have four intersections, one overpass, and
22 the bridge over the river, and the causeway built.
23 And the cost factor is going to be one-quarter of
24 what the cost factor would be going to the 37
25 corridor. As 37 to 67 expands, just like south

1 side of Indianapolis is expanding on 65 and
2 Southport, that's going to happen over the years.
3 You can't stop progress.

4 But that's the most efficient way to move
5 everything and keep it off of 465. You don't want
6 the mess they have in Castleton and Fishers and the
7 northeast side of 69.

8 MR. RICKIE CLARK: Very well said. Thank you,
9 Mr. Brown. With Mr. Brown's comments, we will
10 conclude the formal session this evening.

11 (The hearing concluded at 9:18 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:42 p.m. and 9:18 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 17th day of
16 December, 2015.

17 Nancy M. Kottenstette



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21
22
23 My Commission expires:
24 September 13, 2021

25 Job No. 102625

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In the Matter Of:

INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS) PUBLIC HEARING

INDOT Public Hearing

December 03, 2015



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4 INDIANA DEPARTMENT OF TRANSPORTATION
5 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
6 PUBLIC HEARING
7
8
9

10 December 3, 2015
11 6:00 p.m.
12
13

14 AT THE
15 Martinsville High School
16 1360 East Gray Street
17 Martinsville, IN 46151

18 TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC
19 IN AND FOR THE COUNTY OF MARION,
20 STATE OF INDIANA
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
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1 (Public comments made during open house.)

2 MR. ROBERT ALLEN: My question is to the
3 state. The first five sections was a 2,000-foot
4 easement all the way up to the city of
5 Martinsville. The last section it has been
6 explained to me that the easement is only going to
7 be 430 feet. So with that being said, are we
8 getting a substandard interstate in Section 6 than
9 the other five sections since their easement was
10 2,000 foot?

11 If that's the case, then I want to know also
12 is any other interstate that's going to be built
13 within the state of Indiana does all it require a
14 430-foot easement? Real simple. They've wasted
15 the money down below and bought up all this
16 property, and now they're out of money. And that's
17 what I want to know from the state.

18 Two questions; I need two answers. Because,
19 again, a lot of wasted money that went on, and just
20 we'd like some answers because it seems like they
21 don't need to answer any questions because all
22 they're doing is letting the public speak. And
23 we've had our peace, and that's all that is
24 required. So that's all I want to know.

25 MR. DUANE CLENDENEN: My concern was in the --

1 right here in this section coming right off of here
2 between 44 and 252, there's only one way for all
3 this traffic to get in from Green Township into 37
4 or it would be 69 at the time. And this little
5 road over here is Hess Road. My driveway is Hess
6 Trail. That's where we're at.

7 But there's no way to get from here to here,
8 and all these people coming in here, they're going
9 to take this Hess Road right across that. And
10 that's going to be a bad, bad situation, and I'm
11 wondering how they're going to -- they need a road
12 some way to get from 44 to 252 so they can get out
13 here on the turnaround or whatever you want to call
14 it.

15 But that's what I'm wondering about. What I'm
16 saying is traffic coming from 44 to 252 and the
17 only way they got to get through there right now is
18 Hess Road. It's eight-tenths of a mile long, and
19 there's already three subdivisions in there on that
20 thing. And my driveway is Hess Trail, and it comes
21 right out there. So we're going to have all that
22 traffic from Green Township and all the way from
23 Morgantown getting into that area.

24 So they need a road somehow to get from 44
25 over to there before they get onto here. Unless

1 they want to widen Hess Road and make it a six-lane
2 highway.

3 I brought this up ten years ago when they was
4 talking about this situation, but at that time they
5 was talking about Greenway Parkway coming around
6 there. And that was a different situation. Now
7 they've got Greenway Parkway coming in right
8 through Walmart. That's okay too. I don't care.
9 All this traffic coming from 44 to 252, in other
10 words, all the traffic coming out of Green Township
11 on 44 is going to go over to 252 to get to this
12 turnaround. And the only way they can do it right
13 now is Hess Road, and that's bad.

14 MR. STEVE EDSON: Steve Edson, E-D-S-O-N. I
15 am affiliated with a community group that's forming
16 right now, and it's under the name of Morgan County
17 Free Creeks Community Action. We're just forming
18 this thing right now. And I live in Fox Cliff
19 neighborhood, and I had a chance to speak with Tim
20 Miller here tonight. And he tells me that all of
21 the alternatives for -- are going to entail an exit
22 at Henderson Ford, and we would have an access
23 coming out of Fox Cliff both north and south,
24 access road north and south.

25 And if that's the case, it's going to

1 alleviate all of our concerns and the
2 inconveniences -- any inconveniences that we might
3 have would be more than offset by the increased
4 safety and travel times would be of the interstate.
5 If that's the case, it's going to be wonderful.
6 Thank you.

7 MS. JILL DOWNTON: Jill Downtown. That's my
8 husband, Larry. We're both concerned. Rather than
9 an interchange at 252, we would suggest putting an
10 interchange at 44. There are commercial businesses
11 at both of those intersections, but if the
12 interchange is at 252, it could have a real
13 negative impact on the hospital for one thing.

14 That's the major thing we're thinking of is
15 how can you relocate an entire hospital? If the
16 interchange is at 44 instead of 252, then 252 would
17 need to be a grade separation. So we'd have to
18 have something at both of those intersections, and
19 right now the maps have the interchange at 252 but
20 nothing at 44. So we would have to have something
21 at both of those intersections.

22 MR. DON RICHARDSON: I would like to say that
23 I think Alternate D is very inefficient and
24 probably should not be used. I love State Road 37
25 as a route.

1 (Public comments made in the auditorium.)

2 MR. RICKIE CLARK: At this time I'd like to
3 read our first group of speakers to participate in
4 our speaker comment session this evening. Our
5 first group of speakers to appear this evening will
6 be Dr. Michele Moore followed by Julia Reto
7 followed by Allen Kramer.

8 Our first group of speakers requesting an
9 opportunity to be speakers this evening will be
10 Dr. Michele Moore who is the superintendent for
11 Martinsville Community Schools followed by Julia
12 Reto and then also Allen Kramer.

13 Dr. Moore, the floor is now yours.

14 MS. MICHELE MOORE: Thank you. Thank you for
15 allowing me to speak tonight. I'm Dr. Michele
16 Moore, superintendent of MSD Martinsville. I would
17 ask for consideration to be given to changing the
18 connection street for the overpass at Grand Valley.
19 The district is requesting that South Street, not
20 York Street, be the connector. This is one block
21 further away from the high school entrance.

22 We believe that this is the best option for
23 student safety as York Street is the street that
24 has over 40 of our buses driving twice daily to
25 transport students from our middle school to the

1 high school for student drop-off and pick-up.

2 York Street is also very close to our student
3 pedestrian traffic, particularly students walking
4 to their cars in the lots. An increase in traffic
5 from an overpass that passes through our high
6 school parking lot and that close proximity to the
7 high school would be a serious concern for buses,
8 walkers, and young student drivers.

9 We also see the current proposal of using York
10 Street as an option that will make the front drive
11 of the high school become utilized as a through
12 street, an option that increases traffic flow and
13 the likelihood of a safety issue. We believe
14 providing a safe environment for our students is
15 one of our top priorities, and this current
16 proposal at York Street seriously hinders our
17 ability to provide that.

18 We also believe that using South Street
19 instead of York Street would have the smallest
20 impact on students and our curriculum. We believe
21 that it is imperative that the project not take
22 8 acres of our high school. We're a landlocked
23 entity, and we need the space for our programming.
24 We're also particularly concerned about the impacts
25 on our band program if the practice lot is taken.

1 We consider this a very important part of our
2 school family.

3 Please provide a plan that protects this asset
4 to the Martinsville High School community. In
5 conclusion, please consider changing your plans
6 from York Street to South Street. Thank you.

7 MR. RICKIE CLARK: Very well. Thank you,
8 Dr. Moore, and thank you to Martinsville High
9 School also. I was remiss and forgot to mention
10 thank you to the high school for allowing us to
11 have our meeting in this venue this evening. So
12 thank you, Dr. Moore.

13 Ms. Reto, the floor is now yours.

14 MS. JULIA RETO: Thank you. I am just a
15 concerned student from the high school. I've heard
16 an overbearing concern as to the taking of the land
17 from the high school property because every single
18 plan that has been proposed, there will be 8 acres
19 taken from the high school no matter which way it's
20 sliced.

21 And the overpass that is proposed, I believe,
22 could potentially be a danger to students. I don't
23 really like the idea of my personal safety being
24 threatened while I'm in a learning environment, but
25 she already very clearly stated that and in a much

1 more detailed manner.

2 A more serious concern of mine and of many
3 students is what will be taken. Because no matter
4 which way the road -- or I'm sorry. The overpass
5 merges into York or South Street, the band lot
6 would be taken, and I think we really need that to
7 practice on.

8 We are -- just this past season, we were
9 50 percent first-year marchers, and we need that
10 land to practice on. If we don't get practice,
11 then how can our band advance further? We just --
12 if we don't have space to practice on, then we
13 cannot advance further, and our band is pretty
14 important to most of the school.

15 I've seen the great potential of the group,
16 and I know we can only achieve greatness if we have
17 been given a good practice area. We aren't given
18 much field time in the stadium, and that's the only
19 other place we could practice. I think that an
20 alternative to this overpass could be -- that does
21 not use school property could be reached if we just
22 figure one out.

23 MR. RICKIE CLARK: Very well said. Thank you
24 very much for your comments. I appreciate that
25 very much.

1 Our next speaker will be Mr. Kramer. The
2 floor is now yours, sir.

3 MR. ALLEN KRAMER: Thank you. I'm here to
4 talk about getting rid of B and D and why I don't
5 like it. When you talk about interstates, you're
6 talking about a lot of truck traffic. It takes
7 them 15 minutes longer, according to the report,
8 than 37 route. And that doesn't sound like much,
9 but with 100 trucks, that adds up to 25 hours more
10 of labor.

11 Okay. Now, you talk about tens of thousands
12 of vehicles on this road. You start multiplying
13 that out, and that number gets pretty big. The
14 other thing is that next to labor the next most
15 costly part of the truck driving is maintenance,
16 the oil, the overhaul, the repairs. All these are
17 based on either mileage or time of use.

18 The thing about Section B and D that I don't
19 like is also I believe Section B -- Routes B and D
20 are -- in crossing the river, they become a pig and
21 poke. You won't know about the certain costs until
22 you start doing that. And listing them are longer
23 road, more snow removal, more deck repair. We have
24 well fields. We have an aquifer. How does the
25 road building affect that?

1 Geologically for building a bridge, we've
2 got -- according to the aggregate studies, we have
3 5 feet of overburden, up to 20 feet of sand, and
4 then we have an unknown amount of gravel before you
5 hit that rock. For those reasons, I don't want to
6 see B or D built. Thank you.

7 MR. RICKIE CLARK: Very well said. Thank you,
8 Mr. Kramer, for those comments.

9 Our next group of speakers who have signed in
10 requesting an opportunity to present their comments
11 into the public record this evening will be Dick
12 Douglas followed by Kim McClaron followed by
13 Melanie Barton followed by Dave Hinkle.

14 Mr. Douglas, the floor is now yours, sir.

15 MR. DICK DOUGLAS: My name is Dick Douglas.
16 I'm a business owner near Southport Road and 37,
17 and I'm in favor of having I-69 come up 37
18 corridor. A couple of things that traffic -- if
19 you have been on 37 in rush hour, I think you
20 understand just how deplorable that traffic
21 situation is. It's dangerous. It's slow, and I-69
22 would certainly eliminate that issue.

23 Coming up 37 corridor also gives you an
24 opportunity to get to the east side of town or the
25 west side of town, in my view, quicker than

1 certainly the alternative going to I-70.

2 The last opportunity here that I think we need
3 to take advantage of is the economic opportunity.
4 I'll refer to I-65 and County Line Road. It's -- I
5 don't have enough time to list all the development
6 that's over there. But it's millions and millions
7 and millions of dollars that have been invested in
8 that area, and it's primarily because of I-65. I
9 think that could be duplicated for Greenwood, for
10 White River Township, for Johnson County if I-69
11 came up the 37 corridor. Thank you.

12 MR. RICKIE CLARK: Very well. Very well said.
13 Thank you, Mr. Douglas, for those comments.

14 Our next speaker is Ms. McClaron. The floor
15 is now yours.

16 MS. KIM McCLARON: Hi. I'm in favor of
17 keeping 37 as a commuter route to Indianapolis to
18 serve the local growing population. In Morgan
19 County, we'd still have to build the commute to
20 Indy without the additional traffic that I-69 will
21 generate from the additional traffic from Mexico to
22 Canada.

23 I support an alternative route, B, which I
24 think will give Morgan County the greatest benefit
25 allowing Martinsville, Mooresville, and even the

1 Brooklyn and Bethany area and Monrovia to benefit.

2 It will support the transportation of goods
3 and services already in the area, and this section
4 along Alternative Route B can become a piece of a
5 talked about second ring around Indy reducing the
6 cost of any future development in that area for
7 future generations and give our county a jump start
8 on growth to support the population and support the
9 services in the county.

10 This route also gives us the greatest path to
11 redirect traffic in the event of any kind of
12 traffic incident on that corridor. We have three
13 alternatives to move traffic around in those
14 corridors. Sending I-69 traffic through this 37
15 corridor, although growth is a possibility, it can
16 also stifle some of those areas.

17 We might remember a town called Waverly. When
18 that traffic was moved and that corridor was simply
19 cut off, the town was ignored and it disappeared.
20 The commuter route, I think, should be preserved
21 and allow the local community to grow, and also I
22 experienced the same thing in Washington D.C. area
23 where we had an opportunity for a second ring. And
24 now 20 years later, the citizens are upset they
25 don't have that as a possibility.

1 MR. RICKIE CLARK: Very well said. Thank you,
2 Ms. McClaron.

3 Our next speaker to present a comment will be
4 Melanie Barton.

5 MS. MELANIE BARTON: Thank you. I just want
6 to let you know that I live at the top of Fox Hill,
7 which is at Mann and Smokey Row Road, which is at
8 the K3 and K4 area. Smokey Row has a name for that
9 reason. You have fog, a lot of fog. You can't see
10 nothing when you're going down Smokey Row Road,
11 which includes 144, which includes Mann Road, which
12 includes Centenary Road.

13 I have pictures to prove the point of the fog.
14 I have before pictures of the fog, and I have
15 pictures of a clear day. You can clearly see this
16 is the Bargersville pump area that they just put
17 in. I don't know what utility it is out there,
18 sewer, water, what it is. But you can clearly see
19 that you cannot see the pump station.

20 This is 144 at the intersection of Smokey Row
21 Road. You cannot see Smokey Row Road intersection
22 of 144 coming onto 144. Same way with Mann Road
23 and Centenary Road. I have a picture of, clearly,
24 you cannot see this intersection, either way you
25 go. I'm on the side of the road at the turn lane.

1 You cannot see this.

2 This is what it looks like normally during the
3 day. This is during rush hour at 8:00 in the
4 morning. My husband called me and said, oh, my
5 god. You can't even see. So I went out and took
6 pictures. Along with my personal passion, when 69
7 gets put in at Mann, Fox Hill, and Smokey Row Road,
8 I will never be able to get the Big Dipper in my
9 backyard or front yard again. I will never be able
10 to get the amount of stars I get in any of my
11 pictures. The moon, I will lose my moon because of
12 my saturation -- your guys' saturation that you're
13 going to incur on my sky.

14 Along with the observatory that the gentleman
15 was talking about last night, it goes for me too.
16 And I'm on the opposite side of town. So this is
17 for you guys to consider. This is for you, and I'd
18 like you to present that to your guys' INDOT people
19 further on out.

20 MR. RICKIE CLARK: Ms. Barton.

21 MS. MELANIE BARTON: Is that my time? I'm
22 sorry. Thank you very much. I want to keep it on
23 37, by the way.

24 MR. RICKIE CLARK: Very well said. Very well
25 presented. Thank you, Ms. Barton.

1 The two-minute time limit is so we can
2 accommodate as many speakers as possible this
3 evening with the time we have allotted. At this
4 time I would like to take an opportunity to
5 introduce one of our elected public officials that
6 is present with us and attending the meeting this
7 evening.

