Appendix X: Public Information Meeting Transcripts

Tier 2 Environmental Impact Statement

I-69 Section 6

Martinsville to Indianapolis
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In the Matter Of:

INDOT I-69 SECTION 6 - MARTINSVILLE to INDIANAPOLIS

Public Hearing

February 23, 2015
INDIANA DEPARTMENT OF TRANSPORTATION  
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)  
PUBLICATION HEARING

February 23, 2015  
5:00 p.m.

AT THE  
Center Grove High School  
2717 South Morgantown Road  
Greenwood, IN 46143

TAKEN BEFORE NANCY M. KOTTENSTETTE, RPR, NOTARY PUBLIC  
in AND FOR THE COUNTY OF MARION,  
STATE OF INDIANA

STEWART RICHARDSON & ASSOCIATES  
Registered Professional Reporters  
One Indiana Square  
Suite 2425  
Indianapolis, IN 46204  
(317)237-3773
(Public comments made during open house.)

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

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

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

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

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

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

MR. THOMAS FOSTER: I want to make the statement to bring Interstate 69 right up where 37 runs down, and the sooner the better.
MR. LARRY WALLMAN: Back in 1967, the State Highway Department they had purchased all the land for I-69 through the Castleton area to finish it down to 465. They made the statement, a record which appeared in the newspaper, in three years they'd have all the land purchased for I-69 from Indianapolis to Evansville.

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

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

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

You don't want my comment. Let me tell you about Kentucky, things going on in Michigan. There's no perfect Shangri-La, but we're decades
behind everybody else and not just the interstate. I can give you many other examples.

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

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

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

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

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

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

And now we're going to be stuck for, what, another two, three, four years while they're building I-69? When we moved down there, 37 wasn't even down there yet, and it got built while we've lived there, and we lived through that. We raised our kids during that time. But why do we have to
do that for I-69 to give somebody 15 extra minutes
to drive to Evansville?

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

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

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

    You can't do it. You can't do it feasibly and
have any kind of exit ramp at 144 because the state
has already sold their part, I mean, of 144 back to
Johnson County.

(Public comments made in the auditorium.)

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

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

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

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

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

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

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

Our next speaker to sign in on our schedule will be Larry Wallman. Our next speaker to sign in to our speaker schedule will be Mr. Larry Wallman. As Mr. Wallman is preparing himself to offer his
comments, our next speaker to be ready will be
Charlotte Doss. Our next speaker following
Mr. Wallman will be Charlotte Doss.

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

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

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

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

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

Second question, in 1967 the Indiana Highway
Department announced that they had purchased all
the land for I-69 through the Castleton area to
complete it to 465, but they also made the comment
that within three years they should have all the
land purchased for the land I-69 from Indianapolis
to Evansville. Why are we running 45 years behind
schedule? Thank you.

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

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

The floor is now, Ms. Doss.

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

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

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

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

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

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

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

MS. JANET COLBURN: Yes. My name is Janet Colburn, and I live in the northern part of Morgan County over in Waverly to be specific. This area, when I moved there 40-some years ago, New 37 was
Now, we have suffered through that being done, and I live just south of 144 on Old 37. And at the present time, I experience waits of up to 15 minutes to cross 144 to get to the library or to turn west to go to Mooresville.

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

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

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

It's also a historical place. It was the
first place picked to be the capital of Indiana, and all of this is going to be turned from that. Thank you.

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

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

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

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

MR. GARY MOODY: My name is Gary Moody, M-O-O-D-Y. I'm just going to summarize the comments I already presented in writing.
Hoosiers are -- claim to have a lot of common sense. We're, supposedly, known for that. I'm calling my proposal the "Dollars and Sense Solution." That's S-E-N-S-E. Simply this, the route between Martinsville from State Road 39 in Indianapolis does not need to be a superhighway because drivers can choose to travel between Martinsville and Indianapolis along either State Road 37 or State Road 67 depending upon their final destination and/or traffic conditions.

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

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

And the effect of this they could take Kentucky Avenue to downtown or get on I-70 to go
downtown. The environmental impact of leaving both roads with modifications but, essentially, unrestricted would give developers more opportunity actually. They're hell-bent on a freeway and that doesn't necessarily need to be settled for their financial interest. Thank you.

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

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

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

Why are we now talking about, gee, maybe we ought to look at a different way of doing it?
You've had ten years to figure it out. So now we have the mayor from Greenwood -- not the mayor, but whoever just introduced a bill to go through Perry Township. Don't change a bill that's already been passed. We didn't want it then; we don't want it now.

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

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

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

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

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

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

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

MR. RICKIE CLARK: Very well, very well.

Thank you.

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

Yes, sir, if you'd be so kind to make your way
forward and state your first and last name for the
comments. The floor is now yours.

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

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

Second, another reason was to do a reasonable
and cost effective program. And, again, I know
you've been trying to do that. There's a lot of
changes since the beginning of the project. I
think, again, by looking at alternatives around
Indianapolis and, again, referring to Luke Kenley's
Concentric Circle or rather his Commerce
Connection, which would be concentric circles
involving 865 and 465, and compared to other major
cities, this would be a great strategic decision
for us as the Crossroads of America.
Some other alternatives I'd like to spend money on would be making sure we have three lanes in every direction out of the state to all of our fellow states around us. I think, again, this would provide a lot of extra safety, and I think the money would be well spent.

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

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

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

MR. RICKIE CLARK: Very well, very well.

Thank you, Mr. Shields, for those comments.

Additional speakers who would like to have his or her comment entered into the official public
record this evening? Additional speakers at this time? I see another hand in the very back. Sir, if you would be so kind to make yourself forward.

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

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

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

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

I feel that 69, because of all the stop lights there, it will eliminate all that, and also I'm tired of sitting on 465 for a half hour coming home.
from work for us to get on 37 to come back home. I think it would improve the flow of traffic. I think it will make things safer.

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

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

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

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

Very well. Additional speaker at this time? Very good. And, sir, if you'd be so kind as to state your first and last name before presenting
your comment, and the floor is now yours, sir.

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

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

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

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

Additional speakers at this time who would like to have his or her comment entered into the official public record at this time? Additional
speakers who would like to participate during the
comment section at this time?

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

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

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

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

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

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

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

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

Also I just want to remind everyone that we will be here throughout the duration of the evening
until 8:00 p.m. accepting public comment or if you would like to visit our comment station in the foyer or talk with any of our project representatives at any of the various stations, the school has been very accommodating to us, and we'll be here throughout the evening. So we appreciate everyone that has participated thus far as speakers.

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

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

And also I didn't -- my family is all from Evansville, and if they come up to Indy, they go to the airport. And I would think you need to study going toward the airport to the west side of Indy. My family is from Owensville, Evansville, Princeton. If they come here, they go to the
airport. Me talking to them, they would rather
avoid coming into the downtown area and would
rather -- they're going to the airport. They want
cvenience that way.

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

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

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

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

At this time, sir, if you'd be so kind as to
state your first and last name.

MR. SHANNON THOMPSON: Shannon Thompson. I currently live on State Road 37. Each night I travel from the north side of Indianapolis home, and I have to -- I think we all know the problems we have on State Road 37 through Perry Township and through northern Johnson County. It's pretty bad. Traffic is snarled. It takes a long time to get home, and what I hear is that there are some problems. We know there's some problems, and without correcting the problem, which is State Road 37, we're not going to fix anything. People are coming down State Road 37 to go to the Center Grove area, Perry Township area, anything east of the White River.

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

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

So any additional speakers at this time? Having heard our previous speakers, having reviewed the presentation earlier this evening, there may be others in our audience who would like an opportunity to present a comment.
Sir, if you'd be so kind as to state your first and last name. The floor is now yours.

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

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

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

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

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

MR. MARK WRIGHT: Thank you. My name is Mark
Wright from Greenwood. I've grown up in Perry township in the Greenwood area my whole life.

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

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

Down in 65 near Louisville and through the Clarksville/Jeffersonville area, we see what's happened down there. There's -- you can't -- you get on and you get moving, and then eventually merge through a couple interchanges on, so I don't know if that's the best way. I kind of like the
31/Keystone corridor up in Carmel how they've done that. I think it might be a good way to handle through the Perry Township area.

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

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

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

Sir, if you'd be so kind as to state your
MR. FORREST CHAMBERS: I'm Forrest Chambers. I've lived here 40-some years, and I've seen this interchange up here at Harding and 37. There's just been hoards of money piecemealing it trying to get it to work. I just want to be sure we get a cloverleaf in there because traffic is not going to stay the same.

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

MR. RICKIE CLARK: Very well, very well. Thank you, Mr. Chambers, for those comments. At this time are there any additional speakers who might want to present a comment and have that comment entered into the official public record?

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

MR. DAVID BLAKEY: I'm David Blakey. I am a Center Grove graduate, and I spent most of my life
here in Johnson County. And I'm also a former elected official from Whiteland. I know a little bit about how the process is.

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

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

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

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

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

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

/Public comments made during open house."

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

I'm totally comfortable that the staff of INDOT who has been educated in environmental studies, traffic studies, road construction, and I hope at some point in time that INDOT will be allowed to do their job, analyze all the different aspects, and recommend a route because that's what they're trained to do.
And that's what their purpose is while not forgetting the overall scope of I-69 was to connect, as common sense goes, Canada and Mexico. We can't be taking diversions all the way through the United States to get from one point to the other.

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

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

COUNTY OF MARION

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

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

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

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

Nancy M. Kottenstette

My Commission expires:
September 13, 2021
Job No. 95861
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In the Matter Of:

INDOT I-69 SECTION 6 - MARTINSVILLE TO INDIANAPOLIS

Public Hearing

February 25, 2015
INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

February 25, 2015
5:00 p.m.

AT THE
Martinsville High School
1360 East Gray Street
Martinsville, IN 46151

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

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317) 237-3773
(Public comments made during open house.)

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

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

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

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

MR. JOHN PAPP: I just hope you guys get it done, have good weather, and get it done with the flow. This has been a long time coming. I was telling the other lady there the problem is with the society today. They want this big of a check, and they've lived there all those years. It's only
worth this much. I only want this much, you know. I don't really want a million dollars for property that I paid 100,000, 200,000, but everybody is different.

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

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

My name is John Papp, P-A-P-P. I'm a business owner, and I've already planned for it. I've taken and opened up another U-Haul center in town, so if they do buy me out, that number will ring over here
and keep right on going. I wouldn't be able to
sell the barns, and I'd still have my camel and
pony rides because my business is off the property.

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

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

(Public comments made in the auditorium.)

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

Is Quinn Charles in the auditorium?

Okay. How about Cathy Jackson?

Ms. Jackson, the floor is yours. If you
would, begin by stating your first and last name
before presenting your comment. Thank you, ma'am.

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

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

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

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

For those of you who will have to deal with
this, believe me, you have my deepest sympathy.
This will change your lives forever and not for the
better.

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

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

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

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

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

If they'd be just off of an interchange,
they're not going to be hollering because they
would have guessed being in the right place. But
there's always -- you're taking a chance at what you do.

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

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

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

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

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

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

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

Now, I know that right now we're expanding 65. Are we going to start out with just four lanes like we've got already in its construction, or are we going to go ahead and build six? Are we going to build other sizes? That's one point to consider.
Now, my other second part of the question would be if and when this is finished, does that mean that 469 will not exist for another 10 or 20 years, or what's the future in going around? Because as I see right now, traffic going on 465 right now is jam-packed, and there's no way it can be expanded.

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

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

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

So, certainly, the school has been very accommodating to us. We're excited to have an opportunity to have those types of conversations.
and talk to everyone, certainly, after the formal
session this evening.

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

MR. JOHN DRAPALIK: John Drapalik, Martinsville. I've heard several people asking
about horizontal alignment for the new interstate.
I've got with me a drawing that was presented ten
years ago of the vertical alignment, which shows a
20-foot-high wall going through Martinsville.
I don't know if you people have driven to
Westfield. That's an abortion. You just splice
the town in half, and I think that it should be
given great consideration to at least go around the
business area of Martinsville so you don't make a
Martinsville wall like The Berlin Wall. That's all. Thank you.

MR. RICKIE CLARK: Very well. Thank you.

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

MR. RICKIE CLARK: Thank you, sir. Our next
speaker to sign in this evening is Charlotte Doss.
MS. CHARLOTTE DOSS: Thank you. Thank you everyone for coming tonight. And by a show of hands, I would like to know how many are for seeing I-69 go up 37. How many of them do not want 69 to go through 37?

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

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

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

Ms. Doss actually was the last speaker to sign
in on our schedule. However, having reviewed the PowerPoint presentation, having heard from our previous speakers, there may be others in our audience who would like an opportunity to have his or her comment entered into the record.

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

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

I just came from State Road 39 at the White River. I had known that there was a five-lane bridge under construction there, and, by golly, there it is and it's finished. Between there and State Road 37 south of Martinsville right about where Section 5 and 6 would meet, there's a lot of flat farmland. I hate to see it go, but there could be a connector built there.
If you imagine traffic going north, people would have an alternative of taking State Road 67. They could get directly to the airport, to Reagan Parkway, to 465, to Kentucky Avenue going downtown, to I-70 going downtown. Traffic continuing on I-69 can go up 37 and then east on 465, and so it's, basically, an alternative. It would be very low impact.

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

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

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

Perhaps there are others in our audience who would like an opportunity to have his or her comment entered into the official public record. I see this gentleman's hand. If you'd be so kind to make yourself forward. If there are others in our
audience, if they would also be so kind as to begin
to make their way forward to the front of the
auditorium, we certainly want to afford an
opportunity for anyone who would like to
participate by having their comments entered into
the official record.

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

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

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

   MR. RICKIE CLARK: Thank you, sir, for those
comments. And, again, we would invite everyone to
stay after and talk in our project open house area.
And, again, some levels and areas of detail have
not yet been determined, but, certainly, the
outline and the footprint that we can talk about we would be more than happy to talk about during the open house session.

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

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

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

And at the same time, I strongly recommend putting in a lot of access points, interchanges, along the way starting at Interstate 465 and working your way all the way down to, I should say, the City of Martinsville at Stones Crossing and
Southport and also other areas down along the Indiana State Road 37 corridor.

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

MR. RICKIE CLARK: Very well. Thank you, sir, for those comments. Ma'am, I apologize. The floor is now yours. If you'd be so kind to state your first and last name before presenting comments.

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

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

MR. RICKIE CLARK: Very well. Thank you, ma'am, for those comments.
Ma'am, if you'd be so kind as to state your first and last name.

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

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

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

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

MR. RICKIE CLARK: Thank you, ma'am, for those
Sir, if you'd be so kind as to state your first and last name. The floor is now yours, sir.

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

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

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

My proposal is with all the construction that we've had in Plainfield area the last 25 years to build up logistics, they're running out of space in that area. They're, basically, filling up.
Ameriplex is eventually going to fill up with Ronald Reagan Parkway, and that's going to fill in. I was down here about 16 years ago when they had the first meetings. I'm not an engineer, but I know it's new construction. But new construction and shorter length and less road frontage capabilities and only have four intersections from 70 via just west of Monrovia within a 2- to 3-mile corridor just west of Monrovia, not east of 39, but west cross country, cut and fill in the hilly areas just north of 67 just south of the existing bridge now that's at 39 right up the street from here, you got to cut across and build a new bridge and cut across the floodplain just like 39 is built up on a causeway-type system now, which was built 75 to 100 years ago when that road was built -- I don't know the history or existence of that road because I wasn't around that time period when they built it.

