



**APPENDIX X**  
**PUBLIC MEETING TRANSCRIPTS**

**Tier 2 Environmental Impact Statement**

**I-69 Section 6**

**Martinsville to Indianapolis**

February 2015 to September 2017



## **Appendix X Table of Contents**

<b>PUBLIC INFORMATION MEETING 2/23/2015 .....</b>	<b>1</b>
<b>PUBLIC INFORMATION MEETING 2/25/2015 .....</b>	<b>46</b>
<b>PUBLIC INFORMATION MEETING 5/18/2015 .....</b>	<b>94</b>
<b>PUBLIC INFORMATION MEETING 5/19/2015 .....</b>	<b>123</b>
<b>PUBLIC INFORMATION MEETING 11/30/2015 .....</b>	<b>157</b>
<b>PUBLIC INFORMATION MEETING 12/2/2015 .....</b>	<b>246</b>
<b>PUBLIC INFORMATION MEETING 12/3/2015 .....</b>	<b>350</b>
<b>PUBLIC INFORMATION MEETING 4/4/2016 .....</b>	<b>401</b>
<b>PUBLIC INFORMATION MEETING 4/5/2016 .....</b>	<b>436</b>
<b>PUBLIC HEARING 4/ /2017 .....</b>	<b>458</b>
<b>PUBLIC HEARING 4/10/2017 .....</b>	<b>492</b>
<b>PUBLIC INFORMATION MEETING 9/12/2017.....</b>	<b>510</b>
<b>PUBLIC INFORMATION MEETING 9/13/2017.....</b>	<b>516</b>
<b>PUBLIC INFORMATION MEETING 9/14/2017.....</b>	<b>524</b>

## **In the Matter Of:**

*INDOT I-69 SECTION 6 - MARTINSVILLE to INDIANAPOLIS*

---

### **Public Hearing**

*February 23, 2015*

---

**StewartRichardson**  
DEPOSITION SERVICES

800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

INDIANAPOLIS  
317.237.3773

EVANSVILLE  
812.477.4449

FORT WAYNE  
260.444.4864

VALPARAISO  
219.462.3436

1  
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.)

11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
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 5:00 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

<hr/> <b>1</b> <hr/>	<b>67</b> 6:5,11,16 14:9 21:5	<b>arrived</b> 20:5
<b>1</b> 15:19	<b>69</b> 2:2,6,8,18,24 11:2 20:23 22:4 31:9	<b>assuming</b> 3:10
<b>144</b> 5:16 7:1,2 12:3,5	<hr/> <b>7</b> <hr/>	<b>audience</b> 13:15 21:19 27:24
<b>15</b> 4:19 6:1 12:5 18:14	<b>70</b> 24:5	<b>auditorium</b> 7:4 15:14
<b>15-year</b> 18:4	<hr/> <b>8</b> <hr/>	<b>Avenue</b> 14:25
<b>1967</b> 3:1 9:24	<b>865</b> 18:23	<b>avoid</b> 8:18 26:2,7
<hr/> <b>2</b> <hr/>	<b>8:00</b> 25:1 26:22	<b>avoiding</b> 19:19
<b>20</b> 3:13 18:14	<hr/> <b>A</b> <hr/>	<b>awarded</b> 28:8
<b>25</b> 3:13	<b>accepting</b> 25:1	<hr/> <b>B</b> <hr/>
<hr/> <b>3</b> <hr/>	<b>accommodating</b> 25:5 26:21	<b>back</b> 2:19 3:1 6:20 20:2 21:1 24:19 28:14
<b>300</b> 9:11	<b>addition</b> 19:7	<b>background</b> 9:10
<b>31/keystone</b> 30:1	<b>additional</b> 16:9 17:20 19:24 20:1 21:12,22, 22:23,25 24:13,15 26:12,15,17,18 27:21 28:18,21 30:20 31:17	<b>bad</b> 22:11 27:7
<b>35-year</b> 22:3	<b>address</b> 7:15	<b>bald</b> 10:24 12:20
<b>37</b> 2:3,5,6,7,8,16,18,19,20,24 4:10,23,24 5:16,17,22 6:12 9:9 10:17,22 11:2,25 12:3 14:9,14,15 16:25 17:2, 18:8 19:10 20:19,20 21:1,5 22:8,12 23:9,12,15 25:12 27:3,6,12,13 29:4 30:6,8 31:4	<b>addressed</b> 12:22	<b>barrier</b> 2:12
<b>39</b> 14:5,12 24:2	<b>adhere</b> 13:21	<b>barriers</b> 23:16
<hr/> <b>4</b> <hr/>	<b>admit</b> 24:7	<b>base</b> 8:10 9:23
<b>40-some</b> 11:25 31:3	<b>affect</b> 4:13	<b>basically</b> 23:12,17
<b>45</b> 3:8,9 10:5	<b>affects</b> 11:12	<b>bat</b> 10:21
<b>465</b> 3:4 6:12 8:16 9:8,15 10:2 14:19 18:23 20:21,25	<b>afford</b> 17:23 20:10 21:18	<b>bats</b> 17:11
<hr/> <b>5</b> <hr/>	<b>air</b> 7:25 8:4	<b>beginning</b> 18:18
<b>5</b> 14:14	<b>airport</b> 14:19 25:22,23 26:1,3	<b>Belcher</b> 15:18
<b>50</b> 3:9	<b>alleviate</b> 30:7	<b>Beth</b> 23:6
<b>5:00</b> 22:13	<b>alternatives</b> 18:19 19:1,18	<b>big</b> 2:9,18 5:15 29:17
<hr/> <b>6</b> <hr/>	<b>America</b> 18:25	<b>bigger</b> 5:1
<b>60</b> 2:9	<b>American</b> 10:24	<b>bill</b> 15:20 16:3,4
<b>65</b> 29:20	<b>and/or</b> 14:10	<b>birds</b> 10:25
	<b>announced</b> 9:25	<b>bit</b> 16:19 17:11 30:8
	<b>ANONYMOUS</b> 4:14	<b>Blakey</b> 31:24
	<b>appeared</b> 3:5	<b>Bloomington</b> 14:21 30:5
	<b>area</b> 2:11 3:3 10:1,19 11:12,13,24 12:9,17,19 19:7 22:17 23:21 26:2 27:14,16 29:2,21 30:3	<b>Bluff</b> 25:13,18 26:5,8 29:13
		<b>brakes</b> 8:4
		<b>bridge</b> 5:2,5,6,8 12:10,15 14:12, 16
		<b>bridges</b> 11:7
		<b>bring</b> 2:24

**bringing** 6:20  
**brown** 10:21  
**build** 5:6 8:16 24:4 27:18 28:5  
**building** 5:22 14:11  
**built** 5:23 12:1 14:11 16:23  
**bunch** 28:11  
**burning** 7:23  
**business** 16:17  
**businesses** 6:11 7:24 9:22  
 12:11  
**businessman** 18:7

---

**C**

---

**called** 8:15  
**calling** 14:3  
**Campbell** 28:3,17  
**capital** 6:19 13:1  
**Carmel** 29:14 30:1,10  
**cars** 21:7  
**Castleton** 3:3 10:1  
**Cathy** 7:7,9,18  
**Center** 18:7 19:8 27:13 31:25  
**Chambers** 31:2,16  
**change** 16:4 19:14  
**Charlotte** 9:2,3 10:11  
**CHAROLETTE** 10:14  
**Chicago** 14:20  
**children** 18:5  
**choose** 14:7 25:12  
**chose** 24:8  
**Cincinnati** 3:18  
**Circle** 18:21  
**circles** 18:22  
**cities** 18:24  
**claim** 14:1  
**CLARK** 7:5 8:20 10:7 11:15 13:4  
 16:7 17:18 19:22 21:10 22:21  
 24:11 26:10 27:19 28:16 30:18

31:15  
**Clarksville/jeffersonville**  
 29:21  
**Cleveland** 11:20 13:9,10,11  
**Clingan** 16:15  
**close** 10:23  
**closed** 25:15  
**cloverleaf** 31:7  
**coffers** 6:4  
**Colburn** 10:12 11:18,19,21,22,23  
 13:5  
**Columbus** 3:19  
**comfortable** 7:16  
**comment** 3:23 4:14 7:7 10:2,9,  
 10 11:6 13:7,16,19 15:11,15  
 16:10,19 19:25 21:13,20 22:1,24  
 23:2 24:14 25:1,2 26:14,22 27:25  
 28:19 30:16 31:18,19,22  
**comments** 2:1 7:4,12 8:21 9:1  
 10:8 13:5,25 16:8 17:21 18:2  
 19:23 21:11 22:22 24:12,22 28:17  
 30:19,24 31:16  
**Commerce** 8:15,17 18:21  
**common** 14:1 28:9  
**compared** 18:23  
**complete** 4:3 10:2 31:9  
**Completed** 11:8  
**concentric** 18:21,22  
**concern** 4:8 28:6  
**concerned** 23:14,25  
**concerns** 10:16  
**conclusion** 26:22  
**concrete** 5:14  
**conditions** 14:10  
**congestion** 20:20,22 27:18  
**connect** 14:15,22  
**connecting** 9:8  
**Connection** 8:15,18 18:22  
**connector** 14:13  
**connects** 30:9

**consideration** 29:19  
**considered** 9:14  
**construction** 11:11 23:25  
**contacting** 20:6  
**continue** 20:14  
**continued** 11:11  
**continuing** 20:6  
**contractors** 28:11,13  
**contracts** 28:7  
**convenience** 26:4  
**conversation** 20:6,14  
**convert** 9:19  
**correcting** 27:11  
**corridor** 10:23 30:1  
**cost** 4:22 18:16  
**cost-benefit** 4:9  
**costly** 5:7  
**costs** 4:11  
**County** 6:9,23 7:3 10:22 11:3,9,  
 24 23:8 27:7 31:12  
**couple** 9:16 29:24  
**court** 15:16  
**Covanta** 7:23  
**Crane** 8:10 16:23 30:4  
**create** 10:18  
**creates** 23:11  
**cross** 12:5  
**crossed** 5:10  
**crossing** 9:21  
**Crossroads** 18:25  
**cut** 29:12

---

**D**

---

**Dan** 16:15  
**dangerous** 8:11,12  
**David** 31:24  
**day** 4:17 5:18

<b>Dayton</b> 3:18,19		
<b>dealing</b> 23:22		
<b>decades</b> 3:25		
<b>decision</b> 17:4 18:24 22:11		
<b>decision-making</b> 21:17		
<b>definite</b> 11:4		
<b>department</b> 3:2 4:6 9:25 12:23		
<b>depending</b> 14:9		
<b>Derek</b> 11:19 13:8		
<b>desired</b> 18:10		
<b>destination</b> 14:10		
<b>destroyed</b> 24:10		
<b>details</b> 29:9		
<b>developers</b> 15:3		
<b>diesel</b> 8:3		
<b>difference</b> 21:6		
<b>dig</b> 9:11		
<b>direct</b> 14:18		
<b>direction</b> 19:3		
<b>directly</b> 23:18		
<b>dirt</b> 11:10		
<b>dispensary</b> 20:8		
<b>disrepair</b> 4:16		
<b>disruption</b> 22:7,8		
<b>disturbing</b> 10:17		
<b>Dollars</b> 14:3		
<b>Doss</b> 9:2,3 10:11,13,14 12:20		
<b>double</b> 25:18		
<b>downtown</b> 14:25 15:1 25:19 26:2		
<b>drive</b> 4:17 6:2 19:10		
<b>drivers</b> 4:19 14:7		
<b>driving</b> 14:21		
<b>dump</b> 16:25		
<b>dumped</b> 8:7 16:25		
<b>duration</b> 24:25		
	<b>E</b>	<b>F</b>
	<b>eagles</b> 10:24 12:20 17:11	<b>family</b> 25:20,24
	<b>earlier</b> 27:23	<b>fan</b> 29:17
	<b>east</b> 3:21 27:14 30:8	<b>fantastic</b> 24:5
	<b>economy</b> 28:14	<b>farmland</b> 14:15 22:9,19
	<b>ecosystem</b> 11:5	<b>feasibly</b> 6:25
	<b>education</b> 18:6	<b>federal</b> 17:15
	<b>effect</b> 14:24 25:13 26:6	<b>fee</b> 12:9
	<b>effective</b> 18:16	<b>feel</b> 8:2,7,9 20:23
	<b>eliminate</b> 20:24 22:7	<b>feet</b> 9:11
	<b>ELSNER</b> 2:4	<b>fellow</b> 19:4
	<b>enjoyed</b> 19:8	<b>field</b> 10:17 22:5
	<b>entered</b> 15:11 16:10 17:22 19:25 21:13,20 22:24 26:14 31:19	<b>figure</b> 16:1
	<b>entertain</b> 26:24	<b>final</b> 14:9
	<b>entire</b> 7:19 8:12	<b>finally</b> 19:15
	<b>environment</b> 23:21	<b>financial</b> 15:6
	<b>environmental</b> 10:19,20 11:4 12:24 15:1 16:22	<b>find</b> 17:3 19:17
	<b>environmentally</b> 11:13	<b>fine</b> 29:10
	<b>ERIK</b> 4:8	<b>finish</b> 2:22 3:3
	<b>erosion</b> 23:24	<b>finished</b> 3:11
	<b>essentially</b> 15:2	<b>five-lane</b> 14:11,16
	<b>evaluate</b> 21:16	<b>fix</b> 27:12,16
	<b>Evansville</b> 3:7 6:2 10:5 18:11 25:21,24	<b>floodplain</b> 5:8
	<b>evening</b> 7:6,18 10:10,15 11:18 13:6,9 16:11 17:23 20:1,6 21:14, 21 24:15,25 25:6 26:13 27:23 28:20	<b>floods</b> 5:8
	<b>eventually</b> 29:23	<b>floor</b> 7:12,14,16 9:4 10:13 11:21 13:22 18:2 20:16 22:1 23:4 25:10 28:2,24 31:1,23
	<b>examples</b> 4:2 29:10	<b>flow</b> 21:2 23:12,13 28:6
	<b>exhaust</b> 8:3	<b>footing</b> 9:12
	<b>exit</b> 7:1 12:8	<b>footprint</b> 24:3
	<b>experience</b> 12:4	<b>foresight</b> 17:14
	<b>extra</b> 6:1 19:5	<b>form</b> 20:12
		<b>Forrest</b> 31:2
		<b>forward</b> 15:13 18:1 20:3 24:20 30:22 31:20
		<b>FOSTER</b> 2:23
		<b>foyer</b> 25:3

**freeway** 15:4  
**front** 5:18  
**fumes** 7:25  
**funding** 28:6  
**funnel** 5:3 12:14

---

**G**

---

**game** 10:25  
**Gary** 13:23 28:3  
**gas** 9:20  
**gee** 15:24  
**gentleman** 16:20  
**gentleman's** 13:16 15:12 16:13  
 24:19 30:21  
**geological** 9:10  
**give** 4:2 6:1 9:21 14:17 15:3  
**good** 7:18 10:14 21:24 24:3 30:2,  
 13  
**government** 17:15  
**graduate** 31:25  
**gravel** 5:14 9:11  
**great** 18:24 19:18 22:17  
**Greene** 11:9  
**Greenwood** 16:2,16 29:1,2  
**grew** 18:5  
**ground** 5:11  
**Grove** 18:7 19:8 27:14 31:25  
**grown** 29:1  
**guys** 30:15

---

**H**

---

**half** 9:9 20:25  
**hand** 13:16 16:13 20:2 24:19  
 30:21  
**handle** 30:2  
**hands** 26:17  
**happen** 17:6 21:8 29:11

**happened** 29:22  
**happy** 6:6 26:23  
**Harding** 7:22 31:4  
**hawks** 10:25  
**hazardous** 8:9 21:4  
**head** 30:12  
**hear** 27:9  
**heard** 13:13 15:9 16:11 17:20  
 27:22  
**hell-bent** 15:4  
**helping** 18:13  
**herons** 11:1  
**higher** 23:15  
**highest** 23:7  
**highly** 23:14  
**highway** 2:9,18,20 3:2 4:6,9,10  
 9:24 24:2 26:6  
**highways** 4:4  
**hill** 23:9  
**historic** 6:21  
**historical** 12:25  
**hit** 9:12 20:21  
**hoards** 31:5  
**home** 20:25 21:1 23:18 24:8  
 27:4,9  
**hook** 8:17 24:6  
**Hoosiers** 14:1  
**hope** 2:21  
**hospital** 20:22  
**hour** 2:9 6:14 20:25  
**house** 2:1 5:15,18 16:17 26:19  
 28:8  
**housing** 2:11  
**huge** 23:23

---

**I**

---

**I-69** 2:21 3:3,6 5:22 6:1 8:11,17  
 9:8 10:1,4,18

**I-70** 3:18,21 14:25  
**I-71** 3:19  
**I-75** 3:17  
**impact** 10:19,20 11:5 15:1 16:22  
 17:9,13 23:15  
**important** 4:18  
**improve** 18:11 21:2  
**inclusion** 13:8  
**Indiana** 4:20 6:19 9:24 10:21  
 11:9 13:1 28:13  
**Indianapolis** 3:7,21 6:7,23 8:13  
 10:4 14:6,8,19,22 17:1,7 18:20  
 19:11 27:4 31:11  
**INDOT** 12:23 14:11 17:15 19:17  
 21:15 26:20  
**Indy** 25:21,23  
**information** 20:8 30:15  
**informational** 20:4  
**initial** 22:4  
**input** 19:21  
**interchange** 22:18 31:4  
**interchanges** 25:17 29:9,24  
 30:9  
**interest** 15:6 16:17,18  
**interested** 8:14  
**interfere** 17:10  
**International** 14:19  
**interstate** 2:24 4:1 6:12 12:14  
 16:23 27:17 30:11  
**introduced** 15:21 16:3  
**investigative** 3:15 4:4  
**involve** 19:19  
**involving** 18:23  
**IPL** 7:22  
**IPS** 9:19  
**Island** 3:16  
**issue** 4:18 30:6  
**issues** 23:24

<hr/> <b>J</b> <hr/>	<b>limitation</b> 13:21	<b>mentioned</b> 19:12
<b>Janet</b> 10:12 11:18,22	<b>listening</b> 2:13 19:20	<b>merge</b> 29:24 30:12
<b>jobs</b> 19:11	<b>live</b> 4:23 5:12 11:23 12:3 16:16 20:19 23:7,8,19 24:8 27:3	<b>Michael</b> 22:2
<b>Johnson</b> 6:23 7:3 10:22 11:3 27:7	<b>lived</b> 5:24 31:3	<b>Michigan</b> 3:24
<hr/> <b>K</b> <hr/>	<b>lives</b> 22:9	<b>microphone</b> 15:14 28:23 30:22 31:21
<b>kame</b> 23:8	<b>living</b> 7:20	<b>mile</b> 5:4 9:9,17 12:14
<b>kames</b> 23:22	<b>long</b> 4:23 5:10,19 27:8	<b>miles</b> 2:9 11:3
<b>Kenley</b> 8:14	<b>longer</b> 22:14	<b>mind</b> 20:12
<b>Kenley's</b> 18:20	<b>looked</b> 12:19	<b>minutes</b> 4:19 6:1 9:7 12:5 18:14
<b>Kentucky</b> 3:12,24 14:25	<b>lose</b> 9:22	<b>misjudgment</b> 22:11
<b>Keystone/31</b> 29:14	<b>lot</b> 4:22 6:15 14:1 18:17 19:5 21:6,7 22:8 23:24 31:10	<b>modifications</b> 15:2
<b>kids</b> 5:25	<b>Louisville</b> 29:20	<b>money</b> 6:4,20 19:2,6 28:12,14 31:5
<b>kind</b> 7:1 12:13 13:18,20 15:13,15 16:13 17:8,25 20:3,15 21:24 23:3 24:20 25:9 26:25 28:1,22 29:25 30:21,25 31:20	<b>love</b> 4:3 7:20	<b>Moody</b> 13:23
<b>kinds</b> 12:21	<b>Luger</b> 22:19	<b>Mooreville</b> 6:5,10 12:6
<b>Kings</b> 3:16	<b>Luke</b> 8:14 18:20	<b>Morgan</b> 6:9 11:23 31:12
<b>KLASNICK</b> 4:8	<b>Lynn</b> 22:2	<b>motel</b> 9:15
<hr/> <b>L</b> <hr/>	<hr/> <b>M</b> <hr/>	<b>motorcycle</b> 20:21
<b>L-i-n-e</b> 23:6	<b>M-o-o-d-y</b> 13:24	<b>move</b> 9:16,22 23:17
<b>lady</b> 21:4	<b>made</b> 2:1 7:4 10:2 17:4 29:3	<b>moved</b> 5:22 11:25 20:18
<b>land</b> 3:2,6 9:18 10:1,4 16:17 22:20	<b>madhouse</b> 6:13	<b>moving</b> 11:2 29:23
<b>lanes</b> 3:18,19,20 5:3 19:2	<b>major</b> 18:23	<hr/> <b>N</b> <hr/>
<b>large</b> 10:17	<b>make</b> 2:23 4:21 6:22 15:13 17:25 21:3 24:20 30:16,22	<b>natural</b> 9:20
<b>Larry</b> 2:4 3:1 7:10 8:23,24 9:5	<b>makes</b> 6:3 7:16	<b>Navel</b> 8:10
<b>laying</b> 6:4	<b>making</b> 19:2	<b>necessarily</b> 15:5
<b>leaving</b> 15:1 28:12	<b>Mann</b> 6:15 22:17 23:10	<b>neighborhood</b> 8:1
<b>LESLIE</b> 2:6	<b>map</b> 15:19	<b>newspaper</b> 3:5,14 4:3
<b>library</b> 12:5,11	<b>maps</b> 25:14	<b>nice</b> 19:8,9
<b>life</b> 7:19 29:2 31:25	<b>Marion</b> 23:8	<b>NICHOLS</b> 2:21
<b>lifestyle</b> 19:9	<b>Mark</b> 2:2 28:25	<b>night</b> 22:14 27:3
<b>lights</b> 2:7 20:23 22:13 30:6	<b>Martinsville</b> 14:5,8,13 17:1,7	<b>nightmare</b> 17:2
	<b>matter</b> 17:12	<b>noise</b> 8:3 23:14,15
	<b>mayor</b> 16:2	<b>nominal</b> 12:9
	<b>Mckinney</b> 20:17	<b>north</b> 2:3 4:19 9:17 14:20 22:4,5 27:4 30:12
	<b>means</b> 5:5 17:4	<b>northern</b> 11:23 27:7

**noticeable** 6:21  
**noxious** 7:25 8:3

---

**O**

---

**object** 8:6  
**obvious** 16:22 29:4  
**offer** 8:25  
**official** 15:12 16:10 17:22 19:25  
 21:14,21 22:25 24:15 26:14 28:20  
 31:19  
**officials** 21:15  
**Ohio** 3:12,16  
**open** 2:1 22:16 26:19  
**opportunity** 7:7,9 13:7,15 14:17  
 15:3 17:23 20:10 21:19 24:17  
 27:25  
**options** 20:8,13  
**order** 4:18  
**originally** 18:10  
**out-of-town** 28:11  
**overlook** 24:17  
**overpasses** 29:16  
**Owensville** 25:24  
**owns** 22:20

---

**P**

---

**p.m.** 25:1 26:22  
**packets** 20:4  
**panel** 7:15  
**Parkway** 14:23  
**part** 2:15 6:7,8 7:2 10:20 11:23  
 21:16  
**participate** 20:11 23:1 24:18  
 26:13  
**participated** 25:7  
**passed** 15:21 16:5  
**pave** 3:21  
**peaceful** 19:10 23:20

**people** 12:17,24 14:17 19:11  
 26:7 27:12 31:11  
**people's** 22:8  
**perfect** 3:25  
**Perry** 2:5 7:19,20,21 8:1,5 10:15  
 15:22 16:3 18:8 19:16,19 27:6,14  
 29:1 30:3  
**person** 9:9  
**personnel** 26:20  
**picked** 13:1  
**picture** 14:21  
**piecemealing** 31:5  
**piles** 23:23  
**pillars** 9:13  
**pits** 5:14 9:11  
**place** 6:18 12:25 13:1 22:18  
**places** 5:14  
**plan** 12:7  
**planned** 4:11  
**planning** 11:4 12:18 17:14  
**plans** 12:8  
**plant** 7:23,24 9:20  
**plot** 22:4  
**point** 16:21  
**points** 18:9 29:3  
**pollution** 7:22 8:3  
**population** 8:12  
**POWERS** 2:2  
**prefer** 2:2  
**prepare** 7:11  
**preparing** 8:25  
**present** 7:7,11 10:9 12:4 13:7,15  
 27:25 31:18  
**presentation** 27:23  
**presented** 13:25  
**presenting** 13:19 15:15 21:25  
 24:22 30:24 31:22  
**preserve** 24:7

**pretty** 27:7 29:4,18  
**previous** 13:13 15:10 16:11  
 17:20 24:21 27:22 30:23  
**Princeton** 25:25  
**priority** 4:15  
**problem** 27:11  
**problems** 27:5,10  
**process** 21:17  
**program** 18:16  
**project** 5:1 8:2,8,15 18:10,18  
 20:7 21:15 25:3 26:20 28:7 29:6  
**projected** 30:8  
**properties** 16:16  
**property** 23:7  
**proposal** 14:3  
**propose** 14:13  
**provide** 19:5  
**public** 2:1 7:4 13:8 15:12 16:10  
 17:22 19:25 21:14,15,21 22:25  
 24:15 25:1 26:15 28:20 31:19  
**Pulitzer** 4:5  
**pull** 9:20  
**pulling** 21:7  
**purchased** 3:2,6 9:25 10:4  
**pushed** 29:13  
**pushing** 28:8  
**put** 2:11 4:24 5:2,5 7:24 8:2 9:12,  
 17 12:10 23:12,16 28:14  
**putting** 6:20 27:17

---

**Q**

---

**quality** 11:13  
**quarter** 5:4 9:16 12:14  
**question** 9:24 17:14  
**questions** 26:24  
**questions/comments** 9:6

<b>R</b>	16:7 17:18 19:22 21:10 22:21 24:11 26:10 27:19 28:16 30:18 31:15	<b>sewage</b> 7:23
<b>railroad</b> 9:21	<b>ridiculous</b> 2:8	<b>shame</b> 19:14
<b>rains</b> 5:9	<b>River</b> 10:22,23,24 11:12 12:15 22:3,6,16 27:15 31:12	<b>Shangri-la</b> 3:25
<b>raised</b> 5:24 13:16	<b>road</b> 5:4,18 6:15 14:5,9,12 18:8 22:5,8,13,17 23:11 24:4 25:13,18 26:5,8 27:3,6,12,13 28:5 29:4,13	<b>Shannon</b> 27:2
<b>ramp</b> 7:1 12:8	<b>roads</b> 4:15 15:2 25:15 28:4,14 29:13	<b>Shields</b> 18:3,4 19:23
<b>ramps</b> 9:13,17	<b>Ronald</b> 14:22 15:18	<b>show</b> 15:23 25:14,15
<b>Randy</b> 18:3,4	<b>room</b> 9:21	<b>showing</b> 9:8
<b>ready</b> 9:1	<b>rough</b> 3:22	<b>shuffle</b> 25:16
<b>Reagan</b> 14:22	<b>roundabouts</b> 29:16,17	<b>side</b> 4:19,20 8:13 22:5 24:9 25:23 27:4 30:5
<b>real</b> 29:6,16	<b>route</b> 4:10 14:5,18 15:23 30:8	<b>sides</b> 23:23
<b>reason</b> 18:15 19:12	<b>run</b> 22:11	<b>sign</b> 7:8 8:22,23 11:17 13:6,12
<b>reasonable</b> 18:15	<b>running</b> 10:5	<b>signs</b> 21:6
<b>record</b> 3:4 13:8 15:12 16:11 17:22 20:1 21:14,15,21 22:25 26:15 28:20 31:19	<b>runoff</b> 11:10	<b>silt</b> 11:10
<b>reducing</b> 18:13	<b>runs</b> 2:25	<b>similar</b> 30:10
<b>referring</b> 18:20	<b>rural</b> 19:8	<b>Simply</b> 14:4
<b>regular</b> 2:20	<b>rush</b> 6:14	<b>sir</b> 9:4 10:7 13:17,22 15:8 16:7,12 17:25 20:2 21:11,24 22:1,22 25:9 26:11,18,25 28:1,22 30:25
<b>regularly</b> 7:25	<b>S</b>	<b>sitting</b> 20:25
<b>relieve</b> 18:13 27:17	<b>S-e-n-s-e</b> 14:4	<b>situation</b> 30:13
<b>remind</b> 24:24 26:19	<b>safer</b> 21:3,8	<b>six-lane</b> 12:13
<b>repair</b> 4:16	<b>safety</b> 19:5	<b>slum</b> 6:22
<b>repeal</b> 28:9	<b>sand</b> 23:23	<b>smoke</b> 7:25
<b>reporter</b> 15:17	<b>schedule</b> 7:6 8:22,24 10:6	<b>snarled</b> 27:8
<b>representatives</b> 20:7 25:4	<b>school</b> 25:5 26:21	<b>sold</b> 7:2
<b>requesting</b> 7:6,8 13:7	<b>section</b> 14:14 15:20 17:16 23:2	<b>solid</b> 5:11 9:12,18
<b>resident</b> 7:19 8:5 10:16 18:4 22:3	<b>sections</b> 17:16	<b>solution</b> 14:4 24:3
<b>residential</b> 23:7	<b>self-serving</b> 23:19 24:7	<b>sooner</b> 2:25
<b>residents</b> 19:16	<b>semis</b> 8:4	<b>sort</b> 14:12,14
<b>response</b> 10:15	<b>Senator</b> 8:14	<b>sound</b> 23:16,17
<b>review</b> 21:16	<b>send</b> 6:5	<b>south</b> 4:20 8:12 12:3 24:9 30:5, 12
<b>reviewed</b> 27:22	<b>sense</b> 4:21 6:3 14:2,3	<b>southern</b> 10:20 11:9
<b>Richard</b> 20:17	<b>session</b> 10:10 26:20,23	<b>Southport</b> 22:13
<b>Richmond</b> 3:21	<b>settled</b> 15:5	<b>southwest</b> 14:12
<b>Rick</b> 18:3		<b>Southwestway</b> 23:11
<b>RICKIE</b> 7:5 8:20 10:7 11:15 13:4		<b>spaces</b> 22:16

**span** 5:10  
**speak** 6:11 7:9  
**speaker** 7:5,6,8 8:22,23,24 9:1,2  
 10:9,12 11:17,19 13:6,9,12,17  
 21:23 26:18  
**speakers** 13:14 15:9,10 16:9,12  
 17:20,21 19:24 20:1 21:12,22  
 22:23 23:1 24:13,16,21 25:8  
 26:12,13,16 27:21,22 28:18,21  
 30:20,23 31:17  
**specific** 11:24  
**spend** 19:1  
**spent** 19:6 20:21 31:25  
**spoken** 6:5  
**staffed** 26:20  
**stage** 18:12  
**state** 3:1,10 7:1 13:20 14:5,8,9,12  
 15:16 16:14 18:1 19:3 20:15  
 21:25 22:7 23:3 25:9 27:1,3,6,11,  
 13 28:1,8,12,23 29:4,11 30:25  
 31:21  
**statement** 2:24 3:4  
**states** 3:13 19:4  
**station** 25:2  
**stations** 25:4  
**stay** 31:8  
**stepped** 13:10  
**Steve** 25:11  
**stop** 20:23 21:6  
**stop-and-go** 22:12  
**stops** 9:15 21:7  
**story** 3:15 4:4  
**straight** 9:14  
**strategic** 18:24  
**Street** 7:22  
**stuck** 5:20  
**study** 16:22 17:10 25:22  
**subjected** 7:21  
**suffered** 12:2  
**summarize** 13:24

**superhighway** 14:6  
**supposedly** 14:2  
**system** 30:6

---

**T**

---

**takes** 27:8  
**taking** 4:9 28:12  
**talk** 25:3  
**talked** 19:16  
**talking** 5:1 15:24 26:1  
**tax** 9:22 28:12  
**taxes** 4:13  
**taxpayer** 4:12 28:10  
**taxpayers** 19:17  
**ten** 5:13 15:22 16:1  
**territory** 4:5  
**thing** 2:10,18 5:14 6:8 8:18 11:6,  
 11  
**things** 3:24 11:8 19:9,13 21:3  
 23:24 25:12 29:8  
**thinking** 29:8 30:15  
**THOMAS** 2:23  
**Thompson** 25:11 27:2,20  
**thought** 22:4 30:14  
**thrilled** 4:6  
**through-ways** 29:15  
**throw** 24:4  
**Tier** 15:19  
**TIM** 2:21  
**time** 3:17 4:22 5:9,16,25 6:14  
 12:4 13:21 18:11,13 20:2,22  
 21:12,22, 22:23,25 23:2 24:13,16  
 26:12,15,18,25 27:8,21 28:18,21  
 30:20 31:13,17  
**tired** 20:25  
**told** 9:9  
**tonight** 18:9 19:16 20:13  
**top** 14:14  
**tore** 4:24

**touted** 6:18  
**town** 6:21  
**township** 2:5 7:19,20,21 8:1,5  
 10:15 15:22 16:4 18:5,8 19:19  
 22:3 27:6,14 29:2 30:3 31:12  
**traffic** 5:3 8:5 12:13 14:10 16:24,  
 25 17:6 21:2 25:16 27:8,18 28:6  
 29:5,13 30:4 31:7,10  
**trainwise** 23:10  
**transported** 8:10  
**trash** 6:9 7:23  
**travel** 14:7 27:4  
**traveled** 3:12  
**treatment** 7:24  
**tremendous** 10:18  
**trouble** 4:22 6:15  
**truck** 4:18 9:15  
**trucks** 2:13 5:15  
**turn** 12:6  
**turned** 13:2  
**two-lane** 5:4,5 12:15 25:18  
**two-minute** 13:21  
**type** 5:14 11:10,11 30:12  
**types** 10:25

---

**U**

---

**underneath** 5:9  
**understand** 10:16 16:20  
**unique** 23:21  
**unrestricted** 15:3  
**utilize** 28:22 31:21

---

**V**

---

**versus** 4:10  
**visit** 25:2  
**visiting** 20:7  
**voted** 2:6

---

**yellow** 25:18

---

**W**

---

**wage** 28:9**wait** 8:17 17:3**waiting** 16:21**waits** 12:4**Wakefield** 20:19**walked** 12:18**Wallman** 3:1 7:10,11 8:23,24,25  
9:3,4,5 10:8**walls** 23:16,17**wanted** 2:6**waste** 8:9 21:5**water** 23:12**waterways** 11:10**Waverly** 6:17 11:24**website** 20:7**Weinmann** 7:8,9,12,14,18 8:21**west** 9:9 12:6 14:15 22:5,16  
25:23**whatnot** 29:14**White** 10:22,23,24 11:12 12:15  
22:3,6,16 27:15 31:12**wide** 22:16**wildlife** 12:21**wonderful** 18:5 23:20 24:9**wondering** 8:16 30:9**work** 19:12 21:1 29:11,18,19 31:6**workmanship** 11:7**worst** 22:5**Wright** 28:25 29:1**writing** 13:25**wrong** 6:24

---

**Y**

---

**years** 3:5,8,9,13 5:21 10:3,5  
11:25 15:23 16:1 17:4,5 20:18  
31:3

## **In the Matter Of:**

*INDOT I-69 SECTION 6 - MARTINSVILLE TO INDIANAPOLIS*

---

### **Public Hearing**

*February 25, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1  
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

<hr/>	<b>39</b> 12:18 19:9,12,14 23:12	<b>address</b> 27:3
<b>\$</b>	<hr/>	<b>addressing</b> 22:7
<hr/>	<b>4</b>	<b>adjusting</b> 23:23
<b>\$100</b> 20:1	<hr/>	<b>advisory</b> 28:12
<b>\$700,000</b> 3:11	<b>4</b> 5:8 15:13	<b>affected</b> 32:9
<hr/>	<b>465</b> 9:5 13:4,6 15:23 16:22 31:3,8	<b>affects</b> 5:16 24:24,25
<b>1</b>	<b>469</b> 9:3	<b>afford</b> 11:9 14:3 20:10
<hr/>	<hr/>	<b>age</b> 11:13
<b>10</b> 9:3	<b>5</b>	<b>agree</b> 6:14
<b>100</b> 19:16	<hr/>	<b>ahead</b> 8:24
<b>100,000</b> 3:3	<b>5</b> 5:5 12:23 13:11 22:18 23:1 26:2	<b>Ailor</b> 15:7
<b>15</b> 30:5	<b>50</b> 5:22,23	<b>airport</b> 13:3 16:19 22:21
<b>150</b> 3:8 20:3	<b>500</b> 19:25	<b>alignment</b> 10:9,11
<b>16</b> 19:3	<hr/>	<b>alleviate</b> 16:19
<b>1979</b> 18:6	<b>6</b>	<b>allowed</b> 21:6
<hr/>	<hr/>	<b>Alman</b> 22:16
<b>2</b>	<b>6</b> 12:23 26:9	<b>alternative</b> 13:2,7 17:20
<hr/>	<b>65</b> 8:21 18:14	<b>amazes</b> 3:7 4:4
<b>2,000</b> 8:13	<b>67</b> 4:8 12:16 13:2 17:21 19:11	<b>amazing</b> 3:19
<b>2-</b> 19:8	<b>69</b> 8:3 11:4 15:9,13,18,19,20 16:4, 7,9 17:4,17 31:5	<b>Ameriplex</b> 19:1
<b>20</b> 9:4	<hr/>	<b>answering</b> 30:4
<b>20-foot-high</b> 10:12	<b>7</b>	<b>answers</b> 5:23 30:2,7
<b>20-some</b> 4:7	<hr/>	<b>anymore</b> 16:16 23:13
<b>200</b> 17:8 20:4	<b>70</b> 15:15 19:8	<b>apologize</b> 16:12
<b>200,000</b> 3:3	<b>75</b> 19:15	<b>appreciated</b> 29:21
<b>2008</b> 27:8	<b>79</b> 18:15	<b>area</b> 6:16,20 8:12,14 9:21 12:17 14:23 17:16,17 18:9,12,14,23,25 21:22,23,24 22:12,17,21 25:18 28:25 31:10
<b>2008/2009</b> 27:15	<hr/>	<b>areas</b> 14:18,24 16:1 19:10 20:17 21:25 22:10 28:21
<b>2016</b> 23:2	<b>8</b>	<b>assistance</b> 28:1
<b>24/7</b> 30:14	<hr/>	<b>assisting</b> 27:19
<b>25</b> 18:23	<b>80</b> 5:4,6	<b>audience</b> 12:4 13:21 14:1
<b>252</b> 23:17 30:9	<hr/>	<b>auditorium</b> 4:16,22 6:8 14:3 20:21 24:8 25:13
<hr/>	<b>A</b>	<b>Avenue</b> 13:4
<b>3</b>	<hr/>	<b>aware</b> 32:25
<hr/>	<b>abortion</b> 10:14	
<b>3-mile</b> 19:8	<b>access</b> 5:17 11:7,17 13:18 15:22 16:7 25:4 28:18 32:2	
<b>32</b> 29:25	<b>accommodating</b> 9:24	
<b>37</b> 6:19 11:4,5,16 12:22 13:6 14:16 15:8 16:2,17,23 17:7,14 20:3 21:13 24:12 25:3,23 27:11 30:9 31:2,13	<b>accurate</b> 5:6	
<b>37/I-69</b> 27:17	<b>acres</b> 5:4,6	
	<b>add</b> 12:12,16 16:3	
	<b>additional</b> 24:4 25:10 28:5 29:8, 16 30:19,21 32:20	

B	C	
<b>back</b> 3:12,17 23:25 24:14,17 27:8 30:5 31:16,17	<b>calling</b> 6:13	9:15 10:3 11:19,24 12:9 13:20 14:5,22 15:5 16:11,14,25 18:1 20:7,13,15 21:17,18 22:4,5,14 24:3 25:9,16 26:22 28:4 29:7,14, 21 30:20 32:19
<b>backed</b> 31:8,9	<b>camel</b> 4:2	<b>commercial</b> 11:14 14:19
<b>backups</b> 23:21	<b>capabilities</b> 19:7	<b>Commission</b> 27:8
<b>bad</b> 4:8 7:17	<b>cares</b> 5:13	<b>committees</b> 28:13
<b>bank</b> 3:10	<b>cars</b> 16:17	<b>communities</b> 27:25
<b>barns</b> 4:2	<b>Cathy</b> 4:20,23 5:2	<b>community</b> 17:5,18,24
<b>basically</b> 13:7 18:25	<b>causeway-type</b> 19:15	<b>commute</b> 23:25
<b>battles</b> 3:20	<b>center</b> 3:24	<b>comp</b> 27:15
<b>beautiful</b> 28:22	<b>chance</b> 7:1,7,18	<b>completed</b> 23:1 26:2 31:3
<b>begin</b> 4:25 14:1	<b>change</b> 6:2	<b>completely</b> 32:15
<b>beginning</b> 8:18 25:25	<b>changed</b> 27:14,22	<b>comprehensive</b> 27:10,13,20
<b>beltway</b> 16:19	<b>Chapin</b> 16:15 20:23	<b>concern</b> 16:15,23 22:25 24:18 32:13
<b>benefit</b> 9:17	<b>Charles</b> 4:19,22	<b>concerned</b> 17:11,12,14 24:22 28:18,19,23,24 29:1
<b>Berlin</b> 10:18	<b>Charlotte</b> 10:5,25 11:1	<b>concerns</b> 11:17,21 17:4 28:13
<b>big</b> 7:25 8:4,17	<b>check</b> 3:9	<b>conclusion</b> 26:24
<b>bigger</b> 7:23	<b>children</b> 17:10	<b>concur</b> 28:16
<b>Bill</b> 20:23	<b>choice</b> 15:10	<b>confidence</b> 20:25
<b>bit</b> 12:12 24:22 32:25	<b>choices</b> 23:12	<b>connected</b> 26:3
<b>Bloomington</b> 26:4	<b>chose</b> 6:20 7:7	<b>connector</b> 12:25
<b>bridge</b> 12:20 13:14 19:11,13 31:23	<b>chosen</b> 23:5	<b>consideration</b> 10:16 21:8,12 31:4
<b>bring</b> 17:9	<b>circle</b> 7:23	<b>considered</b> 16:18
<b>brings</b> 9:16	<b>circles</b> 7:24	<b>construction</b> 8:23 11:15 12:20 18:22 23:5 26:10,13
<b>brought</b> 25:24 32:11	<b>city</b> 15:9,10,14,25 27:24 28:9,20 32:25	<b>consultants</b> 21:1,4
<b>Brown</b> 18:4	<b>clarification</b> 21:25	<b>contend</b> 4:14
<b>build</b> 3:9,13 8:24,25 11:7,9 18:24 19:13	<b>CLARK</b> 4:17 6:4 8:6 9:14 10:20, 24 11:23 13:19 14:21 16:10,24 17:25 20:5 21:15 24:2 25:8 26:21 28:3 29:5 30:17 32:18	<b>continue</b> 28:15
<b>built</b> 12:25 19:14,15,16,18	<b>clearance</b> 19:25	<b>continues</b> 23:24
<b>business</b> 3:22 4:3 10:17 11:15 17:16 24:12 28:20	<b>clog</b> 23:13	<b>continuing</b> 13:5
<b>businesses</b> 11:18 18:16 24:14, 20 25:6 31:14,18	<b>close</b> 5:20 17:14	<b>conversations</b> 9:25
<b>buy</b> 3:11,25	<b>closer</b> 17:10	<b>conversion</b> 27:17
<b>bypass</b> 21:8, 23:12,13 24:18 26:15,16	<b>comment</b> 5:1 12:5 13:23 20:16 21:3,16 22:19 24:5,10 25:11,17 29:9 30:23	<b>converting</b> 15:8
<b>bypasses</b> 24:23	<b>comments</b> 4:16,19 5:3 6:5 8:7	<b>corridor</b> 16:2 19:9 21:13 27:11

**cost** 19:21 20:1,3  
**costly** 26:14  
**costs** 19:23  
**country** 19:10  
**county** 3:14 5:5 8:11 27:9  
**couple** 22:23 23:2 31:3  
**court** 3:20 22:4  
**crops** 7:4  
**cross** 19:10  
**crossing** 15:25 17:15  
**cut** 11:10 17:22,24 19:10,13,25  
 32:1  
**cutting** 5:18 17:5

---

**D**


---

**dairy** 18:17,21  
**dangerous** 3:18  
**Daniels** 26:11  
**date** 27:21  
**deal** 5:25  
**dealt** 29:24  
**decent** 7:13  
**Deckard** 28:8,9  
**decline** 24:16  
**deepest** 6:1  
**depend** 24:20,21  
**depended** 9:10  
**detail** 14:24  
**determined** 14:25  
**developers** 13:16  
**development** 11:16  
**Diamond** 32:23  
**die** 25:1  
**directly** 13:3  
**display** 9:21 20:17 21:22 22:10,  
 12 25:18  
**divided** 15:17 26:19

**dollars** 3:2 13:13 31:10  
**Doss** 10:6,25 11:1,24,25  
**downtown** 13:4,5 28:23  
**Drapalik** 10:5,7,21 28:16  
**Drapalik's** 17:4  
**drawing** 10:10,22  
**drive** 32:5  
**driven** 10:13  
**driver** 23:19  
**due** 11:17  
**duration** 22:9  
**dwellings** 28:21

---

**E**


---

**e-mails** 20:16 25:17  
**easily** 16:7  
**east** 13:6 19:9 21:13 26:18  
**easy** 23:14  
**Economic** 11:16  
**economics** 24:15  
**economy** 3:6  
**Egbert** 25:23  
**elapsed** 20:6  
**emphasis** 27:1  
**encourage** 15:16 20:12,14,17  
 21:22 22:1,11  
**end** 22:22 26:11  
**engineer** 19:4  
**entered** 12:5 13:23 24:5 29:9  
 30:20,23  
**entrance** 28:22  
**equipment** 7:25  
**essentially** 23:7  
**estimates** 19:22  
**evaluate** 21:20 29:12  
**evaluated** 22:7  
**Evansville** 23:9

**evening** 4:19 8:8,12 9:19 10:2,5,  
 25 20:11 22:9 24:6 26:24,25 27:3  
 28:11,17 29:10,15 30:19,21  
**eventually** 19:1 23:9  
**excellent** 22:22  
**excited** 9:24  
**exist** 9:3  
**existence** 19:17  
**existing** 19:11 26:9  
**exit** 18:16  
**expanded** 9:7  
**expanding** 8:21

---

**F**


---

**faced** 27:22  
**fact** 20:14  
**factor** 19:21  
**fair** 30:3,8  
**family** 7:10  
**family's** 25:2  
**farm** 5:18 7:25 18:17  
**farmed** 7:3  
**farmers** 7:3  
**farming** 7:8  
**farmland** 4:11 12:24  
**fashion** 9:18 26:20  
**faster** 14:13  
**feel** 11:21 26:15  
**feelings** 5:14  
**feet** 3:8 8:13 17:8 19:25  
**fewer** 11:8  
**field** 30:11  
**fighting** 3:20  
**filed** 28:14  
**fill** 19:1,2,10  
**filling** 18:25  
**fine** 14:14

**finish** 26:12  
**finished** 9:2 12:21  
**Fishers** 15:7  
**Fishers/castleton** 18:9  
**five-lane** 12:19  
**flat** 12:24  
**floodplain** 19:14  
**floor** 4:24 6:10 12:9 14:8 15:6  
 16:12 18:3 22:15 24:10 25:20  
 27:5 28:6 29:16,18 30:25 32:22  
**flow** 23:24  
**folks** 29:23  
**footprint** 14:17 15:1  
**forever** 6:2  
**form** 25:17  
**formal** 9:18 10:1 26:25  
**forms** 20:16  
**forward** 12:7 13:25 14:2 24:8  
 25:12  
**Franklin** 25:21  
**free** 25:15  
**front** 3:8 5:19 6:8 14:2 24:8 25:13  
**frontage** 16:4,8 19:6,23 29:3  
 31:21  
**Frost** 31:1  
**fund** 27:19,25  
**funded** 27:15  
**funding** 29:1,2  
**funds** 11:10  
**future** 9:4 21:10