8 I'd like to introduce Indiana State Senator
9 Brent Waltz who is here this evening. Senator
10 Waltz, thank you so much for being here. At this
11 time I'd like to invite you to come up and lend the
12 floor to you, sir. Senator Brent Waltz.

13 MR. BRENT WALTZ: Thank you. And I would
14 certainly be remiss if I didn't say hello to my
15 colleague, Senator Bray, who is here as well.

16 MR. RICKIE CLARK: Senator, hello.

17 MR. BRENT WALTZ: I was, I think, 29 years old
18 when I first addressed an I-69 town hall meeting,
19 and I was on the Johnson County council at the
20 time. That was 12 years ago, and I was getting
21 ready to run for the state senate. I have been in
22 the senate for 12 years now. I'm 42. This has
23 been a long time coming in a lot of different ways.

24 As we go forward in this final phase of what
25 I-69 is going to look like for our community,

1 there's a few things that I'm very concerned about
2 and I would like to bring to the attention of all
3 here assembled.

4 The first, certainly, Martinsville High School
5 is so close to the proposed route. We need to make
6 sure that the students are properly cared for and
7 that their safety becomes a priority. There was a
8 town hall meeting a couple days ago at Perry
9 Meridian High School, and it was suggested that a
10 pedestrian walkway be employed so students would be
11 able to travel from the school to some of the
12 retail areas on the other side of the proposed
13 interstate.

14 I think that's a great idea. We also want to
15 make sure that the east side development that
16 Martinsville has enjoyed over the last several
17 years is not impinged upon, is not damaged in any
18 way, shape, or form as well.

19 The last final thing I would bring to your
20 attention there was some legislation that many of
21 you may be aware that would have prevented several
22 different things from being able to happen in
23 Section 6. One of them being that the road could
24 not be used as a toll road. Well, that legislation
25 was lifted earlier this year.

1 And I can tell you as a member of the Senate
2 Appropriations Committee that Indiana does not have
3 the money presently to fund Section 6. It simply
4 doesn't exist. There's too many roads that require
5 too many demands, and I don't see the money getting
6 there. Earlier today Congress announced \$5 billion
7 for Indiana for the next five years. Minus the
8 budget for public transportation, it works out to
9 be about \$900 million a year over the next half
10 decade spread out over the entire state.

11 That's probably not going to be enough either.
12 So we need to make very sure that a toll road is
13 not used. I think it would be devastating, not
14 just for Johnson County, but certainly for Morgan
15 County as well, and I would fight any effort to
16 make Section 6 tolled. That's my belief on it
17 anyway. Thank you.

18 MR. RICKIE CLARK: Very well said. Thank you,
19 Senator Waltz, for presenting comments. Also thank
20 you, Senator Bray, for attending tonight's meeting
21 as well. Thank you very much.

22 Our next group of speakers requesting an
23 opportunity to present a statement for inclusion
24 into the official public record this evening will
25 be Jeanne Warren followed by Chris Reto followed by

1 Gail Featherston.

2 Ms. Warren, the floor is now yours, ma'am.

3 MS. JEANNE WARREN: Thank you. I just wanted
4 to respond to I think the I-69 should go around
5 Martinsville, 39 to 67 and leave Martinsville
6 alone. Because you're just going to come through
7 here and then cut right off to go up to 67 where
8 it's going to impact us a lot.

9 I mean, it's going to cut us off from the
10 Washington Township Fire Department. How much
11 longer is it going to take them to get to a fire?
12 I mean, will your house burn down? Not to mention
13 all of the backups and the noise from the building
14 of the road. Just when they were working on the 37
15 paving it, we could hear their equipment running
16 all night long. You couldn't even sleep because of
17 the noise.

18 And all the pollution and stuff from the
19 trucks and things on the highway that we're going
20 to be breathing, I don't think that's going to be
21 good for us. If they go up 67, then they're going
22 to not take our businesses, what few that we have,
23 but the way it is now, they're going to just cut us
24 off -- cut the town in two. In other words, you
25 can't get from one side to the other.

1 And I feel like they should go 67. There will
2 be less impact on homes and businesses than if they
3 go up Martinsville. And as far as economical
4 development, we're not going to have that because
5 there's nowhere to put anything. Or we'd already
6 have it. And with the school kids and the buses on
7 the interstate every day, I don't think that's a
8 good ideal.

9 I think it would be better to go straight to
10 Plainfield and bypass Martinsville altogether
11 instead of ruining what we have because we don't
12 have that many businesses as it is, and it will
13 take what few that we do have. And I just would
14 like for them to consider an alternative route to
15 bypass Martinsville altogether.

16 MR. RICKIE CLARK: Very well said. Thank you,
17 ma'am. Thank you for those comments.

18 Our next speaker will be Chris Reto. The
19 floor is now yours.

20 MR. CHRIS RETO: Thank you. Certainly, there
21 is a lot of individual impacts to anyone that's
22 going to lose their home or their business. I
23 don't want to make light of that or make little of
24 that. Frankly, I'm just more concerned with the
25 people left behind after those folks move out.

1 Dr. Moore and this wonderful student who
2 happens to be my daughter stressed all the concerns
3 about the safety of the school, and I can't stress
4 that enough. I won't go into a lot of time there.

5 Certainly, we understand the need for the
6 economic connection of the east side of the
7 highway. I'm not going to put my kid's safety
8 ahead of a dollar, and I'm certainly not going to
9 put your kid's safety ahead of a dollar. I can't
10 encourage you guys enough to consider alternatives
11 to having a road go right past the high school or
12 through the high school.

13 If you think about the students that are all
14 up in Green Township, which is where I happen to
15 live, so I'm a little familiar with this, they are
16 now, regardless of the route that's chosen, going
17 to have to travel on the highway or across the
18 highway from fifth grade on. Because now you may
19 not be aware, those doing this study, that fifth
20 graders are now going to be at what used to be the
21 middle school, which is down in town. It's almost
22 ten miles away from the bulk of Green Township.

23 So a substantial number of students that live
24 in that totally residential and agricultural area
25 are now going to have to deal with the highway

1 traffic and safety concerns with that as well as
2 all the safety concerns of the high school.

3 I mean, the children are all we have really to
4 hang our hats on in this community, and I'm just
5 not willing to risk their safety no matter how
6 great the economic development is. This is a road
7 we need, the community needs, the state needs.

8 Everyone understands the value of that. We have to
9 make sure that we consider all of the things that
10 are going to go into influencing all the people
11 that are going to be living with it once it's here.

12 MR. RICKIE CLARK: Very well said. Thank you,
13 Ms. Reto, for those comments.

14 Our next speaker on our schedule will be Gail
15 Featherston. The floor is now yours.

16 MS. GAIL FEATHERSTON: Thank you. I would
17 like to say thank you to INDOT and your staff. You
18 might recognize me. I have perfect attendance this
19 week. My part-time endeavor is I-69 meetings, and
20 I always run out of time so I need to hurry up.

21 On Monday I went to Perry, and I spoke mostly
22 about my personal situation because I live in the
23 threat of Routes B and D. On Wednesday last night
24 in Mooresville, I talked mostly about the
25 environment and the impacts that the alternate

1 routes would have other than C, the devastating
2 affect on Mooresville and northern Morgan County.

3 Tonight I'm here for my other community, which
4 is in Martinsville. I live in central Morgan
5 County, so I consider myself a member of both
6 communities. All routes besides C would dissect
7 the Martinsville School District. Please don't
8 think if you head it out west it's going to be
9 better because it isn't. Martinsville School
10 District cannot afford more trouble and more
11 decrease in enrollment.

12 I remain opposed to all routes other than C.
13 I would also urge INDOT to take further
14 consideration to the plans of the decided route on
15 37 through Martinsville. My child attends
16 Martinsville Schools with four years of high school
17 ahead of her provided, of course, we don't lose our
18 home to Routes B or D or have to leave.

19 We live in the central part of the county.
20 Please find another way to arrange public access to
21 Grand Valley Boulevard so as not to take that huge
22 chunk of 8 acres of the high school. Martinsville
23 has prepared Ohio Street to be an interchange.
24 Please place ramps there and manage public access
25 for Grand Valley from there in addition to the

1 interchanges at 252 and 39.

2 I make these requests related to the best and
3 safest choices for the children and for the economy
4 of the city of Martinsville. This town has more
5 than its share of economic challenges. There are
6 key businesses on Ohio Street that may falter
7 without the interchange including major employers.
8 It's well known that Martinsville has a great deal
9 of poverty and tries to support all its citizens.

10 About half of the students qualify for free or
11 reduced lunches already. This little town deserves
12 great consideration for how it will be impacted by
13 I-69.

14 Thank you and I ask that the State of Indiana
15 do the right thing for all the citizens of Morgan
16 County.

17 MR. RICKIE CLARK: Very well said. Thank you,
18 ma'am, for those comments.

19 Our next speaker to sign in on our speaker
20 schedule this evening will be Doug Bro. And,
21 actually, Mr. Bro is the last speaker to sign in on
22 our schedule. However, it may be, having reviewed
23 the presentation, having heard our previous
24 speakers, that perhaps there are others in the
25 audience who would like an opportunity to present a

1 comment and have that entered into the official
2 record.

3 Mr. Bro, the floor is now yours, sir.

4 MR. DOUG BRO: Thank you. I'd like just to
5 have a show of hands of how many people would want
6 it to go on up 37? How many people would like it
7 to go to Mooresville? 37, you won.

8 My opinion, this is a waste of INDOT's time
9 and money pursuing all these other dreams of B and
10 D and K and so on and so forth. C has been on the
11 books for I don't know how many years, and
12 everybody has pretty much planned that, the
13 government around us, the infrastructure.

14 It's just -- I learned of this the first of
15 July, and it was a shock. I come find out that my
16 house may be gone, a place that I planned for my
17 retirement to raise my grandkids. I have three
18 great-grandkids. They're just babies. I planned
19 to have this home on a lake for the rest of their
20 life until I die, and that would totally destroy my
21 dream. That's personal.

22 And we all have to make sacrifices, but the
23 thing is they're not going to give me the money
24 that I think my property is worth. Memories are
25 worth more than property in my opinion because I

1 live for my grandkids.

2 But another point is a straight line from
3 Evansville to Indianapolis is pretty much 37.
4 You're going to waste more time and money, which I
5 think they've wasted time and money now, pursuing
6 this other route when all along this has been
7 proposed to go straight north.

8 So I got a suggestion. How about if they need
9 to get the people over to I-70 how about connecting
10 that to Ronald Reagan. It's already proving to be
11 going right to the airport, and 70 probably can't
12 handle another junction between 267 and 39. I-70
13 has enough traffic on it already.

14 MR. RICKIE CLARK: Thank you, Mr. Bro. As I
15 mentioned, Mr. Bro was the last speaker to sign in
16 requesting an opportunity to participate. However,
17 having heard our previous speakers, perhaps there
18 are others in our audience who would like an
19 opportunity to present a statement and have that
20 entered into the official record.

21 I'd like to invite additional speakers to just
22 make their way towards the front of the auditorium.
23 We have three microphones located at the front. If
24 you'd be so kind as to state your first and last
25 name so our court reporter can certainly capture

1 that information.

2 If you're ready, sir, the floor is now yours.

3 MR. KEVIN BUETOW: Good evening. My name is
4 Kevin Buetow, B-U-E-T-O-W. I've been born and
5 raised in this community. I've been here all my
6 life minus five years of service in the military.

7 I'd like to echo a couple of things that have
8 already been said tonight, one with Dr. Moore with
9 regards to security of the student safety. With
10 the imposition of 8 acres being taken out of the
11 school, you're looking at not only taking away the
12 band practice facility, you're looking at taking
13 away parking facilities for teachers on our main
14 corridor where school buss are coming in from East
15 Middle School.

16 Additionally, I'd like to echo the Green
17 Township talks. I, too, live in Green Township.
18 With the proposed interchanges looking at 39 and
19 then up at 144, for those of us that live in Green
20 Township, the only corridors that we would have to
21 get access to 69 are those two. So what that means
22 is you're going to start making a lot of traffic on
23 small county roads that those roads are not
24 designed for.

25 The question I will pose is after 69 comes in

1 and those roads begin getting that traffic, who
2 then comes in and fixes those roads after they've
3 been destroyed? I'd also like to take a thought
4 with South Elementary School as well. The access
5 to get to South Elementary School will be greatly
6 hindered by the one interchange at 39. With the
7 interchange -- excuse me. The bridge proposal for
8 the school -- I'll go back to that -- with the
9 input of 69, we all know how speed limits work.
10 Speed limit will be stated as 70, we'll say. We
11 all know that means everybody is going to be flying
12 through at 85.

13 I don't want to put any kids' lives in danger
14 because people are flying through, not paying
15 attention, and something bad happens. So I just
16 ask that INDOT officials take a hard look at what
17 the county road impacts are going to be and the
18 safety of the students at the schools. Thank you.

19 MR. RICKIE CLARK: Very well said. Thank you,
20 sir, for those comments.

21 Additional speakers who would like to
22 participate? Ma'am, if you'd be so kind as to
23 state your first and last name, the floor is now
24 yours.

25 MR. JONI DOOR: My name is Joni Door. And I

1 just was kind of curious. Because I've heard the
2 people that have had their homes purchased and
3 their farmlands and everything in Section 5, how do
4 you guys come up with the price in estimating a
5 person having their home taken or their farmland
6 taken? Because it just seems like it's way across
7 the board.

8 It's this way, and it's that way. And I've
9 heard of renters being paid lots of money to give
10 up their space. I mean, there's been so many
11 things. So how do you come up with that? And,
12 like, the gentleman that was talking earlier, for
13 him to give up his home, something that he planned
14 to retire in and wanted to have memories for his
15 kids and grandkids and great-grandkids, it's kind
16 of -- it's just been kind of all over the board.

17 And I just was kind of curious how do you come
18 up with that? Because I've already had friends
19 that have been impacted by that. And some of it
20 has been pretty tragic, and some have made out like
21 a bandit. So, you know, it just -- there's no
22 rhyme and reason, and it is a concern because I am
23 affected in some areas. So thank you.

24 MR. RICKIE CLARK: Very well. Thank you,
25 ma'am.

1 Again, I will mention that certainly for
2 specific questions, we do have members of our
3 project team available in the project display area,
4 the open house area, to entertain any questions
5 that you might have pertaining to real estate or
6 whatever the issue may be. We would encourage you,
7 after the conclusion of the formal session, to
8 visit with the project team members.

9 Sir, the floor is now yours. If you'd be so
10 kind as to state your first and last name.

11 MR. DON LIPPS: Thank you. My name is Don
12 Lipps. I'm the athletic director here at
13 Martinsville High School, and I've been an employee
14 of Martinsville High School for the last 43 years.

15 My concerns, first of all, I would like to
16 echo Dr. Moore and our concerns here at
17 Martinsville High School about the safety of our
18 students. We moved into this building in 1977, and
19 it's our role in education to provide opportunities
20 for our students so they can have the same
21 opportunities that our neighborhood schools do.

22 And I think that if you look at our
23 opportunities since we've been in this building
24 since 1977, our role I know in our near future is
25 to grow, is to create more opportunities. It's not

1 to take opportunities or growth away from us. And
2 I strongly feel that if you take property away from
3 us that it will prohibit our ability to grow here
4 at Martinsville High School.

5 Martinsville High School is a very important
6 part of our community. You could argue it's a
7 focal point of our community. I think if you take
8 land away from us that it would have a very
9 negative impact on us immediately and in our
10 future. Thank you.

11 MR. RICKIE CLARK: Very well said. Thank you,
12 sir, for those comments.

13 Perhaps there are additional speakers in our
14 audience requesting an opportunity to present a
15 comment and have that entered into the official
16 public record if they'd be so kind as to make their
17 way forward to the front of the auditorium. Ma'am,
18 if you'd be so kind as to state your first and last
19 name. The floor is now yours.

20 MS. SHERRY BUSH: My name is Sherry Bush, and
21 I'm from the Greater Mooresville Advisory
22 Committee. You've probably heard about us, GMAC.
23 We had a huge meeting last night.

24 We're here to support you here in Martinsville
25 because we feel strongly. We don't want it going

1 through our homes. We don't want it to affect you.

2 No. 1, keep it on 37, the way you've been
3 telling us all for the past ten years or more.

4 No. 2, give Martinsville the exits that they
5 have been planning for. Let them have their school
6 property. They need this here. The children need
7 this here.