But it's only four intersections. Only two are major, and the cost factor when I was getting estimates of what an overpass was, what a major intersection costs, etc., and no road frontage, it would be a three-lane road each way and only 500 feet clearance is all you would need to cut
through would cost less than a $100 million versus the intersection at Southport Road -- not Southport but at 37 and 465 will cost anywhere from 150 to 200 million.

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

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

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

MR. BILL CHAPIN: My name is Bill Chapin of Martinsville. And I just wanted to give a vote of confidence to the people from INDOT and the
consultants for coming to speak with us, and thanks
for everybody for coming.

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

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

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

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

Certainly, if there's a specific question, we
encourage everyone to visit our display area and
our open house area. Our members of our panel will
also be available in the open house area as well.

If there are questions or areas of clarification,
we would encourage you to participate by visiting our open house session.

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

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

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

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

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

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

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

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

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

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

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

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

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

    And I understand that it affects people. It affects their properties, but also I don't want
Martinsville to die. It's been my life. It's been my family's life. I just hope as we look at this and we're looking at coming through 37 we take into consideration the number of access points that we can use to allow the traffic coming in to get to the businesses too. So that's really what I want to say.

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

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

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

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

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

And Mr. Reynolds brought up a point that has been a pet peeve of mine since the beginning of
this, and that is the traffic that we're having. And when Section 5 is completed up to Martinsville and then it's connected with the other parts that's not done south of Bloomington, it's going to increase. He had a very valid point about the traffic and the stop lights.

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

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

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

And, again, the members of our panel will be available this evening after the conclusion of the formal session this evening. So, certainly, if you
have questions or points of emphasis, then members of our panel will be available throughout the evening to address any questions that you might have.

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

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

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

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

And to be honest, the city and the local communities can't fund those kinds of studies
without help, so your assistance is requested. Thank you.

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

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

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

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

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

We're concerned also about a pedestrian walkover located at the Grand Valley shopping area.
We're really concerned about where funding will come and how will funding be supplied to provide for the many frontage roads that will be necessary as I-69 comes through. Thank you.

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

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

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

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

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

You folks won't answer a question on the record. I've dealt with the record and being on record for 32 years, and I'll go out there and ask
each one of these people the same question. And I'll get three, four different answers. That's not fair to us. You ought to be on the record right now answering these questions or saying we will come back on June 15. We have all your questions. We will have one answer, a unified answer, not four different answers of what the answer is to that question. That's not fair to us.

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

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

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

Sir, if you'd be so kind to state your first and last name. The floor is now yours, sir.
MR. ROY FROST: My name is Roy Frost. I live in Martinsville, and I hope the Interstate 37 when it was completed up there around 465 a couple years ago and Harding that the consideration was made that 69 was about to come up there with a lot more traffic than they have now.

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

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

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

More than anything, that industrial park over
there, they're all going to be cut off from the main highway that they have access to now. And how do they get to it afterwards? Granted, you people probably don't live around here, so you're probably saying I guess they're going to have to drive, whatever.

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

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

Additional speakers?

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

MR. STAN DIAMOND: My name is Stan Diamond, and I'm a resident here in Martinsville, actually north of the city a little bit. And I'm aware that
there's some drainage issues on the south side of
the community, and the south side drains down
towards the south. And it's going to be important
that the city and INDOT and the consultants work
together to address those drainage issues to make
certain we end up with a good solution.

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

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

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

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

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

MR. ALAN KERRY SMITH: My name is Alan Kerry
Smith. I grew up here. I graduated here in 1961. I've spent the last 30 years on the north side of Indianapolis off I-69, and I will tell you folks it's nothing but a madhouse when it comes to interchanges and getting on and off of 465 up there.

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

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

Additional speakers?

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

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

MR. RICKIE CLARK: Very well, very well.

Thank you, ma'am.

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

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

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

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

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

You have businesses between Ohio Street and all the way up to 252 that are going to be cut off. There's really not a good access road. It's a lot to be discussed. And on the other side of the road, you have the same issues.
The road is 2,000 feet. Is that how much road you take? Is that what the corridor will be; is that correct?

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

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

MR. RICKIE CLARK: Yes.

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

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

But it's -- you know, I don't know if it's good or bad. I'm not sure. I haven't -- if this is going to be good for Martinsville or bad for Martinsville. I think it can be a positive, but I think it can be a big negative if it's not laid out right.
MR. RICKIE CLARK: Thank you. Very well said. Thank you, Mr. Skillman, for those comments. I actually was going to approach you. I thought you were the Mr. Skillman that I'd seen on television on the commercials but was too bashful to approach you earlier.

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

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

(The hearing concluded at 8:00 p.m.)
STATE OF INDIANA
COUNTY OF MARION

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

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

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

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

Nancy M. Kottenstette
NOTARY PUBLIC

My Commission expires: September 13, 2021
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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

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Public Hearing

May 18, 2015

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Appendix X - Public Information Meeting Transcripts
INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

May 18, 2015
5:30 p.m.

AT THE
Center Grove Middle School North
202 North Morgantown Road
Greenwood, IN 46143

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

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
(Public comments made during open house.)

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

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

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

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

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

MR. GESS PETERS: Basically, the Mann Road corridor makes the most sense as far as it helps Decatur Township. It's on one side because it's only got 67. If they use the Mann Road corridor, it takes that traffic off of 37. And when they're doing construction, they won't have any effect on
37. It's just a win-win situation if they'll do that.

   (Public comments made in the auditorium.)

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

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

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

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

   So, again, I don't want to take anybody's time up that would like to say something here tonight.

   Again, I'd like to thank you for being here tonight
and going through this process. Thank you.

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

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

Well, at this time then we will continue to move forward in our comment session. Having reviewed our presentation, having visited, hopefully, with our project officials, perhaps there are others in our audience who would like to take this opportunity to present a comment to our
panel, members of our INDOT project team, present a
comment to the audience. Perhaps there was
something that caught your attention during the
presentation that you would like to draw attention
to.

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

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

Sir, the floor is now yours.

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

With all due respect to Sarah, one of the
first slides you showed was a pie chart that showed what people had suggested from the last meeting. And your comment was that 60 percent preferred an alternative to the 37 corridor.

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

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

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

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

If you'd be so kind as to state your name before presenting comments. The floor is now yours.
MR. RICHARD DOUGLAS: My name is Richard Douglas. I'm a property owner in Johnson County and along Highway 37. I think we should do everything that we can to get this I-69 on 37. It, in my view, is a matter of revenue. It's a matter of development, a matter of growth, a matter of tax base for our county and our city. We cannot afford to pass this opportunity up.

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

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

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

Additional speakers who would like an opportunity to participate? The gentleman in the back, if you'd be so kind as to make your way forward. If we have additional speakers that at any point in time, if they would be so kind as to
begin to make their way to the front of the partition area, we want to afford an opportunity to as many speakers as we can this evening. Certainly appreciate the comment and public input very, very much.

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

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

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

At every intersection between 465 and Waverly, there's a cross that signifies where someone has lost their lives at one of those intersections on 37 because people drive 37 as though it's an interstate. And make no mistake. If this road does not follow 37, if it goes to the east or goes to the west, just because it's decided that that 69
marker is going to go elsewhere, people are still
going to drive the route that makes sense to them.

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

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

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

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

    Again, thank you to all of our speakers thus
far for presenting comments and participating
during our comment session. As a reminder, our
comment form, e-mail address, our project office,
all the other modes are available to you.

Certainly, we appreciate our speakers thus far.

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

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

If you go over to 65, 65 is full of traffic. That's all you can say. So anymore traffic to that is a very silly idea. If you look at your own numbers, the time span is just not there if you go to the west. You're going to make 70 just as bad as 65. Whether it goes 37 or it goes to Mann, I appreciate this forum and all the options. That is up to you guys to decide, but I think it needs to follow 37 through the country at least until it
gets close. Whatever you guys want to do with the interchanges, that is completely up to you. Thank you.

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

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

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

Also keeping in mind, I know we'll have real specific questions. Our project team will be available afterwards to point out areas of emphasis, clarification, and address the specific questions that you might have.
Sir, if you'd be so kind as to state your
name. The floor is now yours.

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

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

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

Once upon a time, Allisonville and 86th Street
was just a flashing red light. Well, granted, Smith Valley Road is not that today, but it's still a two-lane road. And there's a lot of infrastructure needs to make the roads that are going to connect.

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

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

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

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

Sir, if you'd be so kind as to state your name. The floor is now yours.
MR. THOMAS AILOR: Thomas Ailor, Fishers, Indiana. I believe that converting Indiana State Road 37 into the city of Martinsville and the city of Indianapolis is the optimal choice. By converting Indiana State Road 37 into Interstate 69, you're going to eliminate a number of traffic signals along this route, which should improve traffic flow between the city of Indianapolis and the city of Martinsville.

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

I think this is a better solution to the burden of 37 as opposed to going across the new terrain routes to the west and hook up with Interstate 70 on the west side of Indianapolis. If you do this, you're going to take a lot of farmland, and that's going to take more
right-of-way as opposed to Indiana State Road 37.

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

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

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

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

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

MS. LYNN GOODMAN: Hi. I'm Lynn Goodman. I've been out in this area for about 25 years. Everybody has really good comments. It's a
preexisting road. People drive it like an interstate anyway, but I happen to live right in between State Road 144 and Smith Valley Road.

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

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

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

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

Sir, if you'd be so kind as to come forward.
And, again, our project team -- we have members of our team that are in the display area at this point in time to address any specific questions that anyone might have in regards to the setting.

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

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

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

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

One more speaker, yes, sir, this gentleman here next to the stop light, if you'd be so kind as
to make his way forward.

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

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

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

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

Plus emergency access for medical or fire teams will take much longer to get there. So my
main concern is about some of those infrastructure
events that go along with the restriction of access
and the ingress back on.

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

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

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

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

And, again, the open house area is available
for those who would like to visit our project team
members perhaps having their questions addressed.

Thank you so much everyone for attending.

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

MR. ROB RICHARDS: Thank you. My name is Rob
Richards, and my comments are going to be on behalf
of the Center Grove Community School organization.
I am secretary of board of trustees. We're also
represented by Mr. Jack Russell, former president and current member of the school board.

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

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

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

And just because we have those kind of areas does not mean that the Center Grove School Corporation is rich. We get funded for our facilities through property taxes. Sales taxes fund our teachers. We're 12th from the bottom in the state of Indiana on general funds. We're not
that much better on property taxes because we don't have major industry, major development, larger corporations.

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

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

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

(Public comments made during open house.)

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

(The hearing concluded at 8:00 p.m.)
STATE OF INDIANA  
COUNTY OF MARION  

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

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

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

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

[Signature]

My Commission expires:  
September 13, 2021

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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

Public Hearing - Day 2

May 19, 2015
INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

May 19, 2015
5:30 p.m.

AT THE MARTINSVILLE HIGH SCHOOL
1360 East Gray Street
Martinsville, IN 46151

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

STEWARD RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
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MR. MARTIN YOLI: Well, like I was saying, just the most direct route makes the most sense for me going straight up 37. Because Interstate 37 is almost like an interstate now with just a lot of getting on and off ramps. And it would be a lot quicker running down that way without the stop lights, so it would be good for a lot of people.

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

MR. LEONARD HUFFMAN: I'm here to support the west alternatives. If you went from Liberty Church Road if you go straight on up 37, it's 29 miles to 465, and then you still have to go east on 65 or west of I-70 to get downtown. If you go four miles north of our bridge on 67 where State Road 39 starts and State Road 39 is a dangerous winding road and it needs to be replaced anyway, but you cut off there and go straight up to that Monrovia exit from Liberty Church Road, you're only 19 miles
to I-70. And then you've got a straight shot to
downtown Indianapolis or to the airport. And so,
economically, I think it would be much more
beneficial.

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

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

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

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

MR. MARTIN YOLI: That eastern alternative
that they had that branches off goes about 15,
20 miles over to 65, that is really a bad idea, you
know; but as a later afterthought, if they wanted
to build that as a separate entity, you know, that
would be a good idea. Because then if the traffic
actually got really bad on 65 north right there, like it always does, then you could actually branch off and go over to 69.

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

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

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

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

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

MS. MELINDA WILLIAMS: Go straight up 37?
MR. LEE BISHOP: Straight up 37.

MS. MELINDA WILLIAMS: To 465?
MR. LEE BISHOP: Yes.

MS. MELINDA WILLIAMS: You're kidding me?
MR. LEE BISHOP: That's the only one that
makes sense.

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

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

MS. MELINDA WILLIAMS: The only logical -- I
want you to put what I say. The only logical for
69 to go is you take off west, south of Martinsville, south of Martinsville, you go up to the west and you hit 67. Go up 67 where it's near an airport and near Interstate 70 rather than go up 37, which divides a city, which there's a lot of homes, businesses, and it takes it up to 465, which is already a mess. Thirty-seven to 465 is a horrible mess now. Why create more?

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

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

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

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

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

(Public comments made in the auditorium.)

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

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

MR. BILL SHIELDS: My name is Bill Shields, and my comment is I've studied this for about three years. And I feel that the best alternative on the map is the dark blue line that goes West up 67. It doesn't displace all the businesses in
Martinsville. It doesn't split Martinsville in half, and it gives good access to Interstate 75.

MR. RICKIE CLARK: Very well. Thank you, sir, for those comments. I appreciate that very much. Ma'am, if you'd be so kind as to state your name before presenting your comment. The floor is now yours, ma'am.

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

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

To have a major massive freeway exit at that point could make this impossible or at best make it -- let's use a simple word -- difficult, if not a joke. As the present plan to route I-69 along
SR 37 through Martinsville will destroy the town and is putting I-69 on 67 in some way at least connecting to the southwest corner of I-465 could allow all that traffic on I-69 to arrive at that congestive place when there's a clear alternative to go north, continue on 65 or east around on 70 or 465 to go east and connect to 69.

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

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

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

MR. TOM FLATT: My name is Tom Flatt. I live at 2035 Hawthorn Drive in Martinsville. I'm representing the State Road 44 grade separation petition here that several of the homeowners have signed. Our concern is we made a couple of assumptions that State Road 69 would go up 37, and one of the major interchanges would be at State Road 252.
And when that occurs, then you have to decide what you're going to do with State Road 44. You either reroute it into the 252 interchange or we have a grade separation at the new 69.

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

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

I think most of our homeowners would be in favor of going up 37, but we would certainly like to see a grade separation at State Road 44 with a northbound exit. That's all we need there because a lot of people commute there. If we have
northbound exit, then coming back home on the
southbound they got an exit on 252 and three
right-hand turns and come back on. So I would like
to give you this petition for your report.