---

**G**


---

**Gail** 17:3  
**gaining** 24:17  
**game** 27:14,21  
**Gary** 12:11  
**gentleman** 18:8 20:19  
**gentleman's** 12:6 13:24

**give** 3:9 11:18 20:24  
**goal** 9:13  
**Golden** 18:20  
**golly** 12:20  
**good** 7:17  
**grade** 23:18  
**Grand** 28:25  
**grandkids** 30:16  
**Granted** 32:3  
**gravel** 6:16  
**Gray** 29:19  
**great** 3:17 7:5 10:16 13:12  
**Guernsey** 18:21  
**guess** 5:5 22:19 32:5  
**guessed** 6:25  
**guessing** 23:19  
**guys** 3:19

---

**H**


---

**half** 5:18 10:15 17:6,23,24 25:22  
 32:12  
**hand** 5:23,24 12:6 13:24 14:11  
**handle** 18:11  
**hands** 11:3  
**happen** 5:10  
**happening** 32:17  
**happy** 6:17 15:2  
**Harding** 31:4  
**hate** 12:24  
**headlong** 23:10  
**hear** 21:11  
**heard** 10:8 12:2  
**held** 3:19  
**helpful** 12:14  
**Hess** 14:9  
**high** 18:6 31:21,22  
**highway** 3:19 4:13 15:17 17:15

32:2  
**Hills** 22:17  
**hilly** 19:10  
**historical** 9:9  
**history** 19:17  
**hit** 5:20  
**hollering** 6:19,22,24  
**home** 5:14 11:16 32:8  
**honest** 27:24  
**hope** 31:2  
**hoping** 23:22  
**horizontal** 10:9  
**horse** 5:18  
**hosting** 28:10  
**hotel** 18:18  
**hour** 13:11  
**house** 7:13 14:23 15:3 21:23,24  
 22:2  
**huge** 18:17 32:13  
**husband** 5:4,17  
**husband's** 11:15

---

**I**


---

**I-465** 16:16,17,23  
**I-65** 8:17  
**I-69** 5:5,14,21 11:4,10,17 13:5  
 14:11 29:4  
**I-70** 13:5  
**idea** 5:24  
**imagine** 13:1 32:9  
**immediately** 14:16  
**impact** 12:15 13:8,12  
**income** 9:9  
**increase** 26:5  
**Indiana** 14:10 15:8 16:2,21 26:12  
**Indianapolis** 8:19 14:12 15:10,  
 15 18:5,6,20  
**INDOT** 5:21 11:9 13:14 20:25

21:19 27:16,18 28:14 29:11	<b>kinds</b> 27:25	<b>low</b> 13:7,12
<b>industrial</b> 31:25		<b>Lugers</b> 7:12
<b>industry</b> 28:21	<hr/> <b>L</b> <hr/>	<b>Lynn</b> 17:3
<b>instance</b> 8:18	<b>lady</b> 29:20	<hr/> <b>M</b> <hr/>
<b>interchange</b> 6:23 16:8	<b>land</b> 15:12	<b>M-o-o-d-y</b> 12:12
<b>interchanges</b> 11:8 14:17 15:22	<b>lane</b> 7:24 8:2	<b>made</b> 4:16 6:15 28:17 31:4
<b>interested</b> 22:20	<b>lanes</b> 8:22 15:17,18,19 16:5	<b>Mahalasville</b> 31:16
<b>intersection</b> 16:16 19:23 20:2 30:11	<b>lastly</b> 13:16	<b>main</b> 32:2
<b>intersections</b> 19:7,20	<b>leave</b> 10:22 24:15 31:13	<b>maintain</b> 3:15,16 32:8
<b>interstate</b> 5:16 10:9 13:15 15:9, 13,15,18,19,20,23 16:4,7, 17:9,23 22:20 23:8 26:17 28:19 31:2	<b>left</b> 5:24 20:21	<b>major</b> 13:9 18:12 19:21,22
<b>invite</b> 9:19 14:22 22:11	<b>Legendary</b> 22:17	<b>make</b> 3:21 6:7 10:17 12:7 13:25 14:2 15:16 20:20 23:23 24:7 25:12
<b>issues</b> 9:22	<b>length</b> 19:6	<b>makes</b> 22:23 29:22
<hr/> <b>J</b> <hr/>	<b>Les</b> 4:20 6:6,11	<b>making</b> 8:15 16:3 23:15 31:20
<b>Jackson</b> 4:20,23,24 5:2,3 6:5	<b>levels</b> 14:24	<b>man</b> 26:10
<b>jam-packed</b> 9:6	<b>life</b> 24:13 25:1,2 32:8	<b>Mann</b> 6:12 7:9
<b>James</b> 6:10 8:9,10	<b>light</b> 23:9	<b>Martinsville</b> 3:12 10:8,12,17,18 12:22 14:10 15:9,14,25 17:5 20:24 21:9,14 23:11,17 24:13,15, 16,19 25:1,22 26:2,16 27:8, 28:9 30:10 31:2 32:24
<b>jammed</b> 16:18	<b>lights</b> 23:16,23 26:6	<b>matter</b> 20:14
<b>Jane</b> 16:15	<b>limit</b> 13:11 30:13	<b>mayor</b> 28:8,9 29:6
<b>Jeff</b> 24:11	<b>limitation</b> 20:6,9	<b>meet</b> 12:23
<b>Joanne</b> 27:7	<b>listening</b> 22:3	<b>meeting</b> 9:17 12:13
<b>John</b> 3:22 10:5,7,21 22:16	<b>live</b> 6:12 18:5 22:17 23:25 25:22 30:9 31:1 32:4,7	<b>meetings</b> 5:7,12 19:4
<b>Johnson</b> 8:11	<b>lived</b> 4:7 8:20 16:21 18:5,9,13	<b>members</b> 21:23 22:3 26:23 27:1
<b>judge</b> 21:10	<b>lives</b> 6:2	<b>microphone</b> 12:8
<b>June</b> 30:5	<b>local</b> 27:24	<b>mighty</b> 8:17
<hr/> <b>K</b> <hr/>	<b>located</b> 28:19,25	<b>Mike</b> 18:4
<b>Kentucky</b> 13:4	<b>Lochmueller</b> 21:4	<b>mile</b> 25:22
<b>kids</b> 17:15	<b>logical</b> 15:10	<b>miles</b> 13:11 31:17
<b>killed</b> 30:16	<b>logistics</b> 18:24	<b>million</b> 3:2 20:1,4
<b>killing</b> 30:11	<b>long</b> 3:9,12	<b>millions</b> 31:10
<b>kind</b> 12:7 13:24 14:1,7 15:4 16:13 17:1 18:2 20:22 22:13 24:7,15 25:12,19 27:6 28:5 29:17 30:24 32:21	<b>looked</b> 17:21 22:24	<b>mine</b> 25:25
	<b>lose</b> 3:8 7:5	<b>minimize</b> 12:15
	<b>lot</b> 7:21 8:4 9:9,10 12:23 15:22 23:20 31:5	<b>mitigation</b> 27:16
	<b>lots</b> 7:12	
	<b>loudest</b> 6:19	
	<b>Louisville</b> 8:18	

<b>Monday</b> 12:13	<b>overpass</b> 19:22	28:18
<b>money</b> 11:7 26:8	<b>owner</b> 3:23	<b>pony</b> 4:3
<b>Monroe</b> 5:4		<b>porch</b> 5:19
<b>Monrovia</b> 19:8,9	<hr/> <b>P</b> <hr/>	<b>potential</b> 17:13 23:20
<b>Moody</b> 12:11,12 13:20	<b>P-a-p-p</b> 3:22	<b>Powerpoint</b> 12:2,14
<b>Mooresville</b> 4:14 17:22 27:9	<b>paid</b> 3:3 26:10	<b>prepare</b> 21:18 22:5 27:23
<b>Morgan</b> 11:8 27:9	<b>panel</b> 21:23 22:3, 26:7,23 27:2	<b>present</b> 4:18 21:19
<b>moved</b> 18:7,13,15 24:13,14	<b>panelists</b> 21:6	<b>presentation</b> 12:2
<hr/> <b>N</b> <hr/>	<b>Papp</b> 3:22	<b>presented</b> 10:10
<b>named</b> 26:10	<b>parent</b> 17:10	<b>presenting</b> 5:1 12:9 15:5 22:14 24:9 29:14
<b>needed</b> 27:20	<b>park</b> 31:25	<b>previous</b> 12:3 29:14
<b>nice</b> 30:14	<b>Parkway</b> 13:4 19:2	<b>private</b> 16:6
<b>night</b> 12:13	<b>part</b> 9:1,8 11:13 23:11 27:16	<b>problem</b> 3:6 18:12
<b>noise</b> 17:12	<b>participate</b> 14:5 22:1 25:11	<b>procedure</b> 26:14
<b>north</b> 13:1 14:12 19:11 25:22 26:11 32:25	<b>parts</b> 26:3	<b>progress</b> 6:13 9:8
<b>northbound</b> 15:18,19 16:5	<b>passable</b> 16:22	<b>project</b> 5:5 9:20 14:23 29:12
<b>northern</b> 22:18	<b>past</b> 4:10 8:19	<b>properties</b> 24:25
<b>noted</b> 28:14	<b>pedestrian</b> 28:24	<b>property</b> 3:2 4:3,5 5:13 11:14 16:6
<b>number</b> 3:25 25:4	<b>peeve</b> 25:25	<b>proponent</b> 14:11
<b>numbers</b> 4:5	<b>people</b> 3:20 4:4 9:10 10:8,13 13:1 16:6 20:25 24:21,24 30:1 31:9,18,23 32:3,7	<b>proposal</b> 18:22
<hr/> <b>O</b> <hr/>	<b>period</b> 7:4 19:18	<b>propose</b> 21:5
<b>objections</b> 28:13	<b>Perry</b> 13:13	<b>proposed</b> 3:7 14:18
<b>officers</b> 30:14	<b>pet</b> 25:25	<b>provide</b> 29:2
<b>official</b> 13:23 24:6 29:10 30:21	<b>Phil</b> 28:8,9	<b>provisions</b> 8:16
<b>officials</b> 5:21,22 29:12	<b>pits</b> 6:16	<b>public</b> 4:16 13:23 24:6 29:10,11 30:21
<b>Ohio</b> 31:14	<b>place</b> 4:10 6:25	<b>purpose</b> 20:9
<b>open</b> 14:23 15:3 21:23,24 22:2 29:15	<b>Plainfield</b> 18:23	<b>put</b> 3:15 7:22 8:1
<b>opened</b> 3:24	<b>plan</b> 3:5 9:13 12:14 27:8,15	<b>putting</b> 15:22
<b>opportunity</b> 4:18 9:25 12:4 13:22 14:4 20:10,20	<b>planned</b> 3:23	<hr/> <b>Q</b> <hr/>
<b>opposed</b> 15:12	<b>planning</b> 8:14 23:22	<b>question</b> 7:20 8:13 9:1 21:5,6,21 29:23 30:1,8
<b>outline</b> 15:1	<b>plans</b> 27:10,13,20	<b>questions</b> 5:22 8:4 9:16,22 11:19 14:15 21:25 22:8,10 27:1,3 29:20 30:4,5
<b>outskirts</b> 4:10	<b>plenty</b> 16:3	<b>Quinn</b> 4:19,22
	<b>podium</b> 11:19	
	<b>point</b> 8:25 21:9,11 22:22 25:24 26:5	
	<b>points</b> 15:22 23:9,14 25:4 27:1	

---

**R**


---

**raise** 13:11  
**raised** 14:10  
**ramps** 14:17  
**rate** 23:8  
**Ray** 6:10 8:9,10 9:15,16 10:3  
**read** 11:12 23:3  
**Reagan** 13:3 19:2  
**realistic** 4:6  
**reality** 5:9,11  
**realize** 7:6 8:11 9:8,12 17:7  
**receiving** 22:4  
**recommend** 15:21  
**record** 12:5 13:23 14:6 21:17  
 24:6 29:10,11,24,25 30:3,21,23  
**redo** 31:10,11  
**reduce** 30:12  
**reflect** 27:10  
**regret** 14:11  
**reiterate** 17:4  
**remember** 18:20  
**reminder** 25:15  
**reporter** 22:4  
**representatives** 9:21  
**requested** 28:1  
**requesting** 4:18  
**resident** 32:24  
**residential** 18:18  
**residents** 28:21  
**restricted** 13:17  
**review** 21:19 29:12  
**reviewed** 12:1 22:6  
**revisions** 13:10  
**Reynolds** 24:11 25:24  
**rezoned** 14:19  
**rich** 7:6

**RICKIE** 4:17 6:4 8:6 9:14 10:20,  
 24 11:23 13:19 14:21 16:10,24  
 17:25 20:5 21:15 24:2 25:8 26:21  
 28:3 29:5 30:17 32:18  
**rides** 4:3  
**right-hand** 31:15  
**ring** 3:25  
**river** 7:4,12 12:19  
**road** 3:9,13 6:12,21 7:9 8:15,17  
 12:16,18,22 13:2,12 14:13 15:8  
 16:2 17:10 18:14,16,17 19:6,16,  
 17,23,24 20:2 24:22 25:23 27:11  
 31:16,17,21  
**roads** 5:17 11:7, 13:10,17 16:4,8  
 29:3  
**rock** 5:20  
**Ron** 14:9  
**Ronald** 19:2  
**route** 4:9 8:20 14:18 15:13,14  
 17:22 23:4  
**routes** 17:20  
**Roy** 31:1  
**runaway** 5:14  
**running** 18:24

---

**S**


---

**sat** 5:7  
**schedule** 10:4 12:1  
**scheduled** 23:1  
**school** 9:23 17:8,10,14 18:7  
 31:21,22  
**schools** 28:22  
**section** 3:8 5:5,8 12:23 15:13  
 22:18 23:1 26:2,9  
**sell** 4:2 26:12  
**semis** 8:1  
**senior** 18:6  
**sense** 3:21 22:23 29:22  
**serving** 28:12  
**session** 9:19 10:2 15:3 21:16  
 22:2 26:25

**sheets** 10:22  
**shit** 3:14  
**shocked** 32:10  
**shopping** 28:21,25  
**shorter** 19:6  
**shortest** 4:9  
**show** 5:12 11:2  
**shows** 10:11  
**shut** 6:21  
**side** 15:15 18:13,19 20:21 31:15  
**sign** 4:18 6:6 10:4, 11:25  
**sign-in** 8:8  
**single** 7:24 8:2  
**sir** 6:10 10:24 12:10 14:7,8,21  
 15:4 16:10 18:2,3 20:5,7,21 21:15  
 22:13,15 24:3,7,10 25:8,12,19,20  
 26:22 28:5,7 29:18 30:17,18,24,  
 25 32:19,21  
**sit** 5:19  
**six-lane** 8:15 15:17  
**sizes** 8:25  
**slam** 23:10  
**SLATINKSKY** 6:11  
**Slatinsky** 4:21 6:7,9,11 8:7  
**slow** 5:15 30:14  
**smoothly** 23:24  
**soil** 7:6  
**sold** 26:11  
**soliciting** 21:16  
**solves** 3:5  
**sounds** 8:16  
**south** 12:22 14:13 16:19 18:13,  
 17,19 23:11 26:4 29:21 32:12  
**southbound** 15:20 16:5  
**Southport** 16:1 18:14,16,17 20:2  
**space** 18:24  
**spares** 13:13  
**speak** 20:20 21:1,7

**speaker** 6:6,9 8:8 11:25  
**speakers** 4:17 10:4 12:3 20:11  
 24:4 25:10,14 28:5 29:8,14,16  
 30:19,22 32:20  
**specific** 21:21 22:8,10  
**speed** 13:11 30:13  
**spend** 3:11  
**spent** 31:9  
**splice** 10:14  
**splitting** 28:20  
**Stan** 32:23  
**start** 24:22  
**starting** 15:23  
**state** 5:13 7:20 8:1 11:10 12:8,16,  
 18,22 13:2,13 14:7 15:4,8 16:2,13  
 17:1 18:2 20:22 22:13 24:9 25:19  
 27:6,11 28:6 29:17 30:24 32:21  
**statements** 20:14,16 21:17  
 25:16 28:17  
**stating** 4:25  
**stay** 9:20 14:23 17:19 22:11  
**steep** 23:18  
**stone** 3:15  
**Stones** 15:25  
**stop** 6:14 23:8,16 26:6  
**stopping** 23:14  
**straight** 4:7  
**street** 19:12 31:14  
**stretches** 13:13  
**strongly** 15:16,21  
**studies** 27:25  
**study** 8:12,14 9:12 11:13,14  
 12:17  
**stuff** 18:19  
**Stuttgen** 27:7  
**stymied** 11:17  
**submitting** 25:17  
**suggesting** 12:16  
**supplement** 20:13, 25:15

**supplied** 29:2  
**swing** 17:18  
**sympathy** 6:1  
**system** 19:15

---

**T**

---

**takes** 9:9  
**taking** 3:20 7:1,18 13:2 31:22  
**talk** 9:20,21 10:1 14:23 15:1,2  
 22:12  
**talked** 8:12 21:3  
**talking** 18:8 24:23  
**telephone** 4:5  
**ten** 8:16 30:10  
**ten-year** 7:4  
**terminate** 22:20  
**terminus** 22:18  
**thing** 22:25 31:12  
**things** 6:13 7:21,23 9:9,10 28:23  
**thinking** 8:15  
**Thomas** 15:7  
**thought** 5:10 32:12  
**threaten** 11:9  
**three-lane** 19:24  
**Tier** 11:13 27:11  
**time** 3:16 9:12 15:16,21 19:18  
 20:6, 21:9,11 27:13,14,19 29:8,16  
 30:22  
**times** 5:22 18:10  
**toll** 26:11  
**Tom** 25:21 29:19  
**tonight** 11:2,18,20 21:11  
**top** 23:18  
**town** 7:24 10:15 31:18 32:11  
**Township** 13:13  
**traffic** 6:20 9:5 13:1,5 16:17,20  
 23:8,24 24:20,21 25:5 26:1, 31:6  
 32:10,11

**train** 5:15  
**transcribing** 22:5  
**transcript** 21:18,19 22:6 29:11  
**transportation** 14:14  
**tremendously** 12:15  
**trouble** 26:17,19  
**truck** 23:14,19  
**trucks** 16:17 30:15  
**turn** 23:15  
**two-minute** 20:6  
**type** 18:19  
**types** 9:25

---

**U**

---

**U-haul** 3:24  
**ultimate** 9:13  
**understand** 24:24  
**unified** 30:6  
**uniformed** 30:14  
**union** 11:15  
**unknowns** 27:23  
**update** 27:13  
**updated** 27:10  
**updates** 27:19  
**upgraded** 18:10

---

**V**

---

**valid** 26:5  
**Valley** 28:25  
**vehicles** 5:20  
**verbal** 20:13,15 25:16  
**versus** 20:1  
**vertical** 10:11  
**visit** 21:22  
**visiting** 22:1  
**volume** 18:11

**vote** 20:24

---

**W**

---

**waiting** 20:19

**walk** 31:24

**walkover** 28:25

**wall** 10:12,18

**wanted** 20:24

**water** 4:12

**ways** 7:10 22:23

**west** 15:15 19:8,9,10 21:13 26:18

**Westfield** 10:14

**White** 12:18

**wide** 8:13

**widen** 17:9

**wife** 14:13 30:15

**winter** 23:2

**wished** 5:8

**wondering** 11:6

**work** 14:12 28:15 32:8

**working** 15:24

**works** 14:13

**worth** 3:1

**writing** 11:12

**written** 20:13,15 25:16

---

**Y**

---

**year** 16:22

**years** 4:8 7:5 8:19 9:4, 10:11  
18:23 19:3,16 23:3,6 27:12 29:25  
30:10 31:3

## **In the Matter Of:**

*I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)*

---

### **Public Hearing**

*May 18, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1  
2  
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

<b>1</b>	<b>A</b>	19:3
<b>10</b> 9:7	<b>accept</b> 5:19	<b>backed</b> 8:16
<b>12th</b> 20:24	<b>access</b> 18:10,13,24 19:2,6	<b>bad</b> 10:21
<b>144</b> 16:3,7	<b>ADAM</b> 21:21	<b>base</b> 7:7
<b>2</b>	<b>additional</b> 4:9,13,19 6:18 7:21, 24 9:16 11:15 13:8,10, 15:16 17:17,23 19:11 21:10,12,15	<b>based</b> 20:3
<b>20</b> 8:13 9:7,13 21:6	<b>address</b> 9:25 11:24 13:20 18:3	<b>beat</b> 10:6
<b>25</b> 15:24	<b>addressed</b> 19:18	<b>begin</b> 8:1
<b>3</b>	<b>adhering</b> 15:12	<b>behalf</b> 19:23
<b>30</b> 8:11 21:6	<b>affluent</b> 20:17,18	<b>Belmont</b> 5:24
<b>37</b> 3:1,19,21 5:24 6:4,15 7:3,4,15 8:13,16,22,24 9:5,8,11 10:7,12, 22,25 12:19 14:3,5,14,21 15:1,2,6 17:10,11 18:9,11 19:4 20:10,14	<b>afford</b> 4:16 7:7,16 8:2 9:19	<b>bigger</b> 20:8
<b>4</b>	<b>afternoon</b> 12:3	<b>bill</b> 3:19
<b>40</b> 6:8,15 12:24	<b>Ailor</b> 14:1	<b>blow</b> 16:12
<b>465</b> 8:13,16,17,19 9:3 12:8	<b>Allen</b> 5:22,23	<b>board</b> 19:25 20:2
<b>5</b>	<b>Allisonville</b> 12:7,8,23,25	<b>bottom</b> 20:24
<b>500</b> 19:8	<b>alluded</b> 20:15	<b>Brian</b> 10:5
<b>6</b>	<b>alternate</b> 6:13	<b>build</b> 10:8
<b>60</b> 6:3,6	<b>alternative</b> 6:4	<b>buildings</b> 7:11
<b>65</b> 7:9 10:17,22	<b>alternatives</b> 6:7 7:18 10:14	<b>built</b> 9:6
<b>67</b> 6:8	<b>amount</b> 18:23	<b>burden</b> 14:21
<b>69</b> 3:20 7:15 8:25 14:6,18 18:13	<b>and/or</b> 20:6	<b>businesses</b> 18:10
<b>7</b>	<b>announced</b> 4:4	<b>buy</b> 15:4,7
<b>70</b> 10:21 14:23	<b>anybody's</b> 3:23	<b>C</b>
<b>79th</b> 12:7	<b>anymore</b> 10:18	<b>Camby</b> 7:17
<b>8</b>	<b>apologize</b> 6:21	<b>Canada</b> 9:4
<b>86th</b> 12:25	<b>apparently</b> 18:15	<b>cars</b> 16:6
<b>8:00</b> 21:23	<b>area</b> 4:13 8:2 12:8 13:22 15:24 17:2,11,12 18:4,8,18 19:16	<b>caught</b> 5:3
	<b>areas</b> 11:23 20:18,20	<b>Center</b> 19:24 20:16,21
	<b>attending</b> 19:19	<b>centers</b> 7:12
	<b>attention</b> 5:3,4	<b>change</b> 9:6
	<b>audience</b> 4:18,24 5:2 6:19 15:13	<b>chart</b> 6:1,6
	<b>auditorium</b> 3:3 5:12 13:19	<b>charts</b> 6:10
	<b>B</b>	<b>choice</b> 10:8 14:4
	<b>back</b> 5:24 7:23 11:17 16:18 18:13	<b>chosen</b> 19:4
		<b>city</b> 7:7 14:3,8,9 15:3,4
		<b>clarification</b> 11:24

**CLARK** 3:4 4:2 6:16 7:19 9:14  
11:4 13:6 15:9 16:23 17:16 21:9

**close** 11:1

**comment** 4:10,21,25 5:2 6:3,8,  
20 8:4 9:17,18,24,25 11:8 13:9  
17:18 19:12 21:21

**comments** 4:3 5:8,16,18,20  
6:17,24 7:20 9:15,23 11:5,11  
13:7,14 15:21,25 16:24 17:22  
19:10,23 20:3,5 21:11,20

**community** 19:24 20:18

**commute** 10:14

**commuted** 8:11

**completely** 11:2

**concern** 16:22 19:1

**concerned** 8:14

**concerns** 18:9

**conclude** 21:18

**concluded** 21:23

**connect** 13:5

**considered** 3:22 18:16 19:7

**constituents** 20:6

**continue** 4:20 11:6

**converting** 14:2,5

**convoluted** 6:5,12

**corporation** 20:13,22

**corporations** 21:3

**corridor** 6:4 7:15

**country** 10:25

**county** 7:2,7,9 21:4

**court** 5:10,13,18

**courtesy** 15:14

**crashes** 14:12

**cross** 8:20

**crossroads** 14:16

**current** 18:10 20:2

**customers** 18:12

---

## D

---

**dangerous** 14:11

**day** 16:11

**dead** 10:7

**decide** 10:24

**decided** 3:16,21 8:25

**decision** 9:11

**deny** 20:5

**design** 14:12

**designed** 18:22

**development** 7:6,14 12:24  
20:14 21:2

**developments** 18:20

**discussed** 3:17 10:7

**display** 4:13 13:22 17:2 18:4

**divided** 14:14 17:12

**Donald** 18:7

**door** 5:24

**Douglas** 7:1,2

**draw** 5:4

**drive** 8:22 9:2,3 16:1

**driveway** 16:19

**driving** 16:18

**due** 5:25

---

## E

---

**e-mail** 9:25

**earlier** 16:4 21:21

**east** 8:24

**east-west** 12:13

**elected** 4:9,13,17,19

**eliminate** 14:6,11

**emergency** 18:24

**emphasis** 11:24

**entered** 5:8 9:18 13:15 17:18,22  
19:13 21:11

**entertain** 11:8,13

**evening** 3:5,7,11 8:3,8 9:19  
13:10, 15:15 17:19

**evenings** 8:17

**event** 8:18

**events** 19:2

**exit** 16:7

**exiting** 8:15

---

## F

---

**facilities** 20:23

**fact** 18:14

**fair** 3:20

**family** 17:9

**farm** 17:9,11,12 20:10,11

**farmland** 14:25

**fight** 17:13

**find** 6:5

**fire** 18:24

**Fishers** 14:1

**flashing** 13:1

**floor** 3:10 4:18 5:6,21 6:24 8:7  
10:4 12:2 13:25 15:21 18:6 19:21

**flow** 14:8

**folks** 11:10 20:15

**follow** 8:24 10:25

**form** 9:25

**formal** 5:14 21:18

**formally** 5:18

**forum** 10:23

**forward** 4:21 6:10,19 7:24 9:21  
11:18 13:17 16:25 18:1 19:15

**front** 5:12 8:1 13:19

**full** 10:17

**fund** 20:24

**funded** 20:22

**funds** 20:25

<b>G</b>	<b>hook</b> 14:22	<b>J</b>
<b>Gardens</b> 18:8,17,19	<b>horse</b> 10:7	<b>Jack</b> 20:1
<b>general</b> 20:25	<b>hospitals</b> 7:13	<b>John</b> 3:6 17:7
<b>generations</b> 17:10	<b>hotels</b> 7:11	<b>Johnson</b> 7:2
<b>gentleman</b> 7:22 10:11 11:7 13:18 16:4 17:24	<b>house</b> 4:13 19:16 21:20	
<b>gentleman's</b> 11:16	<b>housing</b> 18:20	<b>K</b>
<b>give</b> 21:4	<b>I</b>	<b>keeping</b> 3:13 11:18,21
<b>good</b> 3:11 8:8 12:3 15:25 20:3,8, 12	<b>I-65</b> 7:13	<b>kind</b> 5:11 7:23,25 8:6 9:20 10:3 11:7,17 12:1 13:17,24 15:18 16:25 17:5,25 18:5 19:14, 20:20 21:5
<b>Goodman</b> 15:23	<b>I-69</b> 7:4	<b>Kroger</b> 7:10
<b>grandchildren</b> 16:16	<b>idea</b> 10:19	
<b>granted</b> 13:1	<b>immediately</b> 4:4	<b>L</b>
<b>gravel</b> 18:18	<b>important</b> 3:15 20:6	<b>land</b> 15:5
<b>great</b> 20:17	<b>improve</b> 14:8	<b>lane</b> 15:2
<b>grew</b> 12:6	<b>inclusion</b> 4:11,15 6:21 13:9	<b>lanes</b> 12:13
<b>Grove</b> 19:24 20:16,21	<b>Indiana</b> 14:2,5,13 15:1,2,5 20:25	<b>larger</b> 21:2
<b>grow</b> 12:8,9	<b>Indianapolis</b> 8:10,12 14:4,9,23 15:4	<b>largest</b> 6:7,14
<b>growth</b> 7:6	<b>INDOT</b> 3:13 5:1	<b>left</b> 12:14
<b>guys</b> 10:24 11:1	<b>industry</b> 21:2	<b>life</b> 8:15
<b>H</b>	<b>information</b> 3:17	<b>light</b> 13:1 17:25 19:7
<b>half</b> 17:13	<b>informed</b> 3:14	<b>limitation</b> 15:13
<b>hand</b> 7:16 11:17	<b>infrastructure</b> 12:20 13:4 19:1	<b>limited</b> 18:10,14
<b>handle</b> 12:16	<b>ingress</b> 19:3	<b>listen</b> 11:11
<b>hands</b> 5:9 6:18 8:15 15:17 21:15	<b>input</b> 8:4	<b>live</b> 5:24 8:9 10:6 12:4 16:2 18:8, 15
<b>happen</b> 16:2 21:7	<b>interchange</b> 18:16	<b>lives</b> 8:21
<b>happy</b> 11:13	<b>interchanges</b> 11:2 14:16	<b>logic</b> 6:5,12
<b>hard</b> 7:15	<b>intersection</b> 8:19	<b>logical</b> 10:8
<b>Harman</b> 17:7	<b>intersections</b> 8:21 14:11	<b>longer</b> 18:25
<b>hate</b> 10:6	<b>interstate</b> 8:13,23 12:11,17,22 14:6,18,23 16:2 17:9	<b>looked</b> 6:5
<b>heard</b> 13:12 17:20	<b>introduction</b> 4:8	<b>lost</b> 8:21
<b>hearing</b> 21:23	<b>investigated</b> 19:5	<b>lot</b> 3:18 13:3 14:10,24 15:6 18:11, 21 20:16
<b>highway</b> 7:3 14:13,15	<b>involved</b> 3:18	<b>Lynn</b> 15:23
<b>hill</b> 16:10,13,14	<b>items</b> 19:4	
<b>home</b> 8:11	<b>IU</b> 8:18	

---

**M**

---

**made** 3:3 21:20  
**mail** 12:14  
**main** 19:1  
**major** 21:2  
**majority** 19:6  
**make** 5:11 7:23 8:1,23 9:21  
 10:13,15,21 13:4,17 14:14 18:1  
 19:14  
**makes** 9:2  
**making** 13:18  
**Mann** 10:22  
**marker** 9:1  
**Martinsville** 10:6,15 14:3,9 15:3  
**matter** 7:5,6  
**means** 19:5  
**medical** 7:11 18:24  
**meeting** 3:13 6:2  
**meetings** 6:9  
**member** 20:2  
**members** 17:1 19:18  
**mention** 5:10,13  
**Michigan** 9:4  
**microphone** 6:20,22  
**Mike** 5:22,23  
**mind** 11:19,21  
**mistake** 8:23  
**modes** 10:1  
**money** 9:7  
**Mooreville** 7:17  
**Morgan** 21:4  
**move** 4:21 6:9 20:11  
**Mullinix** 16:7

---

**N**

---

**negative** 20:15

**neighborhood** 12:5  
**neighborhoods** 14:18  
**nightmare** 8:14  
**north** 9:3 12:6,23 14:19 17:8  
**number** 14:6 18:14  
**numbers** 10:20  
**numerous** 16:11

---

**O**

---

**offering** 4:3  
**office** 9:25  
**official** 5:9 9:18 17:19,22 19:13  
 21:12  
**officials** 4:9,14,17,19,23  
**open** 4:12,17 5:6 19:16 21:20  
**opened** 3:20  
**operation** 20:11  
**opportunity** 4:10,15,17,25 7:8,  
 22 8:2 9:17,20 11:16 13:9,11,14  
 15:17 17:18,21 19:12 21:10  
**opposed** 14:21 15:1  
**optimal** 14:4  
**options** 10:23 11:19  
**organization** 19:24  
**originally** 17:12  
**owner** 7:2

---

**P**

---

**p.m.** 21:23  
**paid** 15:14  
**panel** 5:1  
**Pappas** 12:3,4  
**participate** 5:7 7:22 11:16,18  
 21:13  
**participating** 9:23  
**partition** 8:2  
**pass** 7:8,16  
**pay** 10:9

**people** 3:14 6:2 8:22 9:1 14:17  
 16:1,12 19:6 20:16  
**percent** 6:3,6,8,15  
**personally** 20:12  
**perspective** 20:4  
**picture** 20:8  
**pie** 6:1,6  
**pits** 18:18  
**play** 16:16  
**playing** 16:16  
**plenty** 14:15  
**point** 7:25 11:23 17:2  
**possibility** 14:12  
**Powerpoint** 5:23  
**preexisting** 16:1  
**preferred** 6:3  
**present** 4:10,15,25 5:1,16 6:20  
 9:17 13:9 19:12  
**presentation** 4:12,22 5:4 11:6,  
 14 13:13,21 21:19  
**presenting** 5:17 6:24 9:23 15:21  
**president** 20:1  
**previous** 13:12 17:20  
**Price** 3:6,8,11 4:3  
**private** 5:16  
**problem** 16:19  
**process** 3:22 4:1  
**product** 12:24  
**project** 4:23 5:1 9:25 11:22 13:19  
 17:1 18:2 21:17  
**property** 7:2 20:16,23 21:1  
**public** 3:3 4:9,11,16 5:9,19 6:9,  
 21 8:4 9:18 13:10,15 17:19 21:12,  
 20  
**push** 7:14  
**put** 14:15 16:6 17:12

---

**Q**

---

**questions** 11:9,13,22,25 13:20

18:3 19:18 21:16  
**quicker** 10:14,15

---

**R**

---

**random** 6:13  
**rationale** 20:3  
**real** 11:21  
**record** 4:11,16 5:9 6:21 9:18  
 13:10,15 17:19,22 19:13 21:12  
**red** 13:1  
**refer** 5:22  
**remember** 15:20  
**reminder** 9:24  
**remove** 14:10  
**repair** 9:8 10:10  
**reporter** 5:11,13,18  
**represent** 6:10  
**representative** 3:6,8,9 4:3 11:12  
**representative's** 4:5  
**represented** 20:1  
**respect** 5:25 15:14  
**respectful** 11:9  
**restaurants** 7:12  
**restricted** 18:12  
**restriction** 19:2  
**revenue** 7:5  
**reviewed** 4:11,22 13:12  
**rich** 20:22  
**Richard** 7:1  
**Richards** 19:22,23  
**RICKIE** 3:4 4:2 6:16 7:19 9:14  
 11:4 13:6 15:9 16:23 17:16 21:9  
**rid** 21:21  
**right-of-way** 15:1,5  
**River** 8:9 21:7  
**road** 3:19 7:9, 8:17,23 9:10 10:9,  
 13 12:4,12,13,15,18,23 13:2,  
 14:3,5,14,17 15:1,2,6 16:1,3,  
 17:8,10 18:17 20:14

**roads** 12:14 13:4 18:19,22  
**Rob** 19:22  
**room** 11:10  
**route** 3:16 9:2,11 14:7 15:8 18:9  
**routed** 9:10  
**routes** 3:21 6:14 14:22  
**run** 16:12  
**runs** 15:3  
**Russell** 20:1

---

**S**

---

**safer** 10:13  
**Sales** 20:23  
**sampling** 6:7,14  
**samplings** 6:13  
**Sarah** 5:25  
**schedule** 3:5  
**school** 19:24 20:2,13,17,21  
**secondary** 18:19,22  
**secretary** 19:25  
**selected** 12:19  
**sense** 9:2  
**session** 4:21 5:14 9:24 11:8  
**setting** 17:4  
**settings** 3:17  
**settled** 17:14  
**shopping** 7:12  
**shortcut** 16:15  
**shortcuts** 16:9  
**showed** 6:1  
**shown** 7:18  
**shut** 18:11  
**side** 5:17 8:10,12 9:3 11:10 12:6,  
 14, 14:23 15:5  
**sign** 3:5,7 16:10,12  
**signals** 14:7  
**signifies** 8:20

**signs** 14:10  
**silly** 10:19  
**similar** 7:14  
**single** 6:14  
**sir** 3:10 5:11,21 6:17,19 7:20 8:7  
 9:14,20 10:3 11:7 12:1 13:6,16,24  
 15:18 16:25 17:5,16,24 18:5 19:9,  
 14,20 21:9  
**situation** 3:1 20:4  
**six-lane** 14:14  
**slide** 5:23  
**slides** 6:1  
**small** 6:13  
**Smith** 12:12,15,17 13:2 14:16  
 16:3,5  
**solution** 14:20  
**south** 5:24 9:5 14:19 17:8  
**Southport** 14:17 17:8 18:17  
**span** 10:20  
**speak** 21:17  
**speaker** 3:4,5,7 4:6 5:8 11:18  
 15:19 17:24  
**speakers** 7:21,24 8:3 9:16,22  
 10:2 11:15 13:8,11,12,16 15:11,  
 15,16 17:17,20,23 19:11 21:10,  
 12,14  
**speaking** 4:7  
**specific** 11:22,24 13:20 18:3  
 21:16  
**stand** 6:11  
**standpoint** 9:12  
**start** 14:15 16:18  
**state** 3:6,19 6:23 8:6 10:3 12:1  
 13:24 14:2,5,13 15:1,2,6,20 16:3  
 18:5 19:20 20:13,25  
**statement** 4:15  
**statistics** 6:10  
**Steve** 8:8,9 12:3,4  
**stop** 16:10,12 17:25  
**Stowell** 18:7,8

**street** 12:7,25 16:7,8,17**strongly** 19:7**suggested** 6:2,8**Sunshine** 18:8,17,19

---

**T**

---

**takes** 16:8**taking** 8:15**talk** 11:13**tax** 7:6**taxes** 20:16,23 21:1**teachers** 20:24**team** 5:1 11:22 13:19 17:1, 18:2  
21:17**teams** 18:25**ten** 17:13**terrain** 14:22 15:8**thing** 16:7 20:12**things** 9:9,12 12:5,10**Thomas** 14:1**Tier** 9:10**time** 3:16,23 4:14,18,20 5:7 7:25  
10:20 12:25 13:16 15:12 17:3  
21:6,8,13,18**times** 16:11**today** 13:2**tonight** 3:12,24,25**tough** 20:9**town** 12:6**Township** 8:9 21:7**traffic** 8:14,16 9:6,12 10:11,17,18  
12:16 14:7,8 18:21,23**travel** 10:11**trucks** 12:14**trustees** 19:25**turn** 12:13,14**two-lane** 13:3**two-minute** 15:12

---

**U**

---

**unaware** 4:5**uncomfortable** 5:17**understand** 5:22**utilize** 6:20

---

**V**

---

**valid** 20:5**Valley** 12:12,15,18 13:2 14:16  
16:3,5**view** 7:5**viewed** 13:22**visit** 19:17**visited** 4:12,22**volume** 12:16

---

**W**

---

**Wakefield** 12:5**Wal-mart** 7:10**Warner** 10:5**Waverly** 8:19**west** 8:10,12,25 10:21 14:22,23**White** 8:9 21:7**win-win** 3:1**wireless** 6:22**work** 8:10**worse** 8:18 9:12

---

**Y**

---

**years** 8:11,13 9:7,13 15:24 17:13  
21:6**yellow** 19:7,8

## **In the Matter Of:**

*I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)*

---

### **Public Hearing - Day 2**

*May 19, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1  
2  
3  
4 INDIANA DEPARTMENT OF TRANSPORTATION  
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.)  
18  
19  
20  
21  
22  
23  
24  
25

1 STATE OF INDIANA

2 COUNTY OF MARION

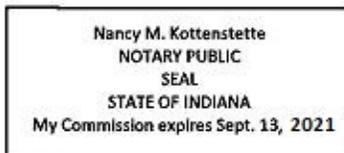
3 I, Nancy M. Kottenstette, a Notary Public in  
4 and for said county and state, do hereby certify that  
5 the foregoing public comments at the hearing were  
6 taken at the time and place heretofore mentioned  
7 between 5:30 p.m. and 8:00 p.m.;

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. 97336

<b>1</b>	<b>7</b>	<b>assumptions</b> 9:23
<b>10</b> 8:14	<b>70</b> 9:6 22:12	<b>attend</b> 15:10 18:15
<b>144</b> 14:1	<b>75</b> 8:2	<b>audience</b> 7:15,18 11:16 12:21,25 14:19 15:16 16:3
<b>15</b> 8:15 21:23 22:17		<b>auditorium</b> 7:13 14:24 18:11
<b>150-mile</b> 8:13	<b>A</b>	<b>avoid</b> 19:23
<b>16</b> 11:25	<b>access</b> 8:2 19:17	<b>B</b>
<b>1979</b> 21:15	<b>additional</b> 11:7 12:19 13:10 14:14,22 15:25 17:24 18:8,13,16 20:5,15,16,17	<b>back</b> 10:6 11:1,3 21:1,10 22:12
<b>2</b>	<b>Additionally</b> 14:6	<b>bad</b> 22:16
<b>20</b> 15:15 22:2	<b>address</b> 13:4 17:15	<b>Based</b> 14:3
<b>2003</b> 21:10	<b>adhere</b> 20:22	<b>begin</b> 8:16
<b>2008</b> 12:4	<b>advisable</b> 9:9	<b>beginning</b> 16:14
<b>2035</b> 9:19	<b>affects</b> 18:23	<b>begun</b> 16:12
<b>252</b> 9:25 10:3 11:2	<b>afford</b> 13:1,9 18:5 20:13	<b>benefit</b> 17:22
<b>3</b>	<b>airport</b> 19:7,25 22:8,11	<b>Bill</b> 7:21
<b>35</b> 21:16,18	<b>Allman</b> 18:20	<b>bit</b> 14:7 22:20
<b>37</b> 7:6 9:1,23 10:15,16,17,20,22 15:12,17,20 19:12 22:13	<b>alternative</b> 7:23 14:5 16:14 19:11	<b>blue</b> 7:24
<b>4</b>	<b>alternatives</b> 13:23 19:10,19,21 21:1	<b>board</b> 8:9
<b>44</b> 9:20 10:2,20,23	<b>Ameriplex</b> 22:8	<b>bookkeeping</b> 18:12
<b>456</b> 22:12	<b>Anderson</b> 22:17	<b>Boone</b> 22:1
<b>465</b> 7:6 9:7 22:9	<b>ANONYMOUS</b> 20:19,24 21:9 22:19,23	<b>booth</b> 20:25
<b>5</b>	<b>answers</b> 17:18	<b>Brian</b> 15:8
<b>5</b> 18:22	<b>anticipated</b> 15:11	<b>bridge</b> 12:12
<b>6</b>	<b>anymore</b> 22:6	<b>bring</b> 17:8 21:6 22:10
<b>6</b> 18:22	<b>anytime</b> 14:2	<b>build</b> 12:11
<b>65</b> 9:6 21:25	<b>apologize</b> 22:18	<b>built</b> 21:12
<b>67</b> 7:24 9:2,11 12:8 15:20 19:11 22:9	<b>approximation</b> 9:10	<b>Burton</b> 8:16,18,20
<b>69</b> 9:7,23 10:4 21:16	<b>area</b> 11:10 13:17,25 15:5,9 17:22 19:6 20:1 21:17,25 22:7,11,15	<b>business</b> 11:25
	<b>areas</b> 13:18 19:15 21:12	<b>businesses</b> 7:25
	<b>arrive</b> 9:4	<b>bypass</b> 10:9,14
	<b>arrived</b> 7:16	<b>C</b>
	<b>Association</b> 8:10	<b>called</b> 21:5
		<b>case</b> 12:13
		<b>Castleton/fishers</b> 21:17
		<b>Centenary</b> 13:25

**central** 13:23 14:5**cents** 12:16**chamber** 12:1**chance** 21:3**change** 10:8**children** 16:24**CLARK** 7:14 8:3 9:12 11:5 12:17  
14:12 15:23 17:11 20:2,20 21:7  
22:18,21,24**clear** 9:5 14:8**clearer** 14:7**closing** 12:6**comment** 7:17,18,20,22 8:6 9:15  
10:6 11:11,18 13:3,12 14:15  
15:14 16:1,4,11,13,18 17:2,25  
18:1,6,9 20:6**comments** 7:13 8:4 9:13 11:6  
12:18 13:5,8 14:13,25 15:3,15,24  
17:12 20:3,9,11 21:8 22:25**commerce** 12:1**commercial** 10:11**common** 21:22**community** 11:24 12:5,6**commute** 10:25**concern** 9:22**concerned** 16:24**conclude** 22:24**congestion** 14:11**congestive** 9:5**connect** 9:7**connecting** 8:14 9:3**considerations** 18:25**contemplating** 22:13**continue** 9:6**continuing** 10:15**control** 20:25**copies** 18:16**corner** 9:3**corridor** 22:13**cost** 14:10**Council** 8:11**counties** 16:19,21 17:5,7**county** 16:22,25 17:1,2,4,10 22:1**couple** 7:8 9:22 18:24**crazy** 19:20**creek** 8:17,20**crossing** 8:19**curious** 15:17

---

**D**

---

**dangerous** 10:20**dark** 7:24**decide** 10:1,7**decision-making** 14:7**destroy** 9:1**development** 16:19,20**difficult** 8:24**direction** 19:13**director** 8:10**disappointed** 7:2,4**discontinued** 21:2,5**displace** 7:25**display** 11:10 13:17 15:5 17:22**displayed** 15:5**Drive** 9:19**due** 12:7

---

**E**

---

**e-mail** 13:4**east** 9:6,7 19:21**eastbound** 22:12**eastern** 10:9,13**economic** 16:18,20 17:4**economy** 17:1**edge** 8:15**educator** 16:23**Egbert** 7:9,10,11**elapsed** 22:22**elevate** 12:12**emphasis** 13:18 17:16**encourage** 14:6**engineer** 14:3**entered** 11:12,13,18 14:16 16:1,4  
18:1,6 20:7**entire** 13:17**evaluated** 11:14 14:9**evening** 7:17 11:13,20 12:2,25  
13:3,18 14:17,21 15:1 17:16 18:2,  
4,16 20:8,10,18**exit** 7:7 8:22 9:10 10:24 11:1,2**expand** 21:24**experience** 14:3**exploded** 21:23**extent** 17:20

---

**F**

---

**familiar** 13:25**favor** 10:5,15,22**federal** 12:9**feel** 7:2,23 13:7 15:2**field** 16:12,13,16**figured** 21:18**filled** 22:8**filling** 22:9**Fishers** 21:23**Fishers/castleton** 22:15**flashing** 22:3**Flatt** 9:18**flood** 12:3,14**flooding** 14:1**floodplain** 12:10**floor** 7:15,20 8:6 9:16 11:22  
13:21 15:6 16:9 18:19 20:23