8 No. 3, we don't need Routes B and D to go
9 through Link Observatory. They're getting ready to
10 put in a \$50 million facility that will be ruined
11 or not even exist. It will go to someplace like
12 Carmel if B and D go through. Do we want that?

13 No.

14 Economic development, Morgan County is not
15 going to have economic development. It's going to
16 be across the line, across the county line in
17 Marion County if it's K3 or K4 or in Hendricks
18 County if it's B or D. It's going to be where it
19 hooks up to the highway, not through the county.
20 And that's all I have. Thank you.

21 MR. RICKIE CLARK: Very well said. Thank you,
22 ma'am, for those comments.

23 Additional speakers who would like to
24 participate? If you'd be so kind as to state your
25 first and last name.

1 MS. DIANA JENNINGS: I'm Diana Jennings. I'm
2 going to be hemmed in by 69 to 252 and Grand
3 Valley. What concerns me and what I want you guys
4 to look at is we live in an aging housing addition.
5 We have aging septic, aging wells.

6 I'm really concerned about the environmental
7 impact, the drainage, the pollution coming down off
8 the hillsides and where we're going to be hemmed
9 in. Really look at what's going to happen to our
10 wells and our septic out there that we're already
11 having problems with.

12 We tried to get water and sewer out there a
13 few years ago, and that went nowhere because people
14 didn't want to be annexed. Now you're not going to
15 be annexed, but you're going to be hemmed in.
16 We're not going to have access -- if you put your
17 access roads behind us, you're going to have a
18 small housing addition that's going to be a little
19 island in there.

20 I'd rather see you take that whole housing
21 addition, develop it into something since we have a
22 contaminated well. Plus I'm worried about fire and
23 ambulances getting out there. Once you make those
24 interchanges, we're really going to be hemmed in.
25 So those are just things you really need to look

1 at.

2 MR. RICKIE CLARK: Very well. Thank you,
3 ma'am.

4 Additional speakers who would like to
5 participate this evening? Sir, if you'd be so kind
6 as to state your first and last name. The floor is
7 now yours.

8 MR. STAN DIAMOND: Thank you. My name is Stan
9 Diamond. I'm a resident of Morgan County. I want
10 to point out that the long-term maintenance costs
11 are not being considered at this point in time with
12 the cost comparisons that were given yet.

13 All four of these additional routes require a
14 lot of additional land to be taken and a lot of
15 additional asphalt and concrete to be placed down,
16 and we'll still have to maintain and improve 37 all
17 the way up through. So it does make best -- the
18 best decision for all of Indiana is to continue up
19 the 37 corridor particularly when the cost of
20 maintenance are factored in.

21 Also I was here at the last meeting, and it
22 was mentioned that Martinsville is going to be
23 thrown under the bus with all of the traffic that's
24 going to come up here and have to pass through our
25 community. And this process that we're going

1 through, a three-year planning process and so
2 forth, while the rest of the segments are being
3 completed and so forth are going to bring all that
4 traffic up, and then we have to go through design.
5 We're going to go through a four-year period where
6 everybody that's using 37 and going through
7 Martinsville is going to deal with additional
8 traffic.

9 And I, therefore, request that the state
10 accelerate the planning process fast to finalize
11 the decision to use 37 ASAP and to accelerate the
12 design and construction work and use the cost
13 savings to actually accelerate the portion and
14 complete early the portion through Martinsville so
15 that the traffic does move smoothly through as
16 quickly as possible. Thank you.

17 MR. RICKIE CLARK: Very well said. Thank you,
18 sir, for those comments. Additional speakers who
19 would like to participate during our comment
20 session to have his or her comment entered into the
21 official public record? If you'd be so kind as to
22 step forward and state your first and last name.
23 The floor is now yours.

24 MR. TERRY MOORE: My name is Terry Moore, and
25 I live on that K4 route. And where the K4 route is

1 going, it goes right across my property, and the
2 thing is, like that one lady was talking about,
3 there's a lot of fog out there.

4 But there's a lot of deer crossing too. They
5 got deer crossing signs right by my property, and I
6 have seen several cars get hit there. So if you
7 have the fog and the deer crossing, that could be
8 very hazardous to the people on the highway.

9 That's all I need to say. Thank you.

10 MR. RICKIE CLARK: Very well said. Thank you,
11 sir, for those comments.

12 Additional speakers who would like to have his
13 or her comment entered into the official public
14 record? Sir, if you'd be so kind as to state your
15 first and last name. The floor is now yours.

16 MR. STEVEN OSCHMAN: Hello. My name is Steven
17 Oschman. Sherry Bush was up here a little bit
18 earlier. We're with the Greater Mooresville
19 Advisory Committee. We have a lot of issues with
20 the proposed budgets, the numbers that you see in
21 the stacked piechart. We're going to be looking at
22 that a lot closer with INDOT trying to figure out
23 where the numbers came from, you know, to compare
24 the various routes.

25 We do have several professional engineers in

1 our group that have a lot of experience with
2 infrastructure-type projects. So our goal is to
3 work with INDOT to try to figure out where the
4 numbers came from and how it all makes sense. So
5 we would like to extend our assistance to you guys
6 if you need it, and I think you have your work cut
7 out for you to try to definitely figure out what's
8 best for the kids.

9 I think it's terrible the way the road just
10 goes up the gut, essentially, here in Martinsville.
11 I feel terrible about that, but you might need to
12 make the best of it and get the best exits and the
13 access roads and the overpasses and the walk bridge
14 and things like that. We would like to extend our
15 help to you if you want that. Thank you.

16 MR. RICKIE CLARK: Very well said. Thank you,
17 sir, for those comments. Additional speakers who
18 would like to participate during our comment
19 session? If you'd be so kind as to state your
20 first and last name. The floor is now yours, sir.

21 MR. BRAD WARNER: My name is Brad Warner. You
22 must be having a much better night tonight than you
23 did last night with what you had at Mooresville.

24 I believe 37 is the only sensible route for it
25 to go up. I believe you guys going through and

1 eliminating the other possibilities would save you
2 a lot of time and a lot of effort and a lot of
3 money.

4 I've asked this question of pretty much all
5 your people out there, and we have two four-lane
6 highways that travel from Martinsville to 465. Why
7 are we building a third one? Nobody has been able
8 to come up with a really good answer to that. Just
9 like the gentleman said before, more to maintain,
10 more -- the snow rule here is a joke anyway. When
11 it gets snowy, we're going to plow a third road. I
12 encourage you to go up Route C and do it as quick
13 as you can.

14 MR. RICKIE CLARK: Very well said. Thank you,
15 sir, for those comments. Are there additional
16 speakers who might want to present a comment and
17 have that entered into the official public record?

18 Yes, ma'am, if you'd be so kind as to state
19 your first and last name.

20 MS. DIANE CLAPPY: My name is Diane Clappy. I
21 live in Green Township very close to State Road 37.
22 I'm assuming my neighborhood, which is almost
23 directly next to it off of Perry Road, would be
24 directly impacted by this.

25 My concern is I'm not sure how much of my

1 neighborhood would go away, but whether the impact
2 on the ability for us to receive police, ambulance,
3 and fire service because today it's very quick
4 because there are many roads that go right into 37.
5 But once everything is blocked off between
6 Martinsville and 144, we're not going to have any
7 of that. So that is my concern from a safety
8 perspective.

9 MR. RICKIE CLARK: Thank you, ma'am, for those
10 comments.

11 Additional speakers at this time who would
12 like to present a comment? Very well. That must
13 mean many of you have specific questions. At this
14 time we will conclude the formal presentation this
15 evening.

16 (The hearing concluded at 9:00 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

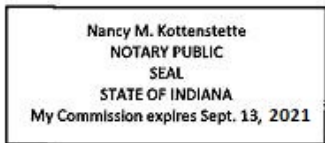
3 I, Nancy M. Kottenstette, a Notary Public in
4 and for said county and state, do hereby certify that
5 the foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:00 p.m. and 9:00 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 15th day of
16 December, 2015.

17
18 Nancy M. Kottenstette



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22 My Commission expires:
23 September 13, 2021

24 Job No. 102624

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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

INDOT Public Hearing

April 04, 2016



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2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC HEARING
4
5
6

7 April 4, 2016

8 5:30 p.m.
9

10
11 AT THE
12 Perry Meridian High School
13 401 West Meridian School Road
14 Indianapolis, IN 46217
15

16
17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20

21
22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
 Indianapolis, IN 46204
 (317)237-3773

1 (Public comments made in auditorium after
2 formal presentation.)

3 MR. RICKIE CLARK: We'll begin with the public
4 official who signed in, and we'll certainly open
5 the floor for perhaps other public officials and
6 afford an opportunity to them as well to
7 participate this evening. So our first speaker on
8 our speaker schedule this evening, our first public
9 official to sign in, will be Tom Little,
10 superintendent of schools here in Perry Township.
11 Dr. Little, the floor is now yours, sir.

12 MR. TOM LITTLE: Good evening. Thank you for
13 the opportunity to address this community forum.
14 Essentially we have five questions that we do need
15 responses to. Not tonight. We don't expect that.
16 But just for the record, I would like to make those
17 statements and a closing comment. The first
18 comment basically -- the first two comments are
19 focused on a fiscal impact to the community and to
20 the school corporation.

21 Many business owners have expressed their
22 concern that if the I-69 project were to utilize
23 the State Route 37 Highway, their businesses would
24 be displaced, forced to move out of the district.
25 I'd like to know how many businesses are going to

1 be displaced by the various projects that are being
2 proposed and what would be the potential loss in AV
3 to the district. We'll need to have that knowledge
4 so we know the loss of dollars to the school
5 corporation. We would then be able to plan
6 accordingly.

7 The second question would be, what financial
8 impact would occur to the taxpayers of the district
9 with the projected loss in AV because of the
10 businesses leaving? I've heard 30 businesses.
11 We'd like to know exactly how many would be
12 impacted. In addition, we have 100 bus routes that
13 transport young children across State Road 37 on a
14 daily basis.

15 This affects over 4,000 children each school
16 day. We'd like to know what the impact on time,
17 travel distance, and safety of those children would
18 be each day. The parents in Perry Township Schools
19 have over 400 high school children that drive to
20 and from Perry Meridian High School each day across
21 37. What is the impact of the route changes to
22 those young student drivers?

23 The fifth question we have is we have evening
24 events that involve the transportation of students
25 to and from school across State Road 37. What will

1 be the impact of the route change to parents and
2 relatives that attend these school functions?

3 Right now it's huge.

4 We as representatives of the school
5 corporation welcome an opportunity to sit down with
6 my transportation team and talk to representatives
7 of this group to express our concerns and perhaps
8 go into much more detail as far as what we're faced
9 with as far as traffic patterns. I thank you for
10 this opportunity to address the group.

11 MR. RICKIE CLARK: Very well. Thank you,
12 Dr. Little. Certainly the Section 6 project
13 office, the project team, is more than happy to
14 meet with stakeholder groups. Dr. Little, as I
15 mentioned, was the only public official to sign in
16 on our public official speaker sign-in. However,
17 having heard Dr. Little's comments and perhaps
18 having reviewed the slides or spoken to members of
19 our team, there may be other public officials who
20 would like an opportunity to participate at this
21 time as speakers.

22 So certainly we want to open the floor for any
23 of our additional public officials who might be
24 here this evening who would like an opportunity to
25 participate as speakers. Do we have additional

1 state representatives? Yes, sir. If you would be
2 so kind as to make your way forward,
3 Representative, the floor is now yours, sir.

4 MR. DAVE FRIZZELL: Thank you, Rickie. First
5 of all, I'm disappointed with where we are. But we
6 go on, I suspect. The thing I want to make known
7 is that I'm going to work with businesses and
8 people here to help them, the homes, the 279, I
9 believe, that are potentially losing their homes,
10 the 96 businesses that might be wiped out. We
11 forget homes are homes, not houses. Memories and
12 lives there and businesses, the successes that they
13 brought, the jobs that they've offered. I'm very
14 concerned about that.

15 I want to make sure the timing is right for
16 them, and I'm also very concerned about
17 compensation. I'm going to work with them. I'm
18 going to work with the governor, anybody who's
19 willing to make this transition something that
20 minimizes the effect on our community but also
21 fairly treats our people here in Perry Township.
22 Thank you.

23 MR. RICKIE CLARK: Very good, sir. Thank you.

24 AUDIENCE MEMBER: Sir, would you identify
25 yourself for people who may not know you?

1 MR. DAVE FRIZZELL: Dave Frizzell, State
2 Representative.

3 MR. RICKIE CLARK: Thank you, Representative.
4 Perhaps there are additional public officials who
5 would like an opportunity to participate as
6 speakers or perhaps did not have an opportunity to
7 sign in on our speaker schedule.

8 Very well. I see no additional hands. Then
9 we will continue to move forward with other
10 speakers who have signed in on our speaker schedule
11 this evening. So far we have seven or eight
12 speakers that are signed in.

13 Again, I'll mention certainly even if you
14 didn't have an opportunity to sign in, by all
15 means, after we've gone through the list of
16 speakers, we'll certainly open the floor to
17 additional speakers at that time. Our first
18 speaker on our speaker schedule list this evening
19 will be Jody Beach. Mr. Beach, the floor is now
20 yours.

21 MR. JODY BEACH: Thank you. The big question
22 is Harding Street will be greatly affected by I-69.
23 North of Southport Road and south of Thompson where
24 37 intersects, there are businesses along there and
25 homes that will be affected. These homes are still

1 waiting for water and sewer to come through. Is
2 there anything in the planning for that? Thank
3 you. That's all I have.

4 MR. RICKIE CLARK: Very well said. Thank you,
5 sir, for those comments. Our next speaker on our
6 schedule will be Carl Heuer. Mr. Heuer, the floor
7 is now yours, sir.

8 MR. CARL HEUER: My name is Carl, and I'm from
9 Bloomington, Indiana. I would like to address
10 something about my thoughts about I-69. When I
11 first moved to Bloomington four years ago, 37 was
12 nothing but a state highway; but now it is
13 transitioning into a federal interstate.

14 As an autistic driver, I can see what's going
15 to happen in the distant future. I feel that it's
16 going to make a major impact not to the state but
17 to the entire country of the United States of
18 America. I would like to also mention a friend of
19 mine that I like, and her name is Jade McNitt from
20 Tampa, Florida. She told me something about
21 positiveness.

22 She told me that she always stays positive
23 even during the hardest times like I-69. Like
24 Section 6 when everyone who is affected by
25 Section 6 is affected by it because they would lose

1 their homes, but also affect the businesses because
2 I've watched the Fox 59 news and all of that. But
3 positiveness is a good thing. The interstate is a
4 good thing. It's positive. Everything is
5 positive. That's what I have to say. Thank you.

6 MR. RICKIE CLARK: Very well said. Thank you,
7 Mr. Heuer. Our next speaker following Mr. Heuer
8 this evening will be Dick Douglass. I'll also
9 announce our next speaker following Mr. Douglass.
10 Our next speaker will also be Troy Smith. Again,
11 we have Dick Douglass followed by Troy Smith.
12 Mr. Douglass, the floor is now yours, sir.

13 MR. DICK DOUGLASS: I certainly sympathize
14 with those being affected by I-69 coming up 37.
15 All I can do, though, is look at the I-65 and all
16 the development that is in Johnson County across
17 the I-65 corridor, and I think the economic
18 benefits for our county and our community will be
19 substantial, and I applaud the decision that the
20 committee has made.

21 I'm in favor of the roundabouts. I see one at
22 County Line Road, and I think that would be
23 extraordinary. And if the folks in Carmel and
24 Hamilton County can learn to handle these
25 roundabouts, I'm sure that after a due period of

1 time that we in Johnson County can also handle it.
2 Thank you.

3 MR. RICKIE CLARK: Very well said. Our next
4 speaker on our speaker schedule this evening will
5 be Troy Smith. Mr. Smith, the floor is now yours.

6 MR. TROY SMITH: My name is Troy Smith. I own
7 two businesses at 37 and Banta. I've attended all
8 your meetings, and I always had this nagging
9 suspicion that the decision was preordained. Then
10 I got the official 2016 Indiana road map with the
11 INDOT seal on it and the governor's name, and it
12 shows the I-69 corridor going right up 37 and
13 intersecting at 465. So I just thought it was a
14 little preordained.

15 Doctor and the representative, I'm responsible
16 for two businesses. I've got 15 employees, and I
17 will have to be moving out here pretty soon. It
18 would be nice if you all would at least bring in
19 real estate folks to kind of give us an idea of
20 what the process is.