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

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

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

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

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

MR. JERRY WALDON: My name is Jerry Waldon.
I've been a resident in Martinsville community for
16 years, and I own a local small business. And I
also served on the chamber of commerce, but I'm here as an individual this evening.

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

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

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

MR. RICKIE CLARK: Very well said. Thank you, sir, for those comments. I appreciate that very much. Additional speakers? Having heard our previous speakers thus far, perhaps there are others in our audience who would like an opportunity to present his or her statement for inclusion into the public record, perhaps presenting the statement towards our panel or to our audience this evening.
Certainly, we want to afford an opportunity to anyone who would like to participate as a speaker this evening keeping in mind the comment form, the e-mail address, our project website as well as repositories in which comments may be submitted.

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

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

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

MR. GARY REICHNODDER: I'm Gary Reichnodder (phonetic). Relative to the central alternatives, in particular K-3 and possibly K-4, anyone who's familiar with the area of Centenary Road and State
Road 144 recognizes that significant flooding takes place every spring and anytime there's a heavy rain. Based on my experience as an engineer, that would not be an appropriate path for the I-69 central alternative.

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

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

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

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

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

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

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

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

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

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

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

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

Second comment would be about the economic development in our counties. It looks like the economic development is -- how it will impact all four counties -- Hendricks, Morgan, Marion, and Johnson. My question, as a Morgan County resident, as a retired educator, as a grandma and a parent, I am very concerned for the children and poverty levels in Morgan County. The poverty levels in
Morgan County, we need the economy in Morgan county. That's my comment.

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

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

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

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

Perhaps there are additional speakers who would like an opportunity to present a comment and
have that comment entered into the official public record this evening. Having heard our previous speakers, perhaps these is someone else who would like to participate in evening. Certainly want to afford an opportunity for those who might yet still want to the present and have their comment entered into the record.

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

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

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

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

A couple of the things that were listed up here as being considerations, major considerations,
were moving -- I think, locally moving traffic
around and also on a national scale, being able to
move freight. I have to think that if somebody
were to ask you where would you put an interstate
highway if you want to move freight, you would say
towards a logistical area and also towards an
airport.

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

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

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

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

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

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

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

ANONYMOUS: I'll try.

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

ANONYMOUS: If I could have some help from the control booth up there, if possible, put the slide
back up that showed all the alternatives including the one that's been discontinued that we the public have not had a chance to review to see what the impacts were of that particular route that's been discontinued. It's called P-6. P-6, if we can bring that map up.

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

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

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

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

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

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

MR. RICKIE CLARK: Sir. I apologize.

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

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

ANONYMOUS: I don't want to be interrupted.

MR. RICKIE CLARK: Can you please conclude your comments.
ANONYMOUS: I'm being interrupted. I've never public spoke before.

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

ANONYMOUS: I requested this.

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

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

MR. RICKIE CLARK: Very well.

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

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

ANONYMOUS: There's only four --

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

ANONYMOUS: This is public comment.

MR. RICKIE CLARK: It is. And members of our
comment session they've all adhered to the
two-minute time limitation, sir. We even discussed
this for the next speaker. Thank you, sir. Sir,
please.

ANONYMOUS: I am the last speaker.

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

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

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

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

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

MR. KEVIN NAIL: My name is Kevin Nail. I've
lived in this community all my life. My favorite route for State Road 37 was straight through town at one time. And I wished it could be that way now, but progress has to take place. We are not a Fishers community. We are not a -- neither, as far as I'm concerned, do we want to be a Fishers community.

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

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

MR. RICKIE CLARK: Very well said. Thank you, sir, for those comments. Additional speakers who would like to participate during our comment session this evening? Having heard our previous speakers, perhaps there may be someone else in our audience, another member of our audience who would like an opportunity to have his or her comment
entered into the official public record this evening.

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

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

(The hearing concluded at 8:00 p.m.)
STATE OF INDIANA
COUNTY OF MARION

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

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

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

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

Nancy M. Kottenstette
My Commission expires: September 13, 2021
Job No. 97336
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In the Matter Of:

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

INDOT Public Hearing

November 30, 2015

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INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

November 30, 2015
6:00 p.m.

AT THE
Perry Meridian High School
401 West Meridian School Road
Indianapolis, IN 46217

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

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
MR. TURNER: Robert Turner and Patricia Turner. We live on Dayhuff Road, Mooresville area, and Route D goes right through the middle of our farm and home and whatever. And we have a wildcat rescue center with 37 -- presently at 37 cats, and it's called Cheetah Preservation Research Center. We're inspected by the USDA, same as the Indianapolis Zoo, and we've got a Class A rating, one of the best in the country, first-class facility.

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

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

Also we live on Dayhuff Road to the north, Watson Road is to the south, Pennington Road is to
the east, and White Lick Creek is to the west. That quadrant in that area has very few houses, no buildings hardly whatsoever. There is farming land but mostly lowland and woods. And it's the only place we know of in central Indiana that's got bobcats. So D runs right through the middle of it. It would destroy a bobcat habitat area, the only that we're aware of. DNR is not aware of any other habitat in the central Indiana area.

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

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

Is there anything else, Pat, that I need to
bring up? Oh, Pat's got two brothers and her mother. Pat -- our place and about half a mile down the road, her other brother Bill Carson, his house will get taken. And then you go across White Lick Creek about three miles, her other brother Rick Carson, who lives on Bethel Road, his house will get taken. And about five houses down from him is my mother-in-law, and her house will be taken with D route. So the whole family gets wiped out by D route.

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

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

But we also have been advocating to our members, anybody that will listen to us, that this
is a peaceful group. We don't want anybody shouting and hollering and raising heck with our I-69 people. We want to give you the facts, and, hopefully, you'll take those facts into consideration and us around Mooresville.

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

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

MR. ROY HARBERT: I've been nearly a lifelong resident of Johnson County. I'm in favor of Alternative C, which uses State Road 37. It just makes sense to use a road that's really pretty much designed and constructed in an interstate fashion other than building expressways and ramps as far as
egress and ingress from that interstate. It's ideal instead of eating up all new land or doing something really convoluted.

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

That's my opinion.

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

The main focus of our farm is the quiet. People come there for solitude. We have 28 acres of woods and open grounds and lavender fields. It's very -- people come there for the solitude, and also there's -- most of it is wooded area. We have the brown bat, the Kirtland's water snake. It
is the start of the watershed that goes all the way to White River.

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

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

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

And we have trucks/semis coming down there
now, and it's not going to change with dump trucks and everything. I think they need to reevaluate the properties down through there. It's not a huge neighborhood. So they just need to relook at everything and give us more than just taking just the frontage off Thompson Road.

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

THE REPORTER: No.

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

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

This leads us then to adequate notification of the public. If a county is not notified that
there's any potential engagement underway in their county and alternative routes are being proposed that involve the I-70 interchange of B and D that incorporate Hendricks County, how can INDOT state they have reached out to the public to do adequate notification of involvement?

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

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

There have been no attempts to notify non-English-speaking persons, no engagement of the demographics that are not privileged to have
Internet or computer. Language is extremely complex and confusing in many of the online documents concerning Tier I versus Tier II to where even an educated person struggles in understanding the study timeline.

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

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

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

They are under-represented on any of the stakeholders meetings. We have asked for representation. We've asked to attend meetings,
and we have been denied. The GMAC was allowed one representation on the southern CAC. We were denied any representation on the northern CAC, even though our homes are involved in the Marion County, Morgan County, Hendricks County intersection of property.

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

We are being left with the less of a few evils by the alternatives that we have in front of us to choose from. Our community knew none of this until we received survey letters June 1 and until the articles came out. The nomenclature used when they advertised the upcoming meetings clearly stated to discuss alternative routes from Martinsville to 465 via 37.
Although they alluded to some of these alternative routes may be outside of the original corridor study, they did not use the clear language that's required by law to inform the public of what these meetings were about.

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

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

Last, I'd like to state on the purpose and need, INDOT is continuing to provide misinformation to the public. On the very first station under purpose and need, it's referring to purpose and need stated under the Tier I assessment. In the purpose and need document that was generated in February, they are referring to, which is alluded to in Station 3, points of connectivity, such as
the airport, the Avon train yard, as points of comparing mileage.

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

And I'm extremely disappointed with not only our state government, but the processes in place that are giving no concern to the citizens, the rights of the citizens, the rights of everyone to be a part of this process, but, most importantly, the fact that they have pointedly disregarded all guidelines, laws, and documents that state concerns will be given to those that are less fortunate, those that are disabled, that have mobility issues, that are not English-speaking, those who have a lower education, less income, those that are elderly, over 60, rural farmers.
Environmental justice guidelines state that these people will be actively reached out and engaged at the early onset of project development. And INDOT has not only not complied with that, but they now in writing say that they will not comply with that and are not required to do so.

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

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

Obviously, along 37 there are a great amount of current businesses there. I personally know some, and they have made comments that they will be moving. And, of course, that tax revenue from their base will be removed from Perry Township and
removed from Marion County as well if this happens on 37. The K4 alternative disrupts very little business and residential along the river. My vote goes for K4.

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

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

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

Does that make sense? That's the biggest fear
I have. We're going to be stuck back there, and my husband is 77 years old. And he's sick, and if they can't get an ambulance back there to help him, if it takes too long, he's going to die in there. That's all I've got to say.

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

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

MS. JANE AMOS: My only thing is I'm concerned that they're considering routes that head northwest
and hook up with Interstate 70 when that won't relive any of the congestion on 37. I have lots of friends that work at Eli Lilly & Company downtown, and they all need to see it relieved from the southwest side, the Center Grove area, able to get into downtown. So I'm voting for the 37 route.

Mr. Tim Nichols: That K3 supplies good access for the people of Martinsville where the D -- the cheaper route to I-70, there's no access into Green Township in Martinsville and places like that. It eliminates all of our access where the K3 is the best option because people from Martinsville have a way on and off of I-69.

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

Ms. Joyce Brown: And do you like the same one I do? This is Jerry Brown.

Mr. Jerry Brown: At least at this point -- well, I better wait until I hear everything, though. I just looked at the maps.

Ms. Joyce Brown: So far from the maps, we like the K3 option the best. I know it's one of
the most expensive ones, but it just seems -- we
live on the east side of Greenwood, so for us that
would seem better than getting off at 70 and then
having to come, if -- you know, because you can't
get off -- where would be the closest place you
could get off of 470 on the other ones?

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

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

/Public comments made in the auditorium./

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

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

MS. JESS PETERS: The thing that annoys us the
most is using 37 from Waverly up to 465. If you
look on the north side of Indianapolis when you
have an accident on I-69, everything stops. If
they're going to use the Mann Road corridor, you
won't have that problem. During construction, it
won't be affecting that part of this area.

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

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

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

MR. RICKIE CLARK: Very good. Thank you, Mr. Peters, for those comments. Thank you, sir. Our next speaker on our schedule would be Mr. Greg McCauley. The floor is now yours, sir.

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

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

It exists to foster scientific discovery, stimulate an interest in astronomy, and cultivate the next generation of science, technology, and academic leaders. STEM education initiatives in science, technology, engineering, and mathematics are of paramount importance to the Indiana Department of Education. The STEM education programs in astronomy and space exploration provided by the Link Observatory are highly
important in middle schools and high schools throughout Morgan County.

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

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

The proposed I-69 West Alternative B route would be located about one mile north of the observatory on State Road 67, and the resulting light pollution created by the interstate and its exchange would severely limit night sky observing at the observatory, negatively affecting our ability to provide ongoing STEM education to students in Morgan County Schools, and would render
the site unusable for current operations and future plans of the expansion.

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

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

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

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

Secondly, the disruption created by the construction would be tremendous as 37 is already one of the primary connectors for current traffic to and from southern Indiana and Indianapolis. It
is a connector for commuters from Martinsville, Center Grove, and Perry Township workers to I-465.

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

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

There is already in place a consortium plan, ongoing development, and commerce to this area. I-69 would help in improving the land around the airport. That relates to more revenue for the state and Indianapolis. Truck traffic from the
north-south would be diverted from 37 to the new interstate.

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

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

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

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

MR. WILLIAM BOYD: Thank you. First of all, I fought this highway for a long time, and I'll tell you this stoplight, if public feedback is so important, why do we only get two minutes to talk? You just can't say it all. You have tried to avoid
Perry Township with a hearing, but thanks to Dr. Little and Perry Township, I think that's why this meeting is here.

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

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

The cost between B and C -- B is new terrain; C is 37. But yet the new terrain is only 1 percent less? Something is wrong with your numbers. The purpose and need talks about connectivity to
improve -- Tier 1 talked about improve connectivity
to an interstate. But we've got plenty of
connectivity to an interstate. Thank you very
much.

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

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

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

MS. JEAN WEBB: Jean Webb.
MR. RICKIE CLARK: Jean Webb.

MS. JEAN WEBB: My comments were already addressed.

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

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

We currently do approximately $100 million in revenue annually. We have over 90 people in our office and nearly 500 total employees in Indianapolis as well as a number in Columbus. When we moved to this area in 1993, there was very little there at the time. It has built up tremendously since then -- Flying J, Stoops, all of the restaurants, several other businesses.
Ourselves have grown five times our size since when we moved into the location. This growth has allowed us to make a major investment, well over a quarter million, in our facilities just over the last few years. Our investments and those of our neighboring businesses were made in good faith with a promise from Governor Daniels and the assurance from the State of Indiana via a law that was passed in 2006 that our location would not be considered for the expansion of I-69 and that we would not be disturbed in expanding our business at our current location.

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

Finally, we don't own our building. We're a tenant. We anticipate we wouldn't be sufficiently reimbursed and incur a great deal of moving costs. We would likely move out of Marion County further
deteriorating the Perry Township and Marion County
tax base.

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

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

MR. RICKIE CLARK: Very well. Thank you,
Mr. Gossett. Before we transition and continue
with the additional speakers on our sign-in
schedule for speakers, I'll just reiterate that,
certainly, even if you participate verbally during
the comment session, the comment forms are
available at the display table -- at the comment
table in the gymnasium to use as well. And,
certainly, by visiting our project office and our
project website to supplement verbal comments and
have those entered in for consideration and
inclusion into the public record this evening.
At this time as we continue to move forward in our comment session, I would like to introduce one of our elected -- one of our state-elected officials who is with us this evening. I'd like to introduce State Senator Brent Waltz who, I believe, is here this evening. Senator, thank you so much for being here. And I'd like to afford an opportunity at this time for the senator to present a comment and have that entered into the public record and present that to our audience and INDOT and the Federal Highway Administration officials here this evening. Senator, the floor is yours.

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

I have been a die-hard opponent of State Road 37 being used for I-69 from the beginning. I still am, and we all know the reasons why. It is
going to turn State Road 37 into, basically, a parking lot during rush hour. It's going to make Castleton look like an expressway. It's going to be devastating to the businesses and homes and schools that are along the 37 corridor.

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

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

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

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

MR. RICKIE CLARK: Very well, very well.

Thank you, Senator Waltz, for those comments and
for attending this evening.