<b>Ford</b> 7:8	<b>Hikers</b> 8:11	<b>John</b> 18:20
<b>forgot</b> 21:25	<b>Hiking</b> 8:10,13	<b>Johnson</b> 16:22
<b>form</b> 13:3	<b>Hills</b> 18:21	<b>joke</b> 8:25
<b>formulate</b> 15:18,21	<b>historic</b> 10:10	<b>jump</b> 10:17
<b>forward</b> 13:14	<b>holding</b> 13:15	
<b>free</b> 13:7 15:3	<b>home</b> 11:1	<hr/> <b>K</b> <hr/>
<b>freeway</b> 8:22	<b>homeowners</b> 9:21 10:14,21	<b>K-3</b> 13:24
<b>freight</b> 19:3,5	<b>Hoosier</b> 8:11	<b>K-4</b> 13:24
<b>friends</b> 21:13	<b>houses</b> 7:10	<b>keeping</b> 13:3
<b>front</b> 14:24 18:11	<b>hundred</b> 7:10	<b>kids</b> 17:8
<hr/> <b>G</b> <hr/>	<hr/> <b>I</b> <hr/>	<b>kind</b> 8:5 9:16 11:21 13:13,20 14:23 16:8 18:18 20:21
<b>game</b> 19:16	<b>I-465</b> 9:3	<b>Knobstone</b> 8:9,13
<b>Gary</b> 13:22	<b>I-69</b> 8:25 9:2,4,9 12:8 14:4	<hr/> <b>L</b> <hr/>
<b>gentleman</b> 9:14 18:10	<b>impact</b> 12:4,5 16:20 17:4 19:14	<b>landmark</b> 8:13
<b>give</b> 11:4	<b>impacting</b> 12:9	<b>Lane</b> 8:16,18,20
<b>good</b> 8:2 19:14,17 20:20	<b>impacts</b> 10:12 21:4	<b>Lebanon</b> 21:25
<b>grade</b> 9:20 10:4,5,23	<b>impossible</b> 8:23	<b>Legendary</b> 18:21
<b>grandkids</b> 17:10	<b>including</b> 21:1	<b>let alone</b> 10:11
<b>grandma</b> 16:23	<b>inclusion</b> 12:23	<b>levees</b> 12:11
<b>Greenwood</b> 15:11	<b>Indianapolis</b> 10:18 19:22 21:15	<b>levels</b> 16:25
<b>growth</b> 17:8 22:5	<b>individual</b> 12:2	<b>Liberty</b> 9:9
<hr/> <b>H</b> <hr/>	<b>individuals</b> 7:16	<b>light</b> 22:3,4
<b>half</b> 8:2	<b>INDOT</b> 14:6 15:17	<b>limitation</b> 22:22
<b>handle</b> 12:11	<b>information</b> 18:14	<b>limited</b> 16:12,13
<b>handouts</b> 18:14	<b>informational</b> 15:4	<b>listed</b> 18:24
<b>hands</b> 18:9 20:16	<b>institutions</b> 22:7	<b>live</b> 9:18 17:10 18:21 21:11,13
<b>happy</b> 17:21	<b>interchange</b> 7:11 10:3	<b>lived</b> 21:15
<b>Harding</b> 19:23	<b>interchanges</b> 9:24	<b>local</b> 11:25
<b>Hawthorn</b> 9:19	<b>interrupted</b> 22:23	<b>locally</b> 19:1
<b>heard</b> 11:7,15 12:19 18:2 20:11	<b>intersection</b> 8:17,18 9:10 10:19	<b>logistical</b> 19:6
<b>heavy</b> 14:2	<b>interstate</b> 8:2 19:4	<b>lone</b> 15:14
<b>Henderson</b> 7:8	<b>issue</b> 12:15	<b>longer</b> 22:20
<b>Hendricks</b> 16:21	<b>item</b> 18:12	<b>loss</b> 12:7
<b>highway</b> 19:5	<hr/> <b>J</b> <hr/>	<b>lot</b> 8:12 10:25
	<b>Jerry</b> 11:23	<b>Louisville</b> 8:14,15

<b>lumping</b> 17:5	<b>notice</b> 12:9	<b>plan</b> 8:25
<hr/>	<b>number</b> 18:13	<b>playing</b> 19:16
<b>M</b>	<hr/>	<b>point</b> 7:14 8:23 13:18 17:15
<hr/>	<b>O</b>	<b>positive</b> 15:13
<b>made</b> 7:3,13 9:22	<b>occurred</b> 21:11,19	<b>possibly</b> 13:24 16:15 17:7
<b>major</b> 8:22 9:24 18:25	<b>occurs</b> 10:1	<b>potential</b> 12:14
<b>make</b> 7:6 8:23 14:6,23 22:14	<b>official</b> 11:12 14:16 16:1,4 18:1 20:7	<b>poverty</b> 16:24,25
<b>making</b> 17:18 18:11	<b>open</b> 7:15	<b>prepared</b> 9:15
<b>map</b> 7:24 12:13 21:6	<b>openings</b> 19:13	<b>present</b> 7:17,18 8:25 9:15 12:22 17:25 18:6,9 21:7
<b>maps</b> 17:22	<b>opportunity</b> 11:17 12:22 13:1,10 14:20 16:6 17:25 18:5 20:14	<b>presentation</b> 11:9
<b>Marion</b> 16:21	<b>opposed</b> 10:13	<b>presentations</b> 11:20
<b>Martinsville</b> 8:1,14,19 9:1,19 10:9 11:24 15:19 19:12	<b>options</b> 7:1 19:9	<b>presented</b> 14:25
<b>massive</b> 8:22	<b>overlook</b> 16:5	<b>presenting</b> 7:19 8:6 12:24 20:9
<b>means</b> 13:6 18:16	<hr/>	<b>pretty</b> 15:16 19:14
<b>meeting</b> 15:10 18:15 21:10	<b>P</b>	<b>previous</b> 11:15 12:20 14:18 18:2 20:8,11
<b>member</b> 8:9	<b>P-6</b> 21:5,22	<b>process</b> 14:7 17:19
<b>members</b> 13:16	<b>packet</b> 15:4	<b>project</b> 11:9,14 13:4,17 17:14,23 21:19
<b>mention</b> 13:14 18:12	<b>packets</b> 18:13	<b>projected</b> 8:16
<b>mess</b> 21:19	<b>panel</b> 7:18 12:24	<b>proposal</b> 10:9
<b>miles</b> 7:8 8:14,15	<b>paperwork</b> 16:11	<b>proposed</b> 7:7 12:8 21:21,22
<b>mind</b> 13:3 15:18,22	<b>parent</b> 16:23	<b>public</b> 7:13 11:12,18 12:23 14:16 16:1,5 18:1 20:7 21:2
<b>Mittenthal</b> 8:8,9	<b>participate</b> 13:2,11 14:15,20 16:6 18:4 20:6,12,15,18	<b>put</b> 19:4 20:25 22:6
<b>money</b> 16:16	<b>participated</b> 13:7	<b>putting</b> 9:2
<b>Morgan</b> 16:21,22,25 17:1,4,10	<b>path</b> 14:4	<hr/>
<b>move</b> 19:3,5	<b>patterns</b> 14:10	<b>Q</b>
<b>moved</b> 7:11 15:9	<b>people</b> 10:16,25 19:18	<hr/>
<b>moving</b> 19:1	<b>Perry</b> 19:16	<b>question</b> 16:22 17:6
<hr/>	<b>personal</b> 21:13	<b>questions</b> 13:15,16,19 17:15,17, 21
<b>N</b>	<b>personally</b> 19:20	<hr/>
<hr/>	<b>petition</b> 9:21 11:4	<b>R</b>
<b>national</b> 19:2	<b>phonetic</b> 13:23	<hr/>
<b>negative</b> 15:12	<b>pick</b> 18:16	<b>rain</b> 14:3
<b>neighborhood</b> 10:8,11	<b>place</b> 9:5 14:2	<b>ready</b> 9:15
<b>nonstarter</b> 10:10	<b>Plainfield</b> 22:4,7	<b>reason</b> 21:21
<b>north</b> 8:15 9:6		<b>recognizes</b> 14:1
<b>northbound</b> 10:24 11:1		
<b>northwest</b> 9:9		
<b>note</b> 15:10		

**record** 11:12,17,18 12:23 14:16  
16:2,5 18:2, 20:7

**Reichnodder** 13:22

**Relative** 13:23

**remember** 12:3

**reminder** 15:2

**report** 11:4

**repositories** 13:5

**representations** 11:10

**representing** 9:20

**reroute** 10:3

**resident** 11:24 16:22

**residents** 12:7

**resounding** 15:16

**retired** 16:23

**review** 21:3

**reviewed** 11:8,14

**RICKIE** 7:14 8:3 9:12 11:5 12:17  
14:12 15:23 17:11 20:2,20 21:7  
22:18,21,24

**right-hand** 11:3

**River** 12:10

**road** 7:8,9,10,11 9:10,20,23,25  
10:2,20,23 13:25 14:1 16:12  
21:11,12

**route** 8:25 9:9 10:7,16 12:8 15:21  
16:13,17 21:4,22

**routing** 22:12

---

## S

---

**saturation** 22:5

**scale** 19:2

**school** 17:9

**schools** 12:6

**Section** 18:22

**sense** 7:6 21:22

**separation** 9:20 10:4,5,23

**served** 12:1

**session** 13:12

**Shields** 7:21

**shortcut** 10:18

**show** 18:8 19:10

**showed** 21:1

**side** 19:8

**signed** 9:22

**significant** 14:1

**simple** 7:12 8:24

**simply** 9:8

**sir** 7:20 8:3 9:17 11:5,21 12:18  
13:20 14:13,22 15:6,24 18:9,18  
20:3,17,23 22:18,22

**slide** 20:25 21:8

**small** 11:25

**SNYDER** 7:7

**south** 7:8 8:20

**southbound** 11:2

**southwest** 9:3

**space** 22:6

**speaker** 9:14 13:2,7 14:20 20:13,  
18

**speakers** 11:7,8,15, 12:19,20  
13:11 14:14,18,22 15:25 16:2,7  
17:24 18:3,8 20:5,8,15

**specific** 13:14,16 17:4,15

**specifically** 19:25

**spending** 16:15

**spent** 21:16

**split** 8:1

**spoken** 11:9

**spring** 14:2

**SR** 9:1

**starting** 21:24

**state** 7:19 8:5 9:16,20,23,24 10:2,  
19,23 11:21 13:20,25 15:6 16:8,  
12 18:18 20:21

**statement** 12:22,24

**statements** 13:9 15:4

**STEVE** 7:7

**stop** 22:3

**stoplight** 8:19

**Street** 19:23

**stuck** 10:19

**students** 12:7

**studied** 7:22

**study** 16:15 17:3

**studying** 17:6

**submitted** 13:5

**suffered** 12:4

**suggestions** 7:4

**supplement** 13:8 15:3

**Susan** 8:8

**SUZANNE** 8:8

**systems** 17:9

---

## T

---

**takes** 14:1

**taking** 15:20

**team** 11:14 13:17 17:14,23

**terminus** 18:22

**Terri** 16:10

**thing** 22:14

**things** 18:24

**thoughts** 12:13

**time** 7:14 13:10 14:14,22 18:8  
20:5,15,22 22:21

**today** 22:15

**told** 22:19

**Tom** 9:18

**top** 18:21

**town** 8:16 9:1 19:8

**trade-offs** 14:8

**traffic** 9:4 14:10 19:1 22:10

**Trail** 8:10,13

**trailhead** 8:21

**trails** 8:12

**transcript** 11:13  
**turn** 8:20  
**turns** 11:3  
**two-minute** 20:22 22:21

---

**U**

---

**unable** 18:15

---

**V**

---

**verbal** 13:8 15:3

---

**W**

---

**Waldon** 11:23  
**wanting** 7:17  
**warehouses** 22:5  
**warehousing** 21:25 22:7  
**Warner** 15:8  
**ways** 12:11  
**website** 13:4  
**weighted** 14:9  
**west** 7:24 15:20 19:8,24  
**White** 16:10  
**Whitestown** 21:24 22:3  
**word** 8:24  
**work** 16:12,13,16  
**worried** 10:7  
**worry** 10:11  
**written** 13:8 15:3

---

**Y**

---

**years** 7:23 8:11 11:25 15:9 21:16,  
18,23 22:2  
**yellow** 22:3  
**yesterday** 15:11

**In the Matter Of:**

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

---

**INDOT Public Hearing**

*November 30, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1  
2  
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.)  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
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 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



19  
20  
21  
22  
23  
24  
25

My Commission expires:  
September 13, 2021

Job No. 102619

<hr/>	<b>29</b> 30:15	<b>67</b> 20:13 21:20 45:18 55:1
<b>\$</b>	<hr/>	<b>69</b> 48:18 58:21 61:1 62:5 69:6,8, 12,21,23 70:1,2,4,18 71:17
<hr/>	<b>3</b>	<b>6:45</b> 44:20
<b>\$100</b> 27:18	<hr/>	<hr/>
<hr/>	<b>3</b> 44:7	<b>7</b>
<b>1</b>	<b>30</b> 53:19,24 70:17	<hr/>
<hr/>	<b>31</b> 45:18	<b>70</b> 45:22 62:2 66:25
<b>1</b> 25:23 26:1,10,11 35:14 51:3 53:4 65:10	<b>35</b> 61:2,5	<b>78</b> 60:19
<b>1/2</b> 20:12	<b>37</b> 22:11,13,19,23 23:3,4,5,8,17 24:1 25:23 27:16 29:12 30:22,24 31:1,5,12 32:18 33:5,6,25 36:12 39:2,5,9,10,14,16 40:25 44:2,4,6, 8,21 48:14,19 49:10 53:4,11,15, 20 54:20 55:2 56:11,13 58:20 63:4 64:1 65:19 66:9,15 68:9,10 69:6,8,10,12,13,18 70:4	<b>79</b> 60:8,25
<b>10</b> 56:6	<b>38th</b> 64:18	<hr/>
<b>100</b> 44:3 49:10	<b>39</b> 61:22 62:1,2	<b>8</b>
<b>11</b> 60:23	<hr/>	<b>8:00</b> 53:3
<b>12th</b> 30:17	<b>4</b>	<b>8:35</b> 67:21
<b>13</b> 58:11 62:24	<hr/>	<hr/>
<b>14</b> 61:8	<b>4</b> 20:12	<b>9</b>
<b>144</b> 64:21	<b>40</b> 56:4	<hr/>
<b>15</b> 31:25 54:10 58:18	<b>400</b> 44:5,7	<b>90</b> 27:19 56:23
<b>150</b> 28:13	<b>42</b> 30:17	<b>99.9</b> 43:15
<b>16</b> 31:25	<b>465</b> 26:6,7,8 27:17 39:3,10 45:17, 20 53:5 54:16 62:6,17	<b>9:00</b> 72:13
<b>16,000</b> 43:25	<hr/>	<hr/>
<b>1625</b> 27:15	<b>5</b>	<b>A</b>
<b>18</b> 48:1	<b>5</b> 49:7,12	<hr/>
<b>1939</b> 20:10	<b>500</b> 27:20 45:6,7	<b>ability</b> 21:24
<b>1993</b> 27:17,22	<b>53-year-old</b> 27:14	<b>absolute</b> 53:16
<hr/>	<b>57</b> 33:6	<b>academic</b> 20:20
<b>2</b>	<hr/>	<b>access</b> 23:19 24:5 28:14 36:21 45:17 68:11 69:21,23
<hr/>	<b>6</b>	<b>accessibility</b> 25:19,20
<b>2,000</b> 44:1	<b>6</b> 31:18 32:5 51:19	<b>accidents</b> 39:9 53:25 69:19
<b>20</b> 42:6,17 52:22 53:19 58:9,11 59:1 66:11	<b>60</b> 51:9	<b>accommodate</b> 52:9
<b>20-plus</b> 59:8	<b>61</b> 67:9	<b>acreage</b> 48:9
<b>20-some</b> 42:8	<b>63</b> 40:24	<b>activity</b> 64:14
<b>2003</b> 30:15	<b>65</b> 43:7 45:18 55:1 56:23 60:12 66:25	<b>add</b> 31:9 41:14,19,20 45:19
<b>2006</b> 28:9 31:6		<b>adding</b> 43:6
<b>2016</b> 48:18		<b>addition</b> 21:3 24:6 44:23
<b>20s</b> 67:12		<b>additional</b> 21:14 29:16 53:7 64:7 65:3 67:22 68:24 72:9
<b>22</b> 38:5 56:7		<b>address</b> 31:22 53:13
<b>25</b> 56:5 68:9		<b>addressed</b> 27:3 30:14 53:7,13
<b>28</b> 40:25 41:2		

- adhered** 63:13  
**Administration** 30:11  
**admit** 49:3  
**advocated** 48:14  
**affairs** 39:7  
**affecting** 21:23  
**afford** 30:7  
**after-school** 21:9  
**agree** 58:8 59:13  
**agrees** 38:5  
**agricultural** 48:8  
**agriculture** 47:11 58:14  
**Ailer** 69:2  
**airport** 23:15,19,24 24:5,6 35:9 62:4  
**alley** 61:23  
**allowed** 28:3 63:16  
**allowing** 27:13  
**alluded** 37:17  
**Alternates** 26:9  
**alternating** 52:6  
**alternative** 21:18 22:4 33:3 35:4, 11,16 44:3,9 50:11 51:20  
**alternatives** 33:6 34:8 35:15 50:9 54:25 55:17  
**amazing** 33:4  
**Ameriplex** 59:1  
**amount** 68:16,19  
**amounts** 48:9  
**ample** 28:20  
**amusing** 66:4  
**Andrew** 32:14  
**annually** 27:19  
**anticipate** 28:23  
**apologize** 38:19 52:11 61:10  
**appeared** 50:22  
**appears** 36:18  
**applicable** 25:11  
**approach** 57:10 67:5  
**Appropriations** 31:16  
**approved** 26:9 31:19  
**approximately** 27:18 51:3 62:1, 24  
**area** 22:18 23:14,22 27:22 29:6,8 35:8,16,17 41:2 42:5 46:6 50:12 53:15,18 55:14 62:11 64:16,19  
**areas** 23:8 43:5 61:9  
**argument** 59:15  
**Arkansas** 62:5  
**arrival** 52:12  
**aspects** 48:6  
**assessed** 45:4  
**assistance** 65:13  
**association** 28:18  
**assurance** 28:7  
**astronomical** 20:15 21:11,16  
**astronomy** 20:12,18,24 21:6  
**atrocious** 54:21  
**attend** 54:8  
**attended** 32:18  
**attending** 32:9  
**audience** 26:22 27:7 30:10 34:11 36:1 43:22 46:7 52:3 64:7  
**auditorium** 48:23 49:23 50:18 52:2,8 54:4 55:24 57:21 60:3 65:5 67:20 70:12 72:7  
**August** 60:8  
**authority** 26:10  
**Avenue** 45:18  
**avoid** 24:25 57:5  
**Avon** 57:6 62:11  
**aware** 37:17
- 
- B**
- 
- back** 31:6,12 33:5 47:21 51:17 60:25 61:11,15 66:16 67:14 68:13  
**backed** 67:12  
**backups** 39:11  
**bad** 31:15  
**bail** 39:13  
**banks** 23:9  
**Banta** 57:16  
**base** 22:20 29:2 41:21 45:5,16 55:15 57:11 59:3  
**based** 58:15  
**basically** 31:1 47:3 60:21  
**basis** 44:7 50:11  
**bays** 60:17  
**beautiful** 43:3 48:16  
**beginning** 30:24  
**begun** 70:25  
**beings** 47:10  
**benevolent** 33:19  
**Berkemeir** 34:18 38:22,24  
**big** 41:9 59:6  
**bigger** 54:14 55:11  
**Bill** 42:10  
**billion** 37:23  
**billions** 54:22 55:6  
**bit** 46:23 58:2 60:7 63:8 65:19 66:4 67:3 72:8  
**blindsided** 50:9  
**Bluff** 39:11,14 66:16  
**Bob** 64:13  
**body** 72:6  
**Bonnie** 67:25  
**born** 38:24  
**borrow** 53:22,23  
**borrowing** 38:8  
**Borst** 40:7,12,13,23 41:24 42:7  
**bought** 58:18  
**bowling** 61:23  
**box** 33:7  
**boxed** 33:8

**Boyd** 24:12,13,14,19,21 26:16  
**Bradford** 26:21,23  
**brand** 60:18  
**break** 72:8  
**Brent** 30:5,13  
**bridge** 63:2  
**bridges** 57:15  
**broke** 35:1  
**broken** 66:18,21  
**Brown** 60:5 62:15,21 63:1,7,10,14,18,22,25  
**Browning** 38:5,7  
**Brownsburg** 57:6  
**budget** 37:1,2  
**budgeted** 37:12,18,19  
**build** 25:10 55:20 57:15 68:14 71:19,21  
**building** 23:10 28:16,22 54:14  
**built** 20:10 27:23 33:14 39:20 58:22 60:19 62:7 63:3,4 72:2,3  
**bus** 44:3  
**buses** 44:3  
**business** 28:11,18 29:4 38:6 40:24 41:12,15 42:23 49:15 56:5,10 57:3 61:15 65:11  
**businesses** 22:15,16 27:25 28:6 29:7 31:4 45:2 55:14 57:2 58:14,21 59:12 60:16 65:11,16 72:2  
**businessperson** 42:4  
**busy** 54:12  
**buy** 58:20  
**bypass** 61:21,22  
**bypassing** 62:12

---

**C**

---

**CAC** 50:24  
**Caleb** 56:2  
**call** 39:4 44:7 47:17 51:19  
**Canada** 68:4

**care** 54:24 57:16  
**carry** 36:21  
**cars** 68:11  
**Castleton** 31:3  
**caused** 35:10  
**cautious** 38:8  
**center** 21:14 23:2  
**Centerton** 64:16  
**CEO** 20:7 27:12  
**chain** 61:16  
**chairman** 27:11  
**challenges** 59:14  
**chance** 31:21 46:21  
**change** 47:3 58:3 59:12 60:17  
**charts** 53:18  
**Chicago** 54:11 62:12  
**child** 44:20  
**children** 44:1,5,12,15 45:6,7,9 49:18 54:8  
**choice** 70:5  
**choose** 50:3  
**chosen** 64:25  
**cities** 55:11  
**citizen** 38:13  
**citizens** 24:8 33:1  
**city** 36:24 37:1 40:21 45:24 69:3,4 70:7  
**city-county** 41:1,4  
**Clark** 20:2 22:7 24:10,14,17 26:15 27:1,4 29:14 32:7 34:9,14,20 35:22 38:17 40:3 41:24 43:18 45:12,25 48:22 49:20 51:24 52:5 54:1 55:22 57:19 59:25 62:14,18,25 63:5,9,12,16,19,24 64:2 65:1,23 67:17 68:22 70:9 72:4  
**clear** 36:11 60:22  
**close** 31:10  
**closed** 23:6 25:5  
**college** 51:10 61:14

**Columbus** 27:21  
**comment** 29:19,20 30:2,9 40:6 66:6  
**comments** 20:3 25:11,13 26:16 27:2 29:23 32:8 34:12 35:19,23 36:3,6,7,13 40:4 41:25 46:15,22 48:23 60:1 63:6,17,20,21 64:5 65:24 66:3 68:23 72:5  
**commerce** 23:22 47:19 55:12  
**commissioner** 38:4,6  
**commitment** 45:2  
**committee** 31:10,16  
**communication** 51:5  
**communities** 50:10 59:23  
**community** 22:17 25:6 51:1,2,18,22 53:5,8 56:14 59:19,22,24 70:21 71:4,8,13,25  
**commuters** 23:1,7 39:12  
**companies** 24:3,4  
**company** 29:5 56:6  
**compared** 63:3  
**complete** 33:15 60:6  
**completely** 47:3  
**concept** 29:3  
**concern** 35:17 37:15 44:9,11 65:10 66:8  
**concerned** 22:10 44:2 54:13  
**concerns** 36:14 47:12 65:21  
**concerted** 67:5  
**conclude** 63:6,17,21 72:11  
**concluded** 72:13  
**condition** 37:4  
**confess** 71:14  
**confrontational** 47:24  
**congested** 23:18  
**congestion** 32:24,25 39:10 45:17  
**Congress** 31:23  
**Congressional** 31:23  
**connect** 23:5 26:7 43:10,11

- connecting** 23:13 24:6 68:4  
**connectivity** 25:15,25 26:1,3  
**connector** 23:1 29:13  
**connectors** 22:24  
**connects** 23:3  
**consideration** 29:24 35:13  
44:14,19 51:23 55:18 64:24  
**considerations** 44:18  
**considered** 28:9 44:11  
**consortium** 23:21  
**construction** 22:23 29:4 37:16,  
24 48:4 62:23 65:16  
**continue** 29:15 30:1 32:4,10  
45:8  
**contractors** 27:13  
**controversial** 47:24  
**convenience** 28:20  
**conveniently** 71:11  
**convert** 69:11  
**converting** 22:11 69:5,7 70:3  
**coordination** 67:3  
**copies** 41:7  
**corner** 71:15  
**corporation** 44:24 45:10  
**corporations** 57:1  
**correct** 50:21  
**corrections** 43:4  
**corridor** 22:13,21 26:9 31:5  
36:12 41:10 45:3 56:11 58:17  
61:5 64:1  
**corridors** 43:1  
**cost** 25:22 53:19 55:5 63:22  
**costs** 28:24 54:22  
**councilman** 41:1  
**councils** 41:4  
**country** 48:16 62:23 71:2,24  
**countryside** 48:5  
**County** 21:2,25 28:25 29:1 39:3,  
15,16 41:8 46:24 47:9 48:16 50:2  
52:24 54:20 56:15 65:15 69:3  
**couple** 41:3  
**courtesy** 64:5  
**covered** 34:12  
**Crawford** 65:7,8  
**created** 21:21 22:22 29:10  
**creating** 21:15 22:17  
**Creek** 47:13  
**crews** 57:8  
**cross** 44:4,6,15 53:11 62:23  
64:20  
**crosses** 49:16 53:9 61:25  
**crossing** 44:8  
**crossroads** 69:24  
**crying** 71:2  
**cultivate** 20:18  
**current** 22:1,24 28:11 39:6,19  
61:21  
**cut** 23:7  
**cuts** 61:22,23 62:1  
**cycling** 64:14,17,24
- 
- D**
- 
- dairy** 60:23  
**damage** 55:13  
**Dana** 34:16,21,22 49:1  
**dangerous** 54:17 64:23 67:2  
**Daniels** 28:7  
**Darrell** 27:6,7,10,11 41:17  
**David** 40:8  
**Davis** 32:14,15,16,17 34:10 66:2  
**day** 42:10 44:4,5,16  
**days** 50:22  
**dead** 33:25  
**deal** 25:9 28:24  
**debate** 63:11  
**debt** 37:23,25 38:2,11 56:19  
**decade** 39:13  
**decades** 21:5  
**decisions** 44:15,18 56:19 58:15  
**dedicated** 44:25 45:1  
**deep-** 44:19  
**deep-hearted** 44:19  
**Defer** 57:21  
**deferring** 52:15  
**deficit** 42:17  
**degraded** 71:17  
**degree** 61:15  
**deja** 42:11  
**deleted** 22:4  
**deliver** 67:8  
**Department** 20:11,23 48:12  
**depend** 28:13  
**depends** 22:19  
**design** 23:6  
**destination** 21:5  
**destroy** 59:22  
**destroyed** 29:8 33:9  
**destruction** 35:12  
**deteriorated** 35:9  
**deteriorating** 29:1  
**devastating** 31:4 48:3  
**developed** 22:14  
**development** 21:13 23:22 24:8  
50:16,25 51:15 68:21  
**deviate** 46:22  
**diamonds** 34:4  
**die-hard** 30:23  
**direction** 67:15  
**directions** 43:1  
**director** 20:7  
**disability** 51:11  
**discovery** 20:17  
**discussion** 30:14,21 31:17  
53:17

**displace** 22:18  
**display** 29:20 46:6  
**displays** 46:5  
**disruption** 22:22  
**distance** 65:20  
**district** 31:23 49:15 58:20  
**disturbed** 28:11  
**diverted** 24:1  
**divide** 53:8 59:19  
**divided** 25:5 70:6  
**dollar** 42:17 55:15 56:23  
**dollars** 37:23 53:21 54:22 55:5,6  
 61:4  
**door** 60:18  
**DOT** 51:7  
**double** 41:14  
**DPW** 36:25 37:1,10  
**dramatically** 57:12  
**drew** 61:12  
**drive** 44:5  
**drivers** 65:18,21  
**driving** 44:20  
**dropped** 61:11  
**due** 22:5 28:19 62:2  
**dump** 66:18  
**Dwight** 71:1

---

**E**


---

**e-mails** 36:6  
**earlier** 31:8 35:2,20 37:17 41:17  
 52:21 66:3  
**early** 52:9  
**easily** 69:23  
**east** 23:3 24:7 40:25 55:8 59:18  
 60:21 69:17 70:2  
**east-west** 23:5 41:20 43:1 59:14  
**easy** 28:14  
**economic** 65:13

**economically** 56:12  
**education** 20:20,23 21:6,16,24  
 51:10  
**educational** 21:3 22:6  
**efficient** 57:11,12 69:14  
**efficiently** 57:8  
**eight-lane** 33:12  
**Eisenhower** 71:1  
**elected** 30:3 32:2 37:20  
**electrical** 27:12  
**eloquent** 41:19  
**eloquently** 42:13  
**else's** 33:16  
**Emerson** 45:18 60:22  
**employ** 56:7  
**employees** 27:20 28:15  
**end** 33:25 61:21 66:23  
**engage** 50:16,20 51:13  
**engaged** 48:7 51:1  
**engineer** 44:12 57:14 61:18  
**engineering** 20:21  
**engineers** 34:6  
**English** 51:12,20  
**enjoy** 28:15 71:24  
**enter** 53:12  
**entered** 29:24 30:9 40:6  
**entire** 56:10  
**environment** 47:16 48:5,15  
 55:13  
**environmental** 47:11 48:15  
 50:13 51:8  
**Epler** 57:16  
**ERMCO** 25:7 27:12,14  
**established** 29:9  
**evening** 26:20 27:11,14 29:25  
 30:4,6,12 32:9,12,13 34:16 40:5  
 42:3,14 43:23 46:5,9,15 50:1  
 52:21 72:12  
**events** 28:19 44:6

**everybody's** 58:11  
**evolve** 59:13  
**exchange** 21:22 66:22  
**exclude** 31:7  
**executive** 20:7  
**exist** 54:18  
**existed** 56:9  
**existing** 55:19 61:24  
**exists** 20:17  
**exit** 36:18 37:6 60:11  
**exiting** 37:6  
**exits** 33:25  
**expand** 33:10 62:11 66:17  
**expanded** 37:7  
**expanding** 28:11  
**expansion** 22:2 28:10  
**expansions** 36:17,24  
**expectation** 49:13  
**exploration** 20:24  
**expressway** 31:3  
**extension** 32:5  
**extra** 61:10 62:19,20  
**extremely** 22:10 44:24 67:2

---

**F**


---

**facilities** 23:10 28:4  
**facility** 28:14  
**factor** 63:23  
**failed** 49:7  
**Fair** 59:19  
**faith** 28:6  
**families** 44:7  
**family** 44:6  
**farm** 60:23  
**farmer** 51:9  
**fashion** 36:8

**fast** 71:11  
**faster** 32:23,24 71:5  
**father** 27:15  
**favor** 53:4  
**feasible** 56:12  
**Featherston** 46:18  
**February** 50:22 61:12  
**federal** 26:5 30:11 37:19 40:15 42:16  
**Fedex** 24:3  
**feed** 54:16,19 55:4  
**feedback** 24:23  
**feel** 36:5 42:9 47:6  
**feels** 53:6  
**feet** 49:10  
**field** 25:7  
**fight** 31:7 32:4  
**figured** 61:6  
**final** 44:14  
**finally** 28:22 70:20  
**find** 41:16 54:13 66:4  
**firm** 27:14  
**fiscally** 38:3,13  
**Fish** 48:13  
**Fishers** 56:24 58:24 69:3  
**fix** 66:17,20 67:6  
**fixed** 40:1  
**floodplain** 61:24,25  
**floor** 20:5 22:8 24:19 27:7 30:12 32:16 34:21 36:9 40:12 42:2 43:22 45:15 46:17 48:25 49:24 52:16,18 54:5 55:25 60:4 64:11 65:6 67:24 70:14  
**flow** 69:13 70:1  
**flows** 69:17  
**Flying** 25:8 27:24  
**folks** 42:20  
**follow** 24:14 36:13 51:7 64:1

**foot** 49:14,15  
**Ford** 60:20  
**forget** 47:21  
**form** 36:8 69:21  
**formal** 72:11  
**formally** 22:3  
**forms** 29:19  
**forward** 30:1 32:10 65:25  
**forwards** 64:10  
**foster** 20:17  
**fought** 24:22  
**four-lane** 33:12 70:5  
**free** 28:20 36:5  
**freeway** 47:2  
**frequent** 35:6  
**fronts** 36:15  
**full-time** 56:8  
**function** 61:19  
**fund** 31:18  
**funding** 36:14 37:15  
**future** 21:13 22:1 40:1

---

**G**


---

**Gail** 46:18  
**Game** 48:13  
**garden** 23:10  
**gas** 23:9  
**gave** 26:13  
**gee** 33:20  
**general** 21:8  
**generated** 22:20  
**generation** 20:19  
**generations** 56:19  
**gentleman** 35:2,14 49:11  
**gentlemen** 66:5  
**Girl** 35:7

**Give** 39:16  
**giving** 46:21  
**God's** 48:16  
**golly** 33:20  
**good** 20:2 23:15 26:18 27:10 28:6 31:13,15 33:21,23 42:3,14 43:23 45:9 50:1 53:3 54:25 55:3, 16 62:25 65:10  
**Gossett** 27:6,7,10,11 29:15 41:17  
**government** 40:21 41:8 42:16 50:10 67:12  
**Governor** 28:7  
**grade** 35:6  
**grandchildren** 38:12,16  
**Granted** 67:2  
**gravel** 25:8,10 64:22  
**gray** 30:19,20 33:22 43:13 60:15  
**great** 28:24 40:22 42:19 45:10 59:15  
**greatly** 28:17 49:19  
**Greg** 20:5,6,7  
**grew** 45:6  
**grocery** 23:9  
**Ground** 42:10  
**Grove** 23:2  
**grow** 45:7,8  
**grown** 28:1 56:6 58:22  
**growth** 28:2  
**guess** 31:15  
**guidelines** 50:8,14 51:7  
**guys** 41:6 47:23 49:16 56:18 59:4  
**gymnasium** 29:21

---

**H**


---

**hair** 30:18,20 43:13  
**hairs** 33:22  
**half** 46:25 60:21 62:24 65:16  
**Hamilton** 69:3

**hands** 46:10  
**happen** 41:12,18 58:13  
**happened** 41:16  
**happening** 42:11  
**happy** 31:6  
**Harber** 56:2  
**Harding** 39:11 42:5  
**Haute** 60:9  
**he'll** 37:20  
**heading** 62:4  
**heard** 34:4,5 46:3 50:2 66:3 68:3 70:18  
**hearing** 25:1 72:13  
**hearings** 52:22  
**heartbreaking** 71:23  
**heavy** 49:15  
**high** 21:1 49:9,14 60:10  
**higher** 37:8 38:11  
**highly** 20:25  
**highway** 22:15 24:22 25:10,21 30:11 33:10,13 49:10,16,18 53:14 68:4,9,10,11  
**highways** 54:14,15,17,19 55:2, 19,20 57:13 70:6,22 71:6  
**hilltop** 20:12  
**historic** 21:10 35:7,12  
**Hog** 42:10  
**holistically** 59:6  
**Holt** 32:14 34:11,12  
**home** 47:1,2,17 65:10 68:13  
**homeowners** 65:9  
**homes** 22:14 23:11 31:4 72:2  
**hope** 32:4 43:14 51:23  
**Hopper** 26:17  
**hospitals** 54:8  
**host** 28:18  
**hour** 31:2 39:11 45:20  
**hours** 43:15

**house** 58:18  
**huge** 37:5 49:13 60:23  
**human** 47:10  
**hundreds** 61:4

---

**I**

---

**I-465** 23:2,17 28:20  
**I-69** 21:18 22:3 23:13,16,23 24:5 28:10 29:3,12 30:14,21,24 31:8 32:3 36:12,20 37:6,16 39:5,20 44:3 48:8 49:4 54:23 56:9 58:12  
**I-70** 23:13,15 24:7 66:7  
**idea** 33:21,23 38:3 48:8  
**ideal** 21:11  
**identify** 50:15  
**IMI** 61:23  
**impact** 22:5 45:4,5 48:3,15 58:8 64:1 68:16,19  
**impacted** 28:17  
**impacts** 25:4  
**importance** 20:22  
**important** 21:1,3 24:24 44:24 65:20  
**impose** 35:4  
**improve** 25:19 26:1 37:13 54:17 55:1,2,3,14 69:12  
**improved** 53:14 55:8  
**improvement** 54:21  
**improvements** 36:20,25 54:18 55:19  
**improving** 23:23 54:15  
**include** 21:14  
**included** 25:13  
**includes** 58:16  
**including** 23:8 42:20 47:8 48:6 58:17  
**inclusion** 29:25 36:3  
**income** 51:10  
**inconvenience** 32:25

**increased** 36:21  
**incur** 28:24  
**Indiana** 20:11,14,22 21:17 22:25 23:14 24:8 28:8 31:14 37:22 38:15 48:10,12,18 69:5,7,10,11, 13,18 70:3  
**Indiana's** 21:12  
**Indianapolis** 22:25 23:14,25 27:21 36:24 37:10,11 38:6,14 39:24 41:1 54:10,12 57:3 60:9 68:13 69:5 70:7  
**individual** 59:12  
**INDOT** 30:10 38:4 40:14 47:8 48:2 50:6 51:5,13 59:16 69:7,9  
**Indy** 43:10  
**influx** 37:5 49:13  
**inform** 50:20,23  
**informal** 21:5  
**information** 41:3 50:7,17,21  
**informed** 51:6  
**infrastructure** 23:16 43:7  
**initiatives** 20:20  
**input** 34:2 59:16  
**Institute** 20:8,16  
**intent** 26:5  
**interchange** 23:16,17 45:19 58:19  
**interchanges** 34:3 53:7 57:14 69:22,24  
**interest** 20:18 58:5,6 61:8 71:14  
**interesting** 57:20  
**intermodal** 25:15 62:7,8,12  
**interrupt** 55:13  
**intersection** 53:9  
**intersections** 23:7 62:23 63:2 69:15  
**interstate** 21:21 22:11,17 24:2 26:2,3 39:3,6,16 53:14 60:11,14 66:7,24 68:3 69:6,8,12,21,23 70:1,2,4,18,22,25 71:6  
**interstates** 55:20 56:21,24,25 57:2,7,12

**introduce** 30:2,5**invested** 22:16**investing** 41:10**investment** 28:3**investments** 28:5**involved** 33:18 34:6 40:21 48:6**involving** 30:21**issue** 38:5 41:20 51:11**issues** 39:19**items** 43:8

---

**J**

---

**Jan** 26:21,23**Jean** 26:25 27:1,2**jobs** 41:14,21 42:22 65:17**Joe** 34:17,18 38:19,22,24**John** 32:13,15,17 66:2**jointly** 20:14**joke** 42:9**Journal** 38:6**June** 51:3 61:13**junior** 60:10**justice** 50:14 51:8

---

**K**

---

**K3** 47:10 53:18**K4** 47:10 50:9 53:18**Karl** 38:4**Kathy** 34:16 35:24,25 36:10 54:6**Kenley** 43:9**kick** 40:19**kids** 44:13 70:17**killed** 53:11**kind** 25:9 33:20 34:3 38:21 46:11,  
13 48:17,24 49:23 52:17 54:4  
55:24 57:23 60:3 64:10 65:5,25  
67:23 68:25 70:13**knowledge** 65:20

---

**L**

---

**lack** 41:9**ladies** 46:10**land** 23:20,23 48:8 61:8 69:9**lanes** 43:8 66:16**language** 42:8 51:17 72:6**large** 57:1**law** 28:8 51:14**lead** 29:4**leaders** 20:20**learn** 58:2**learned** 51:2**leave** 53:12,15**led** 31:6**left** 27:9 48:17**legislation** 31:9**legislature** 42:9 43:9**level** 31:15 37:8**license** 39:15**Lick** 47:13**life** 47:4 58:15**light** 21:21 35:4,10**lights** 67:3**limit** 21:22**limitation** 63:13**Linda** 70:15**lines** 36:13 61:25**Link** 20:8,10,15,25 21:4 22:6**list** 22:4 26:11**listen** 56:21 57:17**listening** 40:15 43:14 47:5 48:21  
66:4 68:2**live** 28:15 32:17 33:24 40:24  
47:9,15 52:20,25 54:19 69:3  
71:12,14,24**lived** 38:25 40:23 47:25 54:10**livelihood** 42:23**lives** 32:21 45:1 59:11 61:9**living** 42:10 71:25**loan** 38:2**loans** 37:25 38:2**lobby** 49:12**local** 21:8 39:18 41:7 47:6 58:9  
68:11,12**located** 20:12 21:19 27:15 45:2**location** 21:11,15 28:2,9,12**logical** 32:5**logistics** 61:16 62:9**long** 24:22 59:6 70:20**long-term** 60:12**looked** 60:14 61:1**lose** 38:22 41:21**loss** 41:21 65:9**lost** 65:17**lot** 29:4 31:2 35:10,19 38:8 41:20  
42:20 47:1,7,13,18,19 50:3 52:23,  
24 53:3,6 59:10,11 62:9 64:14  
67:11 68:8,21 69:18**lots** 39:15**Lou** 32:14 34:11,12**loud** 71:2**Louisa** 22:8,9**love** 47:17 54:11,12**low** 51:9**Luke** 43:9**Lynn** 34:16,21,22 35:23 49:1

---

**M**

---

**made** 28:6 31:24 49:3 53:3,21  
56:19 58:15 59:16 66:6**main** 66:8**maintained** 37:8**major** 23:7 28:3 36:14,20 71:3**make** 26:8 28:3 31:2 32:4 34:6  
36:11 37:20 38:20 43:3 44:14,17,

19 45:21 46:11 47:2 51:18 52:8  
54:18 59:17 61:12 69:14

**makes** 34:24 42:15 45:22

**malls** 57:1

**managed** 20:14

**management** 61:16

**Mann** 45:18 53:17

**manner** 65:12

**map** 26:8 48:18 61:12

**Marian** 26:20,22 64:17

**Marion** 28:25 29:1 41:8

**Mark** 40:10,11 45:14,16

**markers** 66:25

**Martin** 26:20,22

**Martinsville** 23:1 33:10 49:9  
61:22 70:7

**mass** 25:16 55:10,12,18

**massive** 48:9

**materials** 46:6

**mathematics** 20:21

**Matt** 57:25 58:1

**matter** 59:21,22 67:13

**matters** 42:24

**Mccauley** 20:5,6,7

**Mcdonald's** 60:19

**Mchanna** 25:10

**means** 51:8

**meeting** 25:3 50:24 54:9 72:11

**meetings** 32:18 33:2 40:17  
61:13

**MEMBER** 52:3

**members** 26:22 44:1

**mention** 49:6,7

**mentioned** 43:4 48:7 52:21 58:9,  
10

**Meridian** 39:12 56:13 71:15

**mess** 61:3 62:12

**messenger** 40:18

**Mexico** 68:4

**Mia** 67:25

**microphone** 27:9 46:12,16,17  
72:10

**microphones** 52:7

**middle** 21:1

**Mike** 60:5 62:15,21 63:1,7,10,14,  
18,22,25

**mile** 21:19 40:25 46:25 58:19  
60:21 62:1

**miles** 20:12 62:2,24

**million** 27:18 28:4 56:23

**millions** 61:4

**mind** 56:9 58:11

**minute** 42:21

**minutes** 24:24 26:12

**misleading** 50:19

**mistake** 33:17 49:3

**mobility** 51:11

**mom** 42:23

**money** 31:14 32:3 33:18 36:23  
37:9,11,14,18,19 39:22 42:16  
49:4 53:22 66:19

**Monroe** 39:15

**months** 58:18

**monument** 35:12

**Mooresville** 20:13

**Morgan** 21:2,25 39:15 46:24 47:9  
48:16 50:2 52:24 65:15

**morning** 44:20

**mortgaged** 38:16

**mortgaging** 38:12

**move** 28:25 30:1 32:10 61:19  
71:1

**moved** 27:22 28:2 58:16 60:9

**movie** 42:10

**moving** 26:18 28:24 62:9

**multiple** 34:13

**Murray** 42:10

---

**N**


---

**NAFTA** 68:4

**narrow** 33:13

**nation** 70:21

**Natural** 48:12

**nature** 38:10

**nearby** 39:6

**needed** 56:22

**negative** 22:5 43:15

**negatively** 21:23

**neighborhood** 55:7 68:6,18  
71:16

**neighboring** 28:6

**neighbors** 69:22

**nervous** 60:7

**news** 31:13,15 39:20 59:9

**night** 21:6,22

**nightly** 44:7

**nighttime** 21:11

**Ninth** 31:23

**Noble** 64:18

**Noblesville** 56:24 58:24

**noise** 25:4

**north** 21:19 33:12 36:19 45:23  
60:20 62:2 68:12 69:4

**north-south** 24:1

**northeast** 61:1

**not-for-profit** 28:19

**note** 65:22

**noted** 65:18

**notice** 26:5 50:23

**notices** 51:4

**Noting** 67:21

**notion** 38:9

**November** 38:5

**number** 27:21 38:25 50:19

**numbers** 25:24 56:11**numerous** 48:6 54:15

---

**O**

---

**observation** 21:16**observatories** 21:15**observatory** 20:8,10,15,25 21:4,  
7,20,23 22:6 35:3,5**observing** 21:6,11,22**obvious** 37:6**occur** 44:6**occurring** 61:3**office** 27:20 29:22 51:19**official** 36:4**officials** 24:15 30:4,11 47:8  
58:10**oil** 60:18**older** 61:14**ongoing** 21:24 23:22**opened** 49:8**opens** 49:12**operating** 24:4**operations** 22:1**opinion** 39:2 70:3**opinions** 33:3**opponent** 30:23**opportunities** 29:5,9**opportunity** 24:16 26:13 30:8  
40:6 42:22 46:8 52:13 58:2**opposed** 29:8 47:25 69:8**option** 39:17**options** 23:12,18 24:6,9 26:7**order** 53:22 71:1**organization** 65:18**Osborn** 70:15**outgrown** 33:21**outrage** 56:14**outreach** 50:19**outweigh** 71:12**overpass** 63:2**overpasses** 69:25**owned** 20:11**owner** 42:6 56:3,5,10**owners** 41:13

---

**P**

---

**p.m.** 72:13**P3** 37:25**paid** 64:6**Pam** 50:1**Pangallo** 32:15**paper** 50:23**parallel** 70:6**paramount** 20:22**parents** 60:8**Park** 64:15**parking** 28:20 31:2**Parkway** 43:11 59:2**part** 51:2,14**participate** 29:18 46:8 64:9 65:4  
67:22 68:25**partnership** 38:1**partnerships** 38:9**parts** 39:23**passed** 28:8 41:4**passion** 58:7**past** 37:24 38:4 41:5**path** 47:10**Patricia** 26:17**pay** 31:14,20 33:16 36:25 37:2,10  
56:20**paying** 56:17,18**pedestrian** 49:17**people** 22:18 25:15 27:19 33:11  
39:17 40:15 41:11,18,19 42:14,18  
44:24 47:5,9 50:23 51:13 53:10  
56:7,8 58:16 59:2,17 61:19 67:6,

14 68:16,20 69:22 71:4,9,12,24

**people's** 59:11**percent** 25:23 43:15 53:19,24**perfectly** 36:11**period** 65:16**Perry** 22:12,13,19 23:2 25:1,2,15,  
17 28:15 29:1,12 30:15 31:7  
38:13,25 39:25 40:23 41:10 42:5,  
14 43:25 45:1,8 52:24 53:5 54:7  
56:13 60:7,13 70:16 71:10 72:1**person** 33:17 56:4**personal** 25:19 48:1**Peters** 20:3**Phil** 42:7,20**Philip** 40:7,12,13,23**phone** 51:19**pick** 33:7 72:7**picture** 59:6**piled** 66:23**pit** 25:8,10**place** 21:10 23:21 38:14 45:9,10  
48:17**Plainfield** 57:6 58:25 66:6**plan** 23:21 34:7 56:12 67:5**planning** 34:1 48:19**plans** 21:13 22:2 39:21**plant** 61:23**plates** 39:15**plenty** 25:19 26:2 69:20**point** 31:17 44:11 50:6 53:20  
59:19 64:23 71:9,10**points** 23:19 24:5 53:3 69:21**politicians** 50:10,25**pollution** 21:21 35:3,4,10**poor** 39:7**pops** 42:24**portion** 72:11**position** 38:15**possibility** 22:11