21 I have an industrial property. So I have to
22 go buy new property, which I won't be able to do in
23 Perry Township. That takes about a year and 18
24 months process. I've been in limbo for the last
25 ten years since this all came out. Now you want me

1 in limbo for another two years. I have to move. I
2 have to make things happen. Thank you.

3 MR. RICKIE CLARK: Very well said. Thank you,
4 Mr. Smith, for your comment. Our next speaker on
5 our speaker schedule will be Tabitha Wolfe.

6 Perhaps she stepped out. Then our next speaker
7 will be Darrell Gossett. Very well. Continuing to
8 move forward, then, our next speaker will be John
9 D. Davis. Mr. Davis will be our next speaker.

10 Sir, the floor is now yours.

11 MR. JOHN DAVIS: I've lived on the south side
12 for the last 36 years. The question I have is even
13 if I'm not directly affected by I-69 South, how
14 will it affect my property value? The other
15 question is, as a business owner just said, I've
16 heard this song before. Every meeting I've went to
17 has the same answer. It's preordained. Somebody
18 just say it.

19 The presentation previously given, I heard the
20 words, We don't know. Well, we guess. Well, I
21 don't know about the rest of you, but I can't do
22 business by telling people I don't know and I
23 guess. You either know or you don't know. And
24 let's face it. They know. I just want it to be
25 said.

1 The example I would give you is if you've ever
2 got off of 37 onto Southport Road and went east,
3 you get this grand glorious panoramic view of four
4 lanes of sure goodness and happiness that gets
5 smashed down into two lanes as soon as you cross
6 Bluff Road. The same thing happens on the other
7 side. If you can't maintain what you already have,
8 how on earth are you going to take care of what you
9 don't even know you're going to do yet? I just
10 want to know.

11 I don't want to come to another meeting and be
12 told, Well, we kind of sort of think we're going to
13 do the same thing we told you we were going to do
14 ten years ago. I want a distinctive answer. If
15 you ask me a question, I will answer it. Or as
16 they say in the Army, the maximum effective range
17 of an excuse is zero meters. Thank you.

18 MR. RICKIE CLARK: Very well said. Our next
19 speaker to sign in on our speaker schedule this
20 evening will be William Boyd. Mr. Boyd, the floor
21 is now yours, sir.

22 MR. WILLIAM BOYD: First of all, the Tier 1
23 route established State Road 37. So why did you
24 spend all this money restudying something that was
25 already cast in stone, preordained? Also, you

1 asked for public input. You had 40-plus meetings
2 with other stakeholders who are project supporters.
3 You have had seven public meetings to this point.
4 That's a terrible imbalance. You asked for public
5 input. My public input: Do not build.

6 You say you're going to reduce congestion, but
7 yet you're throwing all the traffic onto an already
8 congested 465 and State Road 37. So that doesn't
9 hold water. Loss of tax space: We are going to
10 lose tax space, and it's going to kill this
11 township. Cost savings: You say cost savings, but
12 for whom? What about the cost to all the people
13 being impacted that have to drive to get back to
14 State Road 37 who will be cut off by this highway?
15 I can introduce you to people in Greene County who
16 have been affected, and it cost them dearly.

17 You say property acquisition starts after the
18 ROD. I suggest that the property acquisition for
19 team players has already started and has been that
20 way for some time. The public comment period never
21 ends. You say comments should be in by April 29.
22 I suggest to everyone that the comment period never
23 ends and continue to hammer INDOT and your public
24 officials to put an end to this disaster.

25 Also construction funding and the procurement

1 methodology. That's telling me tolling. We heard
2 about tolling in the legislative session. Tolling
3 is coming, folks, and this is how we're going to
4 pay for it. We are going to be tolled for I-465
5 and the interstates around the city. Thank you.

6 MR. RICKIE CLARK: Very well said. Thank you,
7 Mr. Boyd. Mr. Boyd actually was the last speaker
8 to sign in on our speaker schedule. However,
9 having heard our seven previous speakers, perhaps
10 there are others who would like an opportunity to
11 have his or her comment entered into the official
12 public record this evening. Sir, if you'd be so
13 kind as to state your first and last name, the
14 floor is now yours.

15 MR. BRANDON McCANN: My name is Brandon
16 McCann. I'm going to be the district manager for
17 the Hardee's at 465 and 37 and noticed by the
18 projected route that that corridor will be open and
19 have an interchange down towards Edgewood.

20 I'm wondering if the State has done any
21 business, like, effect on what current businesses
22 that actually are there will lose in profit, sales
23 because I'm going to tell you right now that
24 there's going to be a ton of cars and traffic that
25 deviate from 37 out, which means there's going to

1 be a lot of profit loss and sales loss in that
2 small corridor in what the State has planned as a
3 report or review of potential impact of those
4 businesses.

5 So if we could get some information; maybe
6 some business leaders get together in that small
7 corridor to sit down with INDOT to figure out what
8 impact those businesses are going to incur because
9 I know we're thinking that after the proposal
10 today, we're going to lose quite a bit. We're
11 wondering if it's going to be beneficial for us to
12 close and rebuild maybe somewhere else on the 69
13 corridor or if we just stay put and take a loss.
14 Thank you.

15 MR. RICKIE CLARK: Thank you, sir, for those
16 comments. Our next speaker, if you'd be so kind as
17 to state your first and last name, ma'am, the floor
18 is now yours.

19 KATE FRANCIS: I'm Kate Francis. I live on
20 Smith Valley Road. My question is: Johnson
21 County, Marion County, the town of Greenwood, the
22 city of Indianapolis, what's their plan for
23 facilitating all the traffic that's going to flow
24 into the major roads that interchanges are going to
25 be built on? I know that's not INDOT's

1 responsibility, but I would sure like to know how
2 that process works. Thank you.

3 MR. RICKIE CLARK: Very well said. Thank you.
4 Sir, if you'd be so kind as to state your first and
5 last name, the floor is now yours.

6 MR. LARRY HAVEY: My name is Larry Havey.
7 This gentleman to my right that talked earlier said
8 something about Smith Valley. Well, I'd like to
9 say it's a little bit worse than what he identified
10 because if you go through Smith Valley in the
11 evening time from Bluff to Smith Valley -- there's
12 a traffic light there at 37 and Smith Valley -- it
13 may take you four or five lights before you get
14 through there to the other side.

15 In the morning when you're coming back or when
16 you're coming the opposite direction, it can take
17 two or three lights to get through that same
18 intersection. And then you're going to have an
19 intersection there and exchange and an exit ramp.
20 He said, well, there's nothing -- you're creating
21 congestion and not relieving congestion. The one
22 fella said, Yeah, congestion. And I say, Yeah,
23 right. You're going to create a lot of congestion.
24 I'm not sure you guys have figured that one out.

25 MR. RICKIE CLARK: Very well. Thank you, sir.

1 I see several people making their way towards the
2 front. If you'd be so kind as to state your first
3 and last name, the floor is now yours, ma'am.

4 MS. JAN BOYD: My name is Jan Boyd. I've been
5 a resident of Perry Township since I was seven
6 years old. All five of our grandkids live here in
7 Perry Township and go to school here in Perry
8 Township. But there's one thing that I also want
9 to bring up tonight. And that's the fact that
10 besides our home here in Perry Township, which was
11 in the 2,000-foot corridor, our family farm in
12 Greene, County, Indiana, which is Section 4 of
13 I-69, was in the path.

14 They took 14 acres of our land, and we're
15 still suffering from that today. And I'd like to
16 read something. This is from the Bloomington
17 Herald-Times newspaper, January 25, 2015: "IDEM
18 sites erosion problems on Section 4 of I-69.
19 Failure to install proper sediment control
20 measures. Failure to utilize runoff control
21 measures. Failure to take corrective action in a
22 timely manner since it took 17 days to address
23 issues associated with a stream and a sinkhole."

24 These are some of the water quality
25 certification observations in just one report

1 prepared by the Indiana Department of Environmental
2 Management. Also it states "If sedimentation is
3 deposited onto someone's property, contractors seek
4 a signed right-of-entry from the property owner to
5 allow sediment cleanup, Wingfield said in an
6 email." Wingfield is referring to Will Wingfield
7 of INDOT.

8 "Techniques and equipment such as vacuum
9 trucks are used to minimize property disturbance,
10 he said. Wingfield said in an email that INDOT has
11 paid \$5.2 million for offsite cleanup on the
12 27 miles of Section 4 as of October 2014." Now, I
13 just want to say one more thing. And this is to,
14 I'm going to call it, the people of INDOT. This is
15 from my nine-year-old granddaughter who wrote a
16 Post-It note and wanted me to give this to the I-69
17 people. As I said, she's nine.

18 "I am so mad at I-69. They ruined the farm.
19 It was peaceful but not now." She printed her
20 name, and she wanted to make sure that I let the
21 I-69 people know what it has done to her and her
22 siblings and her cousins. You guys know what
23 you've done, and you know that you still haven't
24 cleaned up our property in Greene County, Indiana,
25 even though you were given permission more than a

1 year ago to clean it up, and we're not the only
2 people this is happening to.

3 MR. RICKIE CLARK: Ms. Boyd, your time has
4 elapsed. I'm sorry. Thank you so much, Ms. Boyd.
5 Our next speaker, the gentleman in the Colts jacket
6 first.

7 MR. DALE RAVER: My name is Dale Raver. I own
8 a property that backs up to State Road 37. I've
9 owned it for over ten years. This thing has been
10 in limbo for over ten years. What I'm concerned
11 about is just vacant land, which is about 3 acres,
12 do fall within that red line you've got drawn. I
13 haven't been wanting to build on the lot. I've
14 been keeping it open to see which route you pick.

15 What I'm concerned about is, in 2018 when you
16 decide to buy the land down that, who knows when
17 you guys are going to come up with the money? I
18 think everybody that falls within that line and
19 you're going to take their property -- it could be
20 five or ten years -- they should be given abatement
21 of property taxes until you buy their land. That's
22 what I say.

23 MR. RICKIE CLARK: Very well said. If you'd
24 be so kind as to state your first and last name,
25 the floor is now yours, sir.

1 MR. JOHN HALPER: John Halper. I'm kind of
2 glad to see 69 finally come through, but the way
3 it's coming through Indianapolis I don't agree
4 upon. Why don't we do it like they did it up in
5 Carmel? Turn 37 over to the county and let them
6 handle it. Make a bypass for the trucks. Keep the
7 trucks off of 37 and have underpasses like up in
8 Carmel. Everybody will keep their businesses. I
9 think it would be a lot more feasible to keep the
10 trucks out of 465 with a bypass. If they want to
11 go in 465, charge them.

12 MR. RICKIE CLARK: Very well. Thank you, sir.
13 This gentleman here, if you could be so kind as to
14 state your first and last name, the floor is now
15 yours.

16 MR. MILTON MELLOTT: I'm Milton Mellott, White
17 River Township. I want to respectfully disagree
18 with your decision, but I want to thank you for the
19 opportunity to state here. Governor Daniels had a
20 much wiser decision and plan several years ago. We
21 don't need a thousand more trucks on 465. This
22 plan follows the money. If you just follow the
23 money, then you know why this plan is being put in
24 place; but it has no vision for the future. I
25 thank you.

1 MR. RICKIE CLARK: Very well. Thank you, sir.
2 Sir, if you'd be so kind as to state your first and
3 last name, the floor is now yours.

4 MR. KHARBANDA: Thank you. My name is Jesse
5 Kharbanda. I'm the director of the Hoosier
6 Environmental Council. Really three points, some
7 of which underscore some points raised by others.
8 Of course first and foremost, this grave concern
9 about the implications this will have on Perry
10 Township businesses and homes.

11 I think to that point, there's a sense of
12 pessimism about how much creativity in the design
13 of this route will have and the importance of being
14 sure the absolute best practices are adopted from
15 across the country that minimize the footprint on
16 those businesses and homes. In particular, things
17 like high occupancy, vehicle lanes, and very grave
18 approaches to interchange configurations.

19 The second point is with respect to the issue
20 of air quality, and that will obviously lead to a
21 substantial increase in volume of traffic. What
22 implications will that have on air quality and for
23 kids and families who have asthma and so forth?

24 The third point is with respect to the issue
25 that Jan Boyd raised, which is this importance of

1 treating property owners in a dignified way
2 throughout the entire process. Not just in the
3 property acquisition process but in making sure
4 that their property isn't damaged when that
5 transition happens so that, for example, there
6 isn't that soil sediment loss and so forth that
7 could cause enduring damage to property values.
8 Thank you.

9 MR. RICKIE CLARK: Very well. Thank you. If
10 you'd be so kind as to state your first and last
11 name, the floor is yours.

12 MR. THOMAS AYLOR: Thomas Aylor, the city of
13 Fishers, Indiana. I want to commend INDOT on
14 selecting Indiana State Route 37 as the preferred
15 alternative. I think with the appropriate
16 interchanges and overpasses on Interstate 69
17 between the city of Martinsville and the city of
18 Indianapolis, we'll be able to move traffic from
19 one side of Interstate 69 to the other side of
20 Interstate 69 efficiently.

21 At the same time, I think if we add the
22 appropriate number of lanes or travel lanes to
23 Interstate 69 between the city of Martinsville and
24 the city of Indianapolis, we can move traffic from
25 north to south on Interstate 69 as well. I think

1 at a minimum, Interstate 69 should be a six-lane
2 divided highway between the city of Martinsville
3 and the city of Indianapolis with Interstate 69
4 northbound being three travel lanes and
5 Interstate 69 southbound being three travel lanes
6 as well.

7 I think once you get up to, say, Smith Valley
8 Road or Stones Crossing Road, I think Interstate 69
9 should be maybe an eight-lane divided highway or
10 Interstate 69 northbound being four travel lanes
11 and Interstate 69 southbound being four travel
12 lanes as well. I think once it connects to
13 Interstate 465 on the south side of Indianapolis,
14 we can extend it further north up to Interstate 70
15 at Belmont Avenue.

16 This way we can take it through downtown
17 Indianapolis. We could route the traffic through
18 downtown Indianapolis instead of putting it on
19 Interstate 465 because there's only so many travel
20 lanes you can add to the existing Interstate 465
21 before you have to consider other options.

22 MR. RICKIE CLARK: Thank you, sir, for those
23 comments. Ma'am, if you'd be so kind as to state
24 your first and last name, the floor is now yours.

25 MS. LINDA OSBORN: My Linda Osborn. I'm

1 disappointed in the I-69 road. I think it shows an
2 incredible lack of imagination on the part of our
3 government and our people in coming up with ways to
4 deal with traffic. But then again, it is mostly a
5 government enterprise. So imagination is not
6 number one. But we're going to have to deal with
7 it because we have to play the hand we've been
8 dealt here.

9 One of the things that deeply concerns me is
10 that additional traffic, as mentioned before, at
11 these interchanges on Smith Valley, Southport, and
12 County Line Road, I think it's somewhat
13 irresponsible of INDOT to wash their hands of
14 dealing with what that's going to mean for roads
15 and those people that live along there being able
16 to get in and out of their subdivisions.

17 So I would suggest to our city and state
18 officials as well as INDOT that now would be a
19 really good time for some cooperation and
20 discussion on this point as opposed to building 69,
21 dumping all that traffic onto the side roads, and
22 letting us suffer for four or five years while the
23 city tries to figure out what to do and how to pay
24 for any road improvements. Thank you.

25 MR. RICKIE CLARK: Very well. Thank you,

1 ma'am, for your comments. Sir, if you'd be so kind
2 as to state your first and last name.

3 MR. JIM WOLF: My name is Jim Wolf. I drive
4 around 465 in the mornings and at night. At
5 nights, 465 right around the southwest corner comes
6 to a screeching halt. So now we're going to add
7 more traffic to that. That solves a problem,
8 doesn't it?

9 Number two, you're not going to buy property
10 until 2018 at the earliest. What about the people
11 who get caught where they have to sell but they
12 can't because there's no one that wants to buy it?
13 Who wants to buy something you're going to lose? I
14 know one lady specifically. She needs to sell her
15 property so she can go to assisted living. She
16 can't because no one wants to buy it. So you're
17 putting a lot of people in a heck of a spot to wait
18 for what you may or may not do.