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

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

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

We're trying to get a faster way to get here,
faster way to get there. Traffic congestion. For
all this inconvenience for traffic congestion,
really? Do we look that stupid as citizens? We come to these meetings, and we're asked our opinions. Twenty-seven different alternative routes have been given. And isn't it amazing that it comes back down to 37?

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

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

If they do this, the street I live on will dead end onto 37, no exits, no ramp. Now, you
would have thought that as much planning that has
went into this so we can have our input ignored
they would at least know what kind of interchanges
they're putting on. I've heard diamonds. I've
heard this. I've heard sideways. Come on now.
You've got engineers involved. Somebody make a
plan and stick to it. Don't keep telling us that
we have alternatives. Thank you.

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

Is there a Lou Holt in our audience?

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

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

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

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

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

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

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

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

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

The next speaker on our schedule will be Kathy Weinmann. Is there a Kathy Weinmann in our
audience? Ms. Weinmann, very well.

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

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

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

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

Where will the money come from to do these expansions and upgrades? The city of Indianapolis DPW will have to pay for these improvements out of
the city budget. Can you tell me if the DPW has the budget to pay for these upgrades? I don't think so.

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

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

And as the state of Indiana is already one billion -- that's a B, billion -- dollars in debt for past road construction projects, I don't see now going further into debt with P3 loans, which is
nothing but private-public partnership -- it's a loan -- how going into debt with more loans is a fiscally sound idea for us.

And the past commissioner of INDOT, Karl Browning, agrees with me. In the November 22 issue of Indianapolis Business Journal, Commissioner Browning clearly stated -- and I quote -- "It's a lot like borrowing. I would be more than cautious about the notion of public-private partnerships of the nature of some that we have done. If we let it, the debt, get higher, we're going to be mortgaging our grandchildren."

As a fiscally responsible citizen of Perry Township, I would ask you not to place Indianapolis and the state of Indiana in a position where my grandchildren will be mortgaged. Thank you.

MR. RICKIE CLARK: Very well, very well. Thank you, Ms. Weinmann.

Our next speaker will be Joe. I apologize for not being able to make out the last name. If you be so kind as to state your first and last name.

MR. JOE BERKEMEIR: I didn't want you to lose more time trying to say it.

My name is Joe Berkemeir. I was born and raised in Perry Township, lived a number of years
down the road in the White River Township. It's my opinion that State Road 37 needs to be upgraded to interstate standards between 465 and County Line Road regardless of whether you call it State Road 37 or I-69. I understand those of you who don't want an interstate nearby, but the current state of affairs is pretty poor. And something needs to be done.

Look at all the accidents at Southport and 37. Look at all the congestion at 37 and 465. Look at the backups at rush hour on Bluff, Harding, Meridian. All those commuters from White River Township, I was one for a decade. I would bail off of 37 and take Bluff. If you take Bluff, you see lots of license plates from Morgan County, Monroe County. Why not upgrade 37 to an interstate? Give those people a better option and get them off our local roads.

The current traffic issues are going to remain if I-69 is built elsewhere. You've seen the news. You've seen road plans. There's no untapped source of money if this isn't upgraded. It really needs to be done. I've seen all the different parts of Indianapolis get traffic updates over the years. This is the time for Perry Township to get its
roads fixed and be ready for the future. Thank you for your time.

MR. RICKIE CLARK: Very well. Thank you for your comments. Our next several speakers to sign in on our speaker schedule this evening requesting an opportunity to have his or her comment entered into the public record will be Dr. Philip Borst followed by Randall Shields followed by David Webb followed by Tom Little, and then our next speaker would be Mark Westfall. And our next speaker would be Tom Little and Mark Westfall.

So, Dr. Philip Borst, the floor is now yours.

MR. PHILIP BORST: Thank you. Two things -- well, more than two. One, thank you to the INDOT and federal people for being here and listening. I know it's been a while, and we've tried to get meetings here. And we thank you for being here. We realize you're just the messenger, so we're not trying to kick you.

Second, thank you, everybody, here for coming to be involved in your city government. This is great. I wish we could do this more often.

My name is Philip Borst. I lived in Perry Township for 63 years. I own a business. I live a mile east of 37. For 28 years, I was an
Indianapolis city-county councilman. I represented the area for 28 years.

A couple new information that hasn't been said yet, two different city-county councils passed resolutions that I sponsored and wrote and got past against the project. Hopefully, you guys have copies of those. If not, we can get them. Local government has spoken in Marion County also.

The second big thing is there's been a lack of investing in this corridor of Perry Township on all these years because people are waiting and wondering what's going to happen. Several business owners who are here could testify they were going to add more jobs and more space, more room, double their business, but they couldn't because they were waiting to find out what happened.

So as Darrell Gossett said earlier, something does need to happen so people know what to do. I can't add -- there's so many eloquent people here. I can't add a whole lot to the east-west issue or the loss of the tax base. We're going to lose jobs if this thing goes through. So thank you again for all of you being here.

MR. RICKIE CLARK: Thank you, Dr. Borst, for those comments.
Our next speaker will be Randall Shields. The floor is now yours, sir.

MR. RANDALL SHIELDS: Good evening. Thank you. Randall Shields. I'm a businessperson here in Perry Township area up on Harding Street. I'm a restaurant owner for 20 years. As the senator said and Phil Borst said, we've talked about this for 20-some years. We had language written for us by the legislature. Throw in a joke, I feel like I'm living Ground Hog Day, the movie, with Bill Murray. It's deja vu. It keeps happening over and over and over again.

As it has so eloquently been spoken this evening by so many good people who represent Perry Township, why are we doing this? It makes no sense when the state needs money. The federal government has a 20 trillion dollar deficit. We're the taxpayers. We're the people that represent our town, and this is a great town for all the reasons just said by a lot of folks, again, including Phil just a minute ago.

It's jobs. It's opportunity. For many of us in business, this is our livelihood. We're mom and pops. It matters. There's so much room out there to do something different. Why can't they do
east-west corridors and go other directions, but to
redo things and go over what we've got, we've got a
beautiful road. We just need to make some of the
corrections already mentioned and get a better
road. Go in other areas.

Many states are adding much more
infrastructure, and 65 needs to be done with three
lanes. There's been other items by the state
legislature that Luke Kenley has been out there
also on Indy Connect. There's so much to do to
connect up to Reagan Parkway and other things. I
just think that's the wiser thing.

I, like others, have gotten gray hair over
this. I hope and pray. After listening to about
ten hours of this, 99.9 percent of it is negative,
and I just don't understand, as taxpayers, why we
go on. Thank you very much.

MR. RICKIE CLARK: Very well. Thank you,
Mr. Shields.

Our next speaker to sign in on our speaker
schedule will be Tom Little. Is Mr. Little in the
audience? Mr. Little, the floor is now yours, sir.

MR. TOM LITTLE: Good evening. My name is
Dr. Tom Little. I'm the superintendent of schools
for Perry Township. I represent about 16,000
children and 2,000 staff members, and we are very concerned with using State Road 37 as an alternative for I-69. We have buses. 100 bus routes every day cross 37. I have over 400 children that drive to school every day that cross 37. We have family events that occur almost on a nightly basis that will call 3 to 400 families over to school crossing 37.

My concern is -- with the alternative routes being proposed and just Southport Road being considered at this point in time, my concern is the traffic. I'm no engineer, but I do know children. And I do know safety of kids, and I ask you to take that into consideration when you make these final decisions because we will be having children cross that road every single day.

And I just ask you when you make those considerations and those decisions I ask you to make a deep-, deep-hearted consideration if that was your child at 6:45 in the morning driving across 37 would you want them taking that route? That's what I ask.

In addition, since the valuation of our school corporation is extremely important, we have people that have testified tonight that have dedicated
their lives to Perry Township and dedicated their commitment to businesses that are located along that corridor that are going to be threatened. That will impact assessed valuation which will ultimately impact the tax base.

We grew by about 500 children this year. We're predicted to grow by about 500 children next year. It's going to continue to grow. Perry Township is a good place to raise your children, great place to have your school corporation. I thank you.

MR. RICKIE CLARK: Thank you, Dr. Little. Very well said. Thank you, Dr. Little.

Our next speaker will be Mark Westfall.

MR. MARK WESTFALL: Thank you. Tax base, traffic congestion, another access on 465 -- I'm thinking of 67, Mann Road, 31, 65, Emerson Avenue. And now we're going to add another interchange on 465? Have you seen 465 at rush hour? It just doesn't make sense to me at all.

It makes more sense to put it out onto 70 where they can go north, they can go south, or they can go straight through the city. Thank you.

MR. RICKIE CLARK: Very well. Very well said.
Thank you, Mr. Westfall.

Mr. Westfall actually was the last name on our speaker schedule. However, having heard from our previous speakers, having reviewed the presentation this evening, perhaps having viewed the displays and other materials in the display area, perhaps someone else in our audience would like an opportunity to participate as a speaker this evening.

I see several hands, so, ladies, if you would be so kind as to make your way towards the microphone. Again, since we didn't have you signed in as a speaker, if you'd be so kind as to state your first and last name before presenting your comments this evening. We'll start with this microphone here, and then we'll transition to the next microphone. Ma'am, the floor is now yours.

MS. GAIL FEATHERSTON: Gail Featherston. And I actually did not see that there was a speaker sign-up sheet or I would have been on it. Thank you for giving me a chance to speak. I also have some comments prepared. I'm going to deviate from those just a little bit.

I'm from Morgan County, and that's why I'm here. Routes B and D both run about a half a mile
from my home, so I have a lot at stake. The
freeway would not take my home, but it would make
it, basically, worthless and completely change our
way of life.

But coming here listening to the people that
are local, you know, I understand how you feel,
what a lot of you are saying, but I'd like to
remind everyone, including the officials and INDOT,
that people live in Morgan County too. There are
human beings in the path of B and D, K3, and K4.
There's agriculture. There's environmental
There's White Lick Creek. There's a lot out there
at stake.

Most of us that live out there, we live out
there for the small town rural environment. That's
why we love it, and that's why we call it home.
And that's why we don't have a lot of services. We
don't have a lot of commerce. That's the way we
like it.

Getting back to what I don't want to forget,
I'm not going to say I want it up Route C because
that's against you guys. I don't want to be
controversial or confrontational. I am very much
opposed to Routes B and D, of course. I've lived
there for 18 years. Besides my personal stake in the process, I urge INDOT and the state to actually consider the devastating impact that the new terrain construction is going to have on the environment and the rural countryside.

There are numerous aspects involved, including the wetlands that I mentioned, the engaged species, the agricultural land, and the idea that I-69 has already taken out massive amounts of acreage in southern Indiana. It's done enough, and it needs to stop.

The Indiana Department of Natural Resources and the U.S. Fish and Game and Wildlife have both advocated for 37 to stay on Route C because of the environmental impact. The environment needs to win one. Morgan County is a beautiful, God's country kind of place, and it needs to be left alone.

If you look at the 2016 Indiana map, 69 goes up 37. 37 has been planning for this, so we don't understand. But my time is up, and thank you for listening.

MR. RICKIE CLARK: Thank you, ma'am, for those comments. Let's go to this side of the auditorium. If you'd be so kind as to state your first and last name. The floor is now yours.
MS. DANA LYNN: My name is Dana Lynn. And I just want to reiterate I don't understand why we can't just admit that we've made a mistake and stop spending the money on this -- on I-69 coming through.

But the other thing I wanted to mention that I failed to mention before was that before Section 5 gets opened to please, please, please consider the high school. Martinsville High School sits within, I don't know, maybe 100 feet of Highway 37. And from what I understand in talking to the gentleman out in the lobby, when Section 5 opens, we're going to get a huge influx of traffic is the expectation. And we have foot traffic from that high school over to the business district, very heavy foot traffic that crosses that highway. If you guys could please consider putting in a pedestrian walk over that highway to protect our children, I would greatly appreciate it. Thank you.

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

We'll transition to this side of the auditorium. If you'd be so kind as to state your first and last name. The floor is now yours, ma'am.
MS. PAM ROGERS: Good evening. My name is Pam Rogers, and I'm from Morgan County. We've heard a lot tonight about which route to choose. I'm here to say something a little different.

Regardless of which route we go, the processes used by INDOT up to this point for the public information process have not followed the guidelines that they should. The new terrain alternatives of B, D, and K4 blindsided the communities. The politicians or our government basis was unaware of these potential alternative routes in our area.

When you look at what the environmental justice Title VI rules, guidelines, and statutes are, they clearly identify how transportation development processes are supposed to engage the public. Information you've seen tonight in the auditorium and on the PowerPoint is actually misleading. When it shows a number of outreach programs to engage the public and inform them, this is not correct information.

In February only four days appeared before the notice in the paper to inform people of this meeting. There were no representatives on our CAC or within our politicians or our development
programs that engaged our community or that were a part of this process. Our community learned of this approximately June 1 when some of us received notices.

Going further, in a communication with INDOT this week, I was informed that they are not required to follow the DOT guidelines for environmental justice. What that means is now if you're over 60, if you're a farmer, if you're low income, if you do not have a college education, if you have a disability, a mobility issue, or you may not speak English, there have been no programs set by INDOT to reach out and engage those people that are by law supposed to be a part of this development process.

Tonight I ask to please have something in Spanish, something in another language to take back to my community. It's not available. You make a phone call to the Section 6 office. There's no other alternative except for English. The processes that are underway do not allow our community to be represented as they are supposed to be, and I hope you take that into consideration.

MR. RICKIE CLARK: Very well, very well.

Thank you, ma'am.
Our next speaker -- we'll transition to this side of the auditorium.

AUDIENCE MEMBER: Are we supposed to stand in line or --

MR. RICKIE CLARK: Well, because we don't have you signed in, we're just alternating between microphones. So if it's a line or if you'd like to just make your way towards the auditorium in one of the early sections here, then we can accommodate you.

I apologize for those who have wanted to sign in as speakers upon arrival and did not have an opportunity or did not see the speaker sign-in sheet at that particular time.

So we did this side. Sir, you're deferring? Then the floor is now yours, sir, if you'd be so kind as to present your first and last name. The floor is now yours.

MR. STEVE BEST: Thank you. My name is Steve Best, and I live in White River Township. And as has been mentioned earlier this evening, this has been the subject of public hearings for 20 years. You know, I see a lot of representation here, a lot from Perry Township, a lot from Morgan County, and even some from where I live in White River
Township.

I'm going to keep this brief because it's after 8:00, and a lot of good points have been made already. No. 1, I'm in favor of following 37 to 465. I respect what the Perry Township community feels about that. I think a lot of those needs can be addressed with some additional interchanges that would help not divide the community.

I see crosses at every single intersection between Thompson Road and Waverly where people have been killed on 37 because they've tried to cross it, tried to enter it, tried to leave it, and that has to be addressed. The only way to address that is with an improved highway, an interstate highway. You can't leave 37 as it is in that area. There's an absolute need.

The discussion about Mann Road being used or that area, K3 and K4, if you look at the charts out there, they show 20 to 30 percent more cost than following 37. You know, the point is being well made that we have to watch our dollars. We're going to borrow money in order to do this. I don't know about you, but I don't want to borrow 30 percent more and still have a road that is more prone to accidents. Thank you.
MR. RICKIE CLARK: Very well. Very well said.