<b>potential</b> 50:11	<b>prone</b> 53:25	<b>ramp</b> 33:25
<b>potentially</b> 70:21	<b>properly</b> 65:12,13	<b>Randall</b> 40:8 42:1,3,4
<b>pours</b> 71:17	<b>property</b> 56:3	<b>Randy</b> 65:7
<b>power</b> 61:25	<b>proposal</b> 61:7,20 63:1	<b>rare</b> 21:10
<b>Powerpoint</b> 50:18	<b>propose</b> 25:6	<b>reach</b> 51:13
<b>pray</b> 43:14	<b>proposed</b> 21:18 23:6 36:17 44:10 58:19 61:11	<b>read</b> 20:9 26:5
<b>predicted</b> 45:7	<b>protect</b> 49:18	<b>Reading</b> 72:6
<b>preferring</b> 24:18	<b>protocol</b> 24:15	<b>ready</b> 40:1
<b>premier</b> 21:15	<b>proud</b> 32:1	<b>Reagan</b> 43:11 59:2 62:7,16
<b>prepared</b> 46:22	<b>provide</b> 21:24 23:18	<b>realization</b> 70:22
<b>present</b> 30:8,10 52:17 63:20 64:11	<b>provided</b> 20:25	<b>realize</b> 40:18
<b>presentation</b> 46:4	<b>public</b> 21:5,8 22:5 24:15,23 26:13 29:25 30:9 36:4 40:7 50:6, 17,20 52:22 72:11	<b>reason</b> 66:21
<b>presented</b> 55:15	<b>public-private</b> 38:9	<b>reasons</b> 29:11 30:25 42:19 70:19
<b>presenting</b> 36:3 46:14	<b>purchase</b> 69:7	<b>received</b> 51:3
<b>presents</b> 23:13	<b>purchasing</b> 69:9	<b>record</b> 29:25 30:10 36:4 40:7
<b>preserve</b> 69:25 72:1	<b>purpose</b> 25:14,18,25	<b>redo</b> 43:2
<b>pressure</b> 62:16	<b>push</b> 67:14,15	<b>Register</b> 26:6
<b>pretty</b> 32:19 39:7 56:9 64:23	<b>put</b> 45:22 66:21 69:20,24,25	<b>reimbursed</b> 28:24
<b>prevent</b> 69:18	<b>putting</b> 34:4 49:17 71:3,22	<b>reiterate</b> 29:17 35:2,17 49:2
<b>previous</b> 36:2 46:4 63:12 64:4		<b>relates</b> 23:24
<b>primary</b> 22:24		<b>relatives</b> 71:7
<b>private-public</b> 38:1		<b>relocate</b> 65:14
<b>problem</b> 55:6 63:10,14 66:9 67:6 68:10	<hr/> <b>Q</b> <hr/>	<b>remain</b> 39:19
<b>problems</b> 70:23	<b>quadrant</b> 64:15	<b>remember</b> 58:25 59:10 60:13 67:11 70:25
<b>process</b> 48:2 50:7 51:2,15	<b>qualifications</b> 66:11	<b>remind</b> 36:4 47:8
<b>processes</b> 50:5,16 51:21	<b>quality</b> 71:16	<b>remove</b> 69:14,16
<b>programming</b> 21:17	<b>quarter</b> 28:4 58:19	<b>removes</b> 69:15
<b>programs</b> 20:24 21:4,9,10 22:6 50:20 51:1,12	<b>question</b> 32:19,20	<b>render</b> 21:25
<b>progressed</b> 61:2	<b>quickly</b> 64:5	<b>repeatedly</b> 32:19
<b>project</b> 25:12 29:22,23 36:7,15 37:18,20 41:6 54:22,23 55:5 56:23	<b>quote</b> 38:7	<b>represent</b> 42:14,18 43:25
<b>projects</b> 37:24 66:19		<b>representation</b> 52:23
<b>promise</b> 28:7 31:24 67:7,10	<hr/> <b>R</b> <hr/>	<b>representatives</b> 50:24
<b>promises</b> 67:11	<b>Racquets</b> 60:20	<b>represented</b> 41:1 51:22
	<b>railroads</b> 62:11	<b>requesting</b> 22:3 40:5
	<b>raise</b> 45:9	<b>require</b> 69:6
	<b>raised</b> 38:25	<b>required</b> 51:7

<b>Residences</b> 22:16	48:14 50:3,5 61:11 64:25 69:10	<b>services</b> 22:18 23:4 47:18
<b>resident</b> 54:7 60:7,12 70:16	<b>routes</b> 22:5 33:4 44:4,9 46:25 47:25 50:12 65:15	<b>session</b> 29:19 30:2 67:23
<b>residential</b> 58:14	<b>Royal</b> 25:7	<b>set</b> 51:12
<b>residents</b> 23:8	<b>rules</b> 50:14	<b>sever</b> 65:15
<b>resolutions</b> 41:5	<b>run</b> 46:25 57:2,8 63:7	<b>severely</b> 21:22
<b>Resources</b> 48:12	<b>running</b> 30:16 31:22 36:19 68:6	<b>shame</b> 35:8
<b>respect</b> 53:5	<b>runs</b> 25:7	<b>sheet</b> 26:19 46:20 52:14
<b>responsible</b> 38:13	<b>rural</b> 47:16 48:5	<b>Sherman</b> 60:22
<b>restaurant</b> 42:6	<b>rush</b> 31:2 39:11 45:20	<b>Shields</b> 40:8 42:1,3,4 43:19
<b>restaurants</b> 23:9 27:25		<b>short</b> 20:9
<b>result</b> 30:20	<hr/> <b>S</b> <hr/>	<b>show</b> 26:7 53:19
<b>resulting</b> 21:20		<b>shows</b> 50:19 61:21
<b>revenue</b> 22:20 23:24 24:9 27:19	<b>sadly</b> 31:8	<b>side</b> 48:23 49:22 52:2,15 54:3 55:23 57:5,21 59:18 60:2 61:1 64:9 65:4 67:19,20 69:4 70:1,2,12 71:23
<b>reviewed</b> 46:4	<b>safe</b> 57:17	<b>sides</b> 22:15 23:3,4 36:19
<b>revoked</b> 31:9	<b>safety</b> 44:13 66:24	<b>sideways</b> 34:5
<b>RICKIE</b> 20:2 22:7 24:10,17 26:15 27:1,4 29:14 32:7 34:9,14,20 35:22 38:17 40:3 41:24 43:18 45:12,25 48:22 49:20 51:24 52:5 54:1 55:22 57:19 59:25 62:14,18, 25 63:5,9,12,16,19,24 64:2 65:1, 23 67:17 68:22 70:9 72:4	<b>sane</b> 32:5	<b>sign</b> 24:12 40:4 43:20 52:11
<b>rides</b> 64:18	<b>schedule</b> 20:4 24:13 27:6 29:17 32:12,13 34:15 35:24 40:5 43:21 46:3	<b>sign-in</b> 26:19 27:5 29:16 52:13
<b>right-of-way</b> 61:24	<b>school</b> 35:6 44:5,8,23 45:10 49:9,14 60:10 70:17	<b>sign-up</b> 46:20
<b>rights</b> 71:25	<b>schools</b> 21:1,25 31:5 43:24 54:9	<b>signals</b> 26:23 69:16
<b>river</b> 39:1,12 47:12 52:20,25 64:20	<b>science</b> 20:8,16,19,21 21:14	<b>signature</b> 27:5
<b>road</b> 20:13 21:20 27:16 28:13 29:12 30:22,24 31:1,12 36:12,18, 22 37:4,7,13,24 39:1,2,4,5,21 43:3,5 44:2,10,16 45:18 53:10,17, 24 54:20 55:7 60:15,21 63:2 64:18,21 66:14,15,16,19 67:2 69:6,7,8,9,10,12,13,18 70:4 71:3, 18,22	<b>scientific</b> 20:17	<b>signed</b> 24:18 32:11 46:12 52:6
<b>roads</b> 39:18 40:1 54:19 55:4,8,9 56:15 61:18 64:22 71:20,21	<b>Scout</b> 35:7	<b>simple</b> 32:20
<b>Robert</b> 26:21,22	<b>scouting</b> 21:8	<b>single</b> 31:9 44:16 53:9
<b>Rogers</b> 50:1,2	<b>section</b> 31:18 32:5 49:7,12 51:19 60:14 63:3	<b>sir</b> 20:3,5 24:20 27:8 32:16 42:2 43:22 45:15 52:15,16 54:2 55:24 56:1 57:23 60:1,4 62:14 63:5,12 64:3,10 65:2,6,23,24 67:18 70:10
<b>Ronald</b> 59:1 62:6,16	<b>sections</b> 52:9	<b>site</b> 21:13 22:1
<b>room</b> 41:14 42:24 59:9 68:5	<b>seeded</b> 24:18	<b>sits</b> 49:9
<b>route</b> 21:18 25:6 44:21 47:22	<b>select</b> 29:11	<b>sitting</b> 68:5
	<b>senate</b> 30:16,18 31:16	<b>situation</b> 23:14
	<b>senator</b> 30:5,6,8,12 31:22 32:8 37:16 42:6 58:9	<b>size</b> 28:1
	<b>send</b> 25:12	<b>sky</b> 21:6,22
	<b>senior</b> 60:10	<b>small</b> 47:16 56:5
	<b>sense</b> 34:24 42:15 45:21,22	<b>smart</b> 33:17 59:13
	<b>serve</b> 31:16	<b>Smith</b> 54:6
	<b>service</b> 60:17	

**Society** 20:15  
**solution** 54:14  
**solutions** 55:15,16  
**Sonoco** 60:16  
**sound** 38:3  
**source** 39:21  
**south** 20:13 24:5 27:16 33:9  
36:19 45:23 60:20,22 61:21 66:25  
68:12,13  
**southern** 22:25 48:10  
**Southport** 36:18,22 37:4,7,13  
39:9 44:10 54:20 55:7 56:14  
60:11,14,21,22 64:21 66:14,15  
71:15,17  
**southwest** 25:17 64:14  
**Southwestway** 64:15  
**Spa** 25:8  
**space** 20:8,16,24 21:14 41:14  
**Spanish** 51:17  
**speak** 24:16 26:13 27:13 46:21  
51:12 58:3 59:20 68:1  
**speaker** 20:4 22:7 24:11,12  
26:17 27:5,6 32:12 34:15,20  
35:24 38:19 40:5,9,10 42:1 43:20  
45:14 46:3,8,13,19 52:1,13 58:8  
67:20 70:11  
**speakers** 24:19 26:19 29:16,17  
32:11,13 34:13,15 36:2 40:4 46:4  
52:12 63:12,20 64:4,6,8 65:3  
67:22 68:24 72:10  
**speaks** 35:6  
**species** 48:7  
**spending** 49:4  
**spent** 61:5  
**spoke** 35:2 66:14  
**spoken** 35:20 41:8 42:13 56:4  
**sponsored** 41:5  
**sprawl** 56:22  
**staff** 44:1  
**stake** 47:1,14 48:1 59:10,11  
**stand** 34:18 52:3  
**Standard** 57:25 58:1  
**standards** 39:3  
**start** 33:15 46:15  
**started** 27:14 56:6  
**starting** 30:17  
**starts** 61:20 64:17  
**state** 20:13 21:17,20 23:25 27:16  
28:8 29:12 30:5,16,22,23 31:1,12,  
13,22 32:3 36:12 37:18,22 38:15,  
21 39:2,4,7 42:16 43:8 44:2 46:13  
48:2,24 49:23 54:4 55:25 57:23  
60:3 63:15 65:5,25 67:1,23 68:25  
69:6,8,10,11,13,18 70:4,13  
**state-elected** 30:3  
**stated** 35:20 38:7  
**statements** 36:6  
**states** 43:6  
**station** 60:16  
**stations** 23:9 72:10  
**statutes** 50:14  
**stay** 48:14  
**STEM** 20:20,23 21:16,24  
**step** 34:25 64:10 65:25  
**Steve** 52:19  
**stick** 34:7  
**stimulate** 20:18  
**Stoops** 27:24  
**stop** 48:11 49:3 57:13 60:23 67:2  
**stop-and-go** 66:8  
**stoplight** 24:23  
**stores** 23:9  
**straight** 45:24  
**strategic** 59:7,8  
**street** 33:24 42:5  
**streets** 23:5 36:17,19  
**students** 21:25 61:14  
**study** 26:6,10 35:16,17  
**stupid** 33:1,20  
**subject** 52:22  
**submitting** 36:7  
**suck** 56:15,16 57:7,8,9,17  
**sucks** 56:15 57:4,16  
**sufficiently** 28:23  
**summary** 20:9  
**summer** 21:9 56:8  
**superintendent** 43:24  
**supplement** 29:23 36:5  
**supplies** 23:10  
**supply** 61:16  
**support** 25:14 69:5  
**supported** 65:12  
**supposed** 50:16 51:14,22 52:3  
62:16  
**supposedly** 57:17  
**surprise** 59:21  
**surrounding** 36:17  
**survive** 65:11  
**system** 70:25  
**systems** 27:12

---

**T**

---

**table** 29:20,21 31:12  
**takes** 62:3  
**taking** 44:21  
**talk** 24:24 26:12 59:3 65:8  
**talked** 25:4 26:1 33:11 42:7  
**talking** 49:11 62:8 66:12 71:3  
**talks** 25:25  
**tax** 22:20 29:2 41:21 45:5,16  
55:5,15 57:10 59:3  
**taxpayers** 31:19 42:18 43:16  
**team** 64:17  
**technology** 20:19,21  
**teens** 67:12  
**telescope** 21:7  
**telling** 34:7

<b>ten</b> 43:15 54:11 62:10	<b>township</b> 22:12,14,19 23:2,4 25:1,2,16,17 28:16 29:1,12 30:15 31:7 38:14,25 39:1,13,25 40:24 41:10 42:5,15 43:25 45:1,9 52:20, 24 53:1,5 54:7 60:8,13 70:16 71:10 72:1	<b>ultimately</b> 45:5
<b>tenant</b> 28:23	<b>Townsley</b> 22:8,9,10	<b>unaware</b> 50:11
<b>term</b> 59:6	<b>traffic</b> 22:24 23:25 24:7 32:24,25 36:21 37:5 39:19,24 44:12 45:17 49:13,14,16 57:4 61:3 62:3,6,8 66:9 68:12 69:13,15,16 70:1 71:17,19,20,21	<b>unbelievable</b> 65:9
<b>terrain</b> 25:22,23 48:4 50:8 69:10	<b>transcript</b> 57:20	<b>understand</b> 34:25 39:5 43:16 47:6 48:20 49:2,11 56:13 61:17 62:15 66:9 71:7,22
<b>Terre</b> 60:9	<b>transit</b> 25:16 55:10,12,18	<b>understood</b> 34:23
<b>testified</b> 44:25	<b>transition</b> 29:15 46:16 49:22 52:1 54:3 55:23 57:20 60:2	<b>underway</b> 51:21
<b>testify</b> 41:13	<b>transportation</b> 50:15 57:11 65:19	<b>undeveloped</b> 23:20
<b>Texas</b> 62:5	<b>travel</b> 71:6	<b>University</b> 20:11,14 64:17
<b>thing</b> 41:9,22 43:12 49:6 66:20 68:2	<b>traveled</b> 68:9	<b>untapped</b> 39:21
<b>things</b> 40:13 43:2,11 55:12 58:22 59:12 67:7	<b>traveling</b> 68:10 71:8	<b>unusable</b> 22:1
<b>thinking</b> 45:18 59:7	<b>treasures</b> 21:12	<b>updated</b> 37:7
<b>Thirdly</b> 23:3	<b>tremendous</b> 22:23 55:11	<b>updates</b> 39:24
<b>Thirty-seven</b> 58:12 67:1	<b>tremendously</b> 27:24	<b>upgrade</b> 39:16
<b>Thomas</b> 69:2	<b>trillion</b> 42:17	<b>upgraded</b> 39:2,22
<b>Thompson</b> 27:16 53:10	<b>troops</b> 21:9 71:1	<b>upgrades</b> 36:16,24 37:2
<b>thought</b> 34:1	<b>truck</b> 23:25 62:3	<b>UPS</b> 24:3
<b>Thousands</b> 21:7	<b>trucking</b> 23:10 24:4 65:17	<b>Urban</b> 56:22
<b>threatened</b> 45:3	<b>trucks</b> 64:22 68:7,8	<b>urge</b> 48:2
<b>thriving</b> 29:7	<b>true</b> 26:13	<b>useless</b> 66:19
<b>Throw</b> 42:9	<b>truth</b> 67:13	<b>utilize</b> 27:8
<b>Tier</b> 25:11 26:1,10,11 35:14	<b>turn</b> 31:1	<hr/>
<b>time</b> 24:22 27:23 30:1,8,14,16 31:21 32:10,21 38:23 39:25 40:2 44:11 48:20 52:14 56:10 62:19,20 63:13,16 64:8 65:20,22 67:21 69:11 72:9	<b>turned</b> 58:21	<b>V</b>
<b>timely</b> 65:12	<b>turning</b> 30:19	<hr/>
<b>times</b> 28:1 37:12	<b>Twenty</b> 66:12	<b>valuation</b> 44:23 45:4
<b>Title</b> 50:14	<b>Twenty-seven</b> 33:3	<b>valued</b> 21:4
<b>today</b> 60:25	<b>two-minute</b> 63:13	<b>vehicles</b> 28:13
<b>told</b> 63:7	<hr/>	<b>verbal</b> 29:23 36:5
<b>Tom</b> 40:9,11 43:21,23,24	<b>U</b>	<b>verbally</b> 29:18
<b>tonight</b> 44:25 50:3,17 51:16 55:15,17 58:2 68:1	<hr/>	<b>versa</b> 59:18
<b>topic</b> 58:3	<b>U.S.</b> 22:11 48:13	<b>vested</b> 58:4,6 71:14
<b>total</b> 27:20		<b>veteran</b> 66:11
<b>town</b> 42:19 47:16		<b>VI</b> 50:14
		<b>vice</b> 59:18
		<b>vicinity</b> 28:16
		<b>viewed</b> 46:5
		<b>visit</b> 71:6

**visiting** 29:22 36:6**visitors** 21:8**vote** 31:10,11**vu** 42:11

---

**W**


---

**waiting** 41:11,16 63:20**walk** 49:17**walls** 25:4,5 59:4**Waltz** 30:5,13 32:8 37:16**wanted** 31:24 49:6 52:11**Washington** 32:2**watch** 53:21**Waverly** 53:10**ways** 57:14 64:20**Webb** 26:21,24,25 27:1,2 40:8**website** 29:23 36:7**week** 51:6**Weinmann** 34:17 35:25 36:1,9,  
10 38:18**west** 21:18 22:3 23:3,19 24:7  
27:15,16 55:8 57:5 59:18 62:1,2,  
17 69:10,17 70:1 71:23**western** 23:12,18**Westfall** 40:10,11 45:14,15,16  
46:1,2**wetland** 47:12**wetlands** 48:7**White** 39:1,12 47:12,13 52:20,25**widened** 71:18**Wilbur** 64:16,18**Wildlife** 48:13**William** 24:11,13,14,21**Wilson** 64:13**win** 48:15**win-win** 23:13**winter** 56:8**wiping** 59:3**wiser** 43:12**woman** 66:14**wondering** 41:12**work** 54:7 68:9,12**workers** 23:2**working** 61:15**worthless** 47:3**wrap** 63:17**written** 36:6 42:8**wrong** 25:24**wrote** 41:5

---

**Y**


---

**year** 30:17 31:8 45:6,8 60:10**years** 28:5 30:15,17 31:18,25  
38:25 39:24 40:24,25 41:2,11  
42:6,8 48:1 52:22 54:10,11 58:9,  
11 59:1,8 61:2,5,8 62:10 66:11,12  
68:9 70:17**young** 56:17,21**younger** 66:5**youth** 21:9 57:18

---

**Z**


---

**zone** 60:13

**In the Matter Of:**

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

---

**INDOT Public Hearing**

*December 02, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

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.)  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
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 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



18  
19  
20  
21  
22  
23 My Commission expires:  
24 September 13, 2021

25 Job No. 102625

<hr/> <b>\$</b> <hr/>	<b>21</b> 28:18	<b>42-inch</b> 12:6
<b>\$300,000</b> 49:11	<b>21st</b> 14:19	<b>440</b> 10:11 58:7,9
<b>\$600</b> 75:16	<b>23</b> 74:2	<b>46158</b> 3:8
<hr/> <b>1</b> <hr/>	<b>25</b> 17:5 23:12 41:13 74:1	<b>465</b> 3:1 9:1 13:19,20,23 18:20 38:15 40:9 42:5,7 60:8 61:12 63:6,13,24 67:1,3 72:11 79:17
<b>1</b> 15:12 37:9,12 42:3 69:7,9 78:8 79:24	<b>26</b> 24:1	<hr/> <b>5</b> <hr/>
<b>1,000</b> 12:20 25:18	<b>267</b> 48:21	<b>5</b> 43:13
<b>1/2</b> 56:1	<b>27</b> 23:6	<b>5,000</b> 17:8
<b>1/2-mile</b> 72:5	<b>28</b> 22:9	<b>50</b> 34:23
<b>10</b> 50:24 67:25 69:7	<b>280</b> 58:16	<b>500,000</b> 49:13,15
<b>10-plus</b> 26:22	<b>29</b> 70:5	<b>55</b> 10:18 55:8
<b>10-year</b> 35:21	<hr/> <b>3</b> <hr/>	<hr/> <b>6</b> <hr/>
<b>100</b> 49:8	<b>3</b> 10:11 15:20 17:2 75:6	<b>6</b> 3:18 24:14,17,24 25:8 29:16 40:21 51:16 67:22 72:6
<b>100-acre</b> 62:24	<b>30</b> 32:1	<b>60</b> 10:18
<b>11</b> 38:19 64:12	<b>300-acre</b> 43:5 44:1	<b>65</b> 22:21 79:18,20
<b>12</b> 32:21 58:16 67:12	<b>31</b> 22:5 36:18 47:10 59:14 67:17	<b>67</b> 27:2,12 30:14 31:5 56:2 57:11 62:1 63:16
<b>13</b> 40:7	<b>33-year-old</b> 22:2	<b>67/37</b> 79:22
<b>135</b> 47:10	<b>35</b> 9:21 32:1 79:21	<b>68</b> 34:22
<b>144</b> 8:3,9 10:15,20,24,25 11:4,6, 22,23,24 47:23 48:5 53:4 54:5	<b>37</b> 3:1 4:9 5:5,8,9 6:2 7:4,24 8:3, 17,18,19,21,25 9:1,3,9,24 12:14 14:10 15:2 16:13,15,18 17:11,17 19:10,19 21:2,7,8 23:8,14,15 24:5 26:4,9,21 27:12 28:8 29:23 30:6 32:11,16 33:8 35:21 36:11,21 37:24 38:7,18 39:21 40:9 41:4,11 42:21,24 43:12,16 44:15 45:15,24 46:24 47:9,14,17,23 49:23 50:6,8 51:18 52:6,10,18,21 54:8,15 55:12 57:23 58:4 59:5,14,17 61:12 62:9 63:5,6,9,23,24 64:3,17 66:14,18,22 67:8,11 68:18,20,21 69:16 71:11,14,21 72:7,10 73:17 74:6 76:20 77:1,6,14 78:1,4,16 79:6,23	<b>69</b> 5:16,25 8:15 13:22,23 14:10 19:19 21:8 26:20 27:11 28:7 36:16 43:13 45:22 52:21 55:14 57:23 63:4,10,15,20,24 66:15 71:14 78:1,15
<b>15</b> 61:3 62:13 65:24	<b>37's</b> 76:21	<hr/> <b>7</b> <hr/>
<b>150</b> 44:2	<b>375</b> 10:11	<b>7</b> 75:6
<b>160</b> 58:9	<b>39</b> 48:25	<b>70</b> 41:19,21 63:10,11,12,13,15,23 67:15
<b>163</b> 3:7	<hr/> <b>4</b> <hr/>	<b>7334</b> 6:6
<b>17</b> 29:20	<b>4</b> 49:13 56:1 69:9	<b>75</b> 23:13
<b>1939</b> 55:24	<b>41</b> 40:1,15 41:19 73:25	<b>79</b> 79:19
<b>1999</b> 38:2 39:24	<b>42</b> 20:23 25:23 27:2,4	<hr/> <b>8</b> <hr/>
<hr/> <b>2</b> <hr/>		<b>8</b> 21:1
<b>2</b> 15:16 23:8 72:5		
<b>20</b> 11:15 23:5 39:22 42:13		
<b>20-acre</b> 53:17		
<b>200</b> 49:15 53:19		
<b>2004</b> 38:19 39:12,13		
<b>2018</b> 39:16		

**80** 11:19**88-acre** 37:22**8:50** 62:11

---

**A**

---

**ability** 31:7 54:11 57:15**absolutely** 45:17 59:16**academic** 56:9**acceptable** 50:23**access** 5:17 47:5,21,22 48:2  
63:14 72:8,12,14**Accidents** 54:1**accommodate** 36:20**accommodating** 62:15**accommodation** 12:18**account** 51:19**accounted** 76:19**accurately** 65:9,17**acre** 74:3**acres** 10:6,11 16:15 17:8 58:7,9,  
16 73:25**active** 20:2**adapt** 4:10**add** 29:11 38:24 67:12**added** 15:25 21:1**adding** 79:4**addition** 52:17 56:19**additional** 29:1,19 48:18 50:8  
57:5 62:14**additionally** 29:17 65:21**address** 55:23 65:1**addressed** 49:12 54:16 65:3,9**adds** 49:9**adequately** 54:12**administrators** 24:17**adults** 30:20**adversely** 51:4**advise** 60:16**Advisory** 20:1,7**affairs** 74:24**affect** 6:8,13 10:12 33:23 43:10  
50:18 76:12 77:12**affected** 6:21 24:21 25:6 37:23  
38:20 51:24 59:3 71:5,7**affecting** 57:14**affordable** 75:11**aforementioned** 31:13**afraid** 8:14,15**after-school** 56:25**age** 29:10**agency** 24:16 28:17**agree** 14:8**agreement** 49:17**agricultural** 74:3**agriculture** 14:14 65:16,23**ahead** 21:3**air** 29:4**airport** 5:17**alleged** 38:24**allegedly** 35:3**Allen** 3:7 29:13**allowing** 77:22**alternate** 18:14 35:22 42:17  
61:14 77:12**alternates** 49:25**alternative** 7:6 24:2,4 28:24  
31:4,14 50:8 51:16 57:9,20**alternatives** 11:9 28:22 38:24**American** 70:8**Amos** 38:10 41:12**amount** 14:23**amounts** 31:11**ample** 12:22**analysis** 24:19 51:6**Andrew** 60:22 64:5,6**Angela** 17:14 18:11**anger** 72:4**Angie** 13:4 17:12 59:9,19,20**animals** 18:5 44:5**announce** 52:24**announced** 39:23**answers** 28:5**Anthony** 60:21 62:10,22**apologize** 26:16**Apparently** 76:7**appears** 24:8 50:23**applause** 20:5**Appliance** 33:19**applies** 72:2**approve** 20:6**approved** 41:22**approximately** 57:10**aquifers** 71:4**Arbor** 22:2,7**area** 3:13,17 7:16 8:9,12 9:4,6  
10:6,7 11:12,16 13:8,13 17:9  
18:12 21:14 25:17 27:3 48:20  
53:24 54:2 61:6 63:25 66:21  
67:17,23 69:2 71:23 79:17**areas** 3:3 15:19 65:5 68:16**argument** 5:16**aspect** 66:25**aspects** 51:7**assessed** 15:13**assume** 10:13**assumed** 5:7 21:9**assumptions** 25:2**astronomical** 30:12 56:4 57:2,7  
71:2**astronomy** 30:17 56:1,7,13,22**AT&T** 49:12**attendance** 15:19 55:13**attention** 38:16 39:10**audience** 69:19 76:4 77:18 79:11

**augment** 48:24  
**authorities** 39:11  
**avoid** 43:15  
**aware** 61:22 79:20  
**awful** 27:13

---

**B**

---

**B/d** 42:20  
**back** 3:14,20 10:5 12:2,3 32:10,  
 15 34:1 35:20 48:17 58:11 61:21  
 64:14 79:19  
**backed** 9:16 67:3  
**backing** 7:24 48:22,23  
**backwards** 41:21  
**backyard** 6:14 24:6 35:17,25  
 39:3  
**bad** 11:17 76:7  
**balcony** 70:14  
**bald** 53:21 58:11 60:2,3  
**Banta** 32:12  
**bar** 50:10  
**Bargersville** 20:25  
**barn** 37:25 38:1 53:7  
**based** 23:3 31:13 50:25 75:4  
**basically** 70:20 79:25  
**basis** 46:12 50:9  
**Baylor** 19:17 25:10,12  
**Bear** 53:1 54:18,19,22  
**beautiful** 7:12 36:18 58:11 70:9  
**beauty** 7:16 30:24  
**begin** 12:10 50:4 60:12  
**beginning** 40:16  
**believed** 9:8 53:19  
**benefit** 14:21 18:16 40:19 55:16  
 74:7,11  
**benefits** 5:18  
**Bethel** 27:3  
**big** 22:18,19,23 63:7 65:16 66:11  
 78:21

**bigger** 11:7  
**Bill** 26:14  
**billions** 40:12  
**bit** 20:15,16 22:5 26:19 34:23  
 45:25 69:22 77:23  
**bitter** 61:10  
**Blackwell** 13:4 17:13,14,15  
 18:11  
**blades** 26:2  
**bleachers** 58:3  
**bless** 45:11  
**blinded** 36:7,22  
**blindsided** 28:15 37:7 64:22,24  
**block** 18:23,25  
**Bloomington** 6:3 22:24 23:21  
 40:8 48:13 66:23  
**blue** 53:22  
**Bob** 16:8 60:22 66:6,8  
**bobcat** 17:7  
**bobcats** 16:16 17:9,10  
**Bordland** 33:13  
**born** 53:7  
**bottleneck** 72:16  
**bought** 3:25 9:10 45:21 49:23  
 70:10  
**box** 19:4  
**Branson** 27:7  
**Branson-carlisle** 27:9  
**Bray** 34:19  
**Brian** 59:9,19  
**bridge** 49:13 53:5 54:9  
**bridges** 32:2,6 55:3,10  
**brightly** 31:2  
**bring** 13:23 31:3 48:17  
**Brooklyn** 58:7  
**brother** 53:10  
**Brown** 77:20 78:13 79:10,12,15  
**budget** 15:18 79:2,3,4

**budgets** 15:15  
**build** 17:5 32:3,4 34:4 40:6 49:14  
 62:3 67:6  
**building** 23:14 32:10 42:16  
 44:12 47:7 49:16 54:9 75:14  
**buildings** 44:5 53:7  
**built** 6:14 12:6,11 16:14 24:1 36:2  
 39:25 40:15 44:8 53:6,8,11,12  
 55:24 68:23  
**bulldozer** 22:14  
**bunch** 60:1  
**Bunker** 27:3  
**Burcher** 33:12  
**Burns** 60:21 62:11,21,22,23  
**bus** 15:24 16:1  
**buses** 15:22 21:20  
**Bush** 26:13,17,18,19  
**business** 17:19,22 33:20 34:22  
 38:21 43:4,9,11,23  
**businesses** 4:10 14:15 18:24  
 27:8,15 29:6 37:19 39:1,7 55:7  
 67:5 71:25 72:9,13 74:10 78:4,6,8  
**busyness** 45:18  
**buy** 9:7,13

---

**C**

---

**CAC** 20:7,9  
**California** 32:23  
**call** 19:2 29:1 38:16 70:8  
**called** 28:18 47:18  
**calling** 43:6  
**Calvin** 70:1 76:2  
**Camby** 6:23 63:17  
**Canada** 39:4  
**cancer** 43:25  
**capacity** 48:19  
**capital** 15:14  
**care** 55:3  
**Carmel** 36:17

**cars** 11:18 46:7 52:12  
**case** 20:22 24:24 54:7  
**cattle** 46:7  
**caught** 6:15 42:15  
**caused** 68:20  
**causing** 15:14 54:12  
**cemetery** 3:8,11  
**Centenary** 3:9 4:3  
**center** 16:15,25 57:5 58:19  
**Centerton** 62:23  
**central** 17:9 18:3 30:19 36:17  
**century** 14:19  
**CEO** 55:21  
**challenge** 52:19  
**challenges** 78:9  
**chance** 28:2 74:7  
**changed** 41:8  
**changeover** 75:20  
**character** 27:21  
**charged** 24:16  
**charm** 27:21  
**chart** 50:10  
**chasing** 70:7  
**cheap** 32:3  
**cheaper** 9:25 40:3 72:20  
**check** 19:4  
**checked** 45:21  
**Cheetah** 16:14,25  
**Cheryl** 3:22 38:12 45:13  
**Chicago** 22:22  
**children** 4:15 15:25 47:7 52:1  
 58:2,24  
**children's** 5:22  
**choice** 25:3 38:20 44:14 73:16  
**choose** 15:2  
**Choosing** 23:8  
**chose** 9:7  
**chosen** 16:24 17:4,23 18:15 27:1  
 71:14  
**Christina** 44:18 51:11,13,14  
**Chuck** 70:1 76:2,6  
**circles** 73:9  
**citizens** 20:7 24:21 25:5 50:17  
**city** 44:4  
**Clark** 12:25 14:1 15:4 16:6 17:12  
 19:11,15 21:11 26:10 31:20 33:9  
 37:1 38:8 42:25 44:16 48:10  
 49:19 51:11 52:22 54:17 55:18  
 57:24 59:7,18 60:20 62:10 64:4  
 66:6 69:17 71:15 72:22 74:20  
 76:1 77:17 78:12 79:8  
**Clay** 33:12 37:3,5  
**clean** 79:7  
**clinic** 17:15 18:2,4  
**clip** 12:2  
**close** 12:3 17:3 44:8 49:4  
**closer** 18:9  
**cloud** 29:2  
**co-chair** 28:7  
**coffee** 70:16  
**college** 70:10  
**Collin** 70:2  
**COLLINS** 9:19  
**Colts** 5:20  
**Columbus** 22:21  
**combine** 65:13  
**comets** 30:23  
**comfortable** 25:3  
**comment** 8:24 12:1,17 13:17  
 26:12 30:10  
**comments** 12:22,24 13:7 19:13  
 28:2,3,4 29:17,23,25 36:10 41:17  
 42:12 64:9 66:13 68:4,6  
**commerce** 36:12 51:19  
**commercial** 49:1  
**Commission** 14:5,7  
**committee** 16:9 20:1,8 55:2  
**common** 36:20,24 54:2,6 78:18,  
 22  
**communicate** 24:12  
**communication** 7:18  
**community** 8:16 12:18 14:16,20  
 16:20 17:20 18:5,8 20:9 25:6  
 27:23 28:10,14,20,25 36:9 61:2,  
 24 78:3,7  
**community-wide** 24:13  
**companies** 71:4  
**compared** 5:18 52:5  
**comparison** 35:6  
**compensated** 58:25 59:4 65:17  
**complaining** 76:7  
**complaints** 29:16  
**complete** 59:15  
**completed** 40:18  
**complex** 6:13,15  
**complexity** 24:24  
**comprehensive** 24:9  
**computer** 24:10  
**concern** 6:17 20:5 45:4,15 65:16  
 73:16 78:5,9  
**concerned** 12:9 31:1 65:4 79:2  
**concerns** 12:13,23 15:9,12 16:2  
 19:23 20:16 28:4 43:25 66:14,16,  
 19 68:5 75:10,17  
**conclude** 62:17 79:13  
**concrete** 31:10  
**confident** 66:12  
**confine** 68:6  
**congestion** 3:4 9:2,16 42:18  
 46:5 63:18 66:23 67:6,9,20  
**connect** 20:11 22:20 23:21 27:2  
 40:7,11 47:11 61:11  
**connected** 40:16  
**connecting** 40:19  
**Conner** 26:14 30:9,11  
**consequences** 51:25  
**consideration** 16:3 28:12 30:5

33:6 45:8 62:18 75:9 77:5 79:11  
**considerations** 76:16  
**considered** 50:13  
**Consolidated** 15:8 16:4  
**constructed** 68:20  
**construction** 26:3 39:6 41:5  
43:15 47:4,12 48:8 71:7 76:18  
**contact** 27:16  
**continue** 23:14 28:8 42:21 52:18  
63:5,9 68:1 76:25  
**continues** 38:23  
**continuing** 33:9 76:20  
**contractors** 26:1  
**contribute** 52:13  
**contributing** 18:18  
**controversy** 72:5  
**cool** 34:3  
**Cordova** 6:6  
**corners** 28:18  
**Corporation** 16:5  
**Corporations** 15:8  
**corridor** 38:15,18 41:5 67:18  
68:10,21,23 79:22  
**cost** 8:21 16:19 23:4,6 25:21 30:7  
49:7,10,14 75:2 76:15,24  
**costs** 15:25 23:5,6,20 24:25 49:9  
50:9 51:6 63:22,23 76:20  
**Council** 13:7  
**counties** 18:16  
**countless** 40:14  
**country** 4:18 45:2 46:18,25  
64:12,13  
**countryside** 49:24  
**county** 7:14,19 13:7,10 14:4,7,  
15,22,24 18:14,15,18,21 19:2  
27:17 36:16 39:14 44:10,11  
45:17,20 47:6,15 48:7 56:18  
57:16 59:22 65:2 66:10 73:21,22  
74:11,12,13 75:3,13,17 77:16  
**couple** 21:25 43:14  
**court** 28:3  
**courtesy** 79:11  
**cover** 12:22  
**CPRC** 16:15 17:4  
**crash** 62:25 63:20  
**crashes** 23:20 74:9  
**Crawford** 70:2 77:17,24,25 78:1  
**crazy** 4:16  
**create** 3:4 15:21 48:18  
**created** 35:24 53:24 57:12  
**creating** 36:19 49:4 57:6  
**creation** 76:18  
**Creek** 58:10 68:14  
**critically** 68:16  
**cross** 12:13 26:5 52:11 68:10,13  
**crosses** 54:4  
**Crossfield** 6:6  
**crossing** 66:14 68:14  
**crushed** 71:11  
**crushing** 70:24  
**cultivate** 56:7  
**culture** 29:10  
**cup** 70:16  
**curious** 8:6  
**current** 19:25 52:17 57:17 69:10  
**Curry** 33:12  
**cut** 3:2 9:23 28:18 43:19 47:4  
**cutting** 76:14

---

**D**

---

**dad** 38:2 53:12  
**daily** 11:16 53:20 63:1  
**damage** 26:7  
**damaged** 52:13  
**Dan** 70:5  
**danger** 43:16  
**Daniel** 13:2 14:2,3 69:24 70:4  
**Daniels** 73:17  
**dark** 30:22  
**data** 29:21 36:5 50:5,12,13,21  
51:9  
**dated** 37:9  
**dates** 61:2  
**Dave** 5:11 6:5 13:2 15:5,6,7  
19:15 26:14 31:18 58:1  
**David** 6:5 23:24,25 33:12 53:1  
54:18,20 69:25 70:1 72:23 74:21  
**Davis** 6:5  
**day** 22:3,7 36:6,23 59:14 61:18  
**deal** 53:24  
**dealing** 29:4 33:5 66:25  
**Deanna** 38:11 44:20,22,25  
**death-trap** 11:24  
**debt** 15:15  
**decade** 21:7,9 38:22 47:8 71:10  
**decades** 56:21 68:20 69:1  
**Decatur** 64:19,21  
**December** 29:20  
**decide** 35:9,11 43:22  
**decided** 9:9  
**deciding** 35:10  
**decision** 7:24 8:17 17:24 36:6,8,  
23 38:19 39:18 45:12 50:24 51:8  
78:23  
**decisions** 36:15 39:12,13 50:5,  
22  
**decrease** 52:4  
**dedication** 20:3  
**deer** 58:3,13  
**definite** 64:15  
**degrade** 7:10 31:6  
**degraded** 59:1  
**delaying** 39:18  
**deleted** 57:20  
**Denise** 44:19 52:24 53:3

**dense** 8:4  
**Department** 55:25 56:12  
**departments** 34:14 35:2  
**depending** 32:1 69:7 75:24  
**depths** 26:7  
**designed** 3:3 24:12 53:10  
**desire** 36:20  
**destination** 48:15 56:21  
**destroy** 7:15 27:14,23  
**destroyed** 38:5 78:11  
**destroying** 40:13  
**destruction** 19:10 68:7  
**destructive** 39:18  
**detail** 50:8,25  
**detailed** 50:21  
**details** 21:13  
**deteriorate** 52:9  
**deteriorating** 55:3  
**determine** 6:19 25:7  
**detour** 8:19  
**detriment** 44:11  
**detrimental** 73:20  
**devastating** 8:16 73:22  
**devastation** 44:7  
**developed** 16:14 55:14 58:6  
**development** 18:18,24 27:19  
 28:21 57:4  
**diameter** 25:18,23  
**difficult** 39:5  
**dire** 54:13  
**direct** 6:3 32:6 42:10  
**direction** 42:1  
**directions** 72:18  
**directly** 43:12 76:13  
**director** 55:21 74:24  
**disappointed** 9:12 50:4  
**disclose** 61:19,20

**discovery** 56:6  
**discriminatory** 28:9  
**discussion** 14:25  
**disheartening** 50:15  
**disorganized** 50:18  
**displaced** 77:7  
**displacements** 77:14  
**disrupt** 71:25 72:12  
**disrupted** 38:25  
**disrupting** 9:20 10:1 46:16  
**disruption** 38:23  
**dissecting** 74:12,13  
**disservice** 69:10  
**distance** 10:21 41:23 42:9,23  
**distant** 30:23  
**distress** 54:13  
**District** 15:21  
**disturbance** 68:19  
**disturbed** 13:9  
**divide** 32:11 33:1,2 44:9 78:24  
**divides** 71:23  
**dividing** 32:13 58:20  
**DNR** 35:2,4  
**doctors** 18:7  
**documents** 26:25  
**dollars** 34:15 36:13 40:12 49:15  
 75:6,7  
**domain** 39:3  
**Don** 38:9,13  
**door** 64:15  
**dot** 78:2  
**dots** 22:20,23 23:21  
**double** 43:20 64:24  
**Doug** 60:22 66:7 67:24 68:3  
**downstream** 54:14  
**downtown** 3:5 13:16,19,21,25  
 20:24

**dozen** 43:14  
**drain** 34:11  
**dramatically** 52:4  
**drastic** 14:14  
**dream** 70:8,12  
**dreams** 70:23  
**drive** 3:7 4:18 6:1,6 32:25 63:8  
 65:12  
**driven** 67:2  
**driver** 63:8,10  
**drivers** 9:14 23:16 64:2  
**driveway** 46:22 76:14  
**drop** 13:18 23:4  
**drought** 22:12  
**drove** 41:2  
**due** 15:10 16:21 18:17 31:16  
 57:21  
**dumps** 29:6  
**dwindling** 29:4

---

**E**


---

**eagles** 38:5 53:21 58:11 60:2,3  
**Earl** 31:20  
**earlier** 7:2 42:14 61:8 75:7  
**early** 30:4 51:3  
**ease** 42:18  
**easements** 5:9  
**east** 13:24 41:25  
**east-west** 27:1  
**east/northeast** 78:20  
**easy** 44:5 72:14  
**economic** 18:13,17 19:3 27:19  
 38:20 71:8  
**economical** 64:2  
**economics** 46:14  
**edge** 12:3,8  
**educate** 16:17 31:23  
**education** 16:17 29:10 56:9,12,

22 57:7,15  
**educational** 56:19 57:22  
**effect** 71:3  
**effects** 29:2  
**efficiency** 79:24  
**efficient** 75:14 76:25  
**effort** 31:22 70:23  
**Eiteljorg** 5:22  
**elected** 38:18  
**elementary** 15:19  
**Elevate** 72:10  
**Eli** 33:11 35:15  
**eliminated** 62:7  
**Elliot** 13:2 14:2,3  
**ELLIOTT** 14:3  
**Elmo's** 5:21  
**emergencies** 48:8  
**emergency** 21:20 47:21 48:1  
 74:14  
**emotion** 36:24  
**emphasize** 54:14  
**employ** 18:11  
**employed** 24:12 25:4  
**employees** 43:14,18  
**employs** 18:7  
**empty** 10:19  
**emptying** 20:23  
**EMS** 51:23  
**encourage** 15:1 20:13  
**end** 12:2 13:15 15:23 36:6,23  
 41:21 72:14  
**endangered** 38:5 73:24  
**energy** 72:4  
**engineer** 50:1 71:17  
**engineering** 56:10  
**engineers** 48:14  
**enjoy** 70:16 77:15

**enrollment** 15:16  
**entered** 19:13  
**entire** 14:19 67:22 70:6  
**environment** 7:15 11:10 16:10  
 40:14 51:5 71:3 73:10,13,15,22  
**environmental** 10:5 16:9 28:12,  
 17 29:7 30:5 50:9 51:7 52:5 68:5  
 70:25 73:8  
**environmentally** 68:21 73:20  
**equipment** 65:8  
**eroding** 52:20  
**essentially** 18:23 39:2 68:9,23  
 70:22 72:17  
**established** 28:16  
**estimate** 75:5  
**estimated** 53:18 75:2  
**estimates** 50:3 75:4  
**evaluate** 29:18  
**evaluation** 75:20  
**evaluations** 46:13  
**Evansville** 13:15 22:24 40:2,8  
 41:14,15 42:19,20 61:5  
**evening** 13:1 15:6 19:14 23:24  
 25:10 32:17 62:13,17,20 69:21  
 70:4 79:9,14  
**events** 30:18  
**everybody's** 9:20 77:13  
**evident** 20:4  
**excellent** 16:12 17:6  
**excuse** 59:16  
**executive** 55:21  
**exhibit** 50:11  
**exhibited** 59:23  
**existing** 14:10,20 15:2 39:7 52:6  
**exists** 56:6 62:2  
**expand** 6:22 43:22  
**expanding** 75:22  
**expansion** 43:21 57:18  
**expect** 28:5

**expense** 54:8  
**expensive** 23:7 32:2  
**experience** 51:2  
**experts** 36:7  
**exploration** 56:13  
**extend** 12:21 61:5  
**extension** 20:8  
**extra** 12:18 13:22 63:20  
**extreme** 17:3  
**extremely** 9:12

---

**F**


---

**face** 44:20  
**facilities** 56:16  
**facility** 16:21,23 17:1,2,5,6,8  
 18:6  
**facing** 14:18 44:21  
**fact** 13:17 14:16 20:19 21:14,16  
 46:9 61:7  
**factors** 54:15  
**fair** 61:23  
**fairness** 24:14  
**Fairview** 79:25  
**falling** 4:22  
**families** 4:13 15:17 33:2 53:23  
 58:14 78:9  
**family** 17:21,22 28:25 34:5 37:6  
 42:19 45:11 53:9,11,17 58:2  
 62:23 76:9 78:16  
**fantastic** 19:22  
**far-reaching** 68:15  
**farm** 17:18,21,23 37:22 38:1  
 43:5,24 44:1,5 53:9,11,17 58:6,7,  
 14,15,19,20,22,23 60:10 62:24  
 65:13 74:17 76:9,10,11,14 78:16  
**farmers** 65:4,5,17  
**farmland** 4:12,19 8:4 38:4 73:23  
**farms** 4:15,17 37:18 40:14 61:15  
 74:5,6  
**fast** 19:2 39:15