19 MR. RICKIE CLARK: Very well said. Thank you,
20 sir. Do we have additional speakers at this time?
21 Very well. I'm not seeing additional hands. That
22 must mean that many of you have specific questions.
23 So certainly we'd like to invite you to stay after
24 and visit the open house session, talk with members
25 of our project team.

1 I also will mention that tomorrow evening, we
2 will be at Martinsville High School giving this
3 presentation and then also soliciting public
4 comment at the Martinsville meeting. At this time,
5 we'll conclude the formal presentation. Thank you
6 so very much for your attention this evening. Have
7 a good evening.

8 (The public hearing concluded at 8:14 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

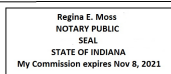
3 I, Regina E. Moss, a Notary Public in and for
4 said county and state, do hereby certify that the
5 foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:30 p.m. and 8:14 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 14th day of
16 April, 2016.

17
18 *Regina E. Moss*



19
20
21 My Commission expires:
22 November 8, 2021

23
24 Job No. 106953

25

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14 16:14	69 14:12 19:2 21:16,19,20,23,25 22:1,3,5,8,10,11 23:20	Army 11:16
15 9:16		assisted 24:15
17 16:22	7	asthma 20:23
18 9:23		attend 4:2
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2		attention 25:6
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2015 16:17		autistic 7:14
2016 9:10	9	AV 3:2,9
2018 18:15 24:10	96 5:10	Avenue 22:15
25 16:17		Aylor 21:12
27 17:12	A	
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In the Matter Of:

INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

Public Hearing

April 05, 2016



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1 INDIANA DEPARTMENT OF TRANSPORTATION
2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC HEARING
4
5
6

7 April 5, 2016

8 5:30 p.m.
9

10
11 AT THE
12 Martinsville High School
13 1360 East Gray Street
14 Martinsville, IN 46151
15

16
17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC

18 IN AND FOR THE COUNTY OF MARION,

19 STATE OF INDIANA
20

21
22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments during open house.)

2 MR. DAVID BALL: Old State Road 37, one and
3 two have a bridge that has been removed in the
4 past. They both have it. C2 does not. I would
5 really love to see that bridge in there because
6 it's a mile from my church. That is Waverly
7 Baptist Church.

8 MR. TIM NICHOLS: On map No. 2, C2 is the one
9 because we need that frontage road to get to
10 Whiteland. It will shut that whole area off. Not
11 to have a frontage road there would shut that whole
12 area off with no access to it.

13 MS. VENEDA VANN: We actually were going to
14 comment on which one we would prefer. Our address
15 is 1914 Old State Road 37, Greenwood, 46143. We
16 would prefer option No. 3, the bridge option. I
17 don't know which map. I think it's map No. 4 over
18 there or something. The overpass over 69. That
19 would connect Old State Road 37 to Olive Branch
20 Road. That would give us access.

21 MS. DIANA JENNINGS: I'm Diana Jennings. I
22 live at 590 Central Drive, which sits between maybe
23 an access road and an off-ramp; and I don't want to
24 be stuck in between there. I hope that they go
25 ahead and buy at least part of that home housing

1 addition. Otherwise we're going to be trapped in
2 with a lot of traffic and hardly any way to get
3 out. Our houses are all old. Our septic systems are all
4 old. We have no city water, no city sewer. That
5 property would be more suitable than for
6 development for businesses right there at that
7 corner on 252 and 37. So I just hope that they
8 don't leave us in a mess right there. I'm worried
9 about drainage.

10 MS. PAM ROGERS: My name is Pam Rogers. I'm
11 from Mooresville. First I'd like to thank INDOT
12 for having the wisdom to remove the alternative
13 routes and to concentrate their efforts on the most
14 reasonable selection. Those of us from GMAC
15 sincerely say thank you.

16 Secondly, I would ask to explore and to help
17 validate to the community what mechanism can be put
18 into place that would assure the community that
19 I-69 in years to come will not be transposed into a
20 toll road. Those who are living on I-65, 70, new
21 legislation is under way that converts that into a
22 toll road. Our community will be greatly impacted
23 if I-69 because of funding issues are turned into a
24 toll road. It would completely disrupt the
25 proposal that's being laid out now.

1 What is being proposed and what is being
2 decided upon is based upon a non-pay interstate
3 system. What assurance is there for our community
4 that this nightmare won't happen to us? And lastly
5 is that I hope that INDOT does review and become
6 more attentive to the rights of the property owners
7 for being informed, engaged, and appointments made
8 to allow access to their property on an individual
9 basis, as is under discussion right now with INDOT.
10 But I'd like to thank them for their time here and
11 what they've done.

12 I was asked by a local merchant to obtain the
13 Burmese translation. Apparently Morgan County has
14 a very heavy Burmese population. And on behalf of
15 TOA, they said to say thank you very much for doing
16 that effort.

17 I have another comment. I notice that in the
18 Title 6 Public Involvement Survey, they are still
19 asking for incorrect and inaccurate information.
20 Very specifically, the nomenclature used for age to
21 determine that break is listed as 41 to 65; and
22 that is no longer the legal age selection.
23 Minority is now considered 60 and above.

24 As this information is reported back to NEPA
25 and FHWA, your reports are inaccurately

1 representing the number of people that are impacted
2 in the 60 to 65 age range. I was guaranteed in
3 December that this document would be updated and
4 made current and legal for ongoing procedures, and
5 it isn't. It is still an inaccurate and out of
6 date document.

7 MR. BILL MCPHERSON: My biggest concern with
8 the interstate is, as it comes into Martinsville,
9 the impact on local traffic in the transition time
10 between being a state highway and an interstate. I
11 would wish any possible means used to speed the
12 process up so that it becomes an interstate and a
13 safer route for everyone in town.

14 (Public comments made in auditorium after
15 formal presentation.)

16 MR. RICKIE CLARK: Our very first speaker will
17 be Pamela Rogers. Ms. Rogers, the floor is now
18 yours.

19 MS. PAM ROGERS: INDOT, thank you for the
20 special effort to engage the public. I'm a member
21 of GMAC, and we're very proud that they've made the
22 right choice of State Road 37. I'd like to share
23 some words of wisdom. Number one, as you're making
24 your comments, do not identify what you do not
25 want. Identify what you do want.

1 Do not put all your comments on one form.
2 Make multiple submissions. You can put them in
3 every day. You can email them. Send them in. It
4 helps to convey your comments in a way that will be
5 better for your mission. Engage your neighborhood.
6 Are there any outreach groups that have not been
7 reached?

8 Pay special attention to those that are 60
9 years of age who might have limited speaking
10 abilities. Certain ethnic groups. Different
11 religions. If you know of a community that might
12 be interrupted because of an access road. Parents,
13 children who might live next to each other.
14 Children who might have trouble getting to a school
15 or a particular community established event. These
16 are things that they will take into consideration
17 if you report them.

18 If you don't let INDOT know where the special
19 entrance areas are, those people who need special
20 attention, they're not going to receive it. You
21 can reach out to your community and help them do
22 that. People with mobility issues, reach out to
23 them. There are many, many other ways you can
24 still make an impact into making sure these routes
25 are the way you want them.

1 But most importantly, over the next few years,
2 watch your legislation. Be an active part. We
3 just recently saw that I-70 and I-65 has been under
4 discussion for converting them to a toll road.
5 There's been much discussion on this road becoming
6 a toll road. Right now it's not. Five years from
7 now, if that happens, it will be devastating to
8 Martinsville. Be proactive. Get your community
9 involved.

10 Find ways to make sure that INDOT can assure
11 you that by already interrupting the middle of this
12 town and interrupting the high school, that it's
13 not going to be a nightmare years down the road.
14 Our high school, our community all have protection
15 for environmental concern. Be active and
16 proactive. Thank you.

17 MR. RICKIE CLARK: Very well said. Thank you,
18 Ms. Rogers. Our second speaker to sign in
19 requesting an opportunity to present comments this
20 evening will be Warren Waymire. Mr. Waymire, the
21 floor is now yours, sir.

22 MR. WARREN WAYMIRE: Basically I'm
23 representing Mapletown Utility, but I'm really
24 speaking for all utilities. How much lead time can
25 you give us if we want to lay lines across the road

1 before you pave on the interstate? Can you give us
2 any idea of how much lead time?

3 MR. RICKIE CLARK: In the open house session,
4 you can. Just stop by one of the stations, and one
5 of the representatives will be able to talk about
6 that issue with you. Absolutely.

7 MR. WARREN WAYMIRE: Thank you for your
8 presentation.

9 MR. RICKIE CLARK: Thank you, Mr. Waymire.
10 Our next speaker is Alice Johnson. Ms. Johnson,
11 the floor is now yours.

12 MS. ALICE JOHNSON: Good evening. Thank you
13 very much for this opportunity. I am not a
14 resident. In fact, I'm from Raleigh, North
15 Carolina. However, I am a descendant of the Morgan
16 family of Morgan County, Indiana, and very proud to
17 hold that as my heritage.

18 I became aware of this as I was up here
19 working on the Morgan family cemetery, which is
20 located over on Centenary and Henderson Ford. I
21 just mainly want to say this evening that once I
22 found out what was going on, we were working to
23 preserve the cemetery, as it's very important, of
24 course, to our family.

25 As I became aware of it and started

1 researching it and started contacting the Indiana
2 DOT, I just want to say this evening that I'm very
3 grateful for how much information was offered to me
4 how quickly. I had phone calls returned. I don't
5 know if Lamar is here this evening or not, but I
6 talked to him several times.

7 Anytime I left a message, I got a quick
8 response and very good information; and I got
9 placed on an email list and continually received
10 the information. I just want to say I can't offer
11 a lot of information about routes because I'm not a
12 resident and I don't live here, but I do appreciate
13 all of the work that you're putting into it; and I
14 understand how difficult it is. Thank you very
15 much.

16 MR. RICKIE CLARK: Very well. Thank you,
17 Ms. Johnson, for those comments.

18 MR. TOM FLAT: My name is Tom Flat. I live
19 out here near the Highway 44 and 37 intersection.
20 I want to say that I'm strongly supportive of the
21 C1 alternative in regards to the State Road 44/252
22 interchange. I have three reasons for that.
23 Number one, that's the only alternative to offer a
24 modified split diamond interchange. This
25 alternative eliminates the need for two stoplights

1 at the intersection that would be required for the
2 other two alternatives.

3 These would be busy intersections because both
4 44 and 252, people would have to exit at 44 to use
5 it. We would be losing one dangerous intersection
6 at 37 and adding two potentially dangerous
7 intersections on 44 and that safety loss for 44
8 users. Also, with no intersections on 44, as C1
9 suggests, that lays out the possibility that we can
10 have a pedestrian bicycle overpass that only has to
11 cross two exit and entrance lanes that then could
12 be constructed on the church side of the overpass.

13 This would not be feasible on the other two
14 interchanges. This type of interchange would
15 maintain our residential community and better
16 connect us with the town. Right now we're
17 separated. But having that connectivity is
18 important to the residential area and would
19 maintain that residential atmosphere. By having a
20 full intersection there, then it starts to open us
21 up for commercial activity. The second main reason
22 I support alternative C1, if that is fully
23 implemented, that elevates 69 through Martinsville.

24 Probably the best place to get that would be
25 at the crest of the hill at 44, which has the

1 possibility of lowering that interstate down far
2 enough where the overpass could actually be at the
3 curb level. There would be a lot of benefits to
4 that and reduces the noise and everything else.
5 One more point. The third point would be the
6 private property impacts would be a lot less too by
7 using that. Thank you.

8 MR. RICKIE CLARK: Very well said. Thank you,
9 sir. State your first and last name, please, sir.

10 MR. KEVIN BEUTOU: Good evening. My name is
11 Kevin Beutou. I have two questions. First off, I
12 live in the Green Township area. Looking at the
13 maps, I'm noticing that there's a potential
14 overchange/exchange to get onto Henderson Ford and
15 roads out that direction. My question is: What
16 involvement will INDOT have to better prepare those
17 off-roads to handle the amount of traffic that
18 would be in place once those interchanges are put
19 in? Because they're not designed to handle that
20 kind of traffic.

21 My second question is -- and I asked at least
22 five representatives in the open house, and they
23 couldn't provide me an answer. So hopefully I can
24 get one from you. I just recently traveled to the
25 east coast in Massachusetts going through Ohio,

1 Pennsylvania, New York, Connecticut, and then
2 finally Massachusetts. Each one of those states,
3 when they had construction, if there was a quarter
4 mile worth of construction going on, they had the
5 road closed down to one lane and 45 miles an hour
6 over half a mile. So it's very comparable.

7 I travel to Bloomington every day to attend
8 college, and I'd say easily ten miles of that road
9 is down to one lane or 45 miles per hour when
10 there's really only about a quarter mile or half a
11 mile of construction. If you could just give us
12 some information on why it is that we have so much
13 closed down for such a little area of work, I'd
14 really appreciate it.

15 MR. RICKIE CLARK: Thank you, sir. This
16 gentleman here, if you'd be so kind as to state
17 your first and last name, the floor is now yours.

18 MR. DAVID SANTAROSSA: Good evening, everyone.
19 My name is David Santarossa, and I'm from Monroe
20 County. I travel Interstate 37 every day, and I
21 just have a couple of comments I'd like to make for
22 the record. I really appreciate the last
23 gentleman's statements. The safety barricades in
24 many instances adds an unsafe condition. So the
25 less we have on the highway the better.

1 I would also like to make a comment about our
2 recent Monroe County incident where one of our
3 comedians was broke down in his car, and he
4 happened to make a comment about how nice the
5 people in Bloomington were. So as you travel
6 throughout the construction, I'd like to remind you
7 that we all get in a hurry; and we're all
8 preoccupied.

9 We need to be kind to one another on the
10 roads. That's one of the things that I've always
11 appreciated living in this area of Morgan County is
12 the quality of the people and the nice disposition
13 of the people needs to be shown on the roads just
14 like if you're walking down the sidewalks. So
15 that's really all I wanted to say.

16 But I wanted to make sure that everyone has
17 that in their mind as they're traveling. As you
18 know, you get into situations where everybody is
19 going down to one lane; and there's always these
20 guys flying up on the left side. Just be kind to
21 one another. That's all I ask.

22 MR. RICKIE CLARK: Thank you, sir. Sir, if
23 you'd be so kind as to state your first and last
24 name, the floor is now yours.

25 MR. RANDALL SCOTT: Randall Scott. I also

1 live in Green Township. To kind of go along with
2 the previous gentleman's comments, the interchange
3 I see proposed for Egbert Road and Henderson Ford,
4 no exchange at Perry Road, which is into a housing
5 addition area. There's farmland in there. But
6 there are a lot of horse ranches or properties that
7 have horses next door neighbor, next door neighbor,
8 next door neighbor.

9 A lot of those have long horse trailers to
10 pull. By going through country roads to get back
11 down to Egbert to get one there goes through a lot
12 of turns. So it makes it very difficult to get
13 those 30-foot trailers pulled out and maneuvered
14 through there in a safe manner.

15 Also, two years ago, we had an emergency at
16 our house. One of the gentlemen that I talked to
17 in the previous session said that the emergency
18 usually travel through the country roads. In this
19 instance, it was not. We had to have an ambulance.
20 The ambulance came from Morgan Hospital. It came
21 straight up 37. It was in the January time frame.

22 They had to park on 37 while they sent a
23 4-by-4 up to get a family member. So from an
24 emergency service standpoint, if there's access
25 roads that could be at some of these other smaller

1 roads that lead into a lot of houses, that would be
2 a lot of help. Thank you.

3 MR. RICKIE CLARK: Thank you, sir. Very well
4 said. If you'd be so kind as to state your first
5 and last name, the floor is yours.

6 MR. BOB WILSON: My name is Bob Wilson. I
7 live down in Monroe County and work up in
8 Indianapolis and drive every day. I'm concerned
9 about cross-over accidents where a car comes across
10 the highway head on with another vehicle. So I'd
11 like to know that there's going to be cable
12 barriers to try and save lives that way.

13 I've also got concerns about the traffic
14 lights. Seeing the volume of traffic coming off of
15 Section 5, increasing more semi trucks, my concern
16 is about all those stoplights, about the congestion
17 that's building now, and how that will continue to
18 build when that construction goes forward. There
19 is a lot of congestion in that area. That's all.
20 Thank you very much.

21 MR. RICKIE CLARK: Very well. Thank you, sir,
22 for those comments. At this time, we'll conclude
23 the formal presentation. Thank you very much.
24 Have a good evening.