Thank you, sir.

We'll transition to this side of the auditorium. Ma'am, if you'd be so kind as to state your first and last name. The floor is now yours.

MS. KATHY SMITH: Hi, my name is Kathy Smith. I'm a resident here in Perry Township. I work for one of the hospitals. I have children that attend the schools. This is my first meeting here. I have lived in Indianapolis about 15 years. I lived in Chicago for about ten years. And I love Indianapolis. I love that it's not so busy, but I am concerned that it seems like we tried to find our solution in building more highways, bigger highways instead of improving the numerous highways that we already have that feed into 465.

Let's improve these dangerous highways that already exist. Let's make improvements for the roads that feed into these highways. I live off of 37. Southport Road, County Line Road, they're atrocious. I want to see improvement there before I see a project that costs billions of dollars like the I-69 project. I don't want to see that. I don't care where it goes. I don't think any of them are good alternatives.
We need to improve 67. We need to improve 65. We need to improve 37. All of these highways are good. We need to improve them. We need to improve the roads that feed them. I don't want to see my tax dollars go into a project that's going to cost billions of dollars and I still have a problem getting out of my neighborhood on Southport Road. I want to see these roads improved east and west, all of these roads.

I want to also see that we have mass transit available. Your bigger cities that have tremendous commerce have mass transit. We can do things that do not damage our environment and interrupt all of our businesses. They will improve our area and our tax dollar base. These solutions presented tonight are not good solutions. I want to see better alternatives than what I seen tonight.

I want better consideration for mass transit, improvements on our existing highways. We don't need to build new highways and more interstates. Thank you.

MR. RICKIE CLARK: Very well, very well. Thank you, ma'am. We'll transition to this side of the auditorium. Sir, if you'd be so kind as to state your first and last name. The floor is now
yours, sir.

MR. CALEB HARBER: My name is Caleb Harber. I am a property owner. I'm also probably the only person that's probably under 40 that has spoken, I believe. I am 25. I'm a small business owner. I started my company at 10. I've grown it since then. I employ 22 people through the course of the summer. Eight people full-time during winter.

I-69 has pretty much existed in my mind as a business owner this entire time that it's going to be the 37 corridor. Looking at the numbers, it looks like the most economically feasible plan is to go along 37. I understand the Perry Meridian community outrage, but not really. Southport sucks. County Line sucks. All the roads suck. They suck.

I'm young. I'm going to be paying for it. You guys say you're paying for it, but we're in debt because of decisions made by your generations. Sorry. I'm the one who's going to pay for it. So listen to the young when I say interstates are needed. Urban sprawl is needed. A 90 million dollar project off 65 can be done because of interstates. Fishers, Noblesville can be done because of interstates.
Large malls, large corporations, large businesses are off of interstates. I run a business all over Indianapolis. We go everywhere. Traffic here sucks just like up there, but I can tell you we avoid the west side mainly because we can go to Brownsburg but Avon and Plainfield that don't have interstates, they suck. They suck to get to. They suck to run crews efficiently on. They suck.

And something we need to approach is the tax base says we need efficient transportation. Interstates are dramatically more efficient than highways because you don't have to stop. There are ways to engineer around the interchanges, everything else. Build bridges over them. I don't care. Banta sucks. Epler sucks. So I don't get how it's supposedly safe. They all suck. Listen to youth, hopefully.

MR. RICKIE CLARK: That is going to be interesting in the transcript. Let's transition to this side of the auditorium. No? Defer? All right.

Sir, if you'd be so kind as to state your first and last name.

MR. MATT STANDARD: Thank you very much. My
name is Matt Standard, and thank you for the
opportunity tonight to learn a little bit more
about change as well as to speak to the topic. I
think all of us are here because we have a vested
interest. If you are here and you don't have a
vested interest, I don't know why you're here.

So everybody has a passion. Everybody has an
impact. I agree with the last speaker in that
20 years the senator mentioned, other local
officials have mentioned this has been something
that's been in everybody's mind for 13 to 20 years.
Thirty-seven is going to be I-69. It's going to
happen.

Businesses, residential, agriculture,
everybody has made life decisions based on this,
and that includes people that have moved outside of
that corridor already, including myself who just
bought a house 15 months ago that now has a
proposed interchange a quarter mile from it.

I didn't buy in this district because 37 was
going to be turned into 69. Businesses have not
built there because of that. Things have not grown
up around that. But, you know what, go up to
Noblesville. Go up to Fishers. Look at
Plainfield. Does anybody remember Plainfield
20 years ago? Look at Ameriplex. Look at Ronald Reagan Parkway. Those people -- if you want to talk about tax base, they're probably wiping the walls with you guys right now.

So I would just say think about this holistically. Think big picture. Think long term. Think strategic. Because we've been thinking strategic about this for 20-plus years already. This is not news to anybody in this room. Okay.

So, remember, there's a lot at stake here. There's a lot of people's lives at stake, businesses, individual, etc. Things change; things evolve. And we need to just do it smart. I agree that there are challenges with the east-west argument. I think that's a great argument. That's what the input needs to be made to INDOT say what do we need to do to make sure the people on the west side can get to the east side, vice versa. Don't divide the community. Fair point.

I think that's where we need to speak up, but don't think this is a matter of surprise or a matter of going to destroy your community. Look at what it's done to other communities and what it could do for your community. Thank you.

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

We'll transition to this side of the auditorium. If you'd be so kind as to state your first and last name. The floor is now yours, sir.

MR. MIKE BROWN: My name is Mike Brown. I'll try to be as complete as I can with this. I'm a little bit nervous. I've been a resident of Perry Township since August of '79. My parents -- we moved from Terre Haute to Indianapolis between my junior and senior year in high school.

And the interstate exit we had was Southport and 65. If anybody is a long-term resident of Perry Township remember what that zone or that section of interstate looked like at Southport Road, there was nothing there. Gray Road you had three businesses. You had an old Sonoco station with two service bays where you could change your oil, right next door to that was a brand new McDonald's that was built in '78, and you had a Racquets Ford just north of those two. South of Southport Road, basically from a half mile east of Emerson clear to Sherman, south of Southport to Stop 11 was nothing but a huge dairy farm. Nothing was there.

Look what we have today. Go back to '79, look
at what 69 looked like on the northeast side. Look
how it's progressed the last 35 years and the
traffic mess that's occurring there. I don't know
how many hundreds of millions of dollars has been
spent on that corridor in the last 35 years. They
still don't have it figured out.

But the proposal that I have, I came up with
14 years ago. I have no land or no interest or
know anybody that lives in these areas. I may go
on a little extra here, but I apologize for that.
But I proposed a route that was dropped back in
February. I drew it on the map. I didn't make the
May and June meetings because I'm still going to
college. I'm one of the older students. I've gone
back. I got my business degree, and I'm working on
my supply chain logistics management. So you know
where I'm coming from and what I understand about
how roads or -- I'm not an engineer but how roads
function and how they move and move people.

The proposal that I had starts where the
current bypass shows at the south end of
Martinsville for the 39 bypass, cuts behind the old
IMI plant and the bowling alley, cuts across the
floodplain right next to the existing right-of-way
to the power lines that crosses the floodplain,
cuts up west of 39 approximately a mile to three
miles west of 39 due north to 70.

That takes all your truck traffic off that's
coming from the airport that's heading towards
Texas, Arkansas, wherever it may be that the 69
traffic will be going away from 465. The Ronald
Reagan is being built to keep all the intermodal
traffic is what I'm talking about. Intermodal is
what a lot of our logistics is going to be moving
by here in the next five or ten years when they
expand the Avon area with our railroads going
intermodal and bypassing the Chicago mess they
currently have up here.

MR. RICKIE CLARK: Sir.

MR. MIKE BROWN: I understand. But with the
Ronald Reagan, it's supposed to take pressure off
the west 465 --

MR. RICKIE CLARK: I've given you a little
extra time. I really have. I've given you a
little extra time.

MR. MIKE BROWN: No. You haven't let me do it
yet. What I'm saying is there's only four
intersections. It's new cross country construction
that's approximately 13 and a half miles.

MR. RICKIE CLARK: Very good.
MR. MIKE BROWN: My proposal is four intersections, a bridge, and one road overpass would have to be built for that section compared to what has to be built for 37.

MR. RICKIE CLARK: Sir, I'm going to have to ask you to conclude your comments.

MR. MIKE BROWN: I told you I might run over a little bit. That's why I went last.

MR. RICKIE CLARK: Well --

MR. MIKE BROWN: That's the problem with the debate here.

MR. RICKIE CLARK: Sir, our previous speakers have all adhered to the two-minute time limitation.

MR. MIKE BROWN: That's the problem with the state.

MR. RICKIE CLARK: I've allowed you some time to conclude your comments and wrap this up.

MR. MIKE BROWN: I don't see --

MR. RICKIE CLARK: However, we have other speakers waiting to present comments. Please conclude your comments.

MR. MIKE BROWN: What I'm saying is the cost factor --

MR. RICKIE CLARK: Very well.

MR. MIKE BROWN: -- will be not nearly the
impact if they follow the 37 corridor.

MR. RICKIE CLARK: Very well, very well.

Thank you, sir.

I'd like to thank all of our previous speakers quickly for their comments and also the courtesy that's been paid to all of our speakers from the audience. I appreciate that very much. Additional speakers at this time who would like to participate? I don't see anyone on this side, so, sir, if you'd be so kind as to step forwards and present your first and last name. The floor is now yours.

MR. BOB WILSON: My name is Bob Wilson.

There's a lot of cycling activity on the southwest quadrant around Southwestway Park going down to Centerton going down to Wilbur in that area. The Marian University cycling team which starts up on 38th and Noble Road rides down into that Wilbur area.

There's only two ways to cross the river. One is 144, and the second way is on Southport Road. There are gravel trucks on both of those roads. They're pretty dangerous at this point. I would just ask that there be consideration for cycling for whatever route is chosen. Thank you.
MR. RICKIE CLARK: Very well, very well.

Thank you, sir.

Additional speakers who would like to participate? There's someone on this side of the auditorium. If you'd be so kind as to state your first and last name. The floor is now yours, sir.

MR. RANDY CRAWFORD: My name is Randy Crawford. First off, I'd like to talk for homeowners. I believe the unbelievable loss of a home should be the No. 1 concern here. A good business will survive. That being said, businesses should be properly supported in a timely manner with the economic assistance that they properly need to relocate.

Routes B and D will sever Morgan County in half. During the construction period, businesses will be lost. Jobs will be lost. The trucking organization has already noted their drivers are going up 37. A little bit of transportation knowledge, time and distance are important to drivers. Those are just some concerns I would like to note. Thank you for your time.

MR. RICKIE CLARK: Very well. Thank you, sir, for your comments. Very well said. Yes, sir, if you'd be so kind as to step forward and state your
first and last name.

MR. JOHN DAVIS: I'm John Davis. I was up here earlier. But I've heard a few comments that I find a bit amusing. Maybe I'm listening to something else. To the two younger gentlemen and the one that made the comment about Plainfield, I-70 was already an interstate. That's why they're doing so well. If your main concern is stop-and-go traffic on 37, I understand that. But the problem I'm having -- and I can say this with some qualifications because I am a veteran -- 20 years? Twenty years we're still talking about it, and nothing has been done.

To the woman who spoke about Southport Road, you get off 37 on Southport Road, you got four lanes. You go to Bluff Road, you go back down to two, and you never expand again. You need to fix what's broken first, and then if you want to dump money into useless projects for a road that goes nowhere, that's up to you. But fix the thing that's broken first. There's no reason to put an exchange there that you can't use because it's going to end up piled up anyway.

As far as interstate safety, I've seen the markers. I've seen the markers on 70, on 65 south.
I've seen them all over the state. Thirty-seven is not an extremely dangerous road. Granted the stop lights need a little bit better coordination, but I got nothing to do with that. What we need to do is for us to come up with a concerted plan to approach these people and say fix this problem. Don't promise me things that I know you're not going to deliver.

Because when you become 61, you will still be getting the same promise, and that's just the way it is. I remember a lot of promises when I was in my teens and 20s. The government never has backed them up because the truth of the matter is they don't have to unless we, the people, push back and push in the direction that we would like it to go. Thank you.

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

I don't see anyone else on this side. We've got a speaker on the other side of the auditorium. Noting the time is 8:35, so we still have time for additional speakers to participate during this session. Ma'am, if you'd be so kind as to state your first and last name. The floor is now yours.

MS. BONNIE MIA: Hi, my name is Bonnie Mia. I
didn't come here to speak tonight. I've been
listening, and there's one thing that I haven't
heard anybody say. This is just not an interstate.
It's a NAFTA highway connecting Mexico to Canada.
If I was anybody sitting in this room, I wouldn't
want that running through my neighborhood. Who
knows what's going to be in those trucks. And we
all know it will at least be a lot more trucks.
I've traveled Highway 37 to work for 25 years.
I've not had a problem traveling Highway 37. I
mainly see cars. It's a local access highway,
local traffic going north and south to get to work
in Indianapolis and going back south to get home.

I would just say if you're going to build this
somewhere, please think of where you're going to
impact the least amount of people. I'm not going
to say where that should be because I wouldn't want
it in my neighborhood either. I'm just saying go
where it's going to impact the least amount of
people, and I would think that would be somewhere
where there isn't already a lot of development.

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

Additional speakers who would like to
participate? If you'd be so kind as to state your
first and last name.

MR. THOMAS AILER: My name is Thomas Ailer. I live in the city of Fishers in Hamilton County, which is on the north side of the city of Indianapolis. And I support converting Indiana State Road 37 into Interstate 69. It will require INDOT to purchase less road converting Indiana State Road 37 into Interstate 69 as opposed to INDOT purchasing, say, a road which is land for new terrain route west of the Indiana State Road 37.

At the same time, you convert Indiana State Road 37 into Interstate 69, you will improve traffic flow along Indiana State Road 37. It will make it more efficient because that way you remove all of the intersections which removes traffic signals. You also remove all of the traffic that flows from the west to the east, you know, across Indiana State Road 37 which would prevent a lot of accidents.

And I think you should also put plenty of access points on Interstate 69 in the form of interchanges so people in these neighbors can access Interstate 69 very easily. And what crossroads we don't put interchanges at, we can always put, say, overpasses. We can preserve that
traffic flow from the west side of Interstate 69
over to the east side of Interstate 69 as well.

So, you know, my opinion is converting Indiana
State Road 37 into Interstate 69 is a better
choice. That way you don't have two four-lane
divided highways that parallel each other between
Martinsville and the city of Indianapolis. Thank
you.

MR. RICKIE CLARK: Very well, very well.

Thank you, sir.

Our next speaker -- we have another speaker
that's on the other side of the auditorium. If you
would be so kind, ma'am, as to state your first and
last name. The floor is now yours.

MS. LINDA OSBORN: My name is Linda Osborn.
I've been a Perry Township resident for almost
30 years. My kids have gone to school here. I've
been against Interstate 69 ever since I heard of
it. One of the reasons that this has probably
taken so long is because we've finally as a
community and potentially as a nation come to the
realization that interstate highways are not the
answer to all of our problems.