**father** 33:18 34:2 53:7 58:8  
**father's** 34:21  
**favor** 38:14 49:22 77:9  
**fear** 72:4  
**fears** 15:24  
**Featherston** 69:25 72:24,25  
 73:1  
**February** 28:23 32:10  
**federal** 10:10 29:13 39:11  
**federally** 10:12  
**Fedex** 40:20 63:8,10  
**feed** 71:4  
**feeder** 27:1  
**feeding** 36:25  
**feel** 20:11 33:24 34:16 36:14  
 64:23 77:8  
**feet** 25:18 44:2  
**felt** 52:7  
**Ferguson** 53:2 54:18,20 57:24  
 58:1  
**Fever** 5:20  
**Fexex** 63:7  
**field** 5:23 74:17  
**fields** 58:17,18,19,20 59:2  
**fight** 4:23 5:1 73:4,5  
**filing** 29:16  
**filtered** 31:9  
**finalize** 24:16  
**finally** 28:1 64:13  
**financial** 23:10  
**financially** 62:6  
**find** 3:20 7:5 20:12 36:1 37:20  
 39:16 46:2 60:6  
**fire** 47:18 51:23  
**fiscally** 41:11  
**fit** 25:23  
**fix** 4:23 79:6  
**flagman** 49:15

**Flash** 61:22  
**fleet** 16:1  
**flight** 5:15  
**Flock** 54:21 59:8,11,12  
**flooding** 54:6  
**floodplain** 18:25 19:6 68:10,19  
**floodplains** 68:14,15,17  
**floodways** 54:12  
**floor** 17:13 33:14,17 49:19 51:11  
 53:2 54:19 55:19 57:24 62:21  
 64:5 67:24 70:3 76:5 77:24  
**flow** 72:9  
**flows** 59:15  
**flying** 53:22  
**focus** 24:6  
**fog** 8:4 21:14 53:24  
**foggy** 8:8 11:16  
**follow** 14:10 28:16 39:21 40:9  
 68:9 72:7  
**food** 19:3 65:24,25 74:6  
**foolish** 32:4 48:16  
**forced** 27:16  
**Ford** 3:9 4:3 73:1  
**forest** 69:2 73:24  
**forget** 3:17  
**formal** 62:17 79:13  
**formally** 31:14 41:7 57:19  
**forms** 43:9 53:20  
**Fort** 22:25  
**fortunate** 30:4  
**forward** 43:17 61:18,22 62:16  
 68:2  
**foster** 56:6  
**fought** 27:25 60:13  
**found** 7:20 30:3 37:10,14 43:4  
 60:12,14 70:8  
**founded** 18:4  
**four-acre** 58:18

**four-generation** 17:20  
**four-lane** 41:4  
**frame** 6:24  
**Fred** 70:1 74:22,23  
**free** 20:11  
**freedom** 45:3  
**freeway** 32:22  
**freeways** 32:24 74:12  
**freight** 63:7  
**frequently** 68:17  
**friends** 42:19  
**friends'** 55:6  
**front** 4:25 7:11 70:13  
**frustration** 61:1  
**fuel** 15:25  
**full-service** 18:6  
**fully** 40:18 49:5  
**functioning** 69:11  
**funded** 40:18  
**funding** 40:22  
**Funeral** 27:9  
**funneling** 27:10  
**future** 41:5 43:17 48:18 52:1  
 57:4,18

---

**G**


---

**Gail** 69:25 72:24,25  
**galaxies** 30:23  
**gas** 12:7,9,12 19:3 25:13 75:21  
**gasoline** 23:20  
**gather** 35:16 36:5  
**gears** 20:15  
**general** 56:24  
**generation** 56:8  
**generations** 43:6  
**gentleman** 65:11  
**George** 44:17 48:11,12

**Gillmore** 76:2,3**Gilmore** 70:1**give** 20:4 33:22 55:15 72:17**giving** 28:11**GMAC** 28:7**God** 45:11**Golf** 59:24**good** 10:13 15:6 17:24 23:24  
25:10 32:17 34:13 44:9,10 60:19  
61:9 70:4 72:22 77:8**Google** 60:5,6**government** 74:24**GPS** 63:3**grade** 30:18**grader** 4:25**graduated** 33:17 34:1**grand** 61:4**grandchildren** 22:10**grandfather** 53:6,8,13**grandparents'** 17:18**gravel** 53:25**great** 59:15 65:4**Greater** 16:9 19:25**greatly** 59:3**green** 32:8**Greenwood** 44:11**Greg** 54:18,20 55:19,20**grew** 17:20 41:14 45:5 55:7 64:11  
71:12**gripe** 24:4**ground** 22:2,6,8,12 24:14 53:13**group** 16:10,11 26:15 38:8 42:16  
60:20**growth** 18:3,13,17,19 19:3,9 39:9**guess** 12:13 39:11,13 63:4,6**guidelines** 28:16**gut** 11:8**Guyer** 60:22**guys** 27:20 45:8 49:5**gymnasium** 12:24 13:5

---

**H**

---

**habitat** 17:8 68:6 69:13**habitat-friendly** 69:15**half** 4:4 32:21 45:23 46:3 58:21  
65:13**hall** 50:11**hammer** 53:13**hand** 20:24**handle** 3:3 10:24 48:7 63:18,19**handled** 75:8**handouts** 69:8**handwriting** 76:7**happen** 6:25 8:11 13:13 26:4  
52:14 63:17 64:1,2**happened** 37:11 40:17**hard** 12:4 20:12 60:15 67:14  
70:22**Harding** 48:22 67:1,10**hardship** 17:3**Harry** 5:21**hassle** 47:3**hated** 45:17**Haute** 39:25 40:1**head** 53:22 71:19**health** 32:2**healthy** 29:9**hear** 44:24 46:6,7 71:22**heard** 16:11 25:22 32:10 34:19  
38:7 43:7 58:5**heart** 33:1**heavily** 10:16**heavy** 26:3**held** 66:4**helping** 35:14**Henderson** 3:9 4:3 73:1**Hendricks** 18:15 19:1 65:2**Henry** 53:1 54:17,22**heritage** 37:18**herons** 53:22**hey** 21:24**Hibert** 59:9,19,20**hickory** 53:18**high** 6:8 20:24 27:5,6,20,22 30:18  
31:19 33:17 35:13 55:7 56:17  
69:7**high-pressure** 25:15,19**high-speed** 67:7**higher** 77:11**highly** 56:16**highway** 8:20,25 13:12 14:10  
15:2,23 18:13 23:9 24:17 29:10,  
13 31:5 39:4,11 40:1,6 41:1,4  
47:4,20,22 51:20,22 52:17 54:5  
64:14 68:18 69:16 73:17 74:6  
77:1 78:25 79:5**highways** 32:5 74:2**hiked** 3:14**hill** 20:23 27:3 30:13 70:21**hills** 10:21**hilltop** 56:1**historic** 27:8,14 30:2 31:19 37:25  
57:1**hold** 39:15**home** 4:1 6:12,19,23 7:2,5,10,21  
17:22 23:25 27:9 29:1 33:4 41:2  
43:10,11 46:10 53:6,9,12 70:10,  
11,21 74:17**homeowners** 52:4**homes** 4:9,14 5:10 8:13 14:15  
27:8,15 30:2 37:19 39:1,7 40:14,  
25 46:17 71:6 78:8,10**honest** 15:1**honestly** 33:16**Hoosier** 23:9**hope** 25:16 36:5 49:5 60:19**hoping** 12:21

**horrible** 8:1 68:8  
**horse** 17:15 18:3 70:15  
**horses** 18:5  
**host** 30:20  
**hostage** 66:4  
**hosting** 35:13  
**Hound** 17:15 18:3  
**hour** 11:19 67:2  
**hours** 12:21 63:1  
**house** 3:6,25 4:4,5 5:4 44:3  
 45:21 46:19 49:23 53:10 66:3  
 70:12,14,24  
**houses** 11:8 31:19  
**Howard** 70:1 74:22  
**huge** 27:13  
**human** 46:15  
**hundreds** 38:25 39:14  
**hunter** 58:3,13  
**hunts** 58:13  
**hurt** 72:19  
**hurting** 52:4 62:6  
**husband** 32:18,19 45:16 51:14

---

**I**

---

**I-465** 40:7 72:3,15,17  
**I-65** 61:5  
**I-69** 6:8,15 7:4,10 14:17 15:3  
 16:13 17:11,16 18:19 20:18,25  
 24:24 30:6 31:14 38:14 39:21,23  
 40:17 41:3,5,7,9,11 43:7 46:12  
 49:22 51:17 54:15 57:9,19 58:4  
 59:5,16 60:12 61:5 65:22 68:9  
 69:15 71:18,21 72:7,10 74:4  
**I-70** 3:1 17:18 18:19 39:24 40:11,  
 16,19,20 48:20 71:19 78:25  
**I-74** 13:20  
**idea** 21:4 60:11  
**ideal** 57:2  
**identify** 29:20  
**imagine** 20:22 41:20 54:8

**imminent** 39:2  
**impact** 9:12 10:6,7 14:13,23  
 15:10 16:4 31:16 38:20 43:23  
 44:9 48:8 52:5 57:21 59:23 60:7,  
 8,9 65:15,22 71:8 73:8 75:1,5,18  
**impacted** 9:24 43:18 52:2 68:22,  
 24 75:24  
**impacts** 24:25 51:4 68:16 70:25  
**implemented** 28:19  
**implications** 14:14  
**importance** 56:11  
**important** 6:20 10:9 11:22 33:24  
 48:1 56:16,19 64:25 65:23 68:17  
 77:5  
**importantly** 14:23  
**impossible** 52:19 62:12  
**improve** 5:17 16:23 23:19 72:7,9  
 74:9 79:24  
**improved** 66:24  
**improvements** 16:21 39:7 47:7  
**improves** 67:16  
**improving** 67:19  
**inaudible** 13:14 18:6,13,22 19:5  
 20:8 28:7 30:2,3,7 42:8 53:21  
 54:25 58:14 64:8,13 73:14 79:22  
**inception** 39:22  
**inches** 25:23  
**include** 15:12 28:12 57:5  
**including** 35:2 53:21  
**inclusion** 26:12  
**income** 29:10 59:2 65:18  
**incorrect** 29:21  
**increase** 11:3,23 63:21 67:20  
**increased** 63:17 76:21  
**increases** 63:21  
**incredible** 53:18  
**Indiana** 5:23 17:9 18:3 23:23  
 25:13 30:11,19 31:25 34:8,10  
 36:17 41:9 50:2 54:24 55:4,25  
 56:3,11 57:8 59:13 64:11 65:22  
 73:5 74:5 75:15

**Indiana's** 24:17 57:3  
**Indianapolis** 5:12,14,19,24 6:4  
 23:17,22 39:25 41:15,24 48:14  
 67:13,16 74:25 79:17  
**INDOT** 7:3,23 8:6 12:17 15:2 19:4  
 20:6,9,13 21:8 22:18,22 23:2,22  
 24:11 25:5,17 28:1,9,15,19 35:5,7  
 39:11,22 40:5,12,20 45:21,23  
 51:7 64:8,25 77:9  
**INDOT'S** 24:15 26:24 34:25  
**Indy** 22:21,24  
**informal** 56:21  
**information** 7:19 23:3 24:20  
 25:16 34:25 35:3 50:23 51:3  
 61:21  
**informed** 70:18  
**infrastructure** 44:8,12 47:2 48:7  
 52:20  
**initiated** 28:22  
**initiatives** 56:9  
**input** 25:2  
**inputs** 28:20  
**inside** 59:22 60:3  
**insignificant** 5:18  
**insist** 30:4  
**inspected** 17:1  
**install** 32:5  
**Institute** 55:22 56:5  
**insufficient** 50:5  
**intend** 31:25  
**intended** 50:16  
**intentional** 50:12  
**intentionally** 43:20  
**intents** 3:25  
**interchange** 10:25 20:23 27:2,4,  
 12 31:5 48:20,25 57:13 67:1,7,10  
 72:10,15 73:2 79:19  
**interchanges** 11:1 31:3 32:12  
 47:15 49:4 66:18  
**interchanges/overpasses**  
 66:20

**interest** 17:24 30:16,24 56:7  
64:15

**interesting** 73:7

**intersecting** 25:19

**intersection** 3:9 9:1,15 49:9,11

**intersections** 47:11

**interstate** 5:16 11:18 12:2,11  
22:19 29:3 31:3,10 40:1 41:6  
42:16 46:18 48:3 49:7 54:9 57:12  
63:12 70:22 71:24 72:8,14 74:16  
76:22

**interstates** 13:18

**introducing** 9:5

**invested** 7:9

**investigated** 49:5

**investment** 30:25 75:16

**inviable** 18:8

**involved** 36:3

**involvement** 28:10

**IPL** 75:10

**irresponsible** 32:4 51:1

**irritated** 7:18

**IRT** 5:21

**issue** 21:15 43:17 64:25 66:2

**issued** 35:4

**issues** 21:18,19 29:5

**itch** 34:8

**itched** 34:8

**IU** 34:1

**lizzy's** 5:21

---

**J**


---

**Jackie** 26:16 32:17,18

**Jane** 38:10 41:12

**Jeff** 19:15 22:15 33:12 48:13

**Jenkins** 19:16 23:24,25 33:12

**JENNIFER** 7:17 8:2

**JERRY** 7:1,22 8:10

**JIM** 8:24

**job** 16:12 36:19 51:3 52:16 71:13

**John** 69:24 71:15,16

**Johnson** 36:15 45:17 47:6

**jointly** 56:3

**Jones** 33:13 37:1,3,6

**July** 20:5 37:9,12 42:3 46:2

**jump** 63:13

**junctions** 18:20

**justice** 28:12 29:7 30:5

**Justin** 3:7

---

**K**


---

**K3** 10:15 11:1 13:11 15:10 38:24  
46:22 51:15 53:5 54:10 70:19

**K4** 10:15 11:1 13:12 15:10 38:25  
46:21 51:15 53:5 54:10 70:20

**KATHLEEN** 9:19

**keeping** 49:22 58:4 59:5

**Keller** 20:23 27:3 60:23 66:7  
67:24,25 68:3

**Kellerman** 76:3,4,5,6

**Kentuckians** 41:10

**Kentucky** 41:3,6,7 55:13

**Kevin** 10:3 33:19

**key** 30:20 73:13

**Keystone** 36:18

**kicked** 60:11

**kid** 11:13,15

**kids** 53:14

**kill** 62:8

**Kim** 69:25 74:21

**kind** 34:10 35:7 39:10

**kinds** 8:4 21:15,18 58:12

**Kitchen** 47:24

**knew** 42:2,3

**knot** 58:5

**knowing** 8:7

**knowledge** 25:1

---

**L**


---

**lack** 7:18 24:9 33:16 50:12

**Lafayette** 22:22

**Lake** 7:1

**land** 33:3 37:18 45:10 58:25 59:1  
65:18 74:1

**lands** 11:13

**lanes** 10:17 13:22 26:6 27:5,7,13  
72:17

**large** 6:13 25:6 57:5

**largest** 53:19

**late** 59:13 70:19

**Lauren** 13:1,4,6

**law** 28:18

**lawn** 22:12

**leaders** 56:9

**leave** 28:3,4 34:6,7

**leaving** 48:25

**led** 12:15 31:8

**left** 58:25 69:18

**legally** 12:12 61:21

**legitimate** 35:19

**letter** 35:4 45:22 60:17

**letters** 37:15 43:8

**letting** 35:9,12 54:22

**level** 50:25 69:5

**library** 52:2

**licensed** 17:1

**Lick** 58:10 68:14

**life** 7:9 9:22 32:20 39:8 70:6,7  
74:15 77:11,13,15

**light** 21:17 31:2,6,11 32:8,16  
57:12 74:25

**lighting** 5:21 31:8

**lights** 66:17

**limbo** 40:25

**limit** 57:13 62:6  
**limitations** 29:15  
**limited** 4:9  
**limits** 6:17  
**lines** 75:2,3,21,23  
**Link** 31:17 55:22,24 56:4,14,20 57:22  
**linking** 39:4  
**Lisa** 38:11 43:1,2  
**list** 31:15 57:20 62:12  
**listen** 31:23  
**listening** 46:23 66:13  
**lit** 31:2  
**literally** 23:9,14  
**live** 4:2 6:6 7:1 9:21 12:3 21:12 29:8 34:2,4 46:4,17,20 51:14 53:3,6 54:5 58:6 59:21,24 65:20 73:1 74:17,18 76:11  
**lived** 3:13 9:20 11:5 41:13 58:8 70:6  
**lives** 9:20 10:1 28:25 45:9 46:16 50:18 51:4 53:14  
**livestock** 65:6  
**living** 3:25 46:4 58:8  
**local** 15:14 56:15,24  
**locals** 66:14  
**located** 17:16 24:1 56:1 57:10  
**location** 33:22 57:2,6  
**locations** 35:22  
**logic** 36:24  
**logical** 23:18 44:14 63:25  
**LOIS** 5:2  
**long** 7:1,17,22 8:2,10 32:16 61:23 62:20 73:11  
**long-term** 51:6 76:19  
**longer** 15:24 74:21  
**looked** 46:15 76:17  
**loop** 72:17  
**lose** 17:22 18:17 37:17 39:1 78:17

**losing** 33:20  
**loss** 15:12,16 39:8 65:17,22  
**lost** 45:9 74:1  
**lot** 3:2,4 4:19 9:25 10:10,12,14, 19,20 11:5,10 13:8,12,13 17:25 21:13 25:21 31:21 34:11,13,14 37:14,15 38:6 44:25 45:6,14 47:6, 25 48:21 53:23 55:6 59:22 60:6, 14 66:2,12,16 67:5,9,11 73:3,14 76:25 77:7 78:17  
**lots** 27:8 54:4  
**loudest** 36:25  
**Louisville** 22:21  
**love** 4:2,7 46:4 58:7,22 71:12  
**Loveless** 19:15 22:15 48:13  
**lovely** 70:13,20,21  
**low** 11:13  
**Lugar** 60:10

---

**M**


---

**made** 8:17 12:24 25:4 36:6,8 38:19 39:12,13 41:8 50:5 75:16  
**mail** 37:16  
**main** 12:13 13:25 45:15 58:18 63:12,14  
**maintain** 32:3 42:20 76:21,25 77:1  
**maintained** 76:23  
**maintaining** 25:15 52:16 76:20  
**maintenance** 16:1 52:18 76:20  
**major** 22:20 23:21 32:6 51:20 65:15 77:1  
**majority** 14:8 41:16  
**make** 3:15 7:23 11:7 26:23 28:2 29:17,22 34:16 36:23 45:2,12 48:5 61:14 66:18 71:19 76:15 79:6  
**makes** 7:8 9:6 36:14 52:25  
**making** 7:6 12:17 22:19 50:22,25 51:8  
**manage** 24:16 54:12

**managed** 56:3  
**managing** 34:15  
**Mann** 6:7,11,16 7:2,7,12 8:5,9 9:8 40:9 46:21 47:13,22,24 51:15 59:21 68:10 70:11  
**manufacturing** 29:6  
**map** 12:5 28:18 71:20 78:2  
**maps** 65:10  
**Marcotte** 13:3 15:5,6,7  
**Marion** 18:15 19:2  
**married** 45:5 70:9  
**Martinsville** 5:12,13 6:3 38:15 41:23 42:5,7 66:22 67:13 75:15  
**massive** 54:9  
**mathematics** 56:10  
**matter** 20:20 24:7  
**Mayfield** 34:20  
**Mccalgy** 53:1  
**Mccallick** 44:18 49:21,22 51:13, 14  
**Mccauley** 54:18,20 55:19,21  
**Mccoy** 5:2  
**means** 17:24 25:19,25 41:10  
**meant** 70:24  
**median** 10:17  
**medical** 47:21  
**meeting** 19:4 27:25 28:23 32:9 42:11 64:19 66:10  
**meetings** 37:13 42:4  
**Melanie** 33:11 35:15  
**member** 20:6  
**members** 19:25 20:9 31:8 45:9 55:23  
**memories** 22:10,13  
**Memphis** 41:2,3  
**Mendenhall** 60:22 64:5,6  
**mention** 17:7 40:13 46:9 60:4 71:17  
**mentioned** 21:19 41:18 42:14 58:13 60:1 61:8 63:11 75:7

- Meridian** 32:9 79:16  
**mess** 9:22 19:1 63:13  
**Mexico** 39:4  
**mic** 18:9 21:24  
**Michelle** 29:13  
**middle** 22:5 40:6 53:17 56:17 59:2  
**Mike** 33:12 77:19 78:13 79:9,15  
**mile** 4:4 6:11 24:2 31:5 46:3 53:4 57:10 59:21 65:13  
**miles** 11:19 23:8 30:13 40:10 56:1 62:4 63:1 65:12 67:12 76:21  
**military** 45:5  
**MILLER** 12:1  
**million** 73:25 74:2 75:6,16  
**Mills** 70:1 74:22,23,24  
**MILNER** 8:24  
**mind** 55:5  
**minimum** 27:5,7,13  
**miniscule** 66:19  
**minute** 27:6 37:21  
**minutes** 21:25  
**misleading** 29:21 50:13,17  
**mismanaged** 50:15  
**mismanagement** 23:10  
**misrepresented** 34:17  
**missing** 5:24 78:17  
**Mitch** 73:17  
**mitigated** 68:25  
**mitigation** 69:1,4,13  
**mobile** 74:17  
**model** 24:10,11 25:1,4  
**modern** 72:18  
**modifications** 41:8  
**Moffit** 44:17 48:11,12  
**mom** 17:19  
**Monday** 32:9 42:11 64:19 66:10 79:16  
**money** 8:14,21 9:25 25:21 36:12 40:13,21,22 41:1 55:3,9,11 67:11 79:4,6  
**Monroe** 13:10  
**Monrovia** 13:16 23:1  
**Montgomery** 69:25 74:21  
**months** 7:20 21:6,8 42:15 61:16  
**Monument** 5:22  
**Moore** 13:2,4,6  
**Mooresville** 3:8 5:17,25 8:12,22 15:8,11,20 16:4,10 18:16 19:1,24 20:1,18 21:5 22:16 27:11,21 28:1 30:14 32:18,19,20,25 34:2 35:13 37:9,23 41:13 43:15,24 46:21 47:1 51:16,19 52:14 53:24 54:3 56:2 60:24,25 62:8 63:16,25 68:12 70:6,11 71:9  
**Morgan** 7:14,19 13:7 14:4,7,15, 22,24 18:14,20 27:17 39:14 44:9, 10 45:20 48:7 56:18 57:16 59:22 66:9 73:20,22 74:11 75:3,13 77:16  
**Morgantown** 47:9  
**morning** 8:5,8 11:14 70:17  
**motorists** 7:13  
**move** 6:22 18:9 25:20  
**moved** 7:5 19:8 43:13 45:16,20 46:25 64:10,12 70:11 79:18  
**moving** 34:24 38:8 70:18 75:2  
**mowers** 22:12  
**museum** 5:22,23  
**Mutant** 69:25 72:23
- 
- N**
- 
- NAFTA** 61:7  
**nail** 4:24  
**nails** 53:13  
**named** 16:15 62:2  
**names** 52:25 69:20  
**narrow** 10:17  
**NASA** 56:16  
**nation** 17:2  
**National** 28:17  
**nationwide** 56:16  
**natural** 13:13 24:21  
**naturally** 69:5,11  
**navigate** 15:22  
**Navy** 53:12  
**necessarily** 21:13,15,24  
**negative** 14:13 15:10 16:3 31:16 57:21  
**negatively** 38:22 52:2 57:14  
**neighbor** 43:6 53:15  
**neighborhood** 3:24 12:9 32:11, 14  
**neighbors** 26:18 39:3 54:1  
**nesting** 60:2  
**news** 26:19 43:7  
**nice** 34:13  
**night** 56:22 57:13 73:11 79:16  
**nighttime** 57:2  
**nine-tenths** 59:21  
**no-brainer** 42:6  
**noise** 9:3,5 21:17  
**normal** 31:22 46:11  
**north** 30:6 49:1 57:10  
**north-south** 47:10  
**northeast** 3:10  
**northwest** 41:25 42:10 78:19  
**Norwegian** 22:4  
**note** 21:22  
**notice** 37:11  
**noticed** 10:3 64:18  
**notified** 60:14  
**NRBC** 73:25  
**numbers** 62:25  
**numerous** 53:25  
**nursing** 4:1

---

**O**


---

**oak** 22:1  
**object** 5:4,7  
**objections** 71:22  
**objective** 36:4  
**objects** 30:24  
**obligation** 24:15  
**obligations** 55:11  
**observation** 57:7  
**observational** 30:17  
**observatories** 30:13,19 31:1 57:6  
**observatory** 30:15 31:6,7,16,17 55:22,24 56:4,14,20,23 57:11,14, 22  
**observe** 30:22  
**observing** 56:22 57:2,14  
**obvious** 35:16 73:16  
**occur** 18:14,19 68:7  
**occurrence** 54:6  
**occurring** 69:5,11  
**office** 20:14 60:13  
**officers** 54:24  
**officially** 14:6  
**officials** 28:14  
**ongoing** 28:9 57:15  
**onset** 12:19  
**open** 8:20 62:3  
**operate** 30:12  
**operating** 15:18 25:14  
**operations** 57:17  
**opinion** 5:1  
**opinions** 18:1  
**opponents** 39:24  
**opportunities** 71:13  
**opportunity** 19:12,20 25:8 26:12 29:8 30:10 35:16

**oppose** 51:15  
**opposed** 73:19  
**option** 3:18 66:11,12,15 67:6,11, 16 69:15 77:2  
**options** 10:4,25 29:19 36:7 61:25 67:12 68:8,9,12,22  
**organization** 50:16  
**organizations** 30:25 56:15  
**origin** 48:14  
**original** 4:8 8:18 26:21 41:22 53:16  
**originally** 51:17 73:18  
**Oschman** 19:14,18,19  
**outrage** 41:20  
**over-run** 23:7  
**over-ways** 36:19  
**overlook** 70:21  
**overpasses** 65:14 66:19  
**owned** 55:25 60:10  
**owner** 43:5,24  
**owners** 38:21 39:14 43:5 61:13  
**owns** 76:9

---

**P**


---

**p.m.** 48:21  
**P.S.** 3:5  
**Pacers** 5:20  
**paid** 49:8  
**pairs** 60:3  
**Pam** 12:16 26:13 28:6  
**panel** 55:23  
**paper** 37:11 42:3  
**parallel** 40:1,15  
**paramount** 56:11  
**Pardon** 33:16  
**parents** 76:11  
**parents'** 53:8  
**Park** 60:3,5

**Parkway** 41:7 59:25  
**part** 38:18 41:17 61:7  
**participate** 12:19 30:17  
**partnerships** 40:23 56:15  
**pass** 58:23  
**Pat** 59:10 60:21,24  
**path** 13:9 39:24  
**pathways** 36:2  
**patience** 77:21  
**pavement** 50:6  
**pay** 34:16 41:1  
**paying** 19:6  
**pays** 19:1  
**peaceful** 49:24  
**Pearson** 38:11 43:1,2,3  
**Penna** 59:10 60:21,24  
**people** 3:15 4:14 5:11 8:12 9:4 11:2,10 12:20 13:8,24 14:24 18:11 21:16 23:12 33:3,4 34:12, 13,15 35:11 36:3,14,15 37:14,15, 17 39:1 40:19 41:16 45:14 46:17, 23 50:19 55:16 66:2,12 71:23 72:19 73:4,12,15 74:7 75:1 76:8 78:24  
**people's** 4:12 5:10 46:16 71:6  
**percent** 23:5,6,12,13 49:8 50:24  
**perform** 16:16,21 69:4  
**Perry** 32:9 35:24 36:15 42:11,16, 18 64:18 66:11 79:16  
**person** 5:15 78:3  
**personal** 17:25 21:22 37:22 43:25 71:6  
**personally** 34:1 73:14  
**personnel** 45:5  
**phase** 24:19  
**phone** 63:3  
**pick** 36:10  
**picture** 22:18,19  
**pile-ups** 11:20  
**pine** 22:4

**pioneer** 3:11  
**pipeline** 12:6,7,10 19:7 25:22 49:12  
**pipelines** 25:15,19 26:2,5  
**pits** 53:25  
**place** 40:22 57:1 69:3  
**places** 11:3  
**Plainfield** 22:25  
**plan** 5:5 21:7 28:19 34:4 40:7 51:19 61:5  
**planets** 30:23  
**planned** 14:19 21:3 44:13 73:18  
**planning** 7:23 14:17 20:17,21 24:19 36:12 38:21 39:6 40:21 51:21 71:10  
**plans** 57:4,18 61:14,15  
**plant** 29:5 75:19,22  
**planted** 68:25  
**plants** 75:14  
**play** 24:10  
**playing** 22:11  
**plenty** 24:3  
**plummeting** 8:11  
**PMS** 35:5  
**point** 20:22 48:13 71:10 76:15  
**points** 6:4 42:9,24  
**pollution** 9:3,6 21:17 29:1,5 31:2 57:12  
**poor** 7:22 52:16  
**poplar** 22:7  
**porch** 70:13  
**position** 24:5 25:14  
**positively** 38:22  
**possibly** 7:6,10 39:3 40:9 43:19 69:9  
**postponed** 39:6  
**potential** 15:10,16 16:3 21:5 24:25 39:2,9 75:18  
**potentially** 75:24  
**power** 29:5 36:14 74:25 75:11,14  
**practices** 28:9,13  
**pray** 36:5  
**precivil** 38:2  
**preference** 38:16  
**preferred** 29:24  
**preliminary** 15:9 20:3 75:4  
**premier** 57:6  
**preparation** 51:21 62:18  
**prepare** 14:17 51:22  
**preparing** 20:25  
**present** 18:23,25 26:12  
**presentation** 73:10  
**presented** 35:1  
**Preservation** 16:14,25  
**president** 14:4 30:11  
**prettiest** 7:14  
**pretty** 17:23 34:20  
**previously** 29:18  
**price** 46:9  
**prices** 33:4 44:7  
**prides** 75:10  
**primary** 50:7 65:18  
**print** 61:4  
**prior** 58:8  
**private** 40:23  
**problem** 48:24 65:15  
**problems** 15:21 21:21 29:11 48:18,21 49:5 54:7 65:7 74:8  
**process** 17:24 24:7,14 25:7 51:10 73:8,9 75:9,13,20  
**procrastination** 38:17  
**produces** 65:11  
**professional** 50:1  
**profit** 19:2  
**programming** 57:8  
**programs** 16:17 30:16,20 31:7 56:13,17,20,25 57:1,22  
**progress** 4:21  
**project** 6:18 20:13 22:23 24:18 28:11,21 39:23 49:8,9 50:3,14 75:8  
**project's** 39:22  
**projects** 15:15 39:10 49:7 50:2  
**prompted** 20:6  
**proper** 71:9  
**properly** 24:11  
**property** 4:12 8:11 9:7,10,12 15:13 21:2 22:1 33:21 34:5 38:21 39:5,9,14,17 43:20 44:6 45:10 52:3 61:13,15,17,20 62:5 74:14 76:10  
**propose** 12:14  
**proposed** 32:12 47:14 51:17 54:10 57:9  
**proposes** 31:4  
**props** 37:10  
**protect** 30:1  
**protected** 10:6,7,12  
**Protection** 28:17  
**proud** 20:10 58:15  
**proved** 69:4  
**provide** 29:7 30:16 57:15 65:24 69:1 70:20  
**provided** 56:14  
**providing** 30:10  
**provoke** 24:13  
**public** 12:24 16:17,19 19:13 24:20 30:16 31:7 37:12 40:23 50:15 56:21,24 57:21 61:10  
**Pugh** 38:11 44:20,22,25  
**purchased** 7:2,21  
**purchasing** 7:9  
**purpose** 28:21  
**push** 48:16 68:1  
**pushing** 62:16  
**put** 9:24 10:25 11:18 12:7,12 13:23 14:6 19:7 22:2,6,8,11 41:17 44:10 66:20 67:7 70:9

**putting** 75:21

---

**Q**

---

**quadrant** 3:10**quality** 29:4 39:8 74:15 77:11,13,15**quantitative** 24:9**quarter** 24:1**question** 55:1**questions** 27:25**quicker** 40:3 63:6**quickly** 66:21**quiet** 4:2 46:5**quo** 39:15

---

**R**

---

**race** 36:25**railroad** 49:14**raised** 4:15 53:14**RANDAL** 3:7**Randy** 70:2 77:17,25**rare** 57:1**ratios** 69:6**Ray** 53:1**reach** 69:7**read** 42:2 69:20 76:8**reading** 33:9**Reagan** 62:2,4**real** 11:16,22 16:2 33:4 48:2 73:16**realize** 19:3 36:5 66:15 68:24**reason** 3:12 10:24 14:12 26:8 46:17 59:16 60:11**reasons** 10:10,14 11:11**received** 45:22**recently** 41:2**recognize** 65:23**recommend** 35:3**reconsidered** 39:8**reconstructed** 79:25**record** 14:6 19:13 26:13 37:24**recurring** 37:5,7**red** 39:2 49:18**redesign** 9:2**Redevelopment** 14:5,7**redistricting** 15:18**redone** 9:15**reduce** 15:17 23:19,20 74:8,9**reduced** 50:6 52:3**reducing** 67:19 74:14**reduction** 15:14**reevaluate** 9:11**referring** 50:10**reflect** 31:10**regard** 18:2**regions** 31:13**registered** 62:23**regulations** 29:7**reiterate** 43:3 45:14 48:12**related** 24:7 67:5 76:17**reliability** 75:19**reliable** 75:11**relieve** 67:9**relocate** 15:17 17:3 27:17 44:4**relocated** 77:6 78:7,10**relocations** 77:4**remain** 29:23**remainder** 58:15,16**remaining** 29:19 77:20**remember** 39:12 47:16,19**remove** 29:15**removed** 15:13 29:18**render** 57:16**repairing** 68:16**replace** 69:6,9**replacing** 69:11**reporter** 18:9 28:3 44:23**represent** 37:6 58:2 60:25**representation** 34:11**representatives** 34:14,18 35:23**represented** 35:10 64:20**representing** 20:10**request** 20:6 31:14**requesting** 19:12 26:11 57:19**require** 32:7**required** 28:16 50:24**requirement** 35:22**rescue** 16:16**research** 16:15,17,25 17:1 43:8**reserve** 69:8**reside** 23:25**resident** 32:20 43:24 60:24**residential** 10:19,20 11:8 49:2**residents** 7:19 14:9,15,22 26:24 32:19 48:6 51:25 54:13 74:10**resolves** 66:16**respect** 24:15**responsibility** 25:14**responsible** 41:11**rest** 9:21 14:18 47:16 55:16**restricted** 28:20**result** 15:18,23 68:8 75:3**resulting** 29:5 51:24 57:11**retire** 58:22**retired** 25:12**retirement** 59:3**reveal** 24:20**revenues** 52:3**revitalized** 38:2**rework** 9:2**REX** 25:22

**Richard** 60:10

**RICKIE** 12:25 14:1 15:4 16:6  
17:12 19:11 26:10 33:9 37:1 38:8  
42:25 44:16 48:10 49:19 51:11  
52:22 54:17 55:18 57:24 59:7,18  
60:20 62:10 64:4 66:6 69:17  
71:15 72:22 74:20 76:1 77:17  
78:12 79:8

**rid** 66:17

**rides** 15:24

**rights** 30:1

**rise** 70:15

**risk** 29:1

**river** 8:3,9 11:12 52:9,11,12 53:4  
54:1,10 59:24 68:11,13,19

**road** 3:9 4:25 6:2,7,8,11,16,23  
7:1,2,7,12 8:5,9,19 9:3,5,8 10:16  
11:7,24 12:14 17:17 18:1 20:23  
23:7,15 24:18 27:3 30:14,15  
35:21 36:2 38:15,18 39:21 40:4,9,  
15,24 43:12,16 44:15 45:25 46:8,  
21 47:9,13,15,16,22,24 48:25  
49:23 50:6,8 51:15,18 52:5,6,17,  
18,21 53:4 54:8 56:2 57:11 59:21  
61:11,12 62:1,3,4 68:10 70:12  
72:2 73:1 78:1,4 79:20

**roads** 4:22 7:14 10:19 47:4,8,10

**roadway** 52:6 76:18

**roadways** 31:10

**robbery** 23:9

**Robert** 13:3 16:6

**Roberta** 38:10 39:20 41:18

**Robinson** 38:9,13,14

**Rogers** 12:16 26:14 28:6

**rolls** 15:14

**Ron** 49:21

**Ronald** 62:2,4

**room** 11:7 24:4 78:7

**Rosenfeld** 3:22,23 38:12 45:13

**round** 20:4

**route** 3:18 4:8 6:3 7:13 8:18 9:8,  
11 14:9,11,20 15:2 16:22,24 17:4,  
23 21:12 23:18,19 24:2,3 25:3,8  
26:21 27:1 29:24 31:4 32:6 37:25

40:11 41:2,15,19,22,25 42:2,20,  
22,24 43:23 44:1,2 46:1 47:14  
48:2 51:17 52:10,11 57:9 58:19  
61:13 63:14 68:18 69:16 71:21,22  
72:7 73:17,19

**routes** 3:16 4:3,11 7:6 10:11  
14:13 15:9,20 18:15,22 19:23  
20:3,18 21:5 23:4,5,8,11,13 24:4  
26:25 28:24 29:18 30:6 31:15,16  
33:21,23 34:6 35:6 37:24 41:20  
42:5,17 43:10 45:1,7 46:22 47:1,  
2,13,23 51:15,16 52:15 54:10  
55:17 57:21 62:7 63:5 64:21 65:3,  
8 66:10 71:1,2,18 73:3,19 75:12,  
18,24 76:12 77:12

**Rubin** 31:21

**ruler** 71:20

**run** 5:25 8:25 20:18 50:3 61:25

**running** 5:16,18 7:11 11:19

**runs** 58:10

**rural** 18:4 74:1

**rush** 67:2

**Ryan** 44:18

---

**S**

---

**safe** 26:3 29:9 75:11

**safety** 11:10 15:24 23:19 48:5  
67:20 74:9

**sales** 39:5

**SANDRA** 12:1

**Sandy** 70:2 77:18 78:12,15

**Sarah** 35:5

**sat** 70:21

**satellite** 72:1

**save** 67:10

**saved** 9:13 63:1

**savings** 7:9

**scares** 11:19

**scene** 33:3

**scenes** 24:23

**scenic** 7:13

**schedule** 13:1 26:11 33:10 43:1  
52:23 68:1 69:19,23 77:19 78:13  
79:9

**school** 6:8 11:14 15:8,21,22 16:4  
21:20 30:18 33:18 35:13 52:2  
60:9 62:15,18 64:7 74:13 77:22

**schools** 15:7,11,19 30:18 56:17  
57:16

**science** 30:17 55:22 56:5,8,10  
57:5

**scientific** 56:6

**scope** 28:21

**scouting** 56:24

**scramble** 36:1

**section** 24:14,17,24 25:8 29:16  
40:21 43:13 51:16 67:22 72:2,6

**sections** 21:2

**secure** 39:17

**selected** 52:15

**selection** 24:14

**sell** 8:15 61:15,19 66:3

**seller** 61:19

**semi** 63:8

**semis** 67:3

**senator** 60:10,18

**senators** 60:17

**send** 29:24 60:16,17

**sense** 9:6 24:13 36:21,24 48:5  
54:3 71:20 78:18,22

**sensitives** 25:2

**servals** 16:16

**serve** 50:16

**served** 6:22 45:1

**service** 15:15 16:19,20 18:5  
33:19 45:9

**services** 51:24 74:14

**session** 38:9 62:17 79:14

**set** 17:25

**setting** 29:9

**seven-tenths** 6:11

**severe** 53:24 54:6  
**severely** 31:6 57:13  
**shake** 71:19  
**shame** 7:15  
**shared** 29:21  
**Sharp** 38:10 39:20  
**sheet** 23:4  
**SHELLY** 10:3  
**Sherry** 26:13,17,18  
**shift** 20:15  
**shocked** 7:21  
**short** 21:6 25:11 59:12  
**shortage** 65:25  
**shorter** 63:5  
**shortest** 41:23 42:9,23  
**Shortly** 70:18  
**shown** 76:16  
**shows** 23:11  
**sick** 7:8 8:23  
**side** 13:24 49:1 67:14,15 70:14 71:25  
**sidetracking** 35:8  
**sign** 10:3 19:12 26:11  
**significant** 30:25 31:11 65:7 73:21  
**signs** 41:5,6,8  
**similar** 41:4 70:19  
**simply** 69:14  
**single** 17:19 45:6  
**sir** 49:19 55:19 59:18 70:3 76:5  
**sister** 6:21 37:10  
**sisters** 76:10  
**sit** 46:6  
**site** 57:4,17  
**sitting** 22:4 58:3  
**six-lane** 20:22  
**size** 43:21  
**skeptical** 54:11  
**skies** 30:22  
**Skiles** 70:2 77:18 78:12,14,15  
**sky** 31:12 56:22 57:13  
**slight** 41:8  
**small** 4:16 6:20 18:5,6 32:23,24 62:8  
**smart** 40:2  
**smarter** 41:10  
**Smith** 32:13 47:15,17  
**Snyder** 5:11 26:15 31:18 66:6,8,9  
**social** 28:25 29:9 33:2  
**Society** 30:12 56:4  
**softly** 33:7  
**son** 22:2,5,8  
**sons** 22:11  
**sooner** 7:5  
**source** 44:3  
**south** 6:4 30:13 49:1 56:2 58:6 61:11 67:13,15 79:25  
**southeast** 78:20  
**southern** 32:23 41:17 64:11 74:4  
**Southport** 6:7 32:13 47:16,23 48:4 72:2,10 79:18,20  
**southwest** 78:20  
**Southwestway** 59:25 60:3,5  
**space** 55:22 56:5,13 57:5  
**span** 21:6  
**speak** 25:9 29:25 32:22 35:12 38:14 54:23 61:1 66:9  
**speaker** 13:1 14:1 15:5 16:6 17:12 19:16 26:11,15 33:10 37:2 43:1 48:10 52:23 59:8 62:10,12 68:1 69:18 72:23,24 74:20 75:7 76:2 78:13 79:9,10,13  
**speakers** 12:25 19:11 26:10 33:10 38:9 44:16 60:20 62:13,14 67:25 69:18,21,23 77:20 79:12  
**speaks** 19:22 37:4  
**species** 16:18 53:20 73:24  
**speed** 32:14 45:18  
**spend** 8:14 47:6  
**spending** 31:21  
**spent** 70:6  
**sprawl** 74:2 79:16,21  
**Spring** 7:1  
**St** 5:21  
**staff** 18:8 25:17 35:14  
**stage** 51:3  
**stake** 33:1  
**start** 6:18 54:23 61:11 78:2  
**started** 28:11 34:5,8  
**starter** 70:10  
**starting** 17:19 34:16  
**starts** 27:21  
**state** 5:23 6:1 8:19 9:3 12:14 17:17 22:17 23:23 24:15 30:14 31:5 34:7,10,24 35:1,16 38:14,18 39:21 40:6 41:17 43:12,16 44:15 48:25 49:23 50:1,6,8 51:18 52:6,16,18,21 53:4,20 54:7,24 55:4 56:2 57:8,11 61:12 73:14 78:1,4  
**state's** 54:11  
**stated** 29:14 39:22 64:20  
**statement** 13:25 60:7 73:8  
**states** 28:15 71:13  
**stating** 45:24  
**station** 47:18  
**stations** 19:3  
**status** 39:15  
**statute** 29:15  
**stay** 7:4 8:18,21 16:13 17:11 28:8 41:11 42:23 44:14 46:24 59:17 62:8 64:3 71:14 73:17 74:18  
**staying** 17:17  
**STEM** 30:18 56:9,12 57:7,15  
**step** 5:1  
**Steve** 33:13

**Steven** 19:14,18,19 33:11,15  
**stick** 5:5 8:17  
**stimulate** 56:7  
**stink** 35:24  
**stomach** 58:6  
**stop** 66:17 74:5  
**stops** 9:18 63:7 67:4  
**story** 35:19  
**straight** 5:19 48:3 78:18  
**straightest** 6:2  
**strangle** 21:5  
**strategic** 56:15  
**street** 20:24 27:5,6,20,22 31:19  
 48:23 55:7 59:24 67:1,10 70:16  
 79:5  
**strong** 15:9  
**struck** 31:15  
**structure** 33:16  
**struggle** 24:18  
**stuck** 32:16  
**student** 15:16  
**students** 30:21 57:16  
**studies** 69:3  
**study** 23:11  
**stuff** 47:21  
**subdivision** 4:7,18,19 6:7,20  
 12:3  
**successful** 78:6  
**sudden** 35:24  
**suffer** 51:20 69:13  
**suggestion** 50:20 72:6  
**summary** 69:14  
**summer** 56:25  
**summertime** 46:6  
**sun** 70:15  
**super** 18:12  
**superintendent** 15:7  
**supplier** 75:12

**supply** 71:4  
**support** 17:16 51:17 58:4 59:5  
 65:5 78:1  
**supporter** 66:11  
**supposed** 7:4 50:2  
**surely** 52:6  
**surprised** 8:17  
**surrounding** 54:13  
**survey** 37:15 43:9  
**survivor** 43:25  
**suspected** 5:3  
**sweep** 79:7  
**Swisher** 26:16 32:17,18  
**system** 9:11 24:18 52:17

---

## T

---

**T-shirt** 20:12  
**table** 68:8,22  
**tagged** 39:2  
**takes** 5:15  
**taking** 5:10 17:18 18:2 46:16  
 70:22  
**talk** 11:19 17:17 18:1 21:16  
 22:16,17 28:3 35:2 46:13,23  
**talked** 42:12 60:2 73:12  
**talking** 34:23,25 54:4 65:6  
**tax** 15:14 34:15 36:13  
**taxes** 34:16 61:17  
**taxpayer** 31:25  
**taxpayers** 23:9 35:10 44:10  
**taxpayers'** 40:13  
**tear** 7:15  
**tear-up** 72:15  
**tearing** 55:6  
**technical** 24:7  
**technicians** 18:7  
**technologies** 31:9  
**technology** 56:8,10

**teenager** 79:18  
**telescopes** 56:23  
**telling** 35:8  
**tells** 11:9  
**ten** 18:7 44:13 69:18,20 70:7  
**terms** 24:19 71:3 75:2,19  
**terrain** 40:8 42:16  
**Terre** 39:25 40:1  
**terrible** 46:8  
**territory** 51:5  
**theme** 37:5,7  
**thing** 6:12 10:13 13:11 21:10  
 27:24 40:3 64:16 65:20 66:1 73:6  
 77:3,8  
**things** 3:19 35:8 46:14 48:1  
 53:16 64:18 65:6 68:3 73:4 79:23  
**thinking** 46:25  
**thinks** 36:10  
**Thirty-seven** 63:19  
**thought** 42:4 49:24 64:17  
**thoughts** 7:3 11:21  
**thousands** 30:20 56:23  
**threatened** 52:10  
**three-acre** 58:18  
**three-plus** 51:23  
**Tier** 38:19  
**tillable** 58:9,16 59:2  
**Tim** 54:21 59:8,11  
**time** 6:17,24 9:17 12:22 20:11  
 23:20 25:5 31:21 41:22 47:6,25  
 61:16 62:6 64:16 66:2 72:4 74:16  
 76:22 78:11  
**times** 37:9 54:3 67:16,19  
**Tina** 44:17 46:20  
**Tipton** 59:13  
**tired** 73:11  
**today** 17:6 34:19 53:15  
**told** 12:19 61:10 64:16  
**toll** 40:24

**tomorrow** 62:19  
**tonight** 12:21 16:12 19:21 21:13  
 28:6 29:14,22 38:23 59:23 60:1  
 61:1  
**tool** 24:9  
**tooth** 4:24  
**top** 17:2 30:13 33:20 38:3  
**totally** 7:8 40:3  
**touched** 68:4  
**tougher** 25:5  
**town** 17:16 20:17,19 22:16 32:23  
 45:19 51:20 52:1 55:6 62:8 71:9,  
 11,12  
**towns** 4:16 32:25  
**township** 35:24 47:18 48:3  
 64:18,20,21  
**track** 70:15  
**traffic** 3:3 6:1 10:23 11:4,23  
 13:24 27:10 32:15 42:18 45:18  
 48:16,22,23 49:3 59:15 63:17,20  
 66:14,21 67:2,8 72:9 74:8 76:21  
 77:10  
**trails** 60:4  
**transcontinental** 29:3  
**transition** 43:13  
**transmission** 75:23  
**transnational** 39:4  
**transparency** 24:13  
**transparent** 50:20  
**transplant** 32:24  
**transportation** 15:15,21 30:7  
**travel** 7:13 13:21 36:16 47:5  
 67:16,19  
**traveled** 10:16  
**travelers** 67:22  
**traveling** 11:2 52:12  
**treasures** 57:3  
**tree** 22:1 53:18 60:10  
**trees** 22:11,13 30:1 68:24,25  
**tremendously** 66:23