25 (The public hearing concluded at 7:45 p.m.)

1 STATE OF INDIANA

2 COUNTY OF MARION

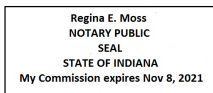
3 I, Regina E. Moss, a Notary Public in and for
4 said county and state, do hereby certify that the
5 foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:30 p.m. and 7:45 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 18th day of
16 April, 2016.

17
18 *Regina E. Moss*



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My Commission expires:
November 8, 2021

Job No. 106954

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In the Matter Of:
INDOT PUBLIC HEARING

Perry Meridian Hearing

April 06, 2017



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2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC HEARING
4
5
6

7 April 6, 2017

8 5:30 p.m.
9

10
11 AT THE
12 Perry Meridian High School
13 401 West Meridian School Road
14 Indianapolis, IN 46217
15
16

17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20
21

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1 (Public comments made in open house before
2 formal presentation:)

3 MR. STEVE LESSMANN: My name is Steve
4 Lessmann. I live on Lincoln Road in Morgan County
5 in Martinsville. We're getting an overpass across
6 69 on Perry Road, which we want it. I'm real happy
7 with all the things that have turned out. But
8 Perry Road, then you access the north direction off
9 of Old State Route 37 that goes through Waverly all
10 the way up to State Route 44.

11 That intersection right now with the volume of
12 traffic is extremely dangerous to try to cross.
13 And now you're going to have all of the traffic
14 from Waverly and everywhere else from the south
15 going north, and it's going to come out on State
16 Route 144. The project ends right before that
17 intersection. So are they going to put a light in
18 there or a roundabout? Or are they even looking at
19 it? The increase in the volume of traffic there is
20 going to be a lot.

21 There are two quarries also that are on Old
22 State Route 37 that are going to be accessing 144
23 right there. So all the volume of the dump trucks
24 are going to come out there too.

25 MR. JASON LIECHTY: My name is Jason Liechty.

1 My email is jpliechty@comcast.net. At the
2 interchange of Smith Valley Road, traffic lights as
3 you go across. Smith Valley goes over I-69. Do
4 they anticipate having traffic lights at around
5 that interchange? The reason I say that is I live
6 down in that area.

7 (Public comments made in auditorium after
8 formal presentation:)

9 MR. RICKIE CLARK: Our first speaker on our
10 schedule this evening will be Larry Wallman.
11 Mr. Wallman, there is a microphone, which I believe
12 is on, towards the middle of the auditorium. By
13 all means, feel free to address members of our
14 panel or address the audience. Or you can address
15 me if you'd like to. The floor is now yours, sir.

16 MR. LARRY WALLMAN: I'm Larry Wallman. I'm a
17 long-time south side resident. I've got several
18 comments. I'll see if I can get them in in two
19 minutes. First off, when you build an interstate,
20 the federal government pays 80 percent. Okay? The
21 first section of this from Evansville up to where
22 we are today, the state paid over \$770 million.
23 Are we missing a billion dollars of federal
24 contributions? Did we not go after it? Or was it
25 similar to other projects?

1 The other ones you've got here, on the
2 Southport Road interchange, as you're coming south,
3 you don't come off to a ramp and stop. You put a
4 loop on that southwest quadrant to keep the traffic
5 moving. The same thing at County Line. A
6 roundabout won't work. You put a loop. And the
7 same thing at Smith Valley Road. The other one is
8 you need more interchanges in this area. They're
9 great major intersections with only three
10 interchanges planned. I can use fifth grade math
11 and show you that's not going to work.

12 You need a half interchange, what I would call
13 it, if that's a proper term, like at Mann Road with
14 some modifications. You need one at Wicker Road.
15 You need one at Fairview. You need one at Olive
16 Bridge. You need one at Stones Crossing because
17 the way it works now, you're going to have too much
18 traffic on those two-lane roads and even still too
19 much in Indianapolis, Greenwood, Johnson County.
20 Why put Southport, County Line, and Smith Valley to
21 four lanes? It's just not going to handle that
22 traffic.

23 The other one I've got is you're only running
24 about 50 years behind schedule according to the
25 Indiana Department of Transportation. You started

1 on this in 1967. You're still working on it now.
2 You people have some problems with what you're
3 doing. You're 50 years behind on this. We know
4 what you're doing to the Martinsville to
5 Bloomington. You're two years behind. This one
6 you're not going to start until 2020. So I guess
7 my time is up. Or if there's any others, I'll be
8 happy to finish on the comments since we don't have
9 any politicians or elected officials here.

10 MR. RICKIE CLARK: Very well. Thank you,
11 Mr. Wallman, for those comments. Our next speaker
12 to sign in requesting an opportunity to present
13 comments for the official public record will be
14 David Griffith. Mr. Griffith, the floor is now
15 yours, sir.

16 MR. DAVID GRIFFITH: Hello. Growing up in
17 Evansville, I never really grasped how it was so
18 hard to get up here over the years. I've come to
19 understand that there was a missing link in the
20 transportation system, but times have changed.
21 We've made some progress. Section 6 would complete
22 this missing piece in our road system.

23 Wasn't it two weeks ago that the Butler
24 Bulldogs traveled to Memphis, Tennessee, for the
25 NCAA tournament? I-69 would streamline the journey

1 from Indianapolis to Memphis in the future for
2 future tournaments. It was a seven-hour bus ride
3 for fans. It would be much more efficient with
4 I-69. So the big picture is this would connect to
5 Memphis and also Houston, Texas. Traveling down
6 there on vacation two years ago, they had the I-69
7 shields up on U.S. 59, which they're using to build
8 the interstate. It was exciting to see.

9 Not so exciting when I look at the
10 Indianapolis Star weather map. It shows all the
11 interstates on the regional forecast map. We have
12 I-69 open between Evansville and Bloomington, but
13 it doesn't show up on the weather map. Could
14 Fox 59 and the Indy Star get together and update
15 the weather map to show central Indiana that
16 progress is being made with I-69?

17 The 11 minutes saved with Section 6 will be a
18 benefit. This could make a two-and-a-half-hour
19 drive to Evansville possible for many with safer
20 travel. It's long overdue. Let's build it and
21 finish it for all of Indiana. Thank you.

22 MR. RICKIE CLARK: Very well. Thank you,
23 Mr. Griffith, for those comments. Having heard our
24 two previous speakers, perhaps there are others in
25 the audience who would like an opportunity to have

1 his or her comment entered into the official public
2 record this evening.

3 Because you've not signed in, we would ask you
4 respectfully to please state your first and last
5 name before presenting your comment. And, sir, the
6 floor is now yours.

7 MR. MIKE BROWN: I'll be brief. There's one
8 thing I'm not happy about, and I've been watching
9 it since this all started in 1999. My name is Mike
10 Brown. I've lived in Marion County for 37 years
11 now. And what you're not showing on these charts
12 out here on all the segments is one thing. That's
13 the cost it's going to cost us for each one of
14 these intersections, overpasses, things we have to
15 do along 37 and what the human factor is going to
16 be.

17 You have 850 parcels of land compared to the
18 route that I proposed that was dropped almost a
19 year ago, which will cost less than \$500 million
20 that may have an impact on time of about a minute
21 and a half overall. And if you're smart -- not
22 everybody has the capability of looking up these
23 numbers I've talked about -- you'll have these
24 numbers written in on these panels for Monday so
25 everybody can see what the cost factor is going to

1 be.

2 It's probably close to a billion dollars
3 proposed. It will probably be close to \$3 billion
4 before it's all said and done. My idea of the
5 13 miles cross country new terrain hooking up
6 between Monrovia and Little Point on 70 southbound
7 just past Paragon and just south of the 39 bypass
8 on 37, it institutes four bridges, an overpass,
9 and -- it's four intersections, a bridge over White
10 River, and one overpass.

11 That's the biggest impact you'll have on the
12 whole thing. Put those numbers on the panels for
13 next Monday. Let everybody see what the proposed
14 costs are going to be, and a lot of people will
15 change their minds. Thank you.

16 MR. RICKIE CLARK: Thank you, sir, for those
17 comments.

18 MR. JOHN DAVIS: John Davis. I've lived on
19 the south side for 35 years. I understand the die
20 is cast. They're going to put 69 in regardless of
21 how many meetings they have. My request is a
22 little reality check. South side traffic is an
23 abomination with 37 up and running. 135, 31, Bluff
24 Road, and that's pretty much all we've got. And
25 Morgantown Road. Two-lane streets to move all the

1 traffic that is now being absorbed by 37.

2 I'm not an engineer. But to my way of
3 thinking, it would make a lot of sense if we fixed
4 what we already know is broken. When you get off
5 on Southport Road, you're lucky if you pick up a
6 mile and a half of four-lane road; and then it
7 bottlenecks down to two lanes. That won't be
8 changed. It's pretty much a running joke the way
9 the traffic travels north and south on the south
10 side of Indianapolis.

11 And even when 69 is finished, it's not going
12 to improve the traffic flow. Now, personally, I
13 may hurt some feelings when I say this, but I've
14 never had any desire to go to Evansville whether I
15 could get there 15 minutes faster or 11 minutes
16 faster.

17 I understand the big picture. I understand
18 the way things are. But by the same token, we need
19 to improve traffic on the south side if you really
20 want to make this thing work. Otherwise you're
21 putting a Band-Aid on a bullet wound; and it's not
22 going to change. Thank you.

23 MR. RICKIE CLARK: Very well said. Thank you,
24 sir. Sir, if you'd be so kind as to please state
25 your first and last name before presenting

1 comments, the floor is now yours.

2 AUDIENCE MEMBER: My name is Ted (inaudible).
3 I live in Decatur Township about 5 miles west of
4 where 37 and 69 are. I frequently use Southport
5 Road to get to all kinds of places. And I see this
6 mainly as an improvement to both that intersection
7 even just for the local traffic, never mind 37 to
8 69 itself. Also I see that the improvements up
9 near Harding street are going to be an improvement
10 there also.

11 I do have two additional comments, one on each
12 area. First of all, Southport Road, I know that
13 the City of Indianapolis is considering a major
14 arterial road that would be connecting Ameriplex
15 near Ronald Reagan and Kentucky Avenue or 67 using
16 Camby Road and then constructing a new Southport
17 Road because those roads actually line up. So I'm
18 just hopeful that you've all considered that
19 possible future expansion in the design of whatever
20 happens at Southport Road and 69.

21 The second thing I noticed -- and this is
22 something that doesn't even affect me at all -- I
23 just happened to notice at what I'm going to call
24 the Harding Street interchange where Epler goes to
25 the west, there's only going to be one way to get

1 into that neighborhood.

2 There's an area towards, I'm going to call it,
3 the southwest intersection of 69 and 465 that will
4 be just isolated with that one entrance on that
5 part. And I'm just concerned for those people,
6 whether the fire department and ambulance can get
7 in. Certainly for access to hospitals, it might be
8 better. But just to get in, it might be hard.

9 Thanks.

10 MR. RICKIE CLARK: Very well. Thank you, sir,
11 for those comments. I appreciate that very much.
12 If you'd be so kind as to state your first and last
13 name before presenting your comments, the floor is
14 now yours.

15 MR. CARL HEUER: My name is Carl Heuer, and I
16 reside in Bloomington. I've attended most of the
17 INDOT meetings for the last couple of years, and
18 I've been interested with Section 6 of I-69. I've
19 been driving on State Road 37 almost every day, and
20 I see the drastic changes the day since Section 5
21 took its role.

22 My biggest concerns are safety on the roads
23 that are connected on 37 at its current view as of
24 this meeting. I am rather disappointed with the
25 progress of Section 5, and I'm concerned it will

1 occur on Section 6 as well with the contractor
2 taking over the project. I would rather want the
3 state and federal government to fund control and
4 construct this section of I-69. It is rather
5 time-consuming for all drivers including myself and
6 for the taxpayers that fund the project.

7 If it is going to make a major impact, then
8 we'll need to take time to get that project
9 completed from Evansville to Indianapolis without
10 any issues, which I feel that it's rather obtuse.
11 The state needs to overtake Section 6, not a
12 contractor from Spain. Thank you.

13 MR. RICKIE CLARK: Very well. Thank you, sir,
14 for those comments. Sir, if you'd be so kind as to
15 state your first and last name, the floor is now
16 yours.

17 MR. THOMAS AYLOR: Thomas Aylor, the City of
18 Fishers in Hamilton County, Indiana. Having driven
19 Indiana State Route 37 previously on several
20 occasions, I want to thank INDOT for selecting
21 Indiana State Route 37 as the preferred choice for
22 Interstate 69 between the city of Martinsville and
23 the city of Indianapolis.

24 Another comment is when INDOT is designing
25 Interstate 69, Section 6, I think they should take

1 into consideration the number of travel lanes to
2 handle the traffic on a daily basis. I would say
3 at a minimum, Interstate 69 southbound should be
4 three travel lanes; and Interstate 69 northbound
5 should be three travel lanes. That's at a minimum
6 between the city of Martinsville and Interstate 465
7 on the south side of the city of Indianapolis.

8 I would say between County Line Road and
9 Interstate 465, the number of travel lanes should
10 increase to at least maybe four travel lanes for
11 Interstate 69 southbound and four travel lanes for
12 Interstate 69 northbound. This would set up
13 Interstate 69 for future extension north of
14 Interstate 465 on the south side of Indianapolis
15 all the way to the downtown area in the city of
16 Indianapolis. Thank you very much.

17 MR. RICKIE CLARK: Very well. Thank you for
18 participating as a speaker. I appreciate that very
19 much. I see additional folks standing up. If
20 you'd be so kind, ma'am, as to make your way
21 forward to the front of the auditorium. If you'd
22 be so kind also to state your first and last name,
23 the floor is now yours.

24 AUDIENCE MEMBER: My name is Bonnie
25 (inaudible). I just want to say I know we've come

1 a long ways. It's here. It's going to be here.
2 I-69 is coming. I have a feeling it's probably
3 been determined to be on 37 for a really long time.
4 I've gone to a lot of meetings. But as a resident
5 and a taxpayer, I have to say that I feel I just
6 lost my north-south road to Indianapolis because I
7 traveled that for years to go to work and that it's
8 going to turn into an interstate. Maybe I'll be
9 able to travel it north-south; maybe I won't.

10 But more than likely, if I do, I'll be paying
11 tolls to travel it. Therefore, I've paid for it
12 many, many times. I've paid for it with Indiana
13 state tax money to turn it into State Road 37. My
14 state gave it to the federal government. I'm going
15 to pay federal taxes to turn it into an interstate
16 and probably to travel it. I'm going to have to
17 use an E-ZPass and pay tolls. And if not, I'll be
18 surprised and probably thankful if not.

19 But I just wanted to say not everyone in this
20 room is terrifically happy. But we all feel like
21 it is what it is, and we hope that the people who
22 are impacted by it will be as mitigated as the
23 wildlife and the streams and forests because they
24 will be impacted. And there will be more noise.
25 There will be more dust. Probably a lot of traffic

1 is going to get dumped on the county roads. I know
2 the bridge over Louisville now, trucks are trying
3 to find a way around it.

4 There's more traffic going places that maybe
5 weren't even anticipated. So there will be a lot
6 of outcome from this, and hopefully we can all work
7 together and make it as good as possible for the
8 people who are going to be impacted. So thank you
9 for your time.

10 MR. RICKIE CLARK: Very well said. Thank you,
11 ma'am, for those comments. I see this gentleman
12 making his way forward. Sir, if you'd be so kind
13 as to state your first and last name, the floor is
14 now yours.

15 MR. CALVIN TURNER: My name is Calvin Turner,
16 and I live on 69 on the other end towards Fishers.
17 I see how 69 North, how that area has drawn in
18 growth and drawn in change there. There is
19 congestion, but I see the positive side of it too.
20 I used to drive to Bloomington quite a bit, and
21 this has also helped my son who's an engineer in
22 Evansville.

23 His job moves him between Indianapolis and
24 Evansville. This has helped him greatly coming
25 from Indianapolis mainly to Bloomington. He goes

1 mainly to Bloomington and then, of course, takes
2 37. So I'm for this project. I've been following
3 this project for quite a while. I'm just hoping
4 now that everything is starting to come together
5 that we can get this project done. I do know it's
6 going to inconvenience a lot of local people that's
7 local to that area.