For those of us who are old enough, we
remember why the interstate system was begun by
Dwight Eisenhower in order to move troops across the country, for crying out loud. Now we're talking about putting a major road through our community so that people can get from here to there faster.

Now, I travel the interstate highways to visit relatives, so I understand that. But they're traveling through our community. Why is the needs of people who are trying to get from Point A to Point B and need to go through Perry Township as fast and conveniently as possible how do those needs outweigh the needs of the people that live in that community?

I have a vested interest. I confess. I live near the corner of Southport and Meridian. I know the quality of my neighborhood is going to be degraded as traffic pours out of 69 onto Southport Road. It will be widened. It will get more traffic. Because that's what happens. You build more roads. You get more traffic, and then you build more roads. And then you get more traffic.

So I understand why putting this road through to the west side is very heartbreaking for the people that live out there and enjoy their country living, but we as a community have our rights too
to preserve what we have in Perry Township and the
homes that have been built and the businesses that
have been built up. Thank you very much.

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

Reading some of the body language in our
auditorium, I can pick up that it's -- many of you
probably are in need of a little bit of a break.
At this time seeing there are no additional
speakers at our microphone stations, then we will
conclude this formal portion of the public meeting
this evening.

(The hearing concluded at 9:00 p.m.)
STATE OF INDIANA

COUNTY OF MARION

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

That said hearing was taken down in stenograph notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given;

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 15th day of December, 2015.

My Commission expires: September 13, 2021
Job No. 102619
Appendix X - Public Information Meeting Transcripts

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In the Matter Of:

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

INDOT Public Hearing

December 02, 2015
INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

December 2, 2015
5:40 p.m.

AT THE
Mooresville High School
550 North Indiana Street
Mooresville, IN 46158

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

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
MR. BILL MILLER: I live on Centenary Road, 7336, the last house before you get to 144, and it's a historical cabin that was built in 1819. And that was a little bit after the state became a state.

So, therefore, I wouldn't want them to come down Centenary Road and destroy my home because it's historical, and that's all I wanted to say. We have 6 acres there, and I took care of it. And then I built barns and all the way around the cabin. I've built all my house around it, bedrooms and kitchens and garage, and that's it.

But it's -- the cabin is still there. We still use it. It's the front room, and I sleep upstairs at night. That's all.

MS. LEANNA COCHRAN: Running traffic through Mooresville in any of these is going to put a huge amount of traffic downtown Indianapolis. Truck drivers will not go around 465. I know. I've worked with them for 40 years. They are not stupid. They will go through downtown I-70.

And I don't think downtown I-70 can handle a lot more traffic going through town. They also will not -- if they're coming from the east, they
will not take I-70 into 465 and go around to 37. They'll cut across. There's going to be a lot of traffic in areas that are not designed to handle it and create a lot of congestion. We don't need it or want it particularly downtown. P.S., they're going to take my house.

MR. RANDAL ALLEN: 163 Justin Drive, Mooresville, 46158. There is a cemetery at the intersection of Centenary and Henderson Ford Road. It's in the northeast quadrant. It's an old pioneer cemetery, and I'm not sure if anybody knows that that's there. And the only reason I know is I've lived in the area for quite a while. I've hiked back to it.

So I just want to make certain that people know that. And one of the routes is going right through that particular area, and I forget which route it is. I think it's Option 6 or something like that. Is there one of those things around here? I can try to find out and come back and tell you.

MS. CHERYL ROSENFIELD: My name is Cheryl Rosenfeld. I do not want this going through my neighborhood. We are in our later years. We bought our house with the intents of living there
until we're in a nursing home or worse. It's very quiet where we live. I love it. This right now, one of the routes is Centenary and Henderson Ford, which is right by my house, half a mile from my house.

I don't want that going through my yard. I don't want it going through my subdivision. I love it out there. They can go the original route up 37. There is limited homes along there. What few businesses are there could adapt. Where you go through these other routes, you're going through people's farmland, property where it has been in their families for years.

You're going through homes where people have children and have raised them there, farms, as I said before. It's crazy. It's small towns and farms right now are very few and far between. You drive out in the country, it's subdivision after subdivision. There's not a lot of farmland. And why take what we've got?

It's very, very, very wrong for progress. We have roads right now that are falling apart. They don't fix them, and it's wrong. And I will fight this tooth and nail. If I have to get out there in front of a road grader, I'll do that. But I will
fight it every step I can. That's my opinion.

MS. LOIS A. McCLOY: I just -- well, I suspected but now I know for sure they're going to go right over my house, so I object. I don't know why they can't stick on 37. That was the plan all along. I don't know what else to say except that I object, and I assumed -- we all assumed that it was going up 37. It seems like, you know, they had the easements already along 37 that they could use instead of taking people's homes.

MR. DAVE SNYDER: I know three people in Martinsville who work in Indianapolis. I know others in Martinsville who like to go to Indianapolis. Of those three, I asked them, and only one person takes a flight once a year. The argument that running Interstate 69 through Mooresville would improve access to the airport is insignificant compared to the benefits of running it straight to Indianapolis.

You have the Colts, the Pacers, the Fever, the IRT, Harry and Izzy's, St. Elmo's, the lighting of the Monument, the children's museum, the Eiteljorg, Victory Field, the Indiana State Museum. What am I missing? There's so much to do in Indianapolis, and if you were to run 69 through Mooresville, all
that traffic is still going to drive up State Road 37 because that is the straightest, most direct route from Martinsville, Bloomington, and points south to Indianapolis.

MR. DAVE DAVIS: My name is David Davis. I live at 7334 Cordova Drive in the Crossfield subdivision in between Mann Road on Southport Road and High School Road. I-69 will affect us in two ways.

One, it will be coming -- if it comes down Mann Road, it will be seven-tenths of a mile from my home. And the other thing that's going to affect us is there's a large warehouse complex that's going to be built in my backyard, so I would be caught in between the warehouse complex and I-69 if it comes up Mann Road.

My concern is I need to know time limits on when this project is going to start so we can determine what we're going to do with our home. It's important. It's a small subdivision. My sister is already affected. She's already been served to move because they're going to expand the road of Camby Road through her home, so her home will be gone. So we just need a time frame on when this is all going to happen.
MR. JERRY LONG: We live at Spring Lake Road and Mann Road. We purchased our home earlier this year with the thoughts of following INDOT and seeing that I-69 was supposed to stay on 37. We no sooner than find out we get moved into our home that they're making alternative routes possibly going through Mann Road.

And it just makes us totally sick to think that we've invested our life savings in purchasing a home and possibly having to degrade it by I-69 running right down through the front of it.

Currently, Mann Road is just one beautiful, scenic route for motorists to travel on. Probably one of the prettiest roads in Morgan County. It's a shame to tear the environment up and to destroy the beauty of this area.

MS. JENNIFER LONG: I think what we're mostly irritated about is the lack of communication and information to Morgan County residents. Two or three months ago is when we first found out about it, so we were shocked after we purchased the home.

MR. JERRY LONG: It seems like it was poor planning on INDOT. They should be able to make a decision. They said 37, and now we're backing off and wanting to go other ways. It's very, very
horrible.

MS. JENNIFER LONG: I know along the White River and 37 -- 144 and 37 right there, all that farmland, there's all kinds of dense fog every morning. So we were -- that's right on Mann Road, so we were curious about, you know, INDOT not knowing about that or maybe they do. I don't know, but it's always foggy every morning in that whole area of White River, which is Mann Road and 144.

MR. JERRY LONG: We're worried about the plummeting property values that's going to happen in the Mooresville area because people are not doing anything to their homes right now. They're afraid to spend any type of money because they're afraid 69 might take them or they want to sell.

It's really devastating to the community. I'm surprised they made a decision to stick it on 37. Stay on 37. That was the original route. Stay on 37. They should not detour from State Road 37. The highway is there. There's an open -- it's got to cost less money to stay on 37 than come through Mooresville. I don't know what else to say. I'm just sick about it. Truly, truly am. That's it.

MR. JIM MILNER: My comment would be I believe the highway should run along Highway 37 because the
intersection of 37 and 465 is already in need of rework or redesign because of the congestion.

State Road 37 also has noise pollution that people in the area are already used to; therefore, we're not introducing a new road with noise pollution, if that makes sense, to a new area.

Two years ago I chose to buy property off of Mann Road because I believed that the route was already decided to go down 37. I would not have bought that property had I known that they were going to reevaluate the whole route system, and I'm extremely disappointed that it may impact property that me and my wife have saved for years to buy.

I believe that truck drivers would appreciate that intersection being redone as well because of congestion. I see them backed up, several trucks at a time, trying to come and go from the truck stops.

MS. KATHLEEN COLLINS: I just want to say this is disrupting everybody's lives. I've lived here 35 years, and I'm going to live here the rest of my life. I don't want all this mess. It's going to cut us off, and I don't understand why they don't come up 37, which is already impacted. Put their money in that. It still will be a lot cheaper than
disrupting all of our lives. That's where they ought to go.

MR. KEVIN SHELLY: I just noticed on the sign over there B and D options have zero -- let me go back and see what it says. No environmental impact, zero acres. Wetland protected area. So wetlands protected area, wetlands, zero impact on B and D.

To me that's important for wetlands that are federal for a lot of reasons, and these other ones, that's 440 acres, 375, 3 -- so the other routes all affect a lot of the federally protected wetlands, so I assume that's not a good thing.

There's a lot of reasons B and D would be better than K3, K4, and C. Another one is 144 which is a very heavily traveled road right now, and it's a very narrow two lanes, no median. So there's wrecks on there every week, 55, 60, and residential. And there's a lot of roads that empty into 144 that's residential. There's a lot of hills. You can't see. The distance that you see isn't far.

So it's almost more traffic than you can handle on 144 right now. So for that reason, both of these options put an interchange on it on 144.
C, K3, K4 both have interchanges. To me all these people traveling this far, you only got four, five, six places to get off. It's going to increase the traffic on 144 more. And I don't think -- I've lived on there a lot of years, and there's a lot of wrecks on 144.

And there's no room to make the road bigger. It's so residential, too many houses. So my gut tells me B and D are better alternatives for the environment, for people, for safety, for a lot of reasons.

All this area here, the river is there. This is all low lands. I used to take my kid to Waverly School every morning for six years. And then I had another kid, so for about 20 years I've been in this. And almost daily this area gets real foggy. You can't hardly see. It's bad. Now they're going to put an interstate through there with cars running 80 miles an hour? It scares me. You talk about pile-ups, so I don't know.

Those are just thoughts. Wetlands are important to me, and 144 is real important. That's going to increase traffic on 144. They really need to look at 144. That's a death-trap road. Every week there's wrecks there.
MS. SANDRA MILLER: So my comment is that the interstate will clip the back end of our subdivision. I live very close to that back edge, and it looks like -- it's hard to tell, but it looks like on the map that they're going to be built right over a 42-inch pipeline that they just put in about four years ago, a gas pipeline.

Since that's right on the edge of our neighborhood, we were concerned about the gas pipeline to begin with, but now having an interstate built over it, I don't even know how you can do that legally, put it over a gas line or cross it. So those are, I guess, my main concerns and that I propose State Road 37 because that was what we were all led to believe.

MS. PAM ROGERS: This is Pam Rogers. And our comment is we would like to thank INDOT for making the extra accommodation to allow our community to participate; however, we had told them at the onset that there would be over 1,000 people. So we're hoping they will extend the hours tonight to allow ample time to cover all the comments and the concerns.

(Public comments made in the gymnasium.)

MR. RICKIE CLARK: Our first five speakers
this evening on our speaker schedule will be Lauren Moore followed by Daniel Elliot followed by Dave Marcotte followed by Robert Turner followed by Angie Blackwell. So, again, Lauren Moore in the gymnasium?

MR. LAUREN MOORE: My name is Lauren Moore. I'm on the Morgan County Council. My comments on this is that a lot of the people in my area will be disturbed with the use of the C and D path going up just west of Monroe County.

But they -- the other thing is the use of K3 and K4 will take the highway right through a lot of natural water area, and we happen to have a lot of (inaudible) there. If I was coming from Evansville, I wouldn't want to end up out in Monrovia. I'd go right downtown.

My other comment is the fact that I have seen so many of the interstates just drop off right at 465 where they should have been going downtown. Take I-74, you get to 465, and then everybody has to try to travel around just to get on downtown. 69 is the same way. You see how many extra lanes they had to put on 69 and 465 just to bring that traffic around the east side so people could get downtown. And that's my main statement.
MR. RICKIE CLARK: Our next speaker will be Daniel Elliot.

MR. DANIEL ELLIOTT: My name is Daniel Elliot. I am the president of the Morgan County Redevelopment Commission, and I wanted to come here and put on record that officially that the Redevelopment Commission of Morgan County has unanimously voted to agree with the majority of the residents here that we believe that the best route for 69 would be to follow the existing Highway 37 route.

The reason we believe that is because the negative impact of the other routes would not only have drastic implications on the agriculture, businesses, and homes of Morgan County residents, but also because of the fact that we as a community have been planning and trying to prepare for I-69 and the rest of the changes that are facing us in the 21st century. So we planned our entire community around that existing route.

We believe that it would be the most benefit to the residents of Morgan County, but, more importantly, the least amount of impact to the people of Morgan County. So, again, our vote unanimously, without even much of a discussion, to
be honest, was that we would like to encourage INDOT to choose the existing Highway 37 route for I-69.

MR. RICKIE CLARK: Very well said. Our next speaker would be Mr. Dave Marcotte.

MR. DAVE MARCOTTE: Good evening. My name is Dr. Dave Marcotte, superintendent of schools in Mooresville Consolidated School Corporations. I have strong concerns with preliminary Routes B, D, K3, and K4 due to the potential negative impact on the Mooresville Schools.

These concerns include: No. 1, the loss of assessed valuation as property is removed from the local tax rolls causing a reduction in our capital projects, transportation, and debt service budgets.

No. 2, potential loss of student enrollment as families relocate, which could further reduce the operating budget and may result in redistricting of attendance areas for our elementary schools.

No. 3, all four routes through the Mooresville School District will create transportation problems with regards of school buses having to navigate around the highway. The end result will not only be longer bus rides and safety fears for our children, but the added costs of fuel and
maintenance on our bus fleet as well.

These concerns are real and must be taken into consideration because of the potential negative impact on the Mooresville Consolidated School Corporation. Thank you.

MR. RICKIE CLARK: Our next speaker is Robert Turner.

MR. BOB TURNER: My name is Bob Turner. I'm on the environmental committee of the Greater Mooresville Environment Group that maybe you've probably heard of. That group has done an excellent job getting everybody here tonight.

I say I-69 stay on 37. My wife and I and myself developed and built a Cheetah Preservation Research Center named CPRC on 37 acres. We take rescue servals and bobcats and perform wildcat research education programs to educate the public about the 37 species of wildcat around the world.

We do this service at no cost to the public. This is a service to the community. We cannot perform improvements to our facility due to the uncertainty of where this route is going to go. If we improve the facility, this will be taken away from us if D route is chosen.