**triangle** 78:21  
**trip** 67:13  
**troops** 56:25  
**trouble** 25:12  
**truck** 9:14,17 63:1,7 64:2 67:4,5  
**truckers** 67:21  
**trucks** 9:16 63:8  
**true** 24:23  
**trust** 23:4  
**Turner** 13:3 16:7,8 44:17 46:20  
**turnout** 19:21 37:4  
**turns** 49:25  
**TV** 55:2 61:4 79:3  
**tweak** 29:18  
**two-** 58:17  
**two-plus** 39:15  
**two-story** 53:6  
**type** 8:14 21:21 69:7  
**tyranny** 38:16 39:17

---

## U

---

**U.S.** 59:14  
**ultimately** 25:7  
**unanimously** 14:8,25  
**unavailable** 50:14  
**uncertainty** 16:22  
**under-ways** 36:19  
**underneath** 65:14  
**understand** 9:23 50:3  
**understood** 50:22  
**unforgivable** 39:19  
**University** 55:25 56:3  
**unnecessarily** 52:12  
**unreasonable** 35:6  
**unusable** 57:17  
**upgrade** 42:13 63:22,23

**upgrading** 75:22  
**upset** 33:25 36:16  
**upstairs** 29:22 36:3  
**urban** 74:2 79:16,21  
**urge** 21:8  
**USDA** 16:25 17:1  
**utilities** 19:7 49:7

---

## V

---

**vacuum** 51:2  
**Valley** 32:13 47:15,17  
**valuable** 68:16  
**valuation** 15:13  
**valued** 56:20  
**values** 8:11 52:3 74:14  
**variety** 56:14  
**Vector** 25:13  
**vegetation** 52:8  
**vehicles** 21:20 48:1  
**veterans** 44:25 45:6  
**veterinarian** 17:15 18:2,4  
**viable** 68:8  
**Victory** 5:23  
**view** 70:13 72:1 74:16  
**visible** 72:13  
**visit** 20:13 36:17  
**visitors** 56:24  
**voice** 28:2,4  
**voices** 20:9  
**volumes** 19:23 37:4  
**vote** 14:24  
**voted** 14:8

---

## W

---

**walk** 25:24 33:7  
**wanted** 14:5 19:22 39:24 41:14,  
 19

**wanting** 7:25 35:25  
**war** 38:2  
**warehouse** 6:13,15 64:22  
**warehouses** 40:20  
**wasted** 36:13 40:12  
**water** 13:13 30:1 44:3,4 53:25  
 71:3,4  
**waterway** 52:13  
**waterways** 52:8,10  
**Watkins** 33:11,14,15,19  
**Waverly** 11:13  
**Wayne** 22:25  
**ways** 6:9 7:25 47:12  
**website** 26:25  
**week** 10:18 11:25 26:20 29:14  
 31:22,23 43:8  
**wells** 71:6  
**Wendall** 19:16 25:10,12  
**west** 13:10 31:14 37:22 45:25  
 48:16 53:4 57:9,19 63:4 67:8  
 68:10  
**western** 41:7 48:20  
**wetland** 10:6 38:4 69:8,12  
**wetlands** 10:7,9,12 11:21 68:17,  
 24 69:4,5,10,14 73:23  
**wheel** 36:25  
**white** 8:2,9 31:10 47:18 52:9,11,  
 12 53:4 54:1,10 58:10 68:11,13,  
 14,18  
**Whitman** 69:24 70:3,4,5  
**Wicker** 32:13  
**wide** 31:9 62:3  
**widen** 27:5  
**wife** 9:13 16:13 23:25 49:23 58:2  
 76:6  
**wild** 17:7,9  
**wildcat** 16:16,18  
**wildlife** 38:6 52:8 53:21 58:12  
 69:13  
**William** 30:9,11  
**win** 36:25  
**wind** 22:12  
**Winding** 59:24  
**Witfield** 44:19 52:24,25 53:2,3  
**woman** 70:9  
**Woody** 69:24 71:15,16,17  
**word** 20:2  
**work** 5:12 31:22 59:13 70:23  
**worked** 45:3  
**world** 16:18  
**worried** 8:10  
**worse** 4:1  
**worst** 72:16  
**wraps** 70:14  
**wrecks** 10:18 11:6,25  
**write** 76:8  
**wrong** 4:21,23 26:1 62:25 63:2,  
 11,24

---

**Y**

---

**yard** 4:6 46:6  
**year** 5:15 7:3 20:5 30:21 64:17  
**years** 3:24 4:13 9:7,13,21 11:5,  
 14,15 12:7 17:5,10 21:1 22:3,6,9  
 24:1 26:22 32:1,21 34:23 38:19  
 39:15,22 40:7,18,25 41:13,16  
 42:13 43:14,22 44:13 45:15,16,  
 23,24 51:23 53:19 55:8 61:3,14  
 64:11,12,13 65:19,24 66:4 70:5,7  
 74:1 79:21  
**younger** 53:10  
**youngest** 22:8  
**youth** 56:25

**In the Matter Of:**

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

---

**INDOT Public Hearing**

*December 03, 2015*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1  
2  
3  
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  
(317)237-3773

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.)  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 STATE OF INDIANA

2 COUNTY OF MARION

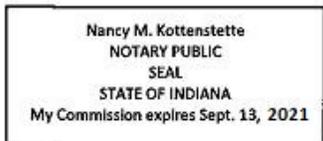
3 I, Nancy M. Kottenstette, a Notary Public in  
4 and for said county and state, do hereby certify that  
5 the foregoing hearing was taken at the time and place  
6 heretofore mentioned between 5:00 p.m. and 9:00 p.m.;

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



19  
20  
21  
22 My Commission expires:  
23 September 13, 2021

24 Job No. 102624

25

<hr/> <b>\$</b> <hr/>	<b>50</b> 9:9	<b>afford</b> 23:10
<b>\$5</b> 18:6	<hr/> <b>6</b> <hr/>	<b>aggregate</b> 11:2
<b>\$50</b> 32:10	<b>6</b> 17:23 18:3,16	<b>aging</b> 33:4,5
<b>\$900</b> 18:9	<b>67</b> 19:5,7,21 20:1	<b>agricultural</b> 21:24
<hr/> <b>1</b> <hr/>	<b>69</b> 15:6 27:21,25 28:9 33:2	<b>ahead</b> 21:8,9 23:17
<b>1</b> 32:2	<hr/> <b>7</b> <hr/>	<b>airport</b> 26:11
<b>100</b> 10:9	<b>70</b> 26:11 28:10	<b>Allen</b> 6:7,12 10:3
<b>12</b> 16:20,22	<hr/> <b>8</b> <hr/>	<b>alleviate</b> 5:1
<b>144</b> 14:11,20,22 27:19	<b>8</b> 7:22 8:18 23:22 27:10	<b>allotted</b> 16:3
<b>15</b> 10:7	<b>85</b> 28:12	<b>allowing</b> 6:15 8:10 12:25
<b>1977</b> 30:18,24	<b>8:00</b> 15:3	<b>alternate</b> 5:23 22:25
<hr/> <b>2</b> <hr/>	<hr/> <b>A</b> <hr/>	<b>alternative</b> 9:20 12:1,23 13:4 20:14
<b>2</b> 32:4	<b>ability</b> 7:17 31:3	<b>alternatives</b> 4:21 13:13 21:10
<b>20</b> 11:3 13:24	<b>accelerate</b> 35:10,11,13	<b>altogether</b> 20:10,15
<b>25</b> 10:9	<b>access</b> 4:22,24 23:20,24 27:21 28:4 33:16,17	<b>ambulances</b> 33:23
<b>252</b> 4:9,11 5:9,12,16,19 24:1 33:2	<b>accommodate</b> 16:2	<b>amount</b> 11:4 15:10
<b>267</b> 26:12	<b>achieve</b> 9:16	<b>annexed</b> 33:14,15
<b>29</b> 16:17	<b>acres</b> 7:22 8:18 23:22 27:10	<b>announced</b> 18:6
<hr/> <b>3</b> <hr/>	<b>Action</b> 4:17	<b>Appropriations</b> 18:2
<b>3</b> 32:8	<b>addition</b> 23:25 33:4,18,21	<b>aquifer</b> 10:24
<b>37</b> 5:24 10:8 11:16,17,19,23 12:11,17 13:14 15:23 19:14 23:15 25:6,7 26:3 32:2 34:16,19 35:6,11	<b>additional</b> 12:20,21 26:21 28:21 31:13 32:23 34:4,13,14,15 35:7, 18	<b>area</b> 9:17 12:8 13:1,3,6,22 14:8, 16 21:24 30:3,4
<b>39</b> 19:5 24:1 26:12 27:18 28:6	<b>Additionally</b> 27:16	<b>areas</b> 13:16 17:12 29:23
<hr/> <b>4</b> <hr/>	<b>addressed</b> 16:18	<b>argue</b> 31:6
<b>40</b> 6:24	<b>adds</b> 10:9	<b>arrange</b> 23:20
<b>42</b> 16:22	<b>advance</b> 9:11,13	<b>ASAP</b> 35:11
<b>43</b> 30:14	<b>advantage</b> 12:3	<b>asphalt</b> 34:15
<b>44</b> 4:9,11 5:10,16,20	<b>Advisory</b> 31:21	<b>assembled</b> 17:3
<hr/> <b>5</b> <hr/>	<b>affect</b> 10:25 23:2 32:1	<b>asset</b> 8:3
<b>5</b> 11:3 29:3	<b>affected</b> 29:23	<b>athletic</b> 30:12
	<b>affiliated</b> 4:15	<b>attendance</b> 22:18
		<b>attending</b> 16:6 18:20
		<b>attends</b> 23:15
		<b>attention</b> 17:2,20 28:15
		<b>audience</b> 24:25 26:18 31:14
		<b>auditorium</b> 6:1 26:22 31:17

<b>aware</b> 17:21 21:19	<b>building</b> 10:25 11:1 19:13 30:18, 23	22:12 24:17 26:14 28:19 29:24 31:11 32:21 34:2 35:17
<hr/>		
<b>B</b>	<b>built</b> 11:6	<b>clear</b> 14:15
<hr/>	<b>bulk</b> 21:22	<b>Cliff</b> 4:18,23
<b>B-u-e-t-o-w</b> 27:4	<b>burn</b> 19:12	<b>close</b> 7:2,6 17:5
<b>babies</b> 25:18	<b>bus</b> 34:23	<b>colleague</b> 16:15
<b>back</b> 28:8	<b>buses</b> 6:24 7:7 20:6	<b>comment</b> 6:4 14:3 25:1 31:15 35:19,20
<b>backups</b> 19:13	<b>Bush</b> 31:20	<b>comments</b> 6:1 9:24 11:8,10 12:13 18:19 20:17 22:13 24:18 28:20 31:12 32:22 35:18
<b>backyard</b> 15:9	<b>business</b> 11:16 20:22	<b>commercial</b> 5:10
<b>bad</b> 4:13 28:15	<b>businesses</b> 5:10 19:22 20:2,12 24:6	<b>Committee</b> 18:2 31:22
<b>band</b> 7:25 9:5,11,13 27:12	<b>buss</b> 27:14	<b>communities</b> 23:6
<b>bandit</b> 29:21	<b>bypass</b> 20:10,15	<b>community</b> 4:15,17 6:11 8:4 13:21 16:25 22:4,7 23:3 27:5 31:6,7 34:25
<b>Bargersville</b> 14:16	<hr/>	<b>commute</b> 12:19
<b>Barton</b> 11:13 14:4,5 15:20,21,25	<b>C</b>	<b>commuter</b> 12:17 13:20
<b>based</b> 10:17	<hr/>	<b>comparisons</b> 34:12
<b>begin</b> 28:1	<b>called</b> 13:17 15:4	<b>complete</b> 35:14
<b>belief</b> 18:16	<b>Canada</b> 12:22	<b>completed</b> 35:3
<b>benefit</b> 12:24 13:1	<b>capture</b> 26:25	<b>concern</b> 7:7 8:16 9:2 29:22
<b>Bethany</b> 13:1	<b>care</b> 4:8	<b>concerned</b> 5:8 7:24 8:15 17:1 20:24 33:6
<b>big</b> 10:13 15:8	<b>cared</b> 17:6	<b>concerns</b> 5:1 21:2 22:1,2 30:15, 16 33:3
<b>billion</b> 18:6	<b>Carmel</b> 32:12	<b>conclusion</b> 8:5 30:7
<b>block</b> 6:20	<b>cars</b> 7:4	<b>concrete</b> 34:15
<b>board</b> 29:7,16	<b>case</b> 4:25 5:5	<b>Congress</b> 18:6
<b>books</b> 25:11	<b>Centenary</b> 14:12,23	<b>connecting</b> 26:9
<b>born</b> 27:4	<b>central</b> 23:4,19	<b>connection</b> 6:18 21:6
<b>Boulevard</b> 23:21	<b>challenges</b> 24:5	<b>connector</b> 6:20
<b>Bray</b> 16:15 18:20	<b>chance</b> 4:19	<b>consideration</b> 6:17 23:14 24:12
<b>breathing</b> 19:20	<b>changing</b> 6:17 8:5	<b>considered</b> 34:11
<b>Brent</b> 16:9,12,13,17	<b>child</b> 23:15	<b>construction</b> 35:12
<b>bridge</b> 11:1 28:7	<b>children</b> 22:3 24:3 32:6	<b>contaminated</b> 33:22
<b>bring</b> 17:2,19 35:3	<b>choices</b> 24:3	<b>continue</b> 34:18
<b>Bro</b> 24:20,21 25:3,4 26:14,15	<b>chosen</b> 21:16	<b>corridor</b> 11:18,23 12:11 13:12, 15,18 27:14 34:19
<b>Brooklyn</b> 13:1	<b>Chris</b> 18:25 20:18,20	
<b>brought</b> 4:3	<b>chunk</b> 23:22	
<b>budget</b> 18:8	<b>citizens</b> 13:24 24:9,15	
<b>Buetow</b> 27:3,4	<b>city</b> 24:4	
<b>build</b> 12:19	<b>CLARK</b> 6:2 8:7 9:23 11:7 12:12 14:1 15:20,24 16:16 18:18 20:16	

**corridors** 13:14 27:20  
**cost** 13:6 34:12,19 35:12  
**costly** 10:15  
**costs** 10:21 34:10  
**council** 16:19  
**county** 4:16 12:4,10,19,24 13:7,9  
 16:19 18:14,15 23:2,5,19 24:16  
 27:23 28:17 32:14,16,17,18,19  
 34:9  
**couple** 11:18 17:8 27:7  
**court** 26:25  
**create** 30:25  
**Creeks** 4:17  
**crossing** 10:20  
**curious** 29:1,17  
**current** 7:9,15  
**curriculum** 7:20  
**cut** 13:19 19:7,9,23,24

---

**D**


---

**D.C.** 13:22  
**daily** 6:24  
**damaged** 17:17  
**danger** 8:22 28:13  
**dangerous** 11:21  
**daughter** 21:2  
**Dave** 11:13  
**day** 14:15 15:3 20:7  
**days** 17:8  
**deal** 21:25 24:8 35:7  
**decade** 18:10  
**decided** 23:14  
**decision** 34:18 35:11  
**deck** 10:23  
**decrease** 23:11  
**demands** 18:5  
**Department** 19:10  
**deplorable** 11:20

**deserves** 24:11  
**design** 35:4,12  
**designed** 27:24  
**destroy** 25:20  
**destroyed** 28:3  
**detailed** 9:1  
**devastating** 18:13 23:1  
**develop** 33:21  
**development** 12:5 13:6 17:15  
 20:4 22:6 32:14,15  
**Diamond** 34:8,9  
**Diana** 33:1  
**Dick** 11:11,15  
**die** 25:20  
**Dipper** 15:8  
**director** 30:12  
**disappeared** 13:19  
**display** 30:3  
**dissect** 23:6  
**district** 6:19 23:7,10  
**dollar** 21:8,9  
**dollars** 12:7  
**Don** 5:22 30:11  
**Door** 28:25  
**Doug** 24:20 25:4  
**Douglas** 11:12,14,15 12:13  
**DOWNTON** 5:7  
**Downtown** 5:7  
**drainage** 33:7  
**dream** 25:21  
**dreams** 25:9  
**drive** 7:10  
**drivers** 7:8  
**driving** 6:24 10:15  
**drop-off** 7:1  
**duplicated** 12:9

---

**E**


---

**E-d-s-o-n** 4:14  
**earlier** 17:25 18:6 29:12  
**early** 35:14  
**east** 11:24 17:15 21:6 27:14  
**echo** 27:7,16 30:16  
**economic** 12:3 21:6 22:6 24:5  
 32:14,15  
**economical** 20:3  
**economy** 24:3  
**Edson** 4:14  
**education** 30:19  
**effort** 18:15  
**elected** 16:5  
**Elementary** 28:4,5  
**eliminate** 11:22  
**employed** 17:10  
**employee** 30:13  
**employers** 24:7  
**encourage** 21:10 30:6  
**endeavor** 22:19  
**enjoyed** 17:16  
**enrollment** 23:11  
**entail** 4:21  
**entered** 25:1 26:20 31:15 35:20  
**entertain** 30:4  
**entire** 5:15 18:10  
**entity** 7:23  
**entrance** 6:21  
**environment** 7:14 8:24 22:25  
**environmental** 33:6  
**equipment** 19:15  
**estate** 30:5  
**estimating** 29:4  
**Evansville** 26:3  
**evening** 6:4,5,9 8:11 11:11 16:3,

7,9 18:24 24:20 27:3 34:5

**event** 13:11

**excuse** 28:7

**exist** 18:4 32:11

**exit** 4:21

**exits** 32:4

**experienced** 13:22

---

**F**

---

**facilities** 27:13

**facility** 27:12 32:10

**factored** 34:20

**falter** 24:6

**familiar** 21:15

**family** 8:2

**farmland** 29:5

**farmlands** 29:3

**fast** 35:10

**favor** 11:17 12:16

**Featherston** 19:1 22:15,16

**feel** 20:1 31:2,25

**feet** 11:3

**field** 9:18

**fields** 10:24

**fight** 18:15

**figure** 9:22

**final** 16:24 17:19

**finalize** 35:10

**find** 23:20 25:15

**fire** 19:10,11 33:22

**first-year** 9:9

**fixes** 28:2

**floor** 6:13 8:13 10:2 11:14 12:14  
16:12 19:2 20:19 22:15 25:3 27:2  
28:23 30:9 31:19 34:6 35:23

**flow** 7:12

**flying** 28:11,14

**focal** 31:7

**fog** 14:9,13,14

**folks** 20:25

**Ford** 4:22

**forgot** 8:9

**form** 17:18

**formal** 30:7

**forming** 4:15,17

**forward** 16:24 31:17 35:22

**four-year** 35:5

**Fox** 4:18,23 14:6 15:7

**Frankly** 20:24

**free** 4:17 24:10

**friends** 29:18

**front** 7:10 15:9 26:22,23 31:17

**fund** 18:3

**future** 13:6,7 30:24 31:10

---

**G**

---

**Gail** 19:1 22:14,16

**generate** 12:21

**generations** 13:7

**gentleman** 15:14 29:12

**Geologically** 11:1

**give** 12:24 13:7 25:23 29:9,13  
32:4

**GMAC** 31:22

**god** 15:5

**good** 9:17 19:21 20:8 27:3

**goods** 13:2

**government** 25:13

**grade** 5:17 21:18

**graders** 21:20

**Grand** 6:18 23:21,25 33:2

**grandkids** 25:17 26:1 29:15

**gravel** 11:4

**great** 9:15 17:14 22:6 24:8,12

**great-grandkids** 25:18 29:15

**Greater** 31:21

**greatest** 12:24 13:10

**greatly** 28:5

**greatness** 9:16

**Green** 4:10 21:14,22 27:16,17,19

**Greenway** 4:5,7

**Greenwood** 12:9

**group** 4:15 6:3,5,8 9:15 11:9  
18:22

**grow** 13:21 30:25 31:3

**growing** 12:18

**growth** 13:8,15 31:1

**guys** 15:17 21:10 29:4 33:3

**guys'** 15:12,18

---

**H**

---

**half** 18:9 24:10

**hall** 16:18 17:8

**handle** 26:12

**hands** 25:5

**hang** 22:4

**happen** 17:22 21:14 33:9

**hard** 28:16

**hats** 22:4

**head** 23:8

**hear** 19:15

**heard** 8:15 24:23 26:17 29:1,9  
31:22

**hemmed** 33:2,8,15,24

**Henderson** 4:22

**Hendricks** 32:17

**Hess** 4:1,13

**high** 6:21 7:1,5,7,11,22 8:4,8,10,  
15,17,19 17:4,9 21:11,12 22:2  
23:16,22 30:13,14,17 31:4,5

**highway** 4:2 19:19 21:7,17,18,25  
32:19

**Hill** 14:6 15:7  
**hillsides** 33:8  
**hindered** 28:6  
**hinders** 7:16  
**Hinkle** 11:13  
**hit** 11:5  
**home** 20:22 23:18 25:19 29:5,13  
**homes** 20:2 29:2 32:1  
**hooks** 32:19  
**hospital** 5:13,15  
**hour** 11:19 15:3  
**hours** 10:9  
**house** 19:12 25:16 30:4  
**housing** 33:4,18,20  
**huge** 23:21 31:23  
**hurry** 22:20  
**husband** 5:8 15:4

---

**I**

---

**I-65** 12:4,8  
**I-69** 11:17,21 12:10,20 13:14  
 16:18,25 19:4 22:19 24:13  
**I-70** 12:1 26:9,12  
**idea** 8:23 17:14  
**ideal** 20:8  
**immediately** 31:9  
**impact** 5:13 7:20 19:8 20:2 31:9  
 33:7  
**impacted** 24:12 29:19  
**impacts** 7:24 20:21 22:25 28:17  
**imperative** 7:21  
**impinged** 17:17  
**important** 8:1 9:14 31:5  
**imposition** 27:10  
**improve** 34:16  
**incident** 13:12  
**includes** 14:11,12

**including** 24:7  
**inclusion** 18:23  
**inconveniences** 5:2  
**increase** 7:4  
**increased** 5:3  
**increases** 7:12  
**incur** 15:13  
**Indiana** 16:8 18:2,7 24:14 34:18  
**Indianapolis** 12:17 26:3  
**individual** 20:21  
**INDOT** 15:18 22:17 23:13 28:16  
**INDOT'S** 25:8  
**Indy** 12:20 13:5  
**inefficient** 5:23  
**influencing** 22:10  
**information** 27:1  
**infrastructure** 25:13  
**input** 28:9

**interchange** 5:9,10,12,16,19  
 23:23 24:7 28:6,7  
**interchanges** 24:1 27:18 33:24  
**intersection** 14:20,21,24  
**intersections** 5:11,18,21  
**interstate** 5:4 17:13 20:7  
**interstates** 10:5  
**introduce** 16:5,8  
**invested** 12:7  
**invite** 16:11 26:21  
**island** 33:19  
**issue** 7:13 11:22 30:6

---

**J**

---

**Jeanne** 18:25 19:3  
**Jennings** 33:1  
**Jill** 5:7  
**Johnson** 12:10 16:19 18:14  
**Joni** 28:25

**Julia** 6:6,11 8:14  
**July** 25:15  
**jump** 13:7  
**junction** 26:12

---

**K**

---

**K3** 14:8 32:17  
**K4** 14:8 32:17 35:25  
**keeping** 12:17  
**Kevin** 27:3,4  
**key** 24:6  
**kid's** 21:7,9  
**kids** 20:6 29:15  
**kids'** 28:13  
**Kim** 11:12 12:16  
**kind** 13:11 26:24 28:22 29:1,15,  
 16,17 30:10 31:16,18 32:24 34:5  
 35:21  
**Kramer** 6:7,12 10:1,3 11:8

---

**L**

---

**labor** 10:10,14  
**lake** 25:19  
**land** 8:16 9:10 31:8 34:14  
**landlocked** 7:22  
**lane** 14:25  
**Larry** 5:8  
**learned** 25:14  
**learning** 8:24  
**leave** 19:5 23:18  
**left** 20:25  
**legislation** 17:20,24  
**lend** 16:11  
**life** 25:20 27:6  
**lifted** 17:25  
**light** 20:23  
**likelihood** 7:13

**limit** 16:1 28:10**limits** 28:9**Link** 32:9**Lipps** 30:11,12**list** 12:5**listing** 10:22**live** 4:18 14:6 21:15,23 22:22  
23:4,19 26:1 27:17,19 33:4 35:25**lives** 28:13**living** 22:11**local** 12:18 13:21**located** 26:23**long** 16:23 19:16**long-term** 34:10**longer** 10:7,22 19:11**lose** 15:11 20:22 23:17**lot** 7:6,25 9:5 10:6 14:9 16:23  
19:8 20:21 21:4 27:22 34:14**lots** 7:4 29:9**love** 5:24**lunches** 24:11

---

**M**

---

**made** 6:1 29:20**main** 27:13**maintain** 34:16**maintenance** 10:15 34:10,20**major** 5:14 24:7**make** 4:1 7:10 17:5,15 18:12,16  
20:23 22:9 24:2 25:22 26:22  
31:16 33:23 34:17**making** 27:22**manage** 23:24**Mann** 14:7,11,22 15:7**manner** 9:1**maps** 5:19**marchers** 9:9**Marion** 32:17**Martinsville** 6:11,16 8:4,8 12:25  
17:4,16 19:5 20:3,10,15 23:4,7,9,  
15,16,22 24:4,8 30:13,14,17 31:4,  
5,24 32:4 34:22 35:7,14**matter** 8:19 9:3 22:5**Mcclaron** 11:12 12:14,16 14:2**means** 27:21 28:11**meeting** 8:11 16:6,18 17:8 18:20  
31:23 34:21**meetings** 22:19**Melanie** 11:13 14:4,5 15:21**member** 18:1 23:5**members** 30:2,8**memories** 25:24 29:14**mention** 8:9 19:12 30:1**mentioned** 26:15 34:22**merges** 9:5**Meridian** 17:9**Mexico** 12:21**Michele** 6:6,10,14,15**microphones** 26:23**middle** 6:25 21:21 27:15**mileage** 10:17**miles** 21:22**military** 27:6**Miller** 4:20**million** 18:9 32:10**millions** 12:6,7**mine** 9:2**minus** 18:7 27:6**minutes** 10:7**Monday** 22:21**money** 18:3,5 25:9,23 26:4,5  
29:9**Monrovia** 13:1**moon** 15:11**Moore** 6:6,10,13,14,16 8:8,12  
21:1 27:8 30:16 35:24**Mooresville** 12:25 22:24 23:2

25:7 31:21

**Morgan** 4:16 12:18,24 18:14  
23:2,4 24:15 32:14 34:9**morning** 15:4**move** 13:13 20:25 35:15**moved** 13:18 30:18**MSD** 6:16**multiplying** 10:12

---

**N**

---

**negative** 5:13 31:9**neighborhood** 4:19 30:21**night** 15:15 19:16 22:23 31:23**noise** 19:13,17**north** 4:23,24 26:7**northern** 23:2**number** 10:13 21:23

---

**O**

---

**observatory** 15:14 32:9**official** 18:24 25:1 26:20 31:15  
35:21**officials** 16:5 28:16**offset** 5:3**Ohio** 23:23 24:6**oil** 10:16**open** 30:4**opinion** 25:8,25**opportunities** 30:19,21,23,25  
31:1**opportunity** 6:9 11:10,24 12:2,3  
13:23 16:4 18:23 24:25 26:16,19  
31:14**opposed** 23:12**opposite** 15:16**option** 6:22 7:10,12**overbearing** 8:16**overburden** 11:3

**overhaul** 10:16**overpass** 6:18 7:5 8:21 9:4,20**owner** 11:16

---

**P**

---

**paid** 29:9**parking** 7:6 27:13**Parkway** 4:5,7**part** 8:1 10:15 23:19 31:6**part-time** 22:19**participate** 6:3 26:16 28:22  
32:24 34:5 35:19**pass** 34:24**passes** 7:5**passion** 15:6**past** 9:8 21:11 32:3**path** 13:10**paving** 19:15**paying** 28:14**pedestrian** 7:3 17:10**people** 15:18 20:25 22:10 25:5,6  
26:9 28:14 29:2 33:13**percent** 9:9**perfect** 22:18**period** 35:5**Perry** 17:8 22:21**person** 29:5**personal** 8:23 15:6 22:22 25:21**pertaining** 30:5**phase** 16:24**pick-up** 7:1**picture** 14:23**pictures** 14:13,14,15 15:6,11**piece** 13:4**pig** 10:20**place** 9:19 23:24 25:16**Plainfield** 20:10**plan** 8:3,18**planned** 25:12,16,18 29:13**planning** 32:5 35:1,10**plans** 8:5 23:14**point** 14:13 26:2 31:7 34:10,11**poke** 10:21**pollution** 19:18 33:7**population** 12:18 13:8**portion** 35:13,14**pose** 27:25**possibility** 13:15,25**potential** 9:15**potentially** 8:22**poverty** 24:9**practice** 7:25 9:7,10,12,17,19  
27:12**prepared** 23:23**present** 11:10 14:3 15:18 16:6  
18:23 24:25 26:19 31:14**presentation** 24:23**presented** 15:25**presenting** 18:19**presently** 18:3**preserved** 13:20**pretty** 9:13 10:13 25:12 26:3  
29:20**prevented** 17:21**previous** 24:23 26:17**price** 29:4**primarily** 12:8**priorities** 7:15**priority** 17:7**problems** 33:11**process** 34:25 35:1,10**program** 7:25**programming** 7:23**prohibit** 31:3**project** 7:21 30:3,8**properly** 17:6**property** 8:17 9:21 25:24,25 31:2  
32:6**proposal** 7:9,16 28:7**proposed** 8:18,21 17:5,12 26:7  
27:18**protects** 8:3**prove** 14:13**provide** 7:17 8:3 30:19**provided** 23:17**providing** 7:14**proving** 26:10**proximity** 7:6**public** 6:1 11:11 16:5 18:8,24  
23:20,24 31:16 35:21**pump** 14:16,19**purchased** 29:2**pursuing** 25:9 26:5**put** 14:16 15:7 20:5 21:7,9 28:13  
32:10 33:16**putting** 5:9

---

**Q**

---

**qualify** 24:10**question** 27:25**questions** 30:2,4**quicker** 11:25**quickly** 35:16

---

**R**

---

**raise** 25:17**raised** 27:5**ramps** 23:24**reached** 9:21**read** 6:3**ready** 16:21 27:2 32:9**Reagan** 26:10**real** 5:12 30:5

**reason** 14:9 29:22 14:1 15:20,24 16:16 18:18 20:16 16,22 27:11,14,15 28:4,5,8 30:13,  
**reasons** 11:5 22:12 24:17 26:14 28:19 29:24 14,17 31:4,5 32:5  
31:11 32:21 34:2 35:17  
**recognize** 22:18  
**record** 11:11 18:24 25:2 26:20  
31:16 35:21  
**redirect** 13:11  
**reduced** 24:11  
**reducing** 13:5  
**refer** 12:4  
**related** 24:2  
**relocate** 5:15  
**remain** 23:12  
**remember** 13:17  
**remiss** 8:9 16:14  
**removal** 10:23  
**renters** 29:9  
**repair** 10:23  
**repairs** 10:16  
**report** 10:7  
**reporter** 26:25  
**request** 35:9  
**requesting** 6:8,19 11:10 18:22  
26:16 31:14  
**requests** 24:2  
**require** 18:4 34:13  
**resident** 34:9  
**residential** 21:24  
**respond** 19:4  
**rest** 25:19 35:2  
**retail** 17:12  
**retire** 29:14  
**retirement** 25:17  
**Reto** 6:6,12 8:13,14 18:25 20:18,  
20 22:13  
**reviewed** 24:22  
**rhyme** 29:22  
**RICHARDSON** 5:22  
**RICKIE** 6:2 8:7 9:23 11:7 12:12

14:1 15:20,24 16:16 18:18 20:16  
22:12 24:17 26:14 28:19 29:24  
31:11 32:21 34:2 35:17  
**rid** 10:4  
**ring** 13:5,23  
**risk** 22:5  
**river** 10:20 12:10  
**road** 4:1,13,24 5:24 9:4 10:12,23,  
25 11:16 12:4 14:7,10,11,12,21,  
22,23,25 15:7 17:23,24 18:12  
19:14 21:11 22:6 28:17  
**roads** 18:4 27:23 28:1,2 33:17  
**rock** 11:5  
**role** 30:19,24  
**Ronald** 26:10  
**route** 5:25 10:8 12:17,23 13:4,10,  
20 17:5 20:14 21:16 23:14 26:6  
35:25  
**routes** 10:19 22:23 23:1,6,12,18  
32:8 34:13  
**Row** 14:7,8,10,20,21 15:7  
**ruined** 32:10  
**ruining** 20:11  
**run** 16:21 22:20  
**running** 19:15  
**rush** 11:19 15:3

---

**S**


---

**sacrifices** 25:22  
**safe** 7:14  
**safest** 24:3  
**safety** 5:4 6:23 7:13 8:23 17:7  
21:3,7,9 22:1,2,5 27:9 28:18  
30:17  
**sand** 11:3  
**saturation** 15:12  
**savings** 35:13  
**schedule** 22:14 24:20,22  
**school** 6:21,25 7:1,6,7,11,22 8:2,  
4,9,10,15,17,19 9:14,21 17:4,9,11  
20:6 21:3,11,12,21 22:2 23:7,9,

**schools** 6:11 23:16 28:18 30:21  
**season** 9:8  
**section** 10:18,19 13:3 17:23  
18:3,16 29:3  
**security** 27:9  
**segments** 35:2  
**senate** 16:21,22 18:1  
**Senator** 16:8,9,12,15,16 18:19,  
20  
**Sending** 13:14  
**separation** 5:17  
**septics** 33:5,10  
**serve** 12:18  
**service** 27:6  
**services** 13:3,9  
**session** 6:4 30:7 35:20  
**sewer** 14:18 33:12  
**shape** 17:18  
**share** 24:5  
**Sherry** 31:20  
**shock** 25:15  
**show** 25:5  
**side** 11:24,25 14:25 15:16 17:12,  
15 19:25 21:6  
**sign** 24:19,21 26:15  
**signed** 11:9  
**simply** 13:18 18:3  
**single** 8:17  
**sir** 10:2 11:14 16:12 25:3 27:2  
28:20 30:9 31:12 34:5 35:18  
**situation** 4:4,6 11:21 22:22  
**six-lane** 4:1  
**sky** 15:13  
**sleep** 19:16  
**sliced** 8:20  
**slow** 11:21

**small** 27:23 33:18  
**smallest** 7:19  
**Smokey** 14:7,8,10,20,21 15:7  
**smoothly** 35:15  
**snow** 10:23  
**someplace** 32:11  
**sound** 10:8  
**south** 4:23,24 6:19 7:18 8:6 9:5 28:4,5  
**Southport** 11:16  
**space** 7:23 9:12 29:10  
**speak** 4:19 6:15  
**speaker** 6:4 10:1 12:14 14:3 20:18 22:14 24:19,21 26:15  
**speakers** 6:3,5,8,9 11:9 16:2 18:22 24:24 26:17,21 28:21 31:13 32:23 34:4 35:18  
**specific** 30:2  
**speed** 28:9,10  
**spoke** 22:21  
**spread** 18:10  
**stadium** 9:18  
**staff** 22:17  
**Stan** 34:8  
**stars** 15:10  
**start** 10:12,22 13:7 27:22  
**state** 5:24 16:8,21 18:10 22:7 24:14 26:24 28:23 30:10 31:18 32:24 34:6 35:9,22  
**stated** 8:25 28:10  
**statement** 18:23 26:19  
**station** 14:19  
**step** 35:22  
**Steve** 4:14  
**stifle** 13:16  
**straight** 20:9 26:2,7  
**street** 6:18,19,20,23 7:2,10,12, 16,18,19 8:6 9:5 23:23 24:6  
**stress** 21:3

**stressed** 21:2  
**strongly** 31:2,25  
**student** 6:23 7:1,2,8 8:15 21:1 27:9  
**students** 6:25 7:3,14,20 8:22 9:3 17:6,10 21:13,23 24:10 28:18 30:18,20  
**studies** 11:2  
**study** 21:19  
**stuff** 19:18  
**substantial** 21:23  
**suggest** 5:9  
**suggested** 17:9  
**suggestion** 26:8  
**superintendent** 6:10,16  
**support** 12:23 13:2,8 24:9 31:24

---

**T**


---

**takes** 10:6  
**taking** 8:16 27:11,12  
**talk** 10:4,5,11  
**talked** 13:5 22:24  
**talking** 4:4,5 10:6 15:15 29:12  
**talks** 27:17  
**teachers** 27:13  
**team** 30:3,8  
**telling** 32:3  
**tells** 4:20  
**ten** 4:3 21:22 32:3  
**tens** 10:11  
**Terry** 35:24  
**thing** 4:18 5:13,14 10:14,18 13:22 17:19 24:15 25:23  
**things** 11:18 17:1,22 19:19 22:9 27:7 29:11 33:25  
**thinking** 5:14  
**thought** 28:3  
**thousands** 10:11

**threat** 22:23  
**threatened** 8:24  
**three-year** 35:1  
**thrown** 34:23  
**Tim** 4:19  
**time** 4:4 6:2 9:18 10:17 12:5 15:21 16:1,3,4,11,20,23 21:4 22:20 25:8 26:4,5 34:11  
**times** 5:4  
**today** 18:6  
**toll** 17:24 18:12  
**tolled** 18:16  
**tonight** 4:20 6:15 23:3 27:8  
**tonight's** 18:20  
**top** 7:15 14:6  
**totally** 21:24 25:20  
**town** 11:24,25 13:17,19 15:16 16:18 17:8 19:24 21:21 24:4,11  
**Township** 4:10 12:10 19:10 21:14,22 27:17,20  
**traffic** 4:9,10 7:3,4,12 10:6 11:18, 20 12:20,21 13:11,12,13,14,18 22:1 26:13 27:22 28:1 34:23 35:4, 8,15  
**tragic** 29:20  
**transport** 6:25  
**transportation** 13:2 18:8  
**travel** 5:4 17:11 21:17  
**trouble** 23:10  
**truck** 10:6,15  
**trucks** 10:9 19:19  
**turn** 14:25  
**turnaround** 4:12  
**two-minute** 16:1

---

**U**


---

**understand** 11:20 21:5  
**understands** 22:8  
**unknown** 11:4

**upset** 13:24**urge** 23:13**utility** 14:17**utilized** 7:11

---

**V**

---

**Valley** 6:18 23:21,25 33:3**vehicles** 10:12**venue** 8:11**view** 11:25**visit** 30:8

---

**W**

---

**walkers** 7:8**walking** 7:3**walkway** 17:10**Walmart** 4:8**Waltz** 16:9,10,12,13,17 18:19**wanted** 19:3 29:14**Warren** 18:25 19:2,3**Washington** 13:22 19:10**waste** 25:8 26:4**wasted** 26:5**water** 14:18 33:12**Waverly** 13:17**ways** 16:23**Wednesday** 22:23**week** 22:19**wells** 33:5,10**west** 11:25 23:8**White** 12:10**widen** 4:1**won** 25:7**wonderful** 5:5 21:1**words** 4:10 19:24**work** 28:9 35:12**working** 19:14**works** 18:8**worried** 33:22**worth** 25:24,25

---

**Y**

---

**yard** 15:9**year** 17:25 18:9**years** 4:3 13:24 16:17,20,22

17:17 18:7 23:16 25:11 27:6

30:14 32:3 33:13

**York** 6:20,23 7:2,9,16,19 8:6 9:5**young** 7:8

## **In the Matter Of:**

*I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)*

---

### **INDOT Public Hearing**

*April 04, 2016*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1                   INDIANA DEPARTMENT OF TRANSPORTATION  
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.)  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 STATE OF INDIANA

2 COUNTY OF MARION

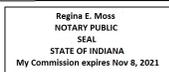
3 I, Regina E. Moss, a Notary Public in and for  
4 said county and state, do hereby certify that the  
5 foregoing hearing was taken at the time and place  
6 heretofore mentioned between 5:30 p.m. and 8:14 p.m.;

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

	22:13,19,20 24:4,5	<b>air</b> 20:20,22
<b>\$</b>		<b>alternative</b> 21:15
<b>\$5.2</b> 17:11	<b>5</b>	<b>America</b> 7:18
	<b>59</b> 8:2	<b>announce</b> 8:9
<b>1</b>		<b>applaud</b> 8:19
<b>1</b> 11:22	<b>6</b>	<b>approaches</b> 20:18
<b>100</b> 3:12	<b>6</b> 4:12 7:24,25	<b>April</b> 12:21
<b>14</b> 16:14	<b>69</b> 14:12 19:2 21:16,19,20,23,25 22:1,3,5,8,10,11 23:20	<b>Army</b> 11:16
<b>15</b> 9:16		<b>assisted</b> 24:15
<b>17</b> 16:22	<b>7</b>	<b>asthma</b> 20:23
<b>18</b> 9:23		<b>attend</b> 4:2
	<b>70</b> 22:14	<b>attended</b> 9:7
<b>2</b>		<b>attention</b> 25:6
<b>2,000-foot</b> 16:11	<b>8</b>	<b>AUDIENCE</b> 5:24
<b>2014</b> 17:12	<b>8:14</b> 25:8	<b>auditorium</b> 2:1
<b>2015</b> 16:17		<b>autistic</b> 7:14
<b>2016</b> 9:10	<b>9</b>	<b>AV</b> 3:2,9
<b>2018</b> 18:15 24:10	<b>96</b> 5:10	<b>Avenue</b> 22:15
<b>25</b> 16:17		<b>Aylor</b> 21:12
<b>27</b> 17:12	<b>A</b>	
<b>279</b> 5:8	<b>abatement</b> 18:20	<b>B</b>
<b>29</b> 12:21	<b>absolute</b> 20:14	<b>back</b> 12:13 15:15
	<b>acquisition</b> 12:17,18 21:3	<b>backs</b> 18:8
<b>3</b>	<b>acres</b> 16:14 18:11	<b>Banta</b> 9:7
<b>3</b> 18:11	<b>action</b> 16:21	<b>basically</b> 2:18
<b>30</b> 3:10	<b>add</b> 21:21 22:20 24:6	<b>basis</b> 3:14
<b>36</b> 10:12	<b>addition</b> 3:12	<b>Beach</b> 6:19,21
<b>37</b> 2:23 3:13,21,25 6:24 7:11 8:14 9:7,12 11:2,23 12:8,14 13:17,25 15:12 18:8 19:5,7 21:14	<b>additional</b> 4:23,25 6:4,8,17 23:10 24:20,21	<b>begin</b> 2:3
	<b>address</b> 2:13 4:10 7:9 16:22	<b>Belmont</b> 22:15
<b>4</b>	<b>adopted</b> 20:14	<b>beneficial</b> 14:11
<b>4</b> 16:12,18 17:12	<b>affect</b> 8:1 10:14	<b>benefits</b> 8:18
<b>4,000</b> 3:15	<b>affected</b> 6:22,25 7:24,25 8:14 10:13 12:16	<b>big</b> 6:21
<b>40-plus</b> 12:1	<b>affects</b> 3:15	<b>bit</b> 14:10 15:9
<b>400</b> 3:19	<b>afford</b> 2:6	<b>Bloomington</b> 7:9,11 16:16
<b>465</b> 9:13 12:8 13:17 19:10,11,21	<b>agree</b> 19:3	<b>Bluff</b> 11:6 15:11
		<b>Boyd</b> 11:20,22 13:7 16:4 18:3,4 20:25

**Brandon** 13:15**bring** 9:18 16:9**brought** 5:13**build** 12:5 18:13**building** 23:20**built** 14:25**bus** 3:12**business** 2:21 10:15,22 13:21  
14:6**businesses** 2:23,25 3:10 5:7,10,  
12 6:24 8:1 9:7,16 13:21 14:4,8  
19:8 20:10,16**buy** 9:22 18:16,21 24:9,12,13,16**bypass** 19:6,10

---

**C**

---

**call** 17:14**care** 11:8**Carl** 7:6,8**Carmel** 8:23 19:5,8**cars** 13:24**cast** 11:25**caught** 24:11**certification** 16:25**change** 4:1**charge** 19:11**children** 3:13,15,17,19**city** 13:5 14:22 21:12,17,23,24  
22:2,3 23:17,23**CLARK** 2:3 4:11 5:23 6:3 7:4 8:6  
9:3 10:3 11:18 13:6 14:15 15:3,25  
18:3,23 19:12 20:1 21:9 22:22  
23:25 24:19**clean** 18:1**cleaned** 17:24**cleanup** 17:5,11**close** 14:12**closing** 2:17**Colts** 18:5**commend** 21:13**comment** 2:17,18 10:4 12:20,22  
13:11 25:4**comments** 2:1,18 4:17 7:5 12:21  
14:16 22:23 24:1**committee** 8:20**community** 2:13,19 5:20 8:18**compensation** 5:17**concern** 2:22 20:8**concerned** 5:14,16 18:10,15**concerns** 4:7 23:9**conclude** 25:5**concluded** 25:8**configurations** 20:18**congested** 12:8**congestion** 12:6 15:21,22,23**connects** 22:12**construction** 12:25**continue** 6:9 12:23**Continuing** 10:7**contractors** 17:3**control** 16:19,20**cooperation** 23:19**corner** 24:5**corporation** 2:20 3:5 4:5**corrective** 16:21**corridor** 8:17 9:12 13:18 14:2,7,  
13 16:11**cost** 12:11,12,16**Council** 20:6**country** 7:17 20:15**county** 8:16,18,22,24 9:1 12:15  
14:21 16:12 17:24 19:5 23:12**cousins** 17:22**create** 15:23**creating** 15:20**creativity** 20:12**cross** 11:5**Crossing** 22:8**current** 13:21**cut** 12:14

---

**D**

---

**daily** 3:14**Dale** 18:7**damage** 21:7**damaged** 21:4**Daniels** 19:19**Darrell** 10:7**Dave** 5:4 6:1**Davis** 10:9,11**day** 3:16,18,20**days** 16:22**deal** 23:4,6**dealing** 23:14**dealt** 23:8**dearly** 12:16**decide** 18:16**decision** 8:19 9:9 19:18,20**deeply** 23:9**Department** 17:1**deposited** 17:3**design** 20:12**detail** 4:8**development** 8:16**deviate** 13:25**Dick** 8:8,11,13**dignified** 21:1**direction** 15:16**directly** 10:13**director** 20:5**disagree** 19:17**disappointed** 5:5 23:1**disaster** 12:24

**discussion** 23:20**displaced** 2:24 3:1**distance** 3:17**distant** 7:15**distinctive** 11:14**district** 2:24 3:3,8 13:16**disturbance** 17:9**divided** 22:2,9**Doctor** 9:15**dollars** 3:4**Douglass** 8:8,9,11,12,13**downtown** 22:16,18**drawn** 18:12**drive** 3:19 12:13 24:3**driver** 7:14**drivers** 3:22**due** 8:25**dumping** 23:21

---

**E**

---

**earlier** 15:7**earliest** 24:10**earth** 11:8**east** 11:2**economic** 8:17**Edgewood** 13:19**effect** 5:20 13:21**effective** 11:16**efficiently** 21:20**eight-lane** 22:9**elapsed** 18:4**email** 17:6,10**employees** 9:16**end** 12:24**ends** 12:21,23**enduring** 21:7**entered** 13:11**enterprise** 23:5**entire** 7:17 21:2**Environmental** 17:1 20:6**equipment** 17:8**erosion** 16:18**Essentially** 2:14**established** 11:23**estate** 9:19**evening** 2:7,8,12 3:23 4:24 6:11,  
18 8:8 9:4 11:20 13:12 15:11  
25:1,6,7**events** 3:24**exchange** 15:19**excuse** 11:17**existing** 22:20**exit** 15:19**expect** 2:15**express** 4:7**expressed** 2:21**extend** 22:14**extraordinary** 8:23