8 So I'm hoping, like the gentleman spoke
9 earlier, about once you get in the city, will you
10 have enough ramps for the people to keep the
11 traffic moving? Because one thing, this 69 project
12 is going to be helpful. But it's not going to help
13 if you don't have adequate access on and off the
14 ramps. That's the only problem that I see that's
15 going to be a potential problem, as it was up north
16 on the other end. But hopefully we've got
17 roundabouts and different things that they're doing
18 to try to help with that.

19 So hopefully down here on the south side, you
20 will be able to make the necessary adjustments. I
21 just hope we can get this going because I'm looking
22 forward to hopefully different jobs this may bring
23 and growth that it's going to attract. It's like
24 IKEA up there where we're at. The IKEA project is
25 coming up there. So hopefully with all the jobs

1 that are being lost -- you know, major jobs are
2 being lost.

3 So hopefully this 69 South project draws some
4 more business to this area because I think
5 Indianapolis needs to think bigger and broader.
6 We're not like a little tiny city. We're a big
7 city, but sometimes people try to put us as a small
8 city. So I think this will put us more out there,
9 and we'll have our connection to the other bigger
10 cities like Memphis and Houston on down the road.
11 Thank you.

12 MR. RICKIE CLARK: Very well. Thank you, sir,
13 for those comments. Do we have additional speakers
14 who have not yet participated as speakers this
15 evening? This gentleman I see making his way
16 forward. If you'd be so kind, sir, as to state
17 your first and last name, the floor is now yours.

18 AUDIENCE MEMBER: Yes. My name is Dale
19 (inaudible), and I've owned some property along
20 State Road 37. My property will be affected. I
21 bought the property about 31 years ago. I'm kind
22 of for this 69 going through. But right there at
23 Olive Branch Road, I think we need an overpass
24 there because people are going to be going north
25 and south.

1 They're going to have to get off at Smith
2 Valley Road, and they're going to congest the
3 neighborhoods trying to get to all those housing
4 additions. Or they're going to have to go up to
5 144 and come back, and they're going to congest the
6 neighborhoods there. I think the frontage road is
7 good there, Old State Road 37 that you picked. But
8 it's not going to do any good if they get off and
9 they have to come down to the frontage road, and
10 then they can't make a left to go over Olive Branch
11 Road.

12 There's probably thousands of acres there
13 that's going to be developed there. I think it's
14 really going to congest our neighborhoods and
15 congest on crossing. That's where the school is
16 and everything. I think they need to really look
17 at that area since there's thousands and thousands
18 of acres of development coming, and I think they
19 need to get an overpass there. Thank you.

20 MR. RICKIE CLARK: Very well. Thank you, sir,
21 for those comments. If you'd be so kind as to
22 state your first and last name, the floor is now
23 yours, ma'am.

24 AUDIENCE MEMBER: My name is Julie
25 (inaudible), and I've lived here for my whole life

1 as well. I think that the gentleman that just
2 spoke -- I wouldn't have spoken normally, but I
3 totally agree with him. Having an overpass at
4 Stones Crossing, and then you're ignoring Fairview.
5 I just think you're stopping too many streets, and
6 there's a lot of development coming. I think we
7 need to look a little more ahead, and Olive Branch
8 Road should continue on to the other side. That's
9 all.

10 MS. SALLY ROHRMAN: My name is Sally Rohrman.
11 I live in the Southern Dunes subdivision that is
12 just south of Southport Road and west of 37 now.
13 I'm really concerned, like one of the gentlemen
14 was, about the lack of not enough lanes traveling
15 north and south. I can see it becoming a huge
16 traffic nightmare like it was up in Fishers for
17 many years. It was horrible. You would sit on the
18 interstate 45 minutes to an hour most of the time.
19 A lot of times during rush hour traffic. I hate to
20 see that happen on the south side.

21 My other area of concern is how the Southport
22 Road intersection is going to be laid out. I am
23 not in favor of wiping out the businesses on the
24 west side of 37 because we were anxious to get some
25 foods and services. There's two huge housing

1 additions over there, and we have to travel further
2 east in Perry Township to get any kinds of goods
3 and services, shopping, restaurants, banks, drug
4 stores.

5 So I was hoping for more development and a few
6 more businesses closer by as I enter retirement age
7 and don't want to have to travel too far for goods
8 and services. So I'm very much against wiping out
9 the few that we do have. Thank you.

10 MR. RICKIE CLARK: Very well. Thank you,
11 ma'am, for those comments. Ma'am, if you'd be so
12 kind as to state your first and last name, the
13 floor is now yours.

14 MS. ROSEMARY PRICE: My name is Rosemary
15 Price, and I also live in the area of the lady who
16 just spoke. I am concerned also with that
17 Southport Road/37 interchange. I vote for the
18 alternate C4B where you leave the apartment complex
19 to the east side of 69 alone and take those
20 businesses alone. I desperately don't want to lose
21 Steak 'n Shake.

22 However, there is land south of Southport Road
23 that was supposed to be developed. That was set
24 aside for business and different types of
25 development at the time Southern Dunes was

1 developed, and just recently the Southern Dunes
2 apartments were put in. I have a map at my house
3 that shows there were supposed to be car washes,
4 bank, several different things in that area.

5 So those businesses could easily relocate to
6 that south side, that southwest quadrant right
7 there. And then you wouldn't have to -- I don't
8 know anyone. I have no interest into the
9 apartments, but I think it would be much easier to
10 relocate those businesses than to make all those
11 people move out of those apartments.

12 Also, I've already seen an increase,
13 especially in the truck traffic, coming up 37
14 because they're using 69 up to Bloomington and
15 coming on up. And at Wicker Road and some of those
16 places, it's very dangerous if you're at the
17 intersections where they're coming north. Those
18 trucks come flying through those stoplights
19 sometimes. So I think this will actually make it
20 safer if we can hurry up and get this built.

21 MR. RICKIE CLARK: Very well. Thank you,
22 ma'am, for those comments. Sir, if you'd be so
23 kind as to state your first and last name, the
24 floor is now yours.

25 MR. JEFF FINLEY: Hi, my name is Jeff Finley.

1 I saw on the project maps that there's a pretty
2 significant repair or upgrade to Interstate 465
3 between Mann Road and US-31 that's listed as part
4 of this Project 6 project. I guess I'm curious as
5 to whether or not the 465 changes are dependent
6 upon Interstate 69 or a convenience because a new
7 interchange is going to be required for
8 Interstate 69.

9 Specifically I guess I'm wondering if those
10 could be two separate projects because you could
11 make improvements to 465 today, and that would be
12 welcome. At any rate, I was wondering if these two
13 are dependent upon each other. And secondly just
14 as a personal comment, I'm not in favor of toll
15 roads in any shape or form for this or any others.

16 I've had my share of driving toll roads in
17 busy cities, and I think that it's incumbent upon
18 the state and the federal government to figure out
19 how to pay for these roads and make them convenient
20 to us as taxpayers as well as consumers. And I
21 don't put toll roads on my list of options to be
22 able to do that. Thank you.

23 (Public comments made in open house after
24 formal presentation:)

25 MR. LARRY WALLMAN: My name is Larry Wallman.

1 This is a continuation of what I was bringing up in
2 the auditorium. I'll try not to repeat myself.
3 The way they have this plan now will not work. If
4 they do not add more interchanges, this area will
5 be worse than Castleton. They do need an
6 interchange at Southport Road at the southwest
7 corner. They need to loop it around so the
8 eastbound traffic keeps moving.

9 The same thing at County Line Road. They need
10 to loop it around. The way they've got the
11 roundabouts, it will not handle that amount of
12 traffic. The same thing at Smith Valley Road on
13 the southwest quadrant. They need to loop it
14 around so the eastbound traffic can keep moving and
15 not stop again. They also need to add, to touch on
16 it a little bit, what I'll call half interchanges
17 like at Mann Road. They need to put one at Wicker
18 Road. They need to put one at Fairview, one at
19 Olive Branch, and one at Stones Crossing.

20 If they don't do that, they're going to have
21 so much traffic dumped on Southport, County Line,
22 and Smith Valley. It will never be able to handle
23 it even if they increase them to four lanes. The
24 other one they didn't bring up, I think we have a
25 billion dollars missing from the first section from

1 Evansville north that we never pursued the
2 80 percent federal. Are they going to pursue the
3 80 percent federal contribution on this section?
4 Even by the state highway's own admission, this is
5 50 years behind schedule.

6 In 1967, they announced they had all the land
7 purchased for I-69 in Castleton to hook it to 465.
8 At the same time, they announced within three years
9 they would have all the land purchased for I-69
10 from Indianapolis to Evansville. And they're just
11 now getting around to it and will not start until
12 2020. So that puts them 50 years behind. The
13 section from Martinsville to Bloomington is two
14 years behind.

15 If you look at the Highway 641 bypass in Terre
16 Haute, the 6-mile new terrain highway, it took them
17 12 years to construct that. There's serious
18 problems with the highway department here. And
19 like I say, if they do not do this right, this will
20 be worse than Castleton. If they add the extra
21 interchanges, they will not have any problems and
22 have to worry about this for 30 to 35 years.

23 (The public hearing concluded at 8:30 p.m.)
24
25

1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Regina E. Moss, a Notary Public in and for
4 said county and state, do hereby certify that the
5 foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:00 p.m. and 8:30 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

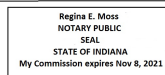
14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 13th day of
16 April, 2017.

17

18

Regina E. Moss

19



20 My Commission expires:
21 November 8, 2021

22 Job No. 117371

23

24

25

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In the Matter Of:
INDOT PUBLIC HEARING

Martinsville Hearing

April 10, 2017



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219.462.3436

1 INDIANA DEPARTMENT OF TRANSPORTATION
2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC HEARING
4
5
6

7 April 10, 2017

8 5:30 p.m.
9

10
11 AT THE
12 Martinsville High School
13 1360 East Gray Street
14 Martinsville, IN 46151
15
16

17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20
21

22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (There were no public comments made in open
2 house before formal presentation.)

3 (Public comments made in auditorium after
4 formal presentation:)

5 MR. RICKIE CLARK: Our first speaker on our
6 schedule this evening will be David Griffith.
7 Mr. Griffith, the floor is now yours, sir.

8 MR. DAVID GRIFFITH: My name is David
9 Griffith. Looking at the interchanges, ten
10 interchanges are planned. That sounds reasonable.
11 Sixteen overpasses, underpasses, and removal of
12 14 traffic signals between Indianapolis and
13 Martinsville and Bloomington sounds like a great
14 benefit for safer and efficient travel.

15 What I'd probably prefer at Southport Road,
16 C4B, the alternative that would shift the road
17 toward the Southport corner strip mall, that area.
18 It would save the Aspen Lakes Apartments and have
19 the least minimal impact there. Pertaining to the
20 route selection, it sounds like a good plan; and
21 hopefully we can move forward.

22 It's been safe already just driving along
23 southern Indiana on I-69. And it's made a
24 difference and made it easier to get down to
25 Evansville, my hometown. So this road is

1 well-traveled for our students, our athletes,
2 musicians. They travel this road all the way down
3 to the Ohio River to get to Indianapolis for
4 whatever reason. So a safer road would benefit
5 them in the future.

6 I would ask that the Indianapolis Star and
7 Fox 59, if they could just show the existing new
8 I-69 between Evansville and Bloomington. That
9 would let central Indiana know that progress has
10 been made. It shows all the other interstates but
11 the new I-69, 114 miles, that's a safer road.

12 Thank you.

13 MR. RICKIE CLARK: Very well said. Thank you,
14 Mr. Griffith, for those comments. Sir, if you'd be
15 so kind as to state your first and last name, the
16 floor is now yours.

17 MR. BILL SKILLMAN: My name is Bill Skillman,
18 Ray Skillman Ford, a local business here in
19 Martinsville. I noticed the access road, the way
20 when you come off of Ohio Street, you're going to
21 take out the Shell station and leave an apartment
22 complex. It looks like it leaves no retail for
23 mostly when you get off an exit looking for gas.
24 Then you turn on the access road coming toward
25 Wal-Mart that's going to go right by our

1 dealership.

2 It just seems to be real hodgepodge. It
3 doesn't seem to be laid out for existing retail to
4 come into that area. I think it's very important
5 that there's enough room for businesses to be along
6 that corridor. If you just make empty lots, it
7 doesn't make any sense to just have empty lots.
8 You need to make it where it's laid out where
9 businesses can go in there and businesses drive up
10 and down through there.

11 If you look at the road that's curving and
12 comes back behind my dealership across the creek,
13 it's curvy. It's not really -- it doesn't look
14 like it's well thought out if you ask me
15 truthfully. But businesses have to survive. A lot
16 of businesses are going to go out of business
17 during this project. We have dealerships on US-31
18 where when that project went along, lots of
19 businesses went out of business.

20 Little small businesses cannot survive without
21 these projects moving at a quick pace. A two- to
22 three-year pace will put a lot of these people out
23 of business unfortunately. You need to make sure
24 that when you build the roads, they're built
25 correctly and built on time where businesses can

1 operate and people can get to your business so you
2 can stay in business. Thank you.

3 MR. RICKIE CLARK: Very well said. Thank you,
4 Mr. Skillman, for those comments. Sir, if you'd be
5 so kind as to state your first and last name, the
6 floor is now yours.

7 MR. TOM GRAY: My name is Tom Gray. I'm here
8 as a member of the Prince of Peace Lutheran Church
9 that presently is at the end of Morgan Street. The
10 way the map is drawn and from talking to a
11 gentleman in the cafeteria, that has some
12 flexibility as to where it's going to move. But
13 right now it's over one of our septic fields, and
14 it's going to make it almost impossible for us to
15 maintain a church and our services that we now
16 provide.

17 I ask for purposes of the record that somebody
18 take a real hard look at that. We have a committee
19 form from the church, and we talked to people at
20 one time. We would like to talk to them again
21 before anything is really concrete and so that we
22 can have some more input into where this is going
23 so that if there has to be an alternative, we can
24 approach the powers that be about a possible
25 alternative so that we can survive.

1 MR. RICKIE CLARK: Very well said. Thank you,
2 sir, for those comments. Ma'am, if you'd be so
3 kind as to state your first and last name, the
4 floor is now yours.

5 MS. PAMELA WALKER: My name is Pamela Walker.
6 Presently I live in a mobile home park that you all
7 are planning on taking part of it. The mobile home
8 park is owned by the same owners that it is split
9 into two sections by a manmade ditch that
10 Martinsville has made for drainage purposes. Now,
11 they're also going to take out a small bridge once
12 they take those trailers out because they don't
13 really need that bridge anymore.

14 But the landlord says we have to walk our
15 animals in the empty field beside those trailers.
16 So we do need that bridge because one of the
17 gentlemen in the other room said that they were
18 going to take that ditch and make it deeper and
19 bigger. So if we can't jump over it, we need a
20 bridge.

21 My other concern is that in order to get into
22 the trailer park, we have to come in off Ohio
23 Street and then into the trailer park. Right now
24 the traffic is just horrible getting in and out.
25 And once you guys put that new road in, it's going

1 to make it more complicated and even more harder to
2 get in and out. So there would have to be some
3 kind of a stoplight or something to make it easy on
4 us to get in and out.

5 They also told me that they were going to put
6 up some type of a sound barrier that would block
7 the view of 69. Now, I like to sit on the porch
8 and watch the traffic. I won't be able to do this.
9 So between all of this with the traffic and the
10 sound barrier going up, it is very much going to
11 depreciate the value of my trailer that you guys
12 are not planning on taking out because the other
13 side is a bridge. And I would like you guys to
14 consider those of us that has to live right by that
15 bridge because I'm just two trailers down from the
16 bridge. Thank you very much.

17 MR. RICKIE CLARK: Very well said. Sir, if
18 you'd be so kind as to state your first and last
19 name, the floor is now yours.

20 MR. KEVIN BUETOW: Good evening. My name is
21 Kevin Buetow, B-U-E-T-O-W. My comment kind of
22 hinges off of Mr. Gray's with truly taking an
23 economic impact to 69 coming through Martinsville.
24 Looking at plans as they are proposed, just having
25 simply an overpass to things like Wal-Mart and

1 those restaurants over there, for any of those that
2 have traveled across country like myself going back
3 and forth from military bases, when you're going to
4 get off an interchange and you're looking for food
5 or you're looking for a quick way to get food or
6 something at a store, if you see something like a
7 gas station that's more than half a mile off of the
8 interchange, you're not going to pull off the road
9 there. You're going to look for somewhere closer.