Cheetah Preservation Research Center is a USDA
licensed and inspected facility and USDA research facility, one of the top 3 in the nation. It will be an extreme hardship to close down and relocate CPRC if D route is chosen. It has taken us 25 years to build this facility into what it is today. Believe me, it's an excellent facility.

Also I want to mention we've got a bobcat wild habitat of 5,000 acres behind our facility. These are wild bobcats. The only area in central Indiana that has bobcats in the last three years. Again, I say I-69 stay on 37.

MR. RICKIE CLARK: Next speaker is Angie Blackwell. The floor is now yours.

MS. ANGELA BLACKWELL: I'm Dr. Angela Blackwell. I own Horse & Hound Veterinarian Clinic just located outside of town. I support I-69 staying on State Road 37. I'm not going to talk about I-70 taking my grandparents' farm or about being a single mom starting a business in the community I grew up in or our four-generation family farm.

I'll lose my home, my business, and my family farm if B or D route is chosen. I've got a pretty good interest in this. This process decision means a lot to me. So I'm going to set my personal
opinions aside and talk about it down the road. With regard to taking my veterinarian clinic in central Indiana away isn't growth. Horse & Hound Veterinarian Clinic was founded in a rural community to service horses, small animals, and small (inaudible). Having a full-service facility that employs three doctors and ten technicians and other staff inviable to the community --

THE REPORTER: Can you move closer to the mic.

MS. ANGELA BLACKWELL: -- employ more people in this area. It can't do it next to a super highway. (Inaudible). No economic growth will occur in Morgan County if any of these alternate routes are chosen. Hendricks and Marion County will be the only counties to benefit. Mooresville will actually lose economic growth due to the county line contributing to any development. The growth would occur in the I-69 and I-70 or I-69 and 465 junctions, neither of those are in Morgan County.

Both the B and D routes (inaudible) already present would essentially block any further development and take away businesses already present. The floodplain is another block.
Mooresville just pays for the mess as Hendricks and Marion County profit from it. I don't call fast food and gas stations economic growth. I realize this meeting will check off the box for INDOT (inaudible), but keep asking yourselves, everybody, who's paying for this? The floodplain, the utilities, the new pipeline that we just put in being moved. We are over and over and over and over again. That's not growth. That's destruction. Keep it on 37.

MR. RICKIE CLARK: Our next five speakers to sign in requesting an opportunity to have his or her comments entered into the public record this evening will be Steven Oschman followed by Will Clark followed by Jeff Loveless followed by Dave Jenkins, and then our fifth speaker will be Wendall Baylor.

MR. STEVEN OSCHMAN: All I need to say is keep 69 on 37; right? My name is Steven Oschman. I would like to take this opportunity to thank all of you for being here tonight. The turnout is fantastic. It's exactly what we wanted and speaks volumes about your concerns regarding the routes through Mooresville.

Many of you are current members of the Greater
Mooresville Advisory Committee and have been very active in getting the word out about the preliminary routes. Thank you for your dedication. This is evident. Give yourself a round of applause. Your concern since July of this year prompted INDOT to approve my request to be a member of the CAC, which is the Citizens Advisory Committee. This was an extension (inaudible).

The CAC members are community voices of INDOT, and I am proud to be here representing you. Please feel free to connect with me at any time. It's not hard to find me here. I've got the T-shirt on. We also encourage you to visit the INDOT project office too.

Now let's shift gears a little bit, and I'll tell you a little bit about some of my concerns. For example, what planning has the town of Mooresville done for I-69 routes to run through our town? I didn't think you had anything. The fact of the matter is we haven't done anything, zero planning.

A case in point, can you imagine a six-lane interchange out on 42 and Keller Hill Road emptying on High Street? On the other hand, downtown Bargersville has been preparing for I-69 coming
through there for 8 years now. They've added sections of property all the way to 37. Why haven't we planned ahead? We've not planned ahead because you had no idea that four out of five potential routes would strangle Mooresville in such a short span of a few months.

Those along 37 had a decade to plan. We had months. INDOT, I urge you to keep 69 on 37 as everyone has assumed for over a decade now. You know that's the right thing to do.

MR. WILL CLARK: My name is Will Clark. I also live right under Route B. I'm not here tonight to necessarily go into a lot of details as far as the fact that the fog in that area could cause all kinds of issue, nor would I necessarily want to -- I know other people talk about the fact that we've got noise pollution, light pollution that's going to cause all kinds of issues. It was already mentioned that we had issues as far as school buses, but what about the emergency vehicles that will have the same type of problems?

But I am going to go on a personal note right now, and I know that's maybe not what we're necessarily here for. But, hey, I got the mic for a couple of minutes. When I look at this, I think
of an oak tree I've got on my property that my 33-year-old son put in the ground for me on Arbor Day when he was nine years old. And I think about the Norwegian pine that's sitting just away from it a little bit that my middle son who is 31 now that he and I put in the ground when he was nine years old on Arbor Day. And I think about the poplar that my youngest son and I put in the ground when he was nine years old, and he's 28 now.

And the memories -- now I've got grandchildren playing around those trees that my sons put in the ground, and lawn mowers and wind and drought haven't taken those memories or those trees away. And I don't want it to be a bulldozer.

MR. JEFF LOVELESS: Hi. Jeff Loveless from Mooresville. I'm not here to talk about our town as much as I am to talk about our state. I think INDOT has to look at the big picture. When you're looking at the big picture of making an interstate, you've got to connect the major dots.

On 65 we go to Louisville to Columbus to Indy to Lafayette to Chicago. INDOT needs to look at the big dots for this project, and those big dots are Evansville to Bloomington to Indy to Fort Wayne. They are not out to Plainfield and
Monrovia.

So, INDOT, here's what I say to you -- and this is based on your own information -- first of all, drop the K routes. I trust your cost sheet. One of the K routes costs 20 percent more. The other one costs 27 percent more. That cost over-run is way too expensive for a road that is only 2 miles away from 37. Choosing the K routes is literally highway robbery for Hoosier taxpayers and financial mismanagement.

Now, for B and D routes, your study shows that only 25 percent of the people are going to use the B and D routes and that 75 percent are going to continue to use 37. You are literally building a road to nowhere. Keep it on 37 because that's where the drivers want to go. They want to go to Indianapolis.

Now, for the C route, that is the logical route. You need to improve the safety, reduce the crashes, reduce time, reduce gasoline costs, and you need to connect the major dots, Bloomington to Indianapolis. INDOT, we ask you to do what's right for the state of Indiana.

MR. DAVID JENKINS: Good evening. My name is David Jenkins. My wife and I reside in a home we
built 26 years ago. It's located about a quarter mile from the Alternative Route B, about a mile from Route D. I think she and I both have plenty of room to gripe about the alternative routes going down 37. However, I'm not going to take a position of not my backyard. Rather I'd like to focus on a technical matter related to the whole process.

I believe that what appears to me that there's a lack of a truly comprehensive quantitative tool, a computer model, if you will, that is not in play here within INDOT. Such a model, when properly designed, can be employed to communicate what would provoke a community-wide sense of transparency and fairness in the Section 6 ground selection process.

I respect INDOT's obligation as the state agency that is charged to manage and finalize Section 6. As administrators of Indiana's highway system, I'm sure you struggle with any road project planning analysis phase in terms of how much information to reveal to the public.

But it's natural for affected citizens who want to know more of what goes on behind the scenes. I believe this is especially true of the case of Section 6 of I-69 given its complexity, potential impacts, and costs.
By not having some knowledge of the model, its input assumptions, and sensitives, how could we ever get comfortable with the route choice that's made? If such a model is not employed, I think INDOT will have a much tougher time with citizens such as myself and the affected community at large that their process will ultimately determine the best Section 6 route. I appreciate the opportunity to speak. Thank you very much.

MR. WENDALL BAYLOR: Good evening. I know I'm short, but I didn't want to cause this much trouble. My name is Wendall Baylor. I'm retired from Indiana Gas, now Vector. And in that position, I had the responsibility of operating and maintaining high-pressure pipelines.

This is more of a -- I hope an information for the INDOT staff, but on B and D, there is one area about 1,000 feet in diameter where we have five high-pressure pipelines intersecting. That means that they're going to have to move them, which is going to cost them a lot of money. One of them is the REX pipeline. I think most of you have heard of it. It's 42 inches in diameter. I could fit in it and walk right down it.

Anyway, that means that if one of the
contractors happens to look the wrong way and he
blades into one of these pipelines, normally,
they're safe. But when you got heavy construction
around it, you never know what might happen. On 37
there's two pipelines that cross it that I know
right now, and being it's four lanes, they're down
at the depths where they won't be any damage into
them. So this is one reason that I say keep it on
37. Thank you.

MR. RICKIE CLARK: Our next five speakers to
sign in on our speaker schedule requesting an
opportunity to present a comment into inclusion of
the record will be Sherry Bush followed by Pam
Rogers followed by Bill Conner followed by Dave
Snyder, and then our fifth speaker in the group
will be Jackie Swisher. I apologize. So, again,
Sherry Bush.

MS. SHERRY BUSH: Hi, neighbors. I'm Sherry
Bush. You probably saw me a little bit on the news
this week. I'm not against 69. I am for 69 going
up 37, the original route that we've known about
for the last 10-plus years.

I'm here to make sure that you know, that all
residents know, that according to INDOT's own
documents on their website the B and D routes, if
they are chosen, will have a feeder east-west route that will connect 67 to the interchange at 42 and Bunker Hill, that area, Bethel Road, Keller Hill where the interchange is right at 42. It will widen High Street to a minimum of four lanes. Think about it for a minute. High Street, a minimum of four lanes. What's here? Branson? We have historic homes. We have lots of businesses, Branson-Carlisle Funeral Home.

So funneling that much traffic through Mooresville coming either off 69 and the interchange to get over to 37 or 67 is going to be huge. A minimum of four lanes is going to be awful for all of us. It's going to destroy our historic homes, businesses. Several of the businesses that I've been in contact with said if they get forced out they will not relocate in Morgan County. They will go somewhere else.

To me that's not economic development. I don't know about you guys. High Street is the character and the charm of Mooresville. It starts right there on High Street. We don't want to destroy our community.

The last thing I want to say is we have questions. We fought to have this meeting here in
Mooresville. We finally got it from INDOT. This is our chance to voice our comments. Make sure you leave comments, talk to the court reporter and leave your comments, voice your concerns. But when can we expect answers? When do we get answers?

MS. PAM ROGERS: Hello. I'm here tonight as the co-chair for GMAC. (Inaudible) 69 we'd like it to continue to stay on 37, but we are against the ongoing discriminatory practices that INDOT has used for getting our community involvement when this project first started and without giving consideration to include environmental justice practices.

Our community and our officials were blindsided. INDOT states that they are not required to follow guidelines established by the National Environmental Protection Agency because of a law called Map 21 which allows it to cut corners. Accordingly, INDOT has implemented a plan that has restricted our community from having inputs into the project scope, purpose, and need in development of these alternatives that were initiated in the February meeting.

Many of these alternative routes would cause changes in our lives, family, and social community
that we call home. The additional pollution risk that comes from the cloud effects of the transcontinental interstate are well known. We're already dealing with dwindling air quality and pollution issues resulting from the power plant, manufacturing businesses, and dumps.

Environmental justice regulations provide an opportunity to say we have a right to live in a healthy, safe, and social setting regardless of our age, culture, income, or education. The highway will add problems to what we already have, and enough is enough.

Michelle Allen from the federal highway who is here tonight stated to me this week that they will not remove the statute of limitations regarding filing all complaints regarding Section 6. Additionally, we can now still make comments and evaluate those routes previously removed and tweak those remaining for additional options.

We have until December 17 to identify any incorrect and misleading data that is being shared here tonight and upstairs. We need to make comments. We need to know why 37 needs to remain the preferred route. You need to send those comments in. It's up to you to speak out for these
rights to protect our water, trees, and various
historic homes from further regarding (inaudible).

I have found (inaudible). Please help us help
those who are less fortunate and insist on early
environmental justice consideration to keep these
routes or keep I-69 on 37 north where the
transportation (inaudible) will cost less overall
because enough is enough.

MR. WILLIAM CONNER: Thank you very much for
providing this opportunity for comment. I'm
William Conner, president of the Indiana
Astronomical Society. We operate two astronomical
observatories on the top of a hill four miles south
of Mooresville just off State Road 67 on
Observatory Road.

We provide public interest programs and
observational astronomy, science, and participate
in the STEM events to high school and grade schools
throughout central Indiana. The observatories are
key to our programs as we host thousands of adults
and students every year.

Thanks to dark skies, we're able to observe
distant galaxies, planets, comets, and many other
objects of interest for beauty for these
organizations. We have a significant investment in
those observatories, and we are very concerned about the light pollution that brightly lit interstate interchanges will bring.

For example, Alternative Route B proposes an interchange at State Highway 67 only one mile from the observatory. This light will severely degrade our ability to observatory programs to the public as well as our members. Lighting, such as new LED technologies, cannot be filtered out. The wide white concrete interstate roadways also reflect significant amounts of this light coming to the sky.

Based upon the aforementioned regions, we formally request that I-69 west alternative Routes B and D be struck from the list of possible routes due to negative impact on the observatory at Link Observatory. Thank you very much.

MR. DAVE SNYDER: My name is Dave Snyder. I own one of those historic houses on High Street. First, I'd like to thank Mr. Clark and Mr. Earl and Ms. Rubin. I know you're spending a lot of time this week in an effort outside of the normal work week to come and educate us and listen to us, so thank you for that.

I'm a taxpayer in Indiana, and I intend to be
probably for the next 30, 35 years depending on my health. And I know bridges are very expensive to build, and they are not cheap to maintain. And I think it's foolish, if not irresponsible, to build highways where we're going to install one, if not two, major bridges when a more direct route doesn't require those.

And then since the light is still green, I went to the Perry Meridian meeting on Monday, and I heard this back in February too is that building it on 37 would divide the neighborhood. Well, if you look at the proposed interchanges they're on Banta, Southport, Wicker, Smith Valley. It's not dividing a neighborhood at all. If anything, it would speed traffic back and forth because you wouldn't be stuck at a light at 37 for so long. So thank you.

MS. JACKIE SWISHER: Good evening. My name is Jackie Swisher. My husband and I are Mooresville residents. My husband has been in Mooresville all of his life. I have been a resident of Mooresville for 12 and a half years.

I think I can probably speak to what a freeway does to a small town. I'm a southern California transplant. I have seen what freeways do to small towns. It will take Mooresville, and it will drive
a stake through its heart. It will divide us. It will divide families. It will divide our social scene. These are people. These are not just land prices or home prices. These are real people that you're dealing with, and you have to take into consideration that this is just not something they should do to us and walk away softly. Keep it on.

MR. RICKIE CLARK: Continuing reading from our speaker schedule, the next seven speakers will be Steven Watkins followed by Melanie Eli followed by Jeff Burcher, David Jenkins, Mike Curry, Clay Jones, Steve Bordland.

Mr. Watkins, the floor is yours.

MR. STEVEN WATKINS: Thank you very much. Pardon my lack of structure. I honestly haven't been on this floor since I graduated from high school. Many of you know my father. His name is Kevin Watkins of Watkins Appliance Service.

On top of losing that business from two of the routes that would be going through our property, I really am not just going to give my location away because all of the routes really affect everybody here. And I feel like it's important for all of us to be upset about this.
I personally graduated from IU and came back to Mooresville. I still live with my father. That's cool with me. He needs my help just as much as I need his. I plan to build and live on the property that he started for us, our family. If those routes come through, I'm going to leave the state. He's going to leave the state. Really that itched us in a way that Indiana has started to itch everybody.

Indiana is a state that's kind of gone down the drain with a lot of its representation of the people that are here. The people that are here are really nice and really good people. A lot of our representatives and a lot of the departments that are managing our tax dollars or tax -- people that pay those taxes starting to really make me feel like we're misrepresented.

I'm not sure if our representatives are actually here today. I heard that Bray was, but I'm not sure if Mayfield is. I'm pretty sure that's the last name. Either way, my father's business has been around since '68. It's almost 50 years. Talking a little bit about me, we'll be moving out of this state.

Talking to INDOT's information that they
presented, I've seen several other state
departments, including the DNR, talk to their
information and not recommend what they allegedly
said. I believe that the DNR issued a letter to
Sarah about this, one of the PMs at INDOT, that
those routes were unreasonable in comparison.

So, overall, INDOT is trying kind of really
sidetracking us with telling us how things have
been rather than letting us decide. Really as
taxpayers we should be deciding and represented by
the people to allow them to decide.

Thank you for letting me speak, and thank you
to Mooresville High School for hosting this and all
the staff that are helping.

MS. MELANIE ELI: Thank you for the
opportunity to gather. Let's state the obvious and
say nobody wants it in their backyard. You're
never going to please everybody. Everybody has a
story, and they're all very legitimate.

If you think back, because this has been a
10-year road, I'm sure going up 37, while there may
have been a requirement for alternate locations,
nothing really came of it until the representatives
and Perry Township all of a sudden created a stink
about not wanting it in their backyard.
Now we have to scramble to find all these other pathways when this road is built for that. So I said upstairs to one of the people involved if you think the most objective way to do this -- I realize you gather data, but I hope and pray at the end of the day when a decision is made if you blinded these options and you took them to experts on how this decision were made and you did not tell them where it was and you didn't take community comments and you let them pick, it -- nobody thinks it would be anywhere else but right up 37.

And so for money, for planning, for commerce, that's where our tax dollars are so wasted, and people feel like power is what makes these decisions. If the people in Perry and Johnson County are upset -- I travel 69. I travel all over central Indiana. I would like them to visit Carmel because 31 and Keystone they have done a beautiful job of creating over-ways and under-ways that can accommodate their desire and do it in a very common sense 37.

So blinded, that's what I'm saying. At the end of the day, please make your decision with logic and common sense and not emotion where the loudest feeding wheel gets to win the race.
MR. RICKIE CLARK: Mr. Jones, you're our next speaker.

MR. CLAY JONES: Hi, everybody. Thank you for coming. I think the turnout speaks volumes. There seems to be a recurring theme here. I'm Clay Jones. I represent the Jones family, but there's a recurring theme. Everybody was blindsided. I think everybody can see what this is. This is the Mooresville Times. It's dated July 1. I like props. This is how I found out. My sister just happened to notice it in the paper.

That was July 1. They already had public meetings by then. We didn't know about it. This is also how a lot of people found out. These are survey letters. A lot of people didn't know anything about it until they got these in the mail. I don't think that's the way people should lose their heritage, their farms, their land, their homes, their businesses. I don't think that's how they should find out.

Now I'm going to take a minute to get personal. We have an 88-acre farm west of Mooresville. I'll be affected by the B and D routes. For the record, I want to keep it on 37. The B and D route goes right over a historic barn
that we have on our farm. That barn was
revitalized by my dad in 1999. It's precivil war.
It's right over the top. Right over the top.
We have a farmland, a wetland that will be
destroyed. We see eagles. We see other endangered
wildlife. I know a lot of you do because we've
heard from you. Keep it on 37. Thank you.

MR. RICKIE CLARK: Moving on to our next group
of speakers for our session will be Don Robinson
followed by Roberta Sharp followed by Jane Amos
followed by Lisa Pearson followed by Deanna Pugh
and then also Cheryl Rosenfeld.

MR. DON ROBINSON: Thank you. My name is Don
Robinson. I speak in favor of I-69 following state
road corridor from Martinsville to 465. Beyond
that preference, I call attention to the tyranny of
procrastination.

The State Road 37 corridor was elected as part
of the Tier I decision made 11 years ago in 2004.
The economic impact of that choice affected
property owners and business planning either
positively or negatively for over a decade. This
disruption continues tonight.

Add to that the alleged Alternatives B, D, K3,
and K4, and you have disrupted -- hundreds of
people lose homes and businesses that's been, essentially, red tagged as potential for imminent domain or possibly become backyard neighbors with a transnational highway linking Mexico with Canada. Property sales are already difficult. Planning construction has been postponed, and improvements to existing homes and businesses must be reconsidered. The loss in quality of life, property value, and growth potential gets too little attention in these kind of projects while INDOT and federal highway authorities second guess the decisions they made in 2004 -- remember that. Second guess decisions they made in 2004.

Hundreds of Morgan County property owners are asked to hold fast to the status quo two-plus years until 2018 before they can find out for sure that their property is secure again. I say the tyranny of delaying the decision is destructive and unforgivable.

MS. ROBERTA SHARP: My name is Roberta Sharp, and I say I-69 should follow State Road 37 like INDOT stated since the project's inception 20 years ago. When the I-69 project was first announced in 1999, opponents wanted a path to be I-70 from Indianapolis to Terre Haute. They built a new
interstate parallel to Highway 41 from Terre Haute to Evansville. This would have been the smart thing to do, quicker and cheaper than a totally new road.

INDOT said they couldn't do this. They had to build a new highway up the middle of the state and connect to I-465. For 13 years the plan has been new terrain from Evansville to Bloomington and then follow 37 to 465 or possibly 37 to Mann Road for the last few miles.

By now considering a route to connect to I-70, does this mean INDOT wasted billions of dollars of taxpayers' money, not to mention destroying countless homes, farms, and the environment when they could have built a new road parallel to 41 and connected it to I-70 in the beginning.

If that had happened, I-69 would have been completed years ago and fully funded. The only people who would benefit by connecting to I-70 now are FedEx and the warehouses along I-70. Now INDOT has no money but is planning Section 6 with no funding and no place to get the money other than private and public partnerships. Does this mean a toll road?

Our homes could be in limbo for years while
they try to get money to pay for the highway. I recently drove home from Memphis, and the route follows I-69 from Memphis to Kentucky. It is a four-lane highway similar to 37 with some construction and signs saying future I-69 corridor.

On the interstate in Kentucky, the signs say I-69, formally Western Kentucky Parkway. They just changed the signs and made slight modifications. Indiana could have done this for most of I-69. Obviously, this means Kentuckians are smarter and more fiscally responsible. I-69 to stay on 37.

MS. JANE AMOS: Hi. I'm Jane Amos. I have lived in Mooresville for 25 years, but I actually grew up in Evansville. So I always wanted to see a route from Evansville to Indianapolis. However, years ago when the majority of the people in the southern part of the state put their comments in, it was the same as Roberta just mentioned to you.

They wanted a route that went 41 to 70. You can imagine the outrage that now we have two routes that will end up on 70. Why are we going backwards in time? The original route approved took the shortest distance between Martinsville and Indianapolis. Again, why would we want to go a route that goes northwest instead of east is the
direction we need to go?

I knew nothing about this route until I read about it in the paper on July 1. I knew there were meetings, but I thought what it said we're looking at routes from Martinsville to 465. That was a no-brainer. How else would you get from Martinsville to 465? And, again, it's been somewhat of a (inaudible). I've always said shortest distance between two points is a line. We need a direct line. We don't need to go northwest.

I went to the Perry meeting on Monday. And so many of the comments talked about they've known about this upgrade for 20 years, and as we mentioned earlier, we've only known about this for five months. How did we get caught up to where the Perry group is? Building a new terrain interstate, especially the Alternate B and D routes, will not ease the traffic congestion in Perry.

And my family from Evansville, my friends from Evansville maintain they won't go on the B/D route. They will continue on 37. So why would we continue with that route? So, again, I'd just like to say we need to stay with the shortest distance between two points and keep the route on 37.

MR. RICKIE CLARK: Very well said. The next
speaker on our schedule is Lisa Pearson.

MS. LISA PEARSON: Thank you. I'm Lisa Pearson, and I'd like to reiterate what several others have said. The way we found out as business owners and as a 300-acre farm owner for three generations is a neighbor calling us saying have you heard of the new I-69 news? We hadn't. We did research. One week later, we got two letters that were the survey forms, one to my business and one to my home. Both Routes B and D affect both my business and my home.

I'm directly associated with the State Road 37 to 69 transition Section 5. I actually moved four years ago a couple dozen employees up here to Mooresville to avoid the construction because of the danger we have on State Road 37. Now I have the same issue going on going forward in the future that our employees are going to be impacted by this again and possibly cut off.

We intentionally got a property double the size we need for expansion. Now I won't be able to expand for three more years until they decide if the route is going to impact my business or not.

As another Mooresville resident and farm owner and cancer survivor, I have personal concerns about
Route B and D. We have a 300-acre farm. This route comes within 150 feet of my well for my house. That's our only water source. We don't have city water. We can't just relocate all of our farm animals, all of our buildings. It's not easy to do that, especially considering the property devastation of prices that we're going to see upon an infrastructure being built close to us.

It's not a good impact to divide Morgan County. It's not good to put taxpayers in Morgan County as a detriment whereas Greenwood is already building infrastructure behind and they already planned for this, as they said, for over ten years now. So the only logical choice is to stay on State Road 37.

MR. RICKIE CLARK: Our next five speakers will be Tina Turner followed by George Moffit followed by Ryan McCallick followed by Christina McCallick and Denise Witfield.

MS. DEANNA PUGH: I'm going to face this way because everybody else is facing over here. So my name is Deanna Pugh.

THE REPORTER: Ma'am.

Can you get her? I can't hear her.

MS. DEANNA PUGH: We have a lot of veterans
that are on all these routes. They served our country. They need to make sure that what they worked for, for our freedom that it is not taken away from them. So that's my concern.

I grew up here, married military personnel. We have a lot of single veterans that are on the B, D, K, every one of these routes. So we ask that you guys take that into consideration as well for all of our service members who lost their lives who own property to help keep that land within their family. And God bless, and, hopefully, everybody will make the right decision.

MS. CHERYL ROSENFIELD: Okay. I would like to reiterate what a lot of the people have already said. Keep it on 37. But my main concern years ago, nine years ago, my husband and I moved out of Johnson County, which we absolutely hated because of the speed of all the traffic, the busyness of the whole town.

We moved to Morgan County, and before we bought our house, we checked with INDOT as to where 69 was going to be going. We received a letter from INDOT nine years ago -- well, nine and a half years ago stating that it was going to go up 37 or maybe just a little bit west of the road, but it
would be that route.

Now here we are in July and we find out it's going to be less than a half a mile from where we live. We love where we live. We like living out. We don't like the congestion. It's quiet. In the summertime, we can sit out in our yard and hear cattle. We don't have to hear cars. When this road goes through, it is going to be terrible, not to mention the fact that already our price of our home has already gone way down. We will never get out of it what we should get out of it on a normal basis because of I-69.

So you talk about all these evaluations that you've done on economics and all the other things. Have you looked at the human value of it? Because you're disrupting people's lives and taking away their homes, and there is a reason people live out in the country. And it's not for an interstate to go next to your house. So thank you.

MS. TINA TURNER: Hi, I'm Tina Turner. I live in Mooresville actually on Mann Road. The K4 and K3 routes will be right in my driveway. But I've been listening to people talk. I would like it to stay on 37, of course.

I've been thinking we moved to the country,
and all the routes that go through Mooresville, B, D, K routes, we don't have the infrastructure around us to get around the hassle of the construction having a highway, having our roads cut off, and not having access when we travel.

I spend a lot of time in Johnson County with my children. They have been building improvements on their roads for a decade. They've got Morgantown Road. They have 37, Morgantown Road, 135, 31. They have all these north-south roads, all these intersections that connect. They have ways to get around construction that we won't have on Mann Road or B and D routes.

Also the proposed route on 37 has several interchanges -- Smith Valley, County Line Road, Southport Road, and I don't remember the rest of them. But right there at Smith Valley and 37 is a fire station. I think it's called White Township or I don't remember.

But, anyway, they can get right on the highway and have access for emergency medical stuff right on the highway. The access from Mann Road on K routes is at Southport or down at 37 and 144 or 144 between Mann Road and Kitchen Road.

There's going to be a lot of time we won't
have emergency vehicles getting to important things on that route. There's not any real access from that township to get straight to the interstate without going to Southport or all the way down to 144. So it doesn't make sense for the safety of our residents. We need to consider that. We don't have the infrastructure in Morgan County to handle the construction or the impact on emergencies. Thank you.

MR. RICKIE CLARK: Our next speaker will be George Moffit.

MR. GEORGE MOFFIT: I want to reiterate what Jeff Loveless said, point A to point B, Bloomington to Indianapolis. As engineers, we know that origin to destination. That's what we go by. It's very foolish to push all that traffic to the west and bring it right back, and you're just going to create additional problems in the future. Okay.

So that's at capacity and now at the interchange of I-70 and in the western area. You have 267. You have a lot of problems in the p.m. traffic backing up just like you had at Harding Street traffic backing up. Okay.

So you're going to augment that problem by leaving that interchange there. At State Road 39
on the north side, you have commercial. South side
is going to be more residential. So you're going
to have more traffic coming in from there. You'll
have three interchanges close together creating
more problems. I hope you guys fully investigated
that.

Cost, utilities, interstate projects they're
100 percent paid by a project. When you have a
project that adds costs at the intersection -- I
don't like looking at that. The cost is going
to -- you have $300,000 at that intersection just
for AT&T. The pipeline was addressed. That's
going to be 4 and 500,000. The bridge over the
railroad, just in cost just to build it, for the
flagman is going to about 200 to 500,000 dollars.
That is not building it. That's getting the
agreement and everything there. No, I can't get
red. Thank you very much.

MR. RICKIE CLARK: Thank you, sir. The floor
is yours.

MR. RON McCALLICK: Hello. My name is Ron
McCallick, and I'm in favor of keeping I-69 on
State Road 37. My wife and I just bought a house
in what we thought would be peaceful countryside.
It's turns out it's one of the alternates.
As a professional engineer in the state of Indiana, I know how projects are supposed to be run. I understand that project estimates need to begin somewhere; however, I'm disappointed that decisions are being made upon insufficient data, for example, the reduced pavement on State Road 37. How is it possible that it was once a primary alternative, State Road 37 has no additional detail of costs on an environmental basis, and I'm referring to the bar chart that was up in the exhibit hall.

If this lack of