---

**F**

---

**face** 10:24**faced** 4:8**facilitating** 14:23**fact** 16:9**Failure** 16:19,20,21**fairly** 5:21**fall** 18:12**falls** 18:18**families** 20:23**family** 16:11**farm** 16:11 17:18**favor** 8:21**feasible** 19:9**federal** 7:13**feel** 7:15**fella** 15:22**figure** 14:7 23:23**figured** 15:24**finally** 19:2**financial** 3:7**fiscal** 2:19**Fishers** 21:13**floor** 2:5,11 4:22 5:3 6:16,19 7:6  
8:12 9:5 10:10 11:20 13:14 14:17  
15:5 16:3 18:25 19:14 20:3 21:11  
22:24**Florida** 7:20**flow** 14:23**focused** 2:19**folks** 8:23 9:19 13:3**follow** 19:22**footprint** 20:15**forced** 2:24**foremost** 20:8**forget** 5:11**formal** 2:2 25:5**forum** 2:13**forward** 5:2 6:9 10:8**Fox** 8:2**Francis** 14:19**friend** 7:18**Frizzell** 5:4 6:1**front** 16:2**functions** 4:2**funding** 12:25**future** 7:15 19:24

---

**G**

---

**gentleman** 15:7 18:5 19:13**give** 9:19 11:1 17:16**giving** 25:2

**glad** 19:2  
**glorious** 11:3  
**good** 2:12 5:23 8:3,4 23:19 25:7  
**goodness** 11:4  
**Gossett** 10:7  
**government** 23:3,5  
**governor** 5:18 19:19  
**governor's** 9:11  
**grand** 11:3  
**granddaughter** 17:15  
**grandkids** 16:6  
**grave** 20:8,17  
**greatly** 6:22  
**Greene** 12:15 16:12 17:24  
**Greenwood** 14:21  
**group** 4:7,10  
**groups** 4:14  
**guess** 10:20,23  
**guys** 15:24 17:22 18:17

---

**H**


---

**Halper** 19:1  
**halt** 24:6  
**Hamilton** 8:24  
**hammer** 12:23  
**hand** 23:7  
**handle** 8:24 9:1 19:6  
**hands** 6:8 23:13 24:21  
**happen** 7:15 10:2  
**happening** 18:2  
**happiness** 11:4  
**happy** 4:13  
**Hardee's** 13:17  
**hardest** 7:23  
**Harding** 6:22  
**Havey** 15:6

**heard** 3:10 4:17 10:16,19 13:1,9  
**hearing** 25:8  
**heck** 24:17  
**Herald-times** 16:17  
**Heuer** 7:6,8 8:7  
**high** 3:19,20 20:17 25:2  
**highway** 2:23 7:12 12:14 22:2,9  
**hold** 12:9  
**home** 16:10  
**homes** 5:8,9,11 6:25 8:1 20:10,16  
**Hoosier** 20:5  
**house** 24:24  
**houses** 5:11  
**huge** 4:3

---

**I**


---

**I-465** 13:4  
**I-65** 8:15,17  
**I-69** 2:22 6:22 7:10,23 8:14 9:12 10:13 16:13,18 17:16,18,21 23:1  
**idea** 9:19  
**IDEM** 16:17  
**identified** 15:9  
**identify** 5:24  
**imagination** 23:2,5  
**imbalance** 12:4  
**impact** 2:19 3:8,16,21 4:1 7:16 14:3,8  
**impacted** 3:12 12:13  
**implications** 20:9,22  
**importance** 20:13,25  
**improvements** 23:24  
**increase** 20:21  
**incredible** 23:2  
**incur** 14:8  
**Indiana** 7:9 9:10 16:12 17:1,24 21:13,14

**Indianapolis** 14:22 19:3 21:18,24 22:3,13,17,18  
**INDOT** 9:11 12:23 14:7 17:7,10,14 21:13 23:13,18  
**INDOT'S** 14:25  
**industrial** 9:21  
**information** 14:5  
**input** 12:1,5  
**install** 16:19  
**interchange** 13:19 20:18  
**interchanges** 14:24 21:16 23:11  
**intersecting** 9:13  
**intersection** 15:18,19  
**intersects** 6:24  
**interstate** 7:13 8:3 21:16,19,20,23,25 22:1,3,5,8,10,11,13,14,19,20

**interstates** 13:5  
**introduce** 12:15  
**invite** 24:23  
**involve** 3:24  
**irresponsible** 23:13  
**issue** 20:19,24  
**issues** 16:23

---

**J**


---

**jacket** 18:5  
**Jade** 7:19  
**Jan** 16:4 20:25  
**January** 16:17  
**Jesse** 20:4  
**Jim** 24:3  
**jobs** 5:13  
**Jody** 6:19,21  
**John** 10:8,11 19:1  
**Johnson** 8:16 9:1 14:20

---

**K**

---

**Kate** 14:19  
**keeping** 18:14  
**Kharbanda** 20:4,5  
**kids** 20:23  
**kill** 12:10  
**kind** 5:2 9:19 11:12 13:13 14:16  
 15:4 16:2 18:24 19:1,13 20:2  
 21:10 22:23 24:1  
**knowledge** 3:3

---

**L**

---

**lack** 23:2  
**lady** 24:14  
**land** 16:14 18:11,16,21  
**lanes** 11:4,5 20:17 21:22 22:4,5,  
 10,12,20  
**Larry** 15:6  
**lead** 20:20  
**leaders** 14:6  
**learn** 8:24  
**leaving** 3:10  
**legislative** 13:2  
**letting** 23:22  
**light** 15:12  
**lights** 15:13,17  
**limbo** 9:24 10:1 18:10  
**Linda** 22:25  
**list** 6:15,18  
**Little's** 4:17  
**live** 14:19 16:6 23:15  
**lived** 10:11  
**lives** 5:12  
**living** 24:15  
**lose** 7:25 12:10 13:22 14:10  
 24:13  
**losing** 5:9

**loss** 3:2,4,9 12:9 14:1,13 21:6  
**lot** 14:1 15:23 18:13 19:9 24:17

---

**M**

---

**mad** 17:18  
**made** 2:1 8:20  
**maintain** 11:7  
**major** 7:16 14:24  
**make** 2:16 5:2,6,15,19 7:16 10:2  
 17:20 19:6  
**making** 16:1 21:3  
**Management** 17:2  
**manager** 13:16  
**manner** 16:22  
**map** 9:10  
**Marion** 14:21  
**Martinsville** 21:17,23 22:2 25:2,  
 4  
**maximum** 11:16  
**Mccann** 13:15,16  
**Mcnitt** 7:19  
**means** 6:15 13:25  
**measures** 16:20,21  
**meet** 4:14  
**meeting** 10:16 11:11 25:4  
**meetings** 9:8 12:1,3  
**Mellott** 19:16  
**MEMBER** 5:24  
**members** 4:18 24:24  
**Memories** 5:11  
**mention** 6:13 7:18 25:1  
**mentioned** 4:15 23:10  
**Meridian** 3:20  
**meters** 11:17  
**methodology** 13:1  
**miles** 17:12  
**million** 17:11

**Milton** 19:16  
**mine** 7:19  
**minimize** 17:9 20:15  
**minimizes** 5:20  
**minimum** 22:1  
**money** 11:24 18:17 19:22,23  
**months** 9:24  
**morning** 15:15  
**mornings** 24:4  
**move** 2:24 6:9 10:1,8 21:18,24  
**moved** 7:11  
**moving** 9:17

---

**N**

---

**nagging** 9:8  
**news** 8:2  
**newspaper** 16:17  
**nice** 9:18  
**night** 24:4  
**nights** 24:5  
**nine-year-old** 17:15  
**north** 6:23 21:25 22:14  
**northbound** 22:4,10  
**note** 17:16  
**noticed** 13:17  
**number** 21:22 23:6 24:9

---

**O**

---

**observations** 16:25  
**occupancy** 20:17  
**occur** 3:8  
**October** 17:12  
**offered** 5:13  
**office** 4:13  
**official** 2:4,9 4:15,16 9:10 13:11  
**officials** 2:5 4:19,23 6:4 12:24  
 23:18

**offsite** 17:11**open** 2:4 4:22 6:16 13:18 18:14  
24:24**opportunity** 2:6,13 4:5,10,20,24  
6:5,6,14 13:10 19:19**opposed** 23:20**opposite** 15:16**options** 22:21**Osborn** 22:25**overpasses** 21:16**owned** 18:9**owner** 10:15 17:4**owners** 2:21 21:1

---

**P**

---

**p.m.** 25:8**paid** 17:11**panoramic** 11:3**parents** 3:18 4:1**part** 23:2**participate** 2:7 4:20,25 6:5**path** 16:13**patterns** 4:9**pay** 13:4 23:23**peaceful** 17:19**people** 5:8,21,25 10:22 12:12,15  
16:1 17:14,17,21 18:2 23:3,15  
24:10,17**period** 8:25 12:20,22**permission** 17:25**Perry** 2:10 3:18,20 5:21 9:23  
16:5,7,10 20:9**pessimism** 20:12**pick** 18:14**place** 19:24**plan** 3:5 14:22 19:20,22,23**planned** 14:2**planning** 7:2**play** 23:7**players** 12:19**point** 12:3 20:11,19,24 23:20**points** 20:6,7**positive** 7:22 8:4,5**positiveness** 7:21 8:3**Post-it** 17:16**potential** 3:2 14:3**potentially** 5:9**practices** 20:14**preferred** 21:14**preordained** 9:9,14 10:17 11:25**prepared** 17:1**presentation** 2:2 10:19 25:3,5**pretty** 9:17**previous** 13:9**previously** 10:19**printed** 17:19**problem** 24:7**problems** 16:18**process** 9:20,24 15:2 21:2,3**procurement** 12:25**profit** 13:22 14:1**project** 2:22 4:12,13 12:2 24:25**projected** 3:9 13:18**projects** 3:1**proper** 16:19**property** 9:21,22 10:14 12:17,18  
17:3,4,9,24 18:8,19,21 21:1,3,4,7  
24:9,15**proposal** 14:9**proposed** 3:2**public** 2:1,3,5,8 4:15,16,19,23  
6:4 12:1,3,4,5,20,23 13:12 25:3,8**put** 12:24 14:13 19:23**putting** 22:18 24:17

---

**Q**

---

**quality** 16:24 20:20,22**question** 3:7,23 6:21 10:12,15  
11:15 14:20**questions** 2:14 24:22

---

**R**

---

**raised** 20:7,25**ramp** 15:19**range** 11:16**Raver** 18:7**read** 16:16**real** 9:19**rebuild** 14:12**record** 2:16 13:12**red** 18:12**reduce** 12:6**referring** 17:6**relatives** 4:2**relieving** 15:21**report** 14:3 16:25**representative** 5:3 6:2,3 9:15**representatives** 4:4,6 5:1**resident** 16:5**respect** 20:19,24**respectfully** 19:17**responses** 2:15**responsibility** 15:1**responsible** 9:15**rest** 10:21**restudying** 11:24**review** 14:3**reviewed** 4:18**Rickie** 2:3 4:11 5:4,23 6:3 7:4 8:6  
9:3 10:3 11:18 13:6 14:15 15:3,25  
18:3,23 19:12 20:1 21:9 22:22  
23:25 24:19

**right-of-entry** 17:4**River** 19:17**road** 3:13,25 6:23 8:22 9:10 11:2,6,23 12:8,14 14:20 18:8 22:8 23:1,12,24**roads** 14:24 23:14,21**ROD** 12:18**roundabouts** 8:21,25**route** 2:23 3:21 4:1 11:23 13:18 18:14 20:13 21:14 22:17**routes** 3:12**ruined** 17:18**runoff** 16:20

---

**S**

---

**safety** 3:17**sales** 13:22 14:1**savings** 12:11**schedule** 2:8 6:7,10,18 7:6 9:4 10:5 11:19 13:8**school** 2:20 3:4,15,19,20,25 4:2,4 16:7 25:2**schools** 2:10 3:18**screeching** 24:6**seal** 9:11**Section** 4:12 7:24,25 16:12,18 17:12**sediment** 16:19 17:5 21:6**sedimentation** 17:2**seek** 17:3**selecting** 21:14**sell** 24:11,14**sense** 20:11**session** 13:2 24:24**sewer** 7:1**shows** 9:12 23:1**siblings** 17:22**side** 10:11 11:7 15:14 21:19 22:13 23:21**sign** 2:9 4:15 6:7,14 11:19 13:8**sign-in** 4:16**signed** 2:4 6:10,12 17:4**sinkhole** 16:23**sir** 2:11 5:1,3,23,24 7:5,7 8:12 10:10 11:21 13:12 14:15 15:4,25 18:25 19:12 20:1,2 22:22 24:1,20**sit** 4:5 14:7**sites** 16:18**six-lane** 22:1**slides** 4:18**small** 14:2,6**smashed** 11:5**Smith** 8:10,11 9:5,6 10:4 14:20 15:8,10,11,12 22:7 23:11**soil** 21:6**soliciting** 25:3**solves** 24:7**someone's** 17:3**song** 10:16**sort** 11:12**south** 6:23 10:11,13 21:25 22:13**southbound** 22:5,11**Southport** 6:23 11:2 23:11**southwest** 24:5**space** 12:9,10**speaker** 2:7,8 4:16 6:7,10,18 7:5 8:7,9,10 9:4 10:4,5,6,8,9 11:19 13:7,8 14:16 18:5**speakers** 4:21,25 6:6,10,12,16,17 13:9 24:20**specific** 24:22**specifically** 24:14**spend** 11:24**spoken** 4:18**spot** 24:17**stakeholder** 4:14**stakeholders** 12:2**started** 12:19**starts** 12:17**state** 2:23 3:13,25 5:1 6:1 7:12,16 11:23 12:8,14 13:13,20 14:2,17 15:4 16:2 18:8,24 19:14,19 20:2 21:10,14 22:23 23:17 24:2**statements** 2:17**states** 7:17 17:2**stay** 14:13 24:23**stays** 7:22**stepped** 10:6**stone** 11:25**Stones** 22:8**stream** 16:23**Street** 6:22**student** 3:22**students** 3:24**subdivisions** 23:16**substantial** 8:19 20:21**successes** 5:12**suffer** 23:22**suffering** 16:15**suggest** 12:18,22 23:17**superintendent** 2:10**supporters** 12:2**suspect** 5:6**suspicion** 9:9**sympathize** 8:13

---

**T**

---

**Tabitha** 10:5**takes** 9:23**talk** 4:6 24:24**talked** 15:7**Tampa** 7:20**tax** 12:9,10**taxes** 18:21**taxpayers** 3:8**team** 4:6,13,19 12:19 24:25

<b>Techniques</b> 17:8	<b>travel</b> 3:17 21:22 22:4,5,10,11,19	<b>wiped</b> 5:10
<b>telling</b> 10:22 13:1	<b>treating</b> 21:1	<b>wiser</b> 19:20
<b>ten</b> 9:25 11:14 18:9,10,20	<b>treats</b> 5:21	<b>Wolf</b> 24:3
<b>terrible</b> 12:4	<b>Troy</b> 8:10,11 9:5,6	<b>Wolfe</b> 10:5
<b>thing</b> 5:6 8:3,4 11:6,13 16:8 17:13 18:9	<b>trucks</b> 17:9 19:6,7,10,21	<b>wondering</b> 13:20 14:11
<b>things</b> 10:2 20:16 23:9	<b>Turn</b> 19:5	<b>words</b> 10:20
<b>thinking</b> 14:9	<hr/>	<b>work</b> 5:7,17,18
<b>Thomas</b> 21:12	<b>U</b>	<b>works</b> 15:2
<b>Thompson</b> 6:23	<hr/>	<b>worse</b> 15:9
<b>thought</b> 9:13	<b>underpasses</b> 19:7	<b>wrote</b> 17:15
<b>thoughts</b> 7:10	<b>underscore</b> 20:7	<hr/>
<b>thousand</b> 19:21	<b>United</b> 7:17	<b>Y</b>
<b>throwing</b> 12:7	<b>utilize</b> 2:22 16:20	<hr/>
<b>Tier</b> 11:22	<hr/>	<b>year</b> 9:23 18:1
<b>time</b> 3:16 4:21 6:17 9:1 12:20 15:11 18:3 21:21 23:19 24:20 25:4	<b>V</b>	<b>years</b> 7:11 9:25 10:1,12 11:14 16:6 18:9,10,20 19:20 23:22
<b>timely</b> 16:22	<hr/>	<b>young</b> 3:13,22
<b>times</b> 7:23	<b>vacant</b> 18:11	
<b>timing</b> 5:15	<b>vacuum</b> 17:8	
<b>today</b> 14:10 16:15	<b>Valley</b> 14:20 15:8,10,11,12 22:7 23:11	
<b>told</b> 7:20,22 11:12,13	<b>values</b> 21:7	
<b>tolled</b> 13:4	<b>vehicle</b> 20:17	
<b>tolling</b> 13:1,2	<b>view</b> 11:3	
<b>Tom</b> 2:9,12	<b>vision</b> 19:24	
<b>tomorrow</b> 25:1	<b>visit</b> 24:24	
<b>ton</b> 13:24	<b>volume</b> 20:21	
<b>tonight</b> 2:15 16:9	<hr/>	
<b>town</b> 14:21	<b>W</b>	
<b>township</b> 2:10 3:18 5:21 9:23 12:11 16:5,7,8,10 19:17 20:10	<hr/>	
<b>traffic</b> 4:9 12:7 13:24 14:23 15:12 20:21 21:18,24 22:17 23:4,10,21 24:7	<b>wait</b> 24:17	
<b>transition</b> 5:19 21:5	<b>waiting</b> 7:1	
<b>transitioning</b> 7:13	<b>wanted</b> 17:16,20	
<b>transport</b> 3:13	<b>wanting</b> 18:13	
<b>transportation</b> 3:24 4:6	<b>wash</b> 23:13	
	<b>watched</b> 8:2	
	<b>water</b> 7:1 12:9 16:24	
	<b>ways</b> 23:3	
	<b>White</b> 19:16	
	<b>William</b> 11:20,22	
	<b>Wingfield</b> 17:5,6,10	

## **In the Matter Of:**

*INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)*

---

### **Public Hearing**

*April 05, 2016*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

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

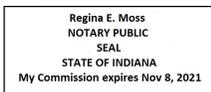
3 I, Regina E. Moss, a Notary Public in and for  
4 said county and state, do hereby certify that the  
5 foregoing hearing was taken at the time and place  
6 heretofore mentioned between 5:30 p.m. and 7:45 p.m.;

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*



19  
20  
21  
22  
23  
24  
25

My Commission expires:  
November 8, 2021

Job No. 106954

<hr/> <b>2</b> <hr/>	<b>adding</b> 10:6	<b>biggest</b> 5:7
<b>252</b> 3:7 10:4	<b>addition</b> 3:1 14:5	<b>BILL</b> 5:7
<hr/> <b>3</b> <hr/>	<b>adds</b> 12:24	<b>Bloomington</b> 12:7 13:5
<b>30-foot</b> 14:13	<b>age</b> 4:20,22 5:2 6:9	<b>Bob</b> 15:6
<b>37</b> 3:7 5:22 9:19 10:6 12:20 14:21, 22	<b>Alice</b> 8:10,12	<b>break</b> 4:21
<hr/> <b>4</b> <hr/>	<b>alternative</b> 3:12 9:21,23,25 10:22	<b>broke</b> 13:3
<b>4-by-4</b> 14:23	<b>alternatives</b> 10:2	<b>build</b> 15:18
<b>41</b> 4:21	<b>ambulance</b> 14:19,20	<b>building</b> 15:17
<b>44</b> 9:19 10:4,7,8,25	<b>amount</b> 11:17	<b>Burmese</b> 4:13,14
<b>44/252</b> 9:21	<b>Anytime</b> 9:7	<b>businesses</b> 3:6
<b>45</b> 12:5,9	<b>Apparently</b> 4:13	<b>busy</b> 10:3
<hr/> <b>5</b> <hr/>	<b>appointments</b> 4:7	<hr/> <b>C</b> <hr/>
<b>5</b> 15:15	<b>appreciated</b> 13:11	<b>C1</b> 9:21 10:8,22
<hr/> <b>6</b> <hr/>	<b>area</b> 10:18 11:12 12:13 13:11 14:5 15:19	<b>cable</b> 15:11
<b>6</b> 4:18	<b>areas</b> 6:19	<b>calls</b> 9:4
<b>60</b> 4:23 5:2 6:8	<b>assurance</b> 4:3	<b>car</b> 13:3 15:9
<b>65</b> 4:21 5:2	<b>assure</b> 3:18 7:10	<b>Carolina</b> 8:15
<b>69</b> 10:23	<b>atmosphere</b> 10:19	<b>cemetery</b> 8:19,23
<hr/> <b>7</b> <hr/>	<b>attend</b> 12:7	<b>Centenary</b> 8:20
<b>70</b> 3:20	<b>attention</b> 6:8,20	<b>children</b> 6:13,14
<b>7:45</b> 15:25	<b>attentive</b> 4:6	<b>choice</b> 5:22
<hr/> <b>A</b> <hr/>	<b>auditorium</b> 5:14	<b>church</b> 10:12
<b>abilities</b> 6:10	<b>aware</b> 8:18,25	<b>city</b> 3:4
<b>Absolutely</b> 8:6	<hr/> <b>B</b> <hr/>	<b>CLARK</b> 5:16 7:17 8:3,9 9:16 11:8 12:15 13:22 15:3,21
<b>access</b> 4:8 6:12 14:24	<b>back</b> 4:24 14:10	<b>closed</b> 12:5,13
<b>accidents</b> 15:9	<b>barricades</b> 12:23	<b>coast</b> 11:25
<b>active</b> 7:2,15	<b>barriers</b> 15:12	<b>college</b> 12:8
<b>activity</b> 10:21	<b>based</b> 4:2	<b>comedians</b> 13:3
	<b>Basically</b> 7:22	<b>comment</b> 4:17 13:1,4
	<b>basis</b> 4:9	<b>comments</b> 5:14,24 6:1,4 7:19 9:17 12:21 14:2 15:22
	<b>behalf</b> 4:14	<b>commercial</b> 10:21
	<b>benefits</b> 11:3	<b>community</b> 3:17,18,22 4:3 6:11, 15,21 7:8,14 10:15
	<b>Beutou</b> 11:10,11	<b>comparable</b> 12:6
	<b>bicycle</b> 10:10	<b>completely</b> 3:24

**concentrate** 3:13  
**concern** 5:7 7:15 15:15  
**concerned** 15:8  
**concerns** 15:13  
**conclude** 15:22  
**concluded** 15:25  
**condition** 12:24  
**congestion** 15:16,19  
**connect** 10:16  
**Connecticut** 12:1  
**connectivity** 10:17  
**consideration** 6:16  
**considered** 4:23  
**constructed** 10:12  
**construction** 12:3,4,11 13:6  
 15:18  
**contacting** 9:1  
**continually** 9:9  
**continue** 15:17  
**converting** 7:4  
**converts** 3:21  
**convey** 6:4  
**corner** 3:7  
**country** 14:10,18  
**County** 4:13 8:16 12:20 13:2,11  
 15:7  
**couple** 12:21  
**crest** 10:25  
**cross** 10:11  
**cross-over** 15:9  
**curb** 11:3  
**current** 5:4

---

**D**

---

**dangerous** 10:5,6  
**date** 5:6  
**David** 12:18,19

**day** 6:3 12:7,20 15:8  
**December** 5:3  
**decided** 4:2  
**descendant** 8:15  
**designed** 11:19  
**determine** 4:21  
**devastating** 7:7  
**development** 3:6  
**diamond** 9:24  
**difficult** 9:14 14:12  
**direction** 11:15  
**discussion** 4:9 7:4,5  
**disposition** 13:12  
**disrupt** 3:24  
**document** 5:3,6  
**door** 14:7,8  
**DOT** 9:2  
**drainage** 3:9  
**drive** 15:8

---

**E**

---

**easily** 12:8  
**east** 11:25  
**effort** 4:16 5:20  
**efforts** 3:13  
**Egbert** 14:3,11  
**elevates** 10:23  
**eliminates** 9:25  
**email** 6:3 9:9  
**emergency** 14:15,17,24  
**engage** 5:20 6:5  
**engaged** 4:7  
**entrance** 6:19 10:11  
**environmental** 7:15  
**established** 6:15  
**ethnic** 6:10

**evening** 7:20 8:12,21 9:2,5 11:10  
 12:18 15:24  
**event** 6:15  
**exchange** 14:4  
**exit** 10:4,11  
**explore** 3:16

---

**F**

---

**fact** 8:14  
**family** 8:16,19,24 14:23  
**farmland** 14:5  
**feasible** 10:13  
**FHWA** 4:25  
**finally** 12:2  
**Find** 7:10  
**Flat** 9:18  
**floor** 5:17 7:21 8:11 12:17 13:24  
 15:5  
**flying** 13:20  
**Ford** 8:20 11:14 14:3  
**form** 6:1  
**formal** 5:15 15:23  
**forward** 15:18  
**found** 8:22  
**frame** 14:21  
**full** 10:20  
**fully** 10:22  
**funding** 3:23

---

**G**

---

**gentleman** 12:16  
**gentleman's** 12:23 14:2  
**gentlemen** 14:16  
**give** 7:25 8:1 12:11  
**GMAC** 3:14 5:21  
**good** 8:12 9:8 11:10 12:18 15:24  
**grateful** 9:3

**greatly** 3:22  
**Green** 11:12 14:1  
**groups** 6:6,10  
**guaranteed** 5:2  
**guys** 13:20

---

**H**

---

**half** 12:6,10  
**handle** 11:17,19  
**happen** 4:4  
**happened** 13:4  
**head** 15:10  
**hearing** 15:25  
**heavy** 4:14  
**helps** 6:4  
**Henderson** 8:20 11:14 14:3  
**heritage** 8:17  
**high** 7:12,14  
**highway** 5:10 9:19 12:25 15:10  
**hill** 10:25  
**hold** 8:17  
**hope** 3:7 4:5  
**horse** 14:6,9  
**horses** 14:7  
**Hospital** 14:20  
**hour** 12:5,9  
**house** 8:3 11:22 14:16  
**houses** 3:3 15:1  
**housing** 14:4  
**hurry** 13:7

---

**I**

---

**I-65** 3:20 7:3  
**I-69** 3:19,23  
**I-70** 7:3  
**idea** 8:2

**identify** 5:24,25  
**impact** 5:9 6:24  
**impacted** 3:22 5:1  
**impacts** 11:6  
**implemented** 10:23  
**important** 8:23 10:18  
**importantly** 7:1  
**inaccurate** 4:19 5:5  
**inaccurately** 4:25  
**incident** 13:2  
**incorrect** 4:19  
**increasing** 15:15  
**Indiana** 8:16 9:1  
**Indianapolis** 15:8  
**individual** 4:8  
**INDOT** 3:11 4:5,9 5:19 6:18 7:10 11:16  
**information** 4:19,24 9:3,8,10,11 12:12  
**informed** 4:7  
**instance** 14:19  
**instances** 12:24  
**interchange** 9:22,24 10:14 14:2  
**interchanges** 10:14 11:18  
**interrupted** 6:12  
**interrupting** 7:11,12  
**intersection** 9:19 10:1,5,20  
**intersections** 10:3,7,8  
**interstate** 4:2 5:8,10,12 8:1 11:1 12:20  
**involved** 7:9  
**involvement** 4:18 11:16  
**issue** 8:6  
**issues** 3:23 6:22

---

**J**

---

**January** 14:21  
**Johnson** 8:10,12 9:17

---

**K**

---

**Kevin** 11:10,11  
**kind** 11:20 12:16 13:9,20,23 14:1 15:4

---

**L**

---

**laid** 3:25  
**Lamar** 9:5  
**lane** 12:5,9 13:19  
**lanes** 10:11  
**lastly** 4:4  
**lay** 7:25  
**lays** 10:9  
**lead** 7:24 8:2 15:1  
**leave** 3:8  
**left** 9:7 13:20  
**legal** 4:22 5:4  
**legislation** 3:21 7:2  
**level** 11:3  
**lights** 15:14  
**limited** 6:9  
**lines** 7:25  
**list** 9:9  
**listed** 4:21  
**live** 6:13 9:12,18 11:12 14:1 15:7  
**lives** 15:12  
**living** 3:20 13:11  
**local** 4:12 5:9  
**located** 8:20  
**long** 14:9  
**longer** 4:22  
**losing** 10:5  
**loss** 10:7  
**lot** 3:2 9:11 11:3,6 14:6,9,11 15:1, 2,19  
**lowering** 11:1

<hr/> <b>M</b> <hr/>	<b>neighborhood</b> 6:5	<b>Pennsylvania</b> 12:1
<b>made</b> 4:7 5:4,14,21	<b>NEPA</b> 4:24	<b>people</b> 5:1 6:19,22 10:4 13:5,12,13
<b>main</b> 10:21	<b>nice</b> 13:4,12	<b>Perry</b> 14:4
<b>maintain</b> 10:15,19	<b>nightmare</b> 4:4 7:13	<b>phone</b> 9:4
<b>make</b> 6:2,24 7:10 12:21 13:1,4,16	<b>noise</b> 11:4	<b>place</b> 3:18 10:24 11:18
<b>makes</b> 14:12	<b>nomenclature</b> 4:20	<b>point</b> 11:5
<b>making</b> 5:23 6:24	<b>non-pay</b> 4:2	<b>population</b> 4:14
<b>maneuvered</b> 14:13	<b>North</b> 8:14	<b>possibility</b> 10:9 11:1
<b>manner</b> 14:14	<b>notice</b> 4:17	<b>potential</b> 11:13
<b>Mapleturn</b> 7:23	<b>noticing</b> 11:13	<b>potentially</b> 10:6
<b>maps</b> 11:13	<b>number</b> 5:1,23 9:23	<b>preoccupied</b> 13:8
<b>Martinsville</b> 5:8 7:8 10:23	<hr/> <b>O</b> <hr/>	<b>prepare</b> 11:16
<b>Massachusetts</b> 11:25 12:2	<b>obtain</b> 4:12	<b>present</b> 7:19
<b>MCPHERSON</b> 5:7	<b>off-roads</b> 11:17	<b>presentation</b> 5:15 8:8 15:23
<b>means</b> 5:11	<b>offer</b> 9:10,23	<b>preserve</b> 8:23
<b>mechanism</b> 3:17	<b>offered</b> 9:3	<b>previous</b> 14:2,17
<b>member</b> 5:20 14:23	<b>Ohio</b> 11:25	<b>private</b> 11:6
<b>merchant</b> 4:12	<b>ongoing</b> 5:4	<b>proactive</b> 7:8,16
<b>mess</b> 3:8	<b>open</b> 8:3 10:20 11:22	<b>procedures</b> 5:4
<b>message</b> 9:7	<b>opportunity</b> 7:19 8:13	<b>process</b> 5:12
<b>middle</b> 7:11	<b>outreach</b> 6:6	<b>properties</b> 14:6
<b>mile</b> 12:4,6,10,11	<b>overchange/exchange</b> 11:14	<b>property</b> 3:5 4:6,8 11:6
<b>miles</b> 12:5,8,9	<b>overpass</b> 10:10,12 11:2	<b>proposal</b> 3:25
<b>mind</b> 13:17	<b>owners</b> 4:6	<b>proposed</b> 4:1 14:3
<b>Minority</b> 4:23	<hr/> <b>P</b> <hr/>	<b>protection</b> 7:14
<b>mission</b> 6:5	<b>p.m.</b> 15:25	<b>proud</b> 5:21 8:16
<b>mobility</b> 6:22	<b>Pam</b> 3:10 5:19	<b>provide</b> 11:23
<b>modified</b> 9:24	<b>Pamela</b> 5:17	<b>public</b> 4:18 5:14,20 15:25
<b>Monroe</b> 12:19 13:2 15:7	<b>Parents</b> 6:12	<b>pull</b> 14:10
<b>Mooreville</b> 3:11	<b>park</b> 14:22	<b>pulled</b> 14:13
<b>Morgan</b> 4:13 8:15,16,19 13:11 14:20	<b>part</b> 7:2	<b>put</b> 3:17 6:1,2 11:18
<b>multiple</b> 6:2	<b>pave</b> 8:1	<b>putting</b> 9:13
<hr/> <b>N</b> <hr/>	<b>Pay</b> 6:8	<hr/> <b>Q</b> <hr/>
<b>neighbor</b> 14:7,8	<b>pedestrian</b> 10:10	<b>quality</b> 13:12
		<b>quarter</b> 12:3,10

**question** 11:15,21**questions** 11:11**quick** 9:7**quickly** 9:4

---

**R**

---

**Raleigh** 8:14**ranches** 14:6**Randall** 13:25**range** 5:2**reach** 6:21,22**reached** 6:7**reason** 10:21**reasonable** 3:14**reasons** 9:22**receive** 6:20**received** 9:9**recent** 13:2**recently** 7:3 11:24**record** 12:22**reduces** 11:4**religions** 6:11**remind** 13:6**remove** 3:12**report** 6:17**reported** 4:24**reports** 4:25**representatives** 8:5 11:22**representing** 5:1 7:23**requesting** 7:19**required** 10:1**researching** 9:1**resident** 8:14 9:12**residential** 10:15,18,19**response** 9:8**returned** 9:4**review** 4:5**RICKIE** 5:16 7:17 8:3,9 9:16 11:8  
12:15 13:22 15:3,21**rights** 4:6**road** 3:20,22,24 5:22 6:12 7:4,5,  
6,13,25 9:21 12:5,8 14:3,4**roads** 11:15 13:10,13 14:10,18,  
25 15:1**Rogers** 3:10 5:17,19 7:18**route** 5:13**routes** 3:13 6:24 9:11

---

**S**

---

**safe** 14:14**safer** 5:13**safety** 10:7 12:23**Santarossa** 12:18,19**save** 15:12**school** 6:14 7:12,14**Scott** 13:25**Section** 15:15**selection** 3:14 4:22**semi** 15:15**Send** 6:3**separated** 10:17**septics** 3:3**service** 14:24**session** 8:3 14:17**sewer** 3:4**share** 5:22**shown** 13:13**side** 10:12 13:20**sidewalks** 13:14**sign** 7:18**sincerely** 3:15**sir** 7:21 11:9 12:15 13:22 15:3,21**situations** 13:18**smaller** 14:25**speaker** 5:16 7:18 8:10**speaking** 6:9 7:24**special** 5:20 6:8,18,19**specifically** 4:20**speed** 5:11**split** 9:24**standpoint** 14:24**started** 8:25 9:1**starts** 10:20**state** 5:10,22 9:21 11:9 12:16  
13:23 15:4**statements** 12:23**states** 12:2**stations** 8:4**stop** 8:4**stoplights** 9:25 15:16**straight** 14:21**strongly** 9:20**submissions** 6:2**suggests** 10:9**suitable** 3:5**support** 10:22**supportive** 9:20**Survey** 4:18**system** 4:3

---

**T**

---

**talk** 8:5**talked** 9:6 14:16**ten** 12:8**things** 6:16 13:10**time** 4:10 5:9 7:24 8:2 14:21  
15:22**times** 9:6**Title** 4:18**TOA** 4:15**toll** 3:20,22,24 7:4,6

**Tom** 9:18  
**town** 5:13 7:12 10:16  
**Township** 11:12 14:1  
**traffic** 3:2 5:9 11:17,20 15:13,14  
**trailers** 14:9,13  
**transition** 5:9  
**translation** 4:13  
**transposed** 3:19  
**trapped** 3:1  
**travel** 12:7,20 13:5 14:18  
**traveled** 11:24  
**traveling** 13:17  
**trouble** 6:14  
**trucks** 15:15  
**turned** 3:23  
**turns** 14:12  
**type** 10:14

---

**U**

---

**understand** 9:14  
**unsafe** 12:24  
**updated** 5:3  
**users** 10:8  
**utilities** 7:24  
**Utility** 7:23

---

**V**

---

**validate** 3:17  
**vehicle** 15:10  
**volume** 15:14

---

**W**

---

**walking** 13:14  
**wanted** 13:15,16  
**Warren** 7:20,22 8:7  
**watch** 7:2

**water** 3:4  
**Waymire** 7:20,22 8:7,9  
**ways** 6:23 7:10  
**Wilson** 15:6  
**wisdom** 3:12 5:23  
**words** 5:23  
**work** 9:13 12:13 15:7  
**working** 8:19,22  
**worried** 3:8  
**worth** 12:4

---

**Y**

---

**years** 3:19 6:9 7:1,6,13 14:15  
**York** 12:1

**In the Matter Of:**  
*INDOT PUBLIC HEARING*

---

**Perry Meridian Hearing**

*April 06, 2017*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

1 INDIANA DEPARTMENT OF TRANSPORTATION  
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  
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 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;

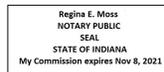
11 I do further certify that I am a disinterested  
12 person in this cause of action; that I am not a  
13 relative of the attorneys for any of the parties.

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

21

22 Job No. 117371

23

24

25

<hr/> <b>\$</b> <hr/>	<hr/> <b>6</b> <hr/>	<b>alternate</b> 20:18
<b>\$3</b> 8:3	<b>6</b> 5:21 6:17 11:18 12:1,11,25 22:4	<b>ambulance</b> 11:6
<b>\$500</b> 7:19	<b>6-mile</b> 24:16	<b>Ameriplex</b> 10:14
<b>\$770</b> 3:22	<b>641</b> 24:15	<b>amount</b> 23:11
<hr/> <b>1</b> <hr/>	<b>67</b> 10:15	<b>announced</b> 24:6,8
<b>11</b> 6:17 9:15	<b>69</b> 2:6 8:20 9:11 10:4,8,20 11:3 12:22,25 13:3,4,11,12,13 15:16, 17 16:11 17:3,22 20:19 21:14 22:6,8	<b>anticipate</b> 3:4
<b>12</b> 24:17	<hr/> <b>7</b> <hr/>	<b>anticipated</b> 15:5
<b>13</b> 8:5	<b>70</b> 8:6	<b>anxious</b> 19:24
<b>135</b> 8:23	<hr/> <b>8</b> <hr/>	<b>apartment</b> 20:18
<b>144</b> 2:16,22 18:5	<b>80</b> 3:20 24:2,3	<b>apartments</b> 21:2,9,11
<b>15</b> 9:15	<b>850</b> 7:17	<b>area</b> 3:6 4:8 10:12 11:2 13:15 15:17 16:7 17:4 18:17 19:21 20:15 21:4 23:4
<b>1967</b> 5:1 24:6	<b>8:30</b> 24:23	<b>arterial</b> 10:14
<b>1999</b> 7:9	<hr/> <b>A</b> <hr/>	<b>attended</b> 11:16
<hr/> <b>2</b> <hr/>	<b>abomination</b> 8:23	<b>attract</b> 16:23
<b>2020</b> 5:6 24:12	<b>absorbed</b> 9:1	<b>audience</b> 3:14 6:25 10:2 13:24 17:18 18:24
<hr/> <b>3</b> <hr/>	<b>access</b> 2:8 11:7 16:13	<b>auditorium</b> 3:7,12 13:21 23:2
<b>30</b> 24:22	<b>accessing</b> 2:22	<b>Avenue</b> 10:15
<b>31</b> 8:23 17:21	<b>acres</b> 18:12,18	<b>Aylor</b> 12:17
<b>35</b> 8:19 24:22	<b>add</b> 23:4,15 24:20	<hr/> <b>B</b> <hr/>
<b>37</b> 2:9,22 7:10,15 8:8,23 9:1 10:4, 7 11:19,23 12:19,21 14:3,13 16:2 17:20 18:7 19:12,24 21:13	<b>additional</b> 10:11 13:19 17:13	<b>back</b> 18:5
<b>39</b> 8:7	<b>additions</b> 18:4 20:1	<b>Band-aid</b> 9:21
<hr/> <b>4</b> <hr/>	<b>address</b> 3:13,14	<b>bank</b> 21:4
<b>44</b> 2:10	<b>adequate</b> 16:13	<b>banks</b> 20:3
<b>45</b> 19:18	<b>adjustments</b> 16:20	<b>basis</b> 13:2
<b>465</b> 11:3 13:6,9,14 22:2,5,11 24:7	<b>admission</b> 24:4	<b>benefit</b> 6:18
<hr/> <b>5</b> <hr/>	<b>affect</b> 10:22	<b>big</b> 6:4 9:17 17:6
<b>5</b> 10:3 11:20,25	<b>affected</b> 17:20	<b>bigger</b> 17:5,9
<b>50</b> 4:24 5:3 24:5,12	<b>age</b> 20:6	<b>biggest</b> 8:11 11:22
<b>59</b> 6:7,14	<b>agree</b> 19:3	<b>billion</b> 3:23 8:2,3 23:25
	<b>ahead</b> 19:7	<b>bit</b> 15:20 23:16
		<b>Bloomington</b> 5:5 6:12 11:16 15:20,25 16:1 21:14 24:13
		<b>Bluff</b> 8:23
		<b>Bonnie</b> 13:24

**bottlenecks** 9:7  
**bought** 17:21  
**Branch** 17:23 18:10 19:7 23:19  
**bridge** 4:16 8:9 15:2  
**bridges** 8:8  
**bring** 16:22 23:24  
**bringing** 23:1  
**broader** 17:5  
**broken** 9:4  
**Brown** 7:7,10  
**build** 3:19 6:7,20  
**built** 21:20  
**Bulldogs** 5:24  
**bullet** 9:21  
**bus** 6:2  
**business** 17:4 20:24  
**businesses** 19:23 20:6,20 21:5, 10  
**busy** 22:17  
**Butler** 5:23  
**bypass** 8:7 24:15

---

**C**


---

**C4b** 20:18  
**call** 4:12 10:23 11:2 23:16  
**Calvin** 15:15  
**Camby** 10:16  
**capability** 7:22  
**car** 21:3  
**Carl** 11:15  
**cast** 8:20  
**Castleton** 23:5 24:7,20  
**central** 6:15  
**change** 8:15 9:22 15:18  
**changed** 5:20 9:8  
**charts** 7:11  
**check** 8:22

**choice** 12:21  
**cities** 17:10 22:17  
**city** 10:13 12:17,22,23 13:6,7,15 16:9 17:6,7,8  
**CLARK** 3:9 5:10 6:22 8:16 9:23 11:10 12:13 13:17 15:10 17:12 18:20 20:10 21:21  
**close** 8:2,3  
**closer** 20:6  
**comment** 7:1,5 12:24 22:14  
**comments** 2:1 3:7,18 5:8,11,13 6:23 8:17 10:1,11 11:11,13 12:14 15:11 17:13 18:21 20:11 21:22 22:23  
**compared** 7:17  
**complete** 5:21  
**completed** 12:9  
**complex** 20:18  
**concern** 19:21  
**concerned** 11:5,25 19:13 20:16  
**concerns** 11:22  
**concluded** 24:23  
**congest** 18:2,5,14,15  
**congestion** 15:19  
**connect** 6:4  
**connected** 11:23  
**connecting** 10:14  
**connection** 17:9  
**consideration** 13:1  
**considered** 10:18  
**construct** 12:4 24:17  
**constructing** 10:16  
**consumers** 22:20  
**continuation** 23:1  
**continue** 19:8  
**contractor** 12:1,12  
**contribution** 24:3  
**contributions** 3:24  
**control** 12:3

**convenience** 22:6  
**convenient** 22:19  
**corner** 23:7  
**cost** 7:13,19,25  
**costs** 8:14  
**country** 8:5  
**county** 2:4 4:5,19,20 7:10 12:18 13:8 15:1 23:9,21  
**couple** 11:17  
**cross** 2:12 8:5  
**crossing** 4:16 18:15 19:4 23:19  
**curious** 22:4  
**current** 11:23

---

**D**


---

**daily** 13:2  
**Dale** 17:18  
**dangerous** 2:12 21:16  
**David** 5:14,16  
**Davis** 8:18  
**day** 11:19,20  
**Decatur** 10:3  
**department** 4:25 11:6 24:18  
**dependent** 22:5,13  
**design** 10:19  
**designing** 12:24  
**desire** 9:14  
**desperately** 20:20  
**determined** 14:3  
**developed** 18:13 20:23 21:1  
**development** 18:18 19:6 20:5, 25  
**die** 8:19  
**direction** 2:8  
**disappointed** 11:24  
**dollars** 3:23 8:2 23:25  
**downtown** 13:15

**drastic** 11:20  
**drawn** 15:17,18  
**draws** 17:3  
**drive** 6:19 15:20

**driven** 12:18  
**drivers** 12:5  
**driving** 11:19 22:16  
**dropped** 7:18  
**drug** 20:3  
**dump** 2:23  
**dumped** 15:1 23:21  
**Dunes** 19:11 20:25 21:1  
**dust** 14:25

---

### E

---

**E-ZPASS** 14:17  
**earlier** 16:9  
**easier** 21:9  
**easily** 21:5  
**east** 20:2,19  
**eastbound** 23:8,14  
**efficient** 6:3  
**elected** 5:9  
**email** 3:1  
**end** 15:16 16:16  
**ends** 2:16  
**engineer** 9:2 15:21  
**enter** 20:6  
**entered** 7:1  
**entrance** 11:4  
**Epler** 10:24  
**Evansville** 3:21 5:17 6:12,19  
 9:14 12:9 15:22,24 24:1,10  
**evening** 3:10 7:2 17:15  
**exciting** 6:8,9  
**expansion** 10:19  
**extension** 13:13

**extra** 24:20  
**extremely** 2:12

---

### F

---

**factor** 7:15,25  
**Fairview** 4:15 19:4 23:18  
**fans** 6:3  
**faster** 9:15,16  
**favor** 19:23 22:14  
**federal** 3:20,23 12:3 14:14,15  
 22:18 24:2,3  
**feel** 3:13 12:10 14:5,20  
**feeling** 14:2  
**feelings** 9:13  
**figure** 22:18  
**find** 15:3  
**finish** 5:8 6:21  
**finished** 9:11  
**Finley** 21:25  
**fire** 11:6  
**Fishers** 12:18 15:16 19:16  
**fixed** 9:3  
**floor** 3:15 5:14 7:6 10:1 11:13  
 12:15 13:23 15:13 17:17 18:22  
 20:13 21:24  
**flow** 9:12  
**flying** 21:18  
**folks** 13:19  
**foods** 19:25  
**forecast** 6:11  
**forests** 14:23  
**form** 22:15  
**formal** 2:2 3:8 22:24  
**forward** 13:21 15:12 16:22 17:16  
**four-lane** 9:6  
**Fox** 6:14  
**free** 3:13  
**frequently** 10:4

**front** 13:21  
**frontage** 18:6,9  
**fund** 12:3,6  
**future** 6:1,2 10:19 13:13

---

### G

---

**gave** 14:14  
**gentleman** 15:11 16:8 17:15  
 19:1  
**gentlemen** 19:13  
**good** 15:7 18:7,8  
**goods** 20:2,7  
**government** 3:20 12:3 14:14  
 22:18  
**grade** 4:10  
**grasped** 5:17  
**great** 4:9  
**greatly** 15:24  
**Greenwood** 4:19  
**Griffith** 5:14,16 6:23  
**Growing** 5:16  
**growth** 15:18 16:23  
**guess** 5:6 22:4,9

---

### H

---

**half** 4:12 7:21 9:6 23:16  
**Hamilton** 12:18  
**handle** 4:21 13:2 23:11,22  
**happen** 19:20  
**happened** 10:23  
**happy** 2:6 5:8 7:8 14:20  
**hard** 5:18 11:8  
**Harding** 10:9,24  
**hate** 19:19  
**Haute** 24:16  
**heard** 6:23  
**hearing** 24:23

**helped** 15:21,24  
**helpful** 16:12  
**Heuer** 11:15  
**highway** 24:15,16,18  
**highway's** 24:4  
**hook** 24:7  
**hooking** 8:5  
**hope** 14:21 16:21  
**hopeful** 10:18  
**hoping** 16:3,8 20:5  
**horrible** 19:17  
**hospitals** 11:7  
**hour** 19:18,19  
**house** 2:1 21:2 22:23  
**housing** 18:3 19:25  
**Houston** 6:5 17:10  
**huge** 19:15,25  
**human** 7:15  
**hurry** 21:20  
**hurt** 9:13