10 So I would just urge that the economic impacts
11 of looking at how far travelers are going to have
12 to go to get off of the road to access existing
13 restaurants and other services in the town are
14 going to have to go because if you're traveling
15 from Bloomington to Indianapolis, for example, and
16 you aren't familiar with the back roads of
17 Martinsville, if you need to stop off and get gas
18 or you're looking for a quick bite to eat, you're
19 not going to be able to do that with how it's
20 currently proposed. So I would just strongly urge
21 that those impacts be looked at a little harder
22 than they appear to be at this time. Thank you.

23 MR. RICKIE CLARK: Very well said. Sir, if
24 you'd be so kind as to state your first and last
25 name, the floor is yours.

1 MR. PAUL PARKER: My name is Paul Parker. We
2 have a family business in the industrial park here
3 in Martinsville. We're located on Robert Curry
4 Drive and James Baldwin. I've spoken to a lot of
5 the other owners of businesses in the industrial
6 park. If the proposed goes through as it's drawn,
7 it's going to basically create a shortcut for
8 people to drive through the industrial park to get
9 to the trailer parks and those areas next to us.

10 It's a genuine safety concern for us simply
11 because a lot of times we have to have our
12 forklifts out in those streets to unload our tracks
13 because we get two or three trucks at a time. It
14 really creates a traffic issue. A lot of times if
15 we have to unload steel beams or something, it's
16 all done in the street. That's where the trucks
17 have to be.

18 What we would like to see happen is Robert
19 Curry be turned into a cul-de-sac or dead-ended so
20 that our industrial park does not have access for
21 everybody to -- you know, we'd just kind of like to
22 be on our own because being industrial is hard
23 enough. But having through traffic that's going to
24 be increased like this is really going to create a
25 problem for us. So that was all I'd like to say.

1 More impact on that area.

2 MR. RICKIE CLARK: Very well said. Thank you,
3 sir, for those comments. Sir, if you'd be so kind
4 as to please state your first and last name, the
5 floor is now yours.

6 MR. MELVIN CLARK: My name is Melvin Clark.
7 I'm the director of the Nazarene Food Pantry, which
8 is right across the street from here. It looks
9 like from last year they were showing the line
10 going through the pantry. This year it looks like
11 the line is right behind the pantry, which I don't
12 have a problem with that as long as it doesn't take
13 the pantry out. I know that's maybe minor to a lot
14 of people, but we service between 8- and 10,000
15 people a year in helping with food.

16 I would just ask that if it is possible that
17 the wall goes right behind the pantry on the
18 highway direction there, that it would help us out
19 tremendously. The building has only been there
20 since 2010. So it's not an old building. I would
21 just ask for your consideration that you would look
22 at it with enough hope that maybe we could spare
23 the pantry and continue on with the project. I
24 appreciate your time.

25 MR. RICKIE CLARK: Very well. Thank you, sir.

1 Sir, if you'd be so kind as to state your first and
2 last name, the floor is yours.

3 MR. DANNY GRENARD: Danny Grenard. My concern
4 is, where South Street is going to go over
5 Wal-Mart, Grand Valley Boulevard and all of that,
6 South Street is a very narrow street. And this is
7 something that's been on my mind for a long time.
8 There's a lot of kids that walk to school there. I
9 take my daughter to the high school every day, and
10 the buses come down through there. When the buses
11 come, there's a factory there. The road is really
12 narrow there.

13 I'm thinking all this traffic is going to be
14 going through there even more so now going to the
15 Wal-Mart. Plus you've got the apartments on the
16 corner of Home Avenue and South Street, which is
17 kind of compacted right in there. I think there
18 needs to be some input put on that to see how
19 that's going to work as far as all this traveling
20 through there.

21 Plus South Street is a little street. If it's
22 going to put more traffic on South Street, it's
23 going to be even worse. Especially for kids
24 walking to school. I'm wondering also if it's put
25 in, over on Ohio Street like the lady at the

1 trailer park was saying, maybe that won't be so bad
2 on her because a lot of people will be going on
3 South Street instead of using Ohio. But then
4 again, maybe not. So is Ohio Street going to be
5 more crowded? I think there needs to be some input
6 and more investigation put in on those two areas as
7 far as impact. That's all. Thank you.

8 MR. RICKIE CLARK: Very well. Thank you, sir,
9 for those comments. Well, with that, at this time
10 we'll go ahead and conclude our formal
11 presentation. Thank you so much, everyone, for
12 your time this evening.

13 MR. ERIC SWICKARD: We would just like
14 electronic copies of the transcripts.

15 (The public hearing concluded at 8:30 p.m.)
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1 STATE OF INDIANA

2 COUNTY OF MARION

3 I, Regina E. Moss, a Notary Public in and for
4 said county and state, do hereby certify that the
5 foregoing hearing was taken at the time and place
6 heretofore mentioned between 5:00 p.m. and 8:30 p.m.;

7 That said hearing was taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the testimony given;

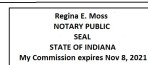
11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 13th day of
16 April, 2017.

17

18

Regina E. Moss



19

20 My Commission expires:
21 November 8, 2021

21

22 Job No. 117372

23

24

25

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In the Matter Of:

INDOT Public Hearing at Martinsville High School

September 12, 2017

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1 INDIANA DEPARTMENT OF TRANSPORTATION
2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC COMMENTS
4
5
6

7 September 12, 2017

8 6:00 p.m.
9

10
11 AT THE
12 Martinsville High School
13 1360 East Gray Road
14 Martinsville, IN 46151
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18 IN AND FOR THE COUNTY OF MARION,
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22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
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 Indianapolis, IN 46204
 (317)237-3773

1 (Public comments made after formal
2 presentation:)

3 MR. KEN SEGER: Here's what it's going to
4 start with. As you're going southbound on 37,
5 they're merging everything into one lane at Indian
6 Creek. They have created one-lane traffic in front
7 of Legendary Hills. Probably 600 yards in front of
8 the entrance to Legendary Hills, you have to merge
9 into one-lane traffic and then stop and make a
10 sharp right-hand turn, which slows everybody back
11 that's been jockeying for position coming up in
12 there so that we can make the right turn coming
13 into the addition.

14 I understand you have to maintain your
15 distances on your cones and everything as you merge
16 into these traffic lanes. To eliminate a hazard
17 for the people of Legendary Hills and everybody
18 driving on down to Bloomington, if we could have a
19 Legendary Hills exit ramp to where we don't have to
20 get over into the one lane headed south to
21 Bloomington.

22 If someone would come down there and just look
23 at it; come down on IU football game day and see
24 what a mess it's going to be. I would like to see
25 that addressed. It's a real hazardous situation.

1 I live at 2375 Legendary Hills. When they first
2 put it up, the first time I thought, well -- I
3 ended up having to get over, and it's a dangerous
4 situation. My name is Ken Seger, S-E-G-E-R.
5 2375 Legendary Drive, Martinsville. If you call
6 me, I may not answer. Leave a voice mail at
7 (765)341-4231.

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1 STATE OF INDIANA

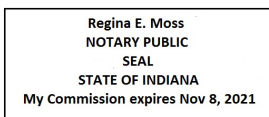
2 COUNTY OF MARION

3
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13 IN WITNESS WHEREOF, I have hereunto set my
14 hand and affixed my notarial seal this 21st day of
15 September, 2017.

16 *Regina E. Moss*



17
18
19
20
21
22 Job No. 121200

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In the Matter Of:

INDOT Public Hearing at Perry Meridian High School

September 13, 2017

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1 INDIANA DEPARTMENT OF TRANSPORTATION
2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC COMMENTS
4
5
6

7 September 13, 2017

8 6:00 p.m.
9

10
11 AT THE
12 Perry Meridian High School
13 401 West Meridian Road
14 Indianapolis, IN 46217
15

16
17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20

21
22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
Indianapolis, IN 46204
(317)237-3773

1 (Public comments made after formal
2 presentation:)

3 MR. DAVID GRIFFITH: It sounds like INDOT is
4 moving in the right direction with completing this
5 much needed corridor. Living in Evansville, my
6 hometown, it's been a struggle to have good
7 transportation between Indianapolis and Evansville.
8 So I'm looking forward to the completion of
9 Section 6 and tentative changes from Indianapolis
10 to Martinsville. Hopefully they can probably
11 complete it before 2027 if the funding is there.
12 That would be great.

13 MR. ANTON SWARTZ: Anton Swartz, S-W-A-R-T-Z.
14 So I live off Hanna and Meridian. Already we get a
15 lot of traffic across Hanna from Harding Street
16 because of how the Harding Street intersection is.
17 West to east traffic from Harding Street over
18 towards 31 already backs up daily. With this
19 construction going on and with the fact that
20 they're going to be working on the Bluff overpass
21 construction, which might potentially close Bluff
22 Road at the highway for a period of time, that's
23 going to severely impact us.

24 My question to them was, have they looked at
25 the possibility of expanding Hanna Avenue? It's

1 something that the City has talked about a couple
2 of times in the past. But this is going to --
3 we're going to get 45-minute traffic backups. It's
4 something I wanted them to bring up and to look at
5 because it does affect a lot of traffic across that
6 area already.

7 MR. ROBERT GREGA: I am right at Wicker Road.
8 I'm on the west side. I am the second house. I'm
9 about 1,500 feet from the highway. So if I
10 understand correctly, they're going to bridge over
11 Wicker Road with the road going underneath? I
12 guess my thing is, are they going over? And if so,
13 are they going to buy me out or what the deal is?
14 If they expand that, I'm going to be right under
15 that bridge; and it's probably going to be very
16 noisy.

17 My name is Robert Grega. I am the second
18 house at 2602 Wicker. My concern is, is there
19 going to be a bridge there? Am I close enough that
20 I have an option for them to buy me out? Is it
21 going to be very noisy? If they do put a bridge
22 there, are they going to put a sound wall up there
23 or something? My phone number is 317-414-0632.

24 AUDIENCE MEMBER: What is the chance of
25 anything changing to the map I guess is my

1 question? We live in Bluff Acres, which was
2 flooded in the 2008 flood. They bought half of our
3 neighborhood out between state and FEMA. We were
4 told by the county that there wasn't enough funds
5 to do everybody's houses, but when 69 came through
6 that we would be out of there because of the flood
7 potential and everything. Well, now we're not.

8 And between the interstate and the flood
9 ground and the flood insurance, we'll never be able
10 to move. And our flood insurance just keeps going
11 up and going up and going up. We're younger. We
12 still have a mortgage on our house. Our flood
13 insurance is \$2,400. So it's quite a bit more. We
14 don't want to stay there. There's two houses right
15 here, and then they bought several out. So the two
16 houses right next to 37.

17 I guess it's kind of discouraging because it's
18 almost flooded several times since then. And she
19 said to make sure that we get a meeting to discuss
20 it or whatever needs to be done in the next two
21 weeks so that it can go. I mean, how do you say
22 you don't -- there's no way because we'll never be
23 able to sell. There's been several houses in the
24 neighborhood who haven't been able to sell.

25

1 STATE OF INDIANA

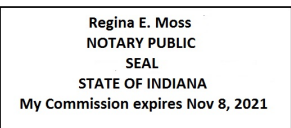
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16
17 *Regina E. Moss*



18
19
20
21
22 Job No. 121201

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In the Matter Of:

INDOT Public Hearing at Center Grove High School

September 14, 2017

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1 INDIANA DEPARTMENT OF TRANSPORTATION
2 I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
3 PUBLIC COMMENTS
4
5
6

7 September 14, 2017

8 6:00 p.m.
9

10
11 AT THE
12 Center Grove High School
13 2717 South Morgantown Road
14 Greenwood, IN 46143
15

16
17 TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
18 IN AND FOR THE COUNTY OF MARION,
19 STATE OF INDIANA
20

21
22 STEWART RICHARDSON & ASSOCIATES
23 Registered Professional Reporters
24 One Indiana Square
25 Suite 2425
 Indianapolis, IN 46204
 (317)237-3773

1 (Public comments made after formal
2 presentation:)

3 MR. JESSE PETERS: The biggest thing that
4 INDOT hasn't -- I used to work for INDOT -- is the
5 impact that it does to the roads that are tied to
6 I-69 that are two-lane roads that will no way take
7 the traffic or be dumped on. Is INDOT going to
8 fund that if it changes? The county has a certain
9 amount of money to deal with. That's for building
10 I-69. But what they do to the rest of the system,
11 there's no east-west roads through Johnson County.
12 Well, there's roads, but they're two-lane roads.
13 And now you're going to dump an interstate on that.
14 It won't handle the traffic.

15 County Line is one that's that way. Southport
16 is one that's that way. Smith Valley is one that's
17 that way. And that's basically it in Johnson
18 County as far as east-west roads. My other
19 question will be, when they're constructing this,
20 all the people that will normally be on 37 now are
21 going to be on these other roads like Bluff Road,
22 Morgantown.

23 135 and 31 is fine. But those other two
24 roads, right now, if you drive it, it's a mess of
25 traffic right now; and it's going to do nothing but

1 increase. It's going to be a nightmare with this
2 thing because Bloomington has been that way. And
3 my biggest thing is when we finish 69, it won't
4 handle the traffic that will be there. It's the
5 same as what's on the north side of Indianapolis.
6 Right now they're trying to do something with that,
7 and they work on that every year.

8 My name is Jesse Peters. The other thing, I
9 hope they're paying attention to the drainage on
10 this because they're talking about making
11 overpasses. So are they going to raise I-69
12 elevation-wise? Because when 37 had the expansion
13 on this last one, it washed 37 away. So now it
14 won't wash it away. So that water is going to have
15 to go or not go somewhere.

16 MR. JOHN MARKANICH: I'd like to throw a
17 question out there to them regarding the impact on
18 secondary roads because that was not addressed
19 because your east-west roads here in Indiana -- I'm
20 from Illinois originally, and the impact that I'm
21 seeing is that the secondary roads are still
22 two-lane. County Line, Morgantown as an example
23 because people are going to have to come out of
24 these communities, and we're going to double up on
25 the traffic on those roads.

1 That's where my concern lies. It's going to
2 affect the impact of emergency vehicles getting
3 access. I think that's the biggest thing that I'm
4 seeing that's got me concerned. Since I've been
5 here in Indy, I've seen some screw-ups especially
6 like with this contractor thing with that metro.
7 In Illinois you wouldn't have been able to do that.
8 The general contractor that gets that contract is
9 responsible for all his subs.

10 That's why you ask who they are before he's
11 awarded the contract, and you hold him and them
12 accountable. I can't believe they didn't do that,
13 but that's not this problem. That's the thing that
14 I'm saying that they should take a look at. I'm
15 fearful that everybody is looking at the picture
16 where the road is going but not what is happening
17 to get traffic to that road and off that road.

18 If there's an incident, we've got to evacuate
19 that highway. Where do we get them to? The roads
20 can't accommodate it and can't accommodate some of
21 the traffic such as the trucks. I'm not seeing
22 that addressed here. My name is John Markanich,
23 M-A-R-K-A-N-I-C-H. I live in Greenwood. 427 Mary
24 Court, 46142. My phone number is (317)893-4851.

25 MR. ROBERT WALLMAN: The way you show it, Big

1 Ben Road will be dead-ended on both sides of 69? I
2 heard there's going to be an overpass there and
3 I've heard there won't be nothing and everything.
4 Robert Wallman, 7045 Old State Road 37 North,
5 Martinsville.

6 MS. ANDREA FINDLEY: I'm curious as to why we
7 don't have an access road for those of us who live
8 south of Whiteland Road and use Banta Road or even
9 Whiteland Road to access 37. I am glad to see that
10 you finally had a meeting in the Center Grove area
11 instead of Marion County and southern Morgan
12 County.

13 So I'm glad Johnson County finally got it
14 after I complained about it. I don't know if
15 anybody else did too. Obviously they got that.
16 Anyway, so that's my question because if I go over
17 to Morgantown Road and go up to 144, that's another
18 10 to 15 minutes to my route. I know there's an
19 access road on the west side, but I don't see one
20 on the east side. My name is Andrea Findley.

21
22
23
24
25

1 STATE OF INDIANA

2 COUNTY OF MARION

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16 *Regina E. Moss*

17
18

Regina E. Moss NOTARY PUBLIC SEAL STATE OF INDIANA My Commission expires Nov 8, 2021
--

19
20
21
22 Job No. 121202

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