---

**I**


---

**I-69** 3:3 5:25 6:4,6,12,16 11:18  
 12:4 14:2 24:7,9  
**idea** 8:4  
**ignoring** 19:4  
**IKEA** 16:24  
**impact** 7:20 8:11 12:7  
**impacted** 14:22,24 15:8  
**improve** 9:12,19  
**improvement** 10:6,9  
**improvements** 10:8 22:11  
**inaudible** 10:2 13:25 17:19  
 18:25  
**including** 12:5  
**inconvenience** 16:6  
**increase** 2:19 13:10 21:12 23:23

**incumbent** 22:17  
**Indiana** 4:25 6:15,21 12:18,19,21  
 14:12  
**Indianapolis** 4:19 6:1,10 9:10  
 10:13 12:9,23 13:7,14,16 14:6  
 15:23,25 17:5 24:10  
**INDOT** 11:17 12:20,24  
**Indy** 6:14  
**institutes** 8:8  
**interchange** 3:2,5 4:2,12 10:24  
 20:17 22:7 23:6  
**interchanges** 4:8,10 23:4,16  
 24:21  
**interest** 21:8  
**interested** 11:18  
**intersection** 2:11,17 10:6 11:3  
 19:22  
**intersections** 4:9 7:14 8:9 21:17  
**interstate** 3:19 6:8 12:22,25  
 13:3,4,6,9,11,12,13,14 14:8,15  
 19:18 22:2,6,8  
**interstates** 6:11  
**isolated** 11:4  
**issues** 12:10

---

**J**


---

**Jason** 2:25  
**Jeff** 21:25  
**job** 15:23  
**jobs** 16:22,25 17:1  
**John** 8:18  
**Johnson** 4:19  
**joke** 9:8  
**journey** 5:25  
**jpliechty@comcast.net.** 3:1  
**Julie** 18:24

---

**K**


---

**Kentucky** 10:15

**kind** 9:24 11:12 12:14 13:20,22  
 15:12 17:16,21 18:21 20:12 21:23  
**kinds** 10:5 20:2

---

**L**


---

**lack** 19:14  
**lady** 20:15  
**laid** 19:22  
**land** 7:17 20:22 24:6,9  
**lanes** 4:21 9:7 13:1,4,5,9,10,11  
 19:14 23:23  
**Larry** 3:10,16 22:25  
**leave** 20:18  
**left** 18:10  
**Lessmann** 2:3,4  
**Liechty** 2:25  
**life** 18:25  
**light** 2:17  
**lights** 3:2,4  
**Lincoln** 2:4  
**link** 5:19  
**list** 22:21  
**listed** 22:3  
**live** 2:4 3:5 10:3 15:16 19:11  
 20:15  
**lived** 7:10 8:18 18:25  
**local** 10:7 16:6,7  
**long** 6:20 14:1,3  
**long-time** 3:17  
**loop** 4:4,6 23:7,10,13  
**lose** 20:20  
**lost** 14:6 17:1,2  
**lot** 2:20 8:14 9:3 14:4,25 15:5  
 16:6 19:6,19  
**Louisville** 15:2  
**lucky** 9:5

<b>M</b>	<b>Morgan</b> 2:4	<b>overtake</b> 12:11
<b>made</b> 2:1 3:7 5:21 6:16 22:23	<b>Morgantown</b> 8:25	<b>owned</b> 17:19
<b>major</b> 4:9 10:13 12:7 17:1	<b>move</b> 8:25 21:11	<b>P</b>
<b>make</b> 6:18 9:3,20 12:7 13:20 15:7 16:20 18:10 21:10,19 22:11,19	<b>moves</b> 15:23	<b>p.m.</b> 24:23
<b>making</b> 15:12 17:15	<b>moving</b> 4:5 16:11 23:8,14	<b>paid</b> 3:22 14:11,12
<b>Mann</b> 4:13 22:3 23:17	<b>N</b>	<b>panel</b> 3:14
<b>map</b> 6:10,11,13,15 21:2	<b>NCAA</b> 5:25	<b>panels</b> 7:24 8:12
<b>maps</b> 22:1	<b>neighborhood</b> 11:1	<b>Paragon</b> 8:7
<b>Marion</b> 7:10	<b>neighborhoods</b> 18:3,6,14	<b>parcels</b> 7:17
<b>Martinsville</b> 2:5 5:4 12:22 13:6 24:13	<b>nightmare</b> 19:16	<b>part</b> 11:5 22:3
<b>math</b> 4:10	<b>noise</b> 14:24	<b>participated</b> 17:14
<b>means</b> 3:13	<b>north</b> 2:8,15 9:9 13:13 15:17 16:15 17:24 19:15 21:17 24:1	<b>participating</b> 13:18
<b>meeting</b> 11:24	<b>north-south</b> 14:6,9	<b>past</b> 8:7
<b>meetings</b> 8:21 11:17 14:4	<b>northbound</b> 13:4,12	<b>pay</b> 14:15,17 22:19
<b>MEMBER</b> 10:2 13:24 17:18 18:24	<b>notice</b> 10:23	<b>paying</b> 14:10
<b>members</b> 3:13	<b>noticed</b> 10:21	<b>pays</b> 3:20
<b>Memphis</b> 5:24 6:1,5 17:10	<b>number</b> 13:1,9	<b>people</b> 5:2 8:14 11:5 14:21 15:8 16:6,10 17:7,24 21:11
<b>microphone</b> 3:11	<b>numbers</b> 7:23,24 8:12	<b>percent</b> 3:20 24:2,3
<b>middle</b> 3:12	<b>O</b>	<b>Perry</b> 2:6,8 20:2
<b>Mike</b> 7:7,9	<b>obtuse</b> 12:10	<b>personal</b> 22:14
<b>mile</b> 9:6	<b>occasions</b> 12:20	<b>personally</b> 9:12
<b>miles</b> 8:5 10:3	<b>occur</b> 12:1	<b>pick</b> 9:5
<b>million</b> 3:22 7:19	<b>official</b> 5:13 7:1	<b>picked</b> 18:7
<b>mind</b> 10:7	<b>officials</b> 5:9	<b>picture</b> 6:4 9:17
<b>minds</b> 8:15	<b>Olive</b> 4:15 17:23 18:10 19:7 23:19	<b>piece</b> 5:22
<b>minimum</b> 13:3,5	<b>open</b> 2:1 6:12 22:23	<b>places</b> 10:5 15:4 21:16
<b>minute</b> 7:20	<b>opportunity</b> 5:12 6:25	<b>plan</b> 23:3
<b>minutes</b> 3:19 6:17 9:15 19:18	<b>options</b> 22:21	<b>planned</b> 4:10
<b>missing</b> 3:23 5:19,22 23:25	<b>outcome</b> 15:6	<b>Point</b> 8:6
<b>mitigated</b> 14:22	<b>overdue</b> 6:20	<b>politicians</b> 5:9
<b>modifications</b> 4:14	<b>overpass</b> 2:5 8:8,10 17:23 18:19 19:3	<b>positive</b> 15:19
<b>Monday</b> 7:24 8:13	<b>overpasses</b> 7:14	<b>potential</b> 16:15
<b>money</b> 14:13		<b>preferred</b> 12:21
<b>Monrovia</b> 8:6		<b>present</b> 5:12
		<b>presentation</b> 2:2 3:8 22:24

**presenting** 7:5 9:25 11:13  
**pretty** 8:24 9:8 22:1  
**previous** 6:24  
**previously** 12:19  
**Price** 20:14,15  
**problem** 16:14,15  
**problems** 5:2 24:18,21  
**progress** 5:21 6:16 11:25  
**project** 2:16 12:2,6,8 16:2,3,5,11,  
24 17:3 22:1,4  
**projects** 3:25 22:10  
**proper** 4:13  
**property** 17:19,20,21  
**proposed** 7:18 8:3,13  
**public** 2:1 3:7 5:13 7:1 22:23  
24:23  
**purchased** 24:7,9  
**pursue** 24:2  
**pursued** 24:1  
**put** 2:17 4:3,6,20 8:12,20 17:7,8  
21:2 22:21 23:17,18  
**puts** 24:12  
**putting** 9:21

---

**Q**

---

**quadrant** 4:4 21:6 23:13  
**quarries** 2:21

---

**R**

---

**ramp** 4:3  
**ramps** 16:10,14  
**rate** 22:12  
**Reagan** 10:15  
**real** 2:6  
**reality** 8:22  
**reason** 3:5  
**recently** 21:1

**record** 5:13 7:2  
**regional** 6:11  
**relocate** 21:5,10  
**repair** 22:2  
**repeat** 23:2  
**request** 8:21  
**requesting** 5:12  
**required** 22:7  
**reside** 11:16  
**resident** 3:17 14:4  
**respectfully** 7:4  
**restaurants** 20:3  
**retirement** 20:6  
**RICKIE** 3:9 5:10 6:22 8:16 9:23  
11:10 12:13 13:17 15:10 17:12  
18:20 20:10 21:21  
**ride** 6:2  
**River** 8:10  
**road** 2:4,6,8 3:2 4:2,7,13,14 5:22  
8:24,25 9:5,6 10:5,12,14,16,17,20  
11:19 13:8 14:6,13 17:10,20,23  
18:2,6,7,9,11 19:8,12,22 20:22  
21:15 22:3 23:6,9,12,17,18  
**Road/37** 20:17  
**roads** 4:18 10:17 11:22 15:1  
22:15,16,19,21  
**Rohrman** 19:10  
**role** 11:21  
**Ronald** 10:15  
**room** 14:20  
**Rosemary** 20:14  
**roundabout** 2:18 4:6  
**roundabouts** 16:17 23:11  
**route** 2:9,10,16,22 7:18 12:19,21  
**running** 4:23 8:23 9:8  
**rush** 19:19

---

**S**

---

**safer** 6:19 21:20

**safety** 11:22  
**Sally** 19:10  
**saved** 6:17  
**schedule** 3:10 4:24 24:5  
**school** 18:15  
**section** 3:21 5:21 6:17 11:18,20,  
25 12:1,4,11,25 23:25 24:3,13  
**segments** 7:12  
**selecting** 12:20  
**sense** 9:3  
**separate** 22:10  
**services** 19:25 20:3,8  
**set** 13:12 20:23  
**seven-hour** 6:2  
**Shake** 20:21  
**shape** 22:15  
**share** 22:16  
**shields** 6:7  
**shopping** 20:3  
**show** 4:11 6:13,15  
**showing** 7:11  
**shows** 6:10 21:3  
**side** 3:17 8:19,22 9:10,19 13:7,14  
15:19 16:19 19:8,20,24 20:19  
21:6  
**sign** 5:12  
**signed** 7:3  
**significant** 22:2  
**similar** 3:25  
**sir** 3:15 5:15 7:5 8:16 9:24 11:10  
12:13,14 15:12 17:12,16 18:20  
21:22  
**sit** 19:17  
**small** 17:7  
**smart** 7:21  
**Smith** 3:2,3 4:7,20 18:1 23:12,22  
**son** 15:21  
**south** 2:14 3:17 4:2 8:7,19,22  
9:9,19 13:7,14 16:19 17:3,25

19:12,15,20 20:22 21:6  
**southbound** 8:6 13:3,11  
**Southern** 19:11 20:25 21:1  
**Southport** 4:2,20 9:5 10:4,12,16,  
 20 19:12,21 20:17,22 23:6,21  
**southwest** 4:4 11:3 21:6 23:6,13  
**Spain** 12:12  
**speaker** 3:9 5:11 13:18  
**speakers** 6:24 17:13,14  
**Specifically** 22:9  
**spoke** 16:8 19:2 20:16  
**spoken** 19:2  
**standing** 13:19  
**Star** 6:10,14  
**start** 5:6 24:11  
**started** 4:25 7:9  
**starting** 16:4  
**state** 2:9,10,15,22 3:22 7:4 9:24  
 11:12,19 12:3,11,15,19,21 13:22  
 14:13,14 15:13 17:16,20 18:7,22  
 20:12 21:23 22:18 24:4  
**Steak** 20:21  
**Steve** 2:3  
**Stones** 4:16 19:4 23:19  
**stop** 4:3 23:15  
**stoplights** 21:18  
**stopping** 19:5  
**stores** 20:4  
**streamline** 5:25  
**streams** 14:23  
**street** 10:9,24  
**streets** 8:25 19:5  
**subdivision** 19:11  
**supposed** 20:23 21:3  
**surprised** 14:18  
**system** 5:20,22

---

**T**


---

**takes** 16:1  
**taking** 12:2  
**talked** 7:23  
**tax** 14:13  
**taxes** 14:15  
**taxpayer** 14:5  
**taxpayers** 12:6 22:20  
**Ted** 10:2  
**Tennessee** 5:24  
**term** 4:13  
**terrain** 8:5 24:16  
**Terre** 24:15  
**terrifically** 14:20  
**Texas** 6:5  
**thankful** 14:18  
**thing** 4:5,7 7:8,12 8:12 9:20  
 10:21 16:11 23:9,12  
**things** 2:7 7:14 9:18 16:17 21:4  
**thinking** 9:3  
**Thomas** 12:17  
**thousands** 18:12,17  
**time** 5:7 7:20 12:8 14:3 15:9  
 19:18 20:25 24:8  
**time-consuming** 12:5  
**times** 5:20 14:12 19:19  
**tiny** 17:6  
**today** 3:22 22:11  
**token** 9:18  
**toll** 22:14,16,21  
**tolls** 14:11,17  
**totally** 19:3  
**touch** 23:15  
**tournament** 5:25  
**tournaments** 6:2  
**Township** 10:3 20:2

**traffic** 2:12,13,19 3:2,4 4:4,18,22  
 8:22 9:1,9,12,19 10:7 13:2 14:25  
 15:4 16:11 19:16,19 21:13 23:8,  
 12,14,21  
**transportation** 4:25 5:20  
**travel** 6:20 13:1,4,5,9,10,11 14:9,  
 11,16 20:1,7  
**traveled** 5:24 14:7  
**traveling** 6:5 19:14  
**travels** 9:9  
**truck** 21:13  
**trucks** 2:23 15:2 21:18  
**turn** 14:8,13,15  
**turned** 2:7  
**Turner** 15:15  
**two-and-a-half-hour** 6:18  
**two-lane** 4:18 8:25  
**types** 20:24

---

**U**


---

**U.S.** 6:7  
**understand** 5:19 8:19 9:17  
**update** 6:14  
**upgrade** 22:2  
**US-31** 22:3

---

**V**


---

**vacation** 6:6  
**Valley** 3:2,3 4:7,20 18:2 23:12,22  
**view** 11:23  
**volume** 2:11,19,23  
**vote** 20:17

---

**W**


---

**Wallman** 3:10,11,16 5:11 22:25  
**wanted** 14:19  
**washes** 21:3  
**watching** 7:8

**Waverly** 2:9,14  
**ways** 14:1  
**weather** 6:10,13,15  
**weeks** 5:23  
**west** 10:3,25 19:12,24  
**White** 8:9  
**Wicker** 4:14 21:15 23:17  
**wildlife** 14:23  
**wiping** 19:23 20:8  
**wondering** 22:9,12  
**work** 4:6,11 9:20 14:7 15:6 23:3  
**working** 5:1  
**works** 4:17  
**worry** 24:22  
**worse** 23:5 24:20  
**wound** 9:21  
**written** 7:24

---

**Y**

---

**year** 7:19  
**years** 4:24 5:3,5,18 6:6 7:10 8:19  
11:17 14:7 17:21 19:17 24:5,8,12,  
14,17,22

**In the Matter Of:**  
*INDOT PUBLIC HEARING*

---

**Martinsville Hearing**

*April 10, 2017*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
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.)  
16  
17  
18  
19  
20  
21  
22  
23  
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;

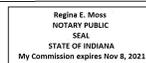
11 I do further certify that I am a disinterested  
12 person in this cause of action; that I am not a  
13 relative of the attorneys for any of the parties.

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

21

22 Job No. 117372

23

24

25

<b>1</b>	<b>B</b>	<b>comments</b> 2:1,3 3:14 5:4 6:2 10:3 12:9
<b>10,000</b> 10:14	<b>B-U-E-T-O-W</b> 7:21	<b>committee</b> 5:18
<b>114</b> 3:11	<b>back</b> 4:12 8:2,16	<b>compacted</b> 11:17
<b>14</b> 2:12	<b>bad</b> 12:1	<b>complex</b> 3:22
<b>2</b>	<b>Baldwin</b> 9:4	<b>complicated</b> 7:1
<b>2010</b> 10:20	<b>barrier</b> 7:6,10	<b>concern</b> 6:21 9:10 11:3
<b>5</b>	<b>bases</b> 8:3	<b>conclude</b> 12:10
<b>59</b> 3:7	<b>basically</b> 9:7	<b>concluded</b> 12:15
<b>6</b>	<b>beams</b> 9:15	<b>concrete</b> 5:21
<b>69</b> 7:7,23	<b>benefit</b> 2:14 3:4	<b>consideration</b> 10:21
<b>8</b>	<b>bigger</b> 6:19	<b>continue</b> 10:23
<b>8-</b> 10:14	<b>Bill</b> 3:17	<b>copies</b> 12:14
<b>8:30</b> 12:15	<b>bite</b> 8:18	<b>corner</b> 2:17 11:16
<b>A</b>	<b>block</b> 7:6	<b>correctly</b> 4:25
<b>access</b> 3:19,24 8:12 9:20	<b>Bloomington</b> 2:13 3:8 8:15	<b>corridor</b> 4:6
<b>ahead</b> 12:10	<b>Boulevard</b> 11:5	<b>country</b> 8:2
<b>alternative</b> 2:16 5:23,25	<b>bridge</b> 6:11,13,16,20 7:13,15,16	<b>create</b> 9:7,24
<b>animals</b> 6:15	<b>Buetow</b> 7:20,21	<b>creates</b> 9:14
<b>anymore</b> 6:13	<b>build</b> 4:24	<b>creek</b> 4:12
<b>apartment</b> 3:21	<b>building</b> 10:19,20	<b>crowded</b> 12:5
<b>apartments</b> 2:18 11:15	<b>built</b> 4:24,25	<b>cul-de-sac</b> 9:19
<b>approach</b> 5:24	<b>buses</b> 11:10	<b>Curry</b> 9:3,19
<b>area</b> 2:17 4:4 10:1	<b>business</b> 3:18 4:16,19,23 5:1,2 9:2	<b>curving</b> 4:11
<b>areas</b> 9:9 12:6	<b>businesses</b> 4:5,9,15,16,19,20, 25 9:5	<b>curvy</b> 4:13
<b>Aspen</b> 2:18	<b>C</b>	<b>D</b>
<b>athletes</b> 3:1	<b>C4b</b> 2:16	<b>Danny</b> 11:3
<b>auditorium</b> 2:3	<b>cafeteria</b> 5:11	<b>daughter</b> 11:9
<b>Avenue</b> 11:16	<b>central</b> 3:9	<b>David</b> 2:6,8
	<b>church</b> 5:8,15,19	<b>day</b> 11:9
	<b>Clark</b> 2:5 3:13 5:3 6:1 7:17 8:23 10:2,6,25 12:8	<b>dead-ended</b> 9:19
	<b>closer</b> 8:9	<b>dealership</b> 4:1,12
	<b>comment</b> 7:21	<b>dealerships</b> 4:17
		<b>deeper</b> 6:18
		<b>depreciate</b> 7:11
		<b>difference</b> 2:24

<b>direction</b> 10:18	<b>forward</b> 2:21	<b>impact</b> 2:19 7:23 10:1 12:7
<b>director</b> 10:7	<b>Fox</b> 3:7	<b>impacts</b> 8:10,21
<b>ditch</b> 6:9,18	<b>future</b> 3:5	<b>important</b> 4:4
<b>drainage</b> 6:10	<hr/>	<b>impossible</b> 5:14
<b>drawn</b> 5:10 9:6	<b>G</b>	<b>increased</b> 9:24
<b>drive</b> 4:9 9:4,8	<hr/>	<b>Indiana</b> 2:23 3:9
<b>driving</b> 2:22	<b>gas</b> 3:23 8:7,17	<b>Indianapolis</b> 2:12 3:3,6 8:15
<hr/>	<b>gentleman</b> 5:11	<b>industrial</b> 9:2,5,8,20,22
<b>E</b>	<b>gentlemen</b> 6:17	<b>input</b> 5:22 11:18 12:5
<hr/>	<b>genuine</b> 9:10	<b>interchange</b> 8:4,8
<b>easier</b> 2:24	<b>good</b> 2:20 7:20	<b>interchanges</b> 2:9,10
<b>easy</b> 7:3	<b>Grand</b> 11:5	<b>interstates</b> 3:10
<b>eat</b> 8:18	<b>Gray</b> 5:7	<b>investigation</b> 12:6
<b>economic</b> 7:23 8:10	<b>Gray's</b> 7:22	<b>issue</b> 9:14
<b>efficient</b> 2:14	<b>great</b> 2:13	<hr/>
<b>electronic</b> 12:14	<b>Grenard</b> 11:3	<b>J</b>
<b>empty</b> 4:6,7 6:15	<b>Griffith</b> 2:6,7,8,9 3:14	<hr/>
<b>end</b> 5:9	<b>guys</b> 6:25 7:11,13	<b>James</b> 9:4
<b>ERIC</b> 12:13	<hr/>	<b>jump</b> 6:19
<b>Evansville</b> 2:25 3:8	<b>H</b>	<hr/>
<b>evening</b> 2:6 7:20 12:12	<hr/>	<b>K</b>
<b>existing</b> 3:7 4:3 8:12	<b>half</b> 8:7	<hr/>
<b>exit</b> 3:23	<b>happen</b> 9:18	<b>Kevin</b> 7:20,21
<hr/>	<b>hard</b> 5:18 9:22	<b>kids</b> 11:8,23
<b>F</b>	<b>harder</b> 7:1 8:21	<b>kind</b> 3:15 5:5 6:3 7:3,18,21 8:24 9:21 10:3 11:1,17
<hr/>	<b>hearing</b> 12:15	<hr/>
<b>factory</b> 11:11	<b>helping</b> 10:15	<b>L</b>
<b>familiar</b> 8:16	<b>high</b> 11:9	<hr/>
<b>family</b> 9:2	<b>highway</b> 10:18	<b>lady</b> 11:25
<b>field</b> 6:15	<b>hinges</b> 7:22	<b>laid</b> 4:3,8
<b>fields</b> 5:13	<b>hodgepodge</b> 4:2	<b>Lakes</b> 2:18
<b>flexibility</b> 5:12	<b>home</b> 6:6,7 11:16	<b>landlord</b> 6:14
<b>floor</b> 2:7 3:16 5:6 6:4 7:19 8:25 10:5 11:2	<b>hometown</b> 2:25	<b>leave</b> 3:21
<b>food</b> 8:4,5 10:7,15	<b>hope</b> 10:22	<b>leaves</b> 3:22
<b>Ford</b> 3:18	<b>horrible</b> 6:24	<b>live</b> 6:6 7:14
<b>forklifts</b> 9:12	<b>house</b> 2:2	<b>local</b> 3:18
<b>form</b> 5:19	<hr/>	<b>located</b> 9:3
<b>formal</b> 2:2,4 12:10	<b>I</b>	<b>long</b> 10:12 11:7
	<hr/>	<b>looked</b> 8:21
	<b>I-69</b> 2:23 3:8,11	

<b>lot</b> 4:15,22 9:4,11,14 10:13 11:8 12:2	<b>order</b> 6:21	<b>pull</b> 8:8
<b>lots</b> 4:6,7,18	<b>overpass</b> 7:25	<b>purposes</b> 5:17 6:10
<b>Lutheran</b> 5:8	<b>overpasses</b> 2:11	<b>put</b> 4:22 6:25 7:5 11:18,22,24 12:6
<hr/> <b>M</b> <hr/>	<b>owned</b> 6:8	<hr/> <b>Q</b> <hr/>
<b>made</b> 2:1,3,23,24 3:10 6:10	<b>owners</b> 6:8 9:5	<b>quick</b> 4:21 8:5,18
<b>maintain</b> 5:15	<hr/> <b>P</b> <hr/>	<hr/> <b>R</b> <hr/>
<b>make</b> 4:6,7,8,23 5:14 6:18 7:1,3	<b>p.m.</b> 12:15	<b>Ray</b> 3:18
<b>mall</b> 2:17	<b>pace</b> 4:21,22	<b>real</b> 4:2 5:18
<b>manmade</b> 6:9	<b>Pamela</b> 6:5	<b>reason</b> 3:4
<b>map</b> 5:10	<b>pantry</b> 10:7,10,11,13,17,23	<b>reasonable</b> 2:10
<b>Martinsville</b> 2:13 3:19 6:10 7:23 8:17 9:3	<b>park</b> 6:6,8,22,23 9:2,6,8,20 12:1	<b>record</b> 5:17
<b>Melvin</b> 10:6	<b>Parker</b> 9:1	<b>removal</b> 2:11
<b>member</b> 5:8	<b>parks</b> 9:9	<b>restaurants</b> 8:1,13
<b>mile</b> 8:7	<b>part</b> 6:7	<b>retail</b> 3:22 4:3
<b>miles</b> 3:11	<b>Paul</b> 9:1	<b>RICKIE</b> 2:5 3:13 5:3 6:1 7:17 8:23 10:2,25 12:8
<b>military</b> 8:3	<b>Peace</b> 5:8	<b>River</b> 3:3
<b>mind</b> 11:7	<b>people</b> 4:22 5:1,19 9:8 10:14,15 12:2	<b>road</b> 2:15,16,25 3:2,4,11,19,24 4:11 6:25 8:8,12 11:11
<b>minimal</b> 2:19	<b>Pertaining</b> 2:19	<b>roads</b> 4:24 8:16
<b>minor</b> 10:13	<b>plan</b> 2:20	<b>Robert</b> 9:3,18
<b>mobile</b> 6:6,7	<b>planned</b> 2:10	<b>room</b> 4:5 6:17
<b>Morgan</b> 5:9	<b>planning</b> 6:7 7:12	<b>route</b> 2:20
<b>move</b> 2:21 5:12	<b>plans</b> 7:24	<hr/> <b>S</b> <hr/>
<b>moving</b> 4:21	<b>porch</b> 7:7	<b>safe</b> 2:22
<b>musicians</b> 3:2	<b>powers</b> 5:24	<b>safer</b> 2:14 3:4,11
<hr/> <b>N</b> <hr/>	<b>prefer</b> 2:15	<b>safety</b> 9:10
<b>narrow</b> 11:6,12	<b>presentation</b> 2:2,4 12:11	<b>save</b> 2:18
<b>Nazarene</b> 10:7	<b>presently</b> 5:9 6:6	<b>schedule</b> 2:6
<b>noticed</b> 3:19	<b>Prince</b> 5:8	<b>school</b> 11:8,9,24
<hr/> <b>O</b> <hr/>	<b>problem</b> 9:25 10:12	<b>sections</b> 6:9
<b>Ohio</b> 3:3,20 6:22 11:25 12:3,4	<b>progress</b> 3:9	<b>selection</b> 2:20
<b>open</b> 2:1	<b>project</b> 4:17,18 10:23	<b>sense</b> 4:7
<b>operate</b> 5:1	<b>projects</b> 4:21	
	<b>proposed</b> 7:24 8:20 9:6	
	<b>provide</b> 5:16	
	<b>public</b> 2:1,3 12:15	

<b>septic</b> 5:13	<b>streets</b> 9:12	<b>turned</b> 9:19
<b>service</b> 10:14	<b>strip</b> 2:17	<b>two-</b> 4:21
<b>services</b> 5:15 8:13	<b>strongly</b> 8:20	<b>type</b> 7:6
<b>Shell</b> 3:21	<b>students</b> 3:1	<hr/>
<b>shift</b> 2:16	<b>survive</b> 4:15,20 5:25	<b>U</b>
<b>shortcut</b> 9:7	<b>SWICKARD</b> 12:13	<hr/>
<b>show</b> 3:7	<b>T</b>	<hr/>
<b>showing</b> 10:9	<hr/>	<b>underpasses</b> 2:11
<b>shows</b> 3:10	<b>taking</b> 6:7 7:12,22	<b>unload</b> 9:12,15
<b>side</b> 7:13	<b>talk</b> 5:20	<b>urge</b> 8:10,20
<b>signals</b> 2:12	<b>talked</b> 5:19	<b>US-31</b> 4:17
<b>simply</b> 7:25 9:10	<b>talking</b> 5:10	<hr/>
<b>sir</b> 2:7 3:14 5:4 6:2 7:17 8:23 10:3,25 11:1 12:8	<b>ten</b> 2:9	<b>V</b>
<b>sit</b> 7:7	<b>things</b> 7:25	<hr/>
<b>Sixteen</b> 2:11	<b>thinking</b> 11:13	<b>W</b>
<b>Skillman</b> 3:17,18 5:4	<b>thought</b> 4:14	<hr/>
<b>small</b> 4:20 6:11	<b>three-year</b> 4:22	<b>Wal-mart</b> 3:25 7:25 11:5,15
<b>sound</b> 7:6,10	<b>time</b> 4:25 5:20 8:22 9:13 10:24 11:7 12:9,12	<b>walk</b> 6:14 11:8
<b>sounds</b> 2:10,13,20	<b>times</b> 9:11,14	<b>Walker</b> 6:5
<b>South</b> 11:4,6,16,21,22 12:3	<b>told</b> 7:5	<b>walking</b> 11:24
<b>southern</b> 2:23	<b>Tom</b> 5:7	<b>wall</b> 10:17
<b>Southport</b> 2:15,17	<b>town</b> 8:13	<b>watch</b> 7:8
<b>spare</b> 10:22	<b>tracks</b> 9:12	<b>well-traveled</b> 3:1
<b>speaker</b> 2:5	<b>traffic</b> 2:12 6:24 7:8,9 9:14,23 11:13,22	<b>wondering</b> 11:24
<b>split</b> 6:8	<b>trailer</b> 6:22,23 7:11 9:9 12:1	<b>work</b> 11:19
<b>spoken</b> 9:4	<b>trailers</b> 6:12,15 7:15	<b>worse</b> 11:23
<b>Star</b> 3:6	<b>transcripts</b> 12:14	<hr/>
<b>state</b> 3:15 5:5 6:3 7:18 8:24 10:4 11:1	<b>travel</b> 2:14 3:2	<b>Y</b>
<b>station</b> 3:21 8:7	<b>traveled</b> 8:2	<hr/>
<b>stay</b> 5:2	<b>travelers</b> 8:11	<b>year</b> 10:9,10,15
<b>steel</b> 9:15	<b>traveling</b> 8:14 11:19	
<b>stop</b> 8:17	<b>tremendously</b> 10:19	
<b>stoplight</b> 7:3	<b>trucks</b> 9:13,16	
<b>store</b> 8:6	<b>truthfully</b> 4:15	
<b>street</b> 3:20 5:9 6:23 9:16 10:8 11:4,6,16,21,22,25 12:3,4	<b>turn</b> 3:24	

## **In the Matter Of:**

*INDOT Public Hearing at Martinsville High School*

---

*September 12, 2017*

---

**StewartRichardson**  
DEPOSITION SERVICES

800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

INDIANAPOLIS  
317.237.3773

EVANSVILLE  
812.477.4449

FORT WAYNE  
260.444.4864

VALPARAISO  
219.462.3436

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  
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. 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.

8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 STATE OF INDIANA

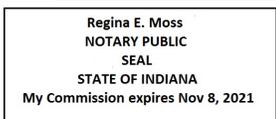
2 COUNTY OF MARION

3  
4 I, Regina E. Moss, RPR, a Notary Public in and  
5 for said county and state, do hereby certify that the  
6 statement on the record was taken down in stenograph  
7 notes and afterwards reduced to typewriting under my  
8 direction; and that the typewritten transcript is a  
9 true record of the statement given;

10 I do further certify that I am a disinterested  
11 person in this cause of action; that I am not a  
12 relative of the attorneys for any of the parties.

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

<b>1</b>	<b>H</b>	<b>R</b>
<b>121200</b> 4:22	<b>hand</b> 4:14	<b>record</b> 4:6,9
<b>2</b>	<b>hereunto</b> 4:13	<b>reduced</b> 4:7
<b>2017</b> 4:15	<b>Hills</b> 3:1	<b>Regina</b> 4:4
<b>21st</b> 4:14	<b>I</b>	<b>relative</b> 4:12
<b>2375</b> 3:1,5	<b>INDIANA</b> 4:1	<b>RPR</b> 4:4
<b>7</b>	<b>J</b>	<b>S</b>
<b>765 341-4231</b> 3:7	<b>Job</b> 4:22	<b>S-E-G-E-R</b> 3:4
<b>A</b>	<b>K</b>	<b>seal</b> 4:14
<b>action</b> 4:11	<b>Ken</b> 3:4	<b>Seger</b> 3:4
<b>affixed</b> 4:14	<b>L</b>	<b>September</b> 4:15
<b>attorneys</b> 4:12	<b>Leave</b> 3:6	<b>set</b> 4:13
<b>C</b>	<b>Legendary</b> 3:1,5	<b>situation</b> 3:4
<b>call</b> 3:5	<b>live</b> 3:1	<b>state</b> 4:1,5
<b>certify</b> 4:5,10	<b>M</b>	<b>statement</b> 4:6,9
<b>county</b> 4:2,5	<b>mail</b> 3:6	<b>stenograph</b> 4:6
<b>D</b>	<b>MARION</b> 4:2	<b>T</b>
<b>dangerous</b> 3:3	<b>Martinsville</b> 3:5	<b>thought</b> 3:2
<b>day</b> 4:14	<b>Moss</b> 4:4	<b>time</b> 3:2
<b>direction</b> 4:8	<b>N</b>	<b>transcript</b> 4:8
<b>disinterested</b> 4:10	<b>notarial</b> 4:14	<b>true</b> 4:9
<b>Drive</b> 3:5	<b>Notary</b> 4:4	<b>typewriting</b> 4:7
<b>E</b>	<b>notes</b> 4:7	<b>typewritten</b> 4:8
<b>ended</b> 3:3	<b>P</b>	<b>U</b>
<b>F</b>	<b>parties</b> 4:12	<b>up</b> 3:2,3
<b>first</b> 3:1,2	<b>person</b> 4:11	<b>V</b>
	<b>Public</b> 4:4	<b>voice</b> 3:6
	<b>put</b> 3:2	<b>W</b>
		<b>WHEREOF</b> 4:13

## **In the Matter Of:**

*INDOT Public Hearing at Perry Meridian High School*

---

*September 13, 2017*

---

**StewartRichardson**  
DEPOSITION SERVICES

800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

INDIANAPOLIS  
317.237.3773

EVANSVILLE  
812.477.4449

FORT WAYNE  
260.444.4864

VALPARAISO  
219.462.3436

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

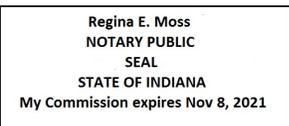
2 COUNTY OF MARION

3  
4 I, Regina E. Moss, RPR, a Notary Public in and  
5 for said county and state, do hereby certify that the  
6 statement on the record was taken down in stenograph  
7 notes and afterwards reduced to typewriting under my  
8 direction; and that the typewritten transcript is a  
9 true record of the statement given;

10 I do further certify that I am a disinterested  
11 person in this cause of action; that I am not a  
12 relative of the attorneys for any of the parties.

13 IN WITNESS WHEREOF, I have hereunto set my  
14 hand and affixed my notarial seal this 21st day of  
15 September, 2017.

16  
17 *Regina E. Moss*



18  
19  
20  
21  
22 Job No. 121201

<b>\$</b>	<b>Bluff</b> 4:1	<b>G</b>
<b>\$2,400</b> 4:13	<b>bought</b> 4:2,15	<b>Grega</b> 3:7,17
<b>1</b>	<b>bridge</b> 3:10,15,19,21	<b>ground</b> 4:9
<b>1,500</b> 3:9	<b>bring</b> 3:4	<b>guess</b> 3:12,25 4:17
<b>121201</b> 5:22	<b>buy</b> 3:13,20	<b>H</b>
<b>2</b>	<b>C</b>	<b>half</b> 4:2
<b>2008</b> 4:2	<b>certify</b> 5:5,10	<b>hand</b> 5:14
<b>2017</b> 5:15	<b>chance</b> 3:24	<b>hereunto</b> 5:13
<b>21st</b> 5:14	<b>changing</b> 3:25	<b>highway</b> 3:9
<b>2602</b> 3:18	<b>City</b> 3:1	<b>house</b> 3:8,18 4:12
<b>3</b>	<b>close</b> 3:19	<b>houses</b> 4:5,14,16,23
<b>317-414-0632</b> 3:23	<b>concern</b> 3:18	<b>I</b>
<b>37</b> 4:16	<b>correctly</b> 3:10	<b>INDIANA</b> 5:1
<b>4</b>	<b>county</b> 4:4 5:2,5	<b>insurance</b> 4:9,10,13
<b>45-minute</b> 3:3	<b>couple</b> 3:1	<b>interstate</b> 4:8
<b>6</b>	<b>D</b>	<b>J</b>
<b>69</b> 4:5	<b>day</b> 5:14	<b>Job</b> 5:22
<b>A</b>	<b>deal</b> 3:13	<b>K</b>
<b>Acres</b> 4:1	<b>direction</b> 5:8	<b>kind</b> 4:17
<b>action</b> 5:11	<b>discouraging</b> 4:17	<b>L</b>
<b>affect</b> 3:5	<b>discuss</b> 4:19	<b>live</b> 4:1
<b>affixed</b> 5:14	<b>disinterested</b> 5:10	<b>lot</b> 3:5
<b>area</b> 3:6	<b>E</b>	<b>M</b>
<b>attorneys</b> 5:12	<b>everybody's</b> 4:5	<b>make</b> 4:19
<b>AUDIENCE</b> 3:24	<b>expand</b> 3:14	<b>map</b> 3:25
<b>B</b>	<b>F</b>	<b>MARION</b> 5:2
<b>backups</b> 3:3	<b>feet</b> 3:9	<b>meeting</b> 4:19
<b>bit</b> 4:13	<b>FEMA</b> 4:3	<b>MEMBER</b> 3:24
	<b>flood</b> 4:2,6,8,9,10,12	<b>mortgage</b> 4:12
	<b>flooded</b> 4:2,18	
	<b>funds</b> 4:4	

<b>Moss</b> 5:4		
<b>move</b> 4:10		
	<b>S</b>	<b>Y</b>
<b>N</b>	<b>seal</b> 5:14	<b>younger</b> 4:11
<b>neighborhood</b> 4:3,24	<b>sell</b> 4:23,24	
<b>noisy</b> 3:16,21	<b>September</b> 5:15	
<b>notarial</b> 5:14	<b>set</b> 5:13	
<b>Notary</b> 5:4	<b>side</b> 3:8	
<b>notes</b> 5:7	<b>sound</b> 3:22	
<b>number</b> 3:23	<b>state</b> 4:3 5:1,5	
	<b>statement</b> 5:6,9	
<b>O</b>	<b>stay</b> 4:14	
<b>option</b> 3:20	<b>stenograph</b> 5:6	
	<b>T</b>	
<b>P</b>	<b>talked</b> 3:1	
<b>parties</b> 5:12	<b>thing</b> 3:12	
<b>past</b> 3:2	<b>times</b> 3:2 4:18	
<b>person</b> 5:11	<b>told</b> 4:4	
<b>phone</b> 3:23	<b>traffic</b> 3:3,5	
<b>potential</b> 4:7	<b>transcript</b> 5:8	
<b>Public</b> 5:4	<b>true</b> 5:9	
<b>put</b> 3:21,22	<b>typewriting</b> 5:7	
	<b>typewritten</b> 5:8	
<b>Q</b>	<b>U</b>	
<b>question</b> 4:1	<b>underneath</b> 3:11	
	<b>understand</b> 3:10	
<b>R</b>	<b>up</b> 3:4,22 4:11	
<b>record</b> 5:6,9	<b>W</b>	
<b>reduced</b> 5:7	<b>wall</b> 3:22	
<b>Regina</b> 5:4	<b>wanted</b> 3:4	
<b>relative</b> 5:12	<b>weeks</b> 4:21	
<b>road</b> 3:7,11	<b>west</b> 3:8	
<b>Robert</b> 3:7,17	<b>WHEREOF</b> 5:13	
<b>RPR</b> 5:4	<b>Wicker</b> 3:7,11,18	

## **In the Matter Of:**

*INDOT Public Hearing at Center Grove High School*

---

*September 14, 2017*

---



800.869.0873 | [www.StewartRichardson.com](http://www.StewartRichardson.com)

*Reporting Driven by Excellence — Since 1975*

**INDIANAPOLIS**  
317.237.3773

**EVANSVILLE**  
812.477.4449

**FORT WAYNE**  
260.444.4864

**VALPARAISO**  
219.462.3436

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

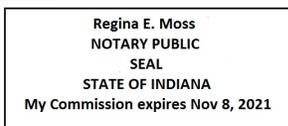
2 COUNTY OF MARION

3  
4 I, Regina E. Moss, RPR, a Notary Public in and  
5 for said county and state, do hereby certify that the  
6 statement on the record was taken down in stenograph  
7 notes and afterwards reduced to typewriting under my  
8 direction; and that the typewritten transcript is a  
9 true record of the statement given;

10 I do further certify that I am a disinterested  
11 person in this cause of action; that I am not a  
12 relative of the attorneys for any of the parties.

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. 121202

<b>1</b>	<b>attorneys</b> 6:12	<b>evacuate</b> 4:18
<b>10</b> 5:18	<b>awarded</b> 4:11	<b>expansion</b> 3:12
<b>121202</b> 6:22	<b>B</b>	<b>F</b>
<b>144</b> 5:17	<b>Banta</b> 5:8	<b>fearful</b> 4:15
<b>15</b> 5:18	<b>Ben</b> 5:1	<b>finally</b> 5:10,13
<b>2</b>	<b>Big</b> 4:25	<b>Findley</b> 5:6,20
<b>2017</b> 6:15	<b>biggest</b> 3:3 4:3	<b>finish</b> 3:3
<b>21st</b> 6:14	<b>Bloomington</b> 3:2	<b>G</b>
<b>3</b>	<b>C</b>	<b>general</b> 4:8
<b>317 893-4851</b> 4:24	<b>Center</b> 5:10	<b>glad</b> 5:9,13
<b>37</b> 3:12,13 5:4,9	<b>certify</b> 6:5,10	<b>Greenwood</b> 4:23
<b>4</b>	<b>communities</b> 3:24	<b>Grove</b> 5:10
<b>427</b> 4:23	<b>complained</b> 5:14	<b>H</b>
<b>46142</b> 4:24	<b>concern</b> 4:1	<b>hand</b> 6:14
<b>6</b>	<b>concerned</b> 4:4	<b>handle</b> 3:4
<b>69</b> 3:3 5:1	<b>contract</b> 4:8,11	<b>happening</b> 4:16
<b>7</b>	<b>contractor</b> 4:6,8	<b>heard</b> 5:2,3
<b>7045</b> 5:4	<b>county</b> 3:22 5:11,12,13 6:2,5	<b>hereunto</b> 6:13
<b>A</b>	<b>Court</b> 4:24	<b>highway</b> 4:19
<b>access</b> 4:3 5:7,9,19	<b>curious</b> 5:6	<b>hold</b> 4:11
<b>accommodate</b> 4:20	<b>D</b>	<b>hope</b> 3:9
<b>accountable</b> 4:12	<b>day</b> 6:14	<b>I</b>
<b>action</b> 6:11	<b>dead-ended</b> 5:1	<b>I-69</b> 3:11
<b>addressed</b> 3:18 4:22	<b>direction</b> 6:8	<b>Illinois</b> 3:20 4:7
<b>affect</b> 4:2	<b>disinterested</b> 6:10	<b>impact</b> 3:17,20 4:2
<b>affixed</b> 6:14	<b>double</b> 3:24	<b>incident</b> 4:18
<b>Andrea</b> 5:6,20	<b>drainage</b> 3:9	<b>increase</b> 3:1
<b>area</b> 5:10	<b>E</b>	<b>Indiana</b> 3:19 6:1
<b>attention</b> 3:9	<b>east</b> 5:20	<b>Indianapolis</b> 3:5
	<b>east-west</b> 3:19	<b>Indy</b> 4:5
	<b>elevation-wise</b> 3:12	
	<b>emergency</b> 4:2	

<hr/> <b>J</b> <hr/>	<b>overpasses</b> 3:11	<b>side</b> 3:5 5:19,20
<b>Jesse</b> 3:8	<hr/> <b>P</b> <hr/>	<b>sides</b> 5:1
<b>Job</b> 6:22	<b>parties</b> 6:12	<b>south</b> 5:8
<b>John</b> 3:16 4:22	<b>paying</b> 3:9	<b>southern</b> 5:11
<b>Johnson</b> 5:13	<b>people</b> 3:23	<b>state</b> 5:4 6:1,5
<hr/> <b>L</b> <hr/>	<b>person</b> 6:11	<b>statement</b> 6:6,9
<b>lies</b> 4:1	<b>Peters</b> 3:8	<b>stenograph</b> 6:6
<b>live</b> 4:23 5:7	<b>phone</b> 4:24	<b>subs</b> 4:9
<hr/> <b>M</b> <hr/>	<b>picture</b> 4:15	<hr/> <b>T</b> <hr/>
<b>M-A-R-K-A-N-I-C-H</b> 4:23	<b>problem</b> 4:13	<b>talking</b> 3:10
<b>making</b> 3:10	<b>Public</b> 6:4	<b>thing</b> 3:2,3,8 4:3,6,13
<b>Marion</b> 5:11 6:2	<hr/> <b>Q</b> <hr/>	<b>throw</b> 3:16
<b>Markanich</b> 3:16 4:22	<b>question</b> 3:17 5:16	<b>traffic</b> 3:4,25 4:17,21
<b>Martinsville</b> 5:5	<hr/> <b>R</b> <hr/>	<b>transcript</b> 6:8
<b>Mary</b> 4:23	<b>raise</b> 3:11	<b>trucks</b> 4:21
<b>meeting</b> 5:10	<b>record</b> 6:6,9	<b>true</b> 6:9
<b>metro</b> 4:6	<b>reduced</b> 6:7	<b>two-lane</b> 3:22
<b>minutes</b> 5:18	<b>Regina</b> 6:4	<b>typewriting</b> 6:7
<b>Morgan</b> 5:11	<b>relative</b> 6:12	<b>typewritten</b> 6:8
<b>Morgantown</b> 3:22 5:17	<b>responsible</b> 4:9	<hr/> <b>U</b> <hr/>
<b>Moss</b> 6:4	<b>road</b> 4:16,17 5:1,4,7,8,9,17,19	<b>up</b> 3:24 5:17
<hr/> <b>N</b> <hr/>	<b>roads</b> 3:18,19,21,25 4:19	<hr/> <b>V</b> <hr/>
<b>nightmare</b> 3:1	<b>Robert</b> 4:25 5:4	<b>vehicles</b> 4:2
<b>north</b> 3:5 5:4	<b>route</b> 5:18	<hr/> <b>W</b> <hr/>
<b>notarial</b> 6:14	<b>RPR</b> 6:4	<b>Wallman</b> 4:25 5:4
<b>Notary</b> 6:4	<hr/> <b>S</b> <hr/>	<b>wash</b> 3:14
<b>notes</b> 6:7	<b>screw-ups</b> 4:5	<b>washed</b> 3:13
<b>number</b> 4:24	<b>seal</b> 6:14	<b>water</b> 3:14
<hr/> <b>O</b> <hr/>	<b>secondary</b> 3:18,21	<b>west</b> 5:19
<b>originally</b> 3:20	<b>September</b> 6:15	<b>WHEREOF</b> 6:13
<b>overpass</b> 5:2	<b>set</b> 6:13	<b>Whiteland</b> 5:8,9
	<b>show</b> 4:25	<b>work</b> 3:7

---

Y

---

**year** 3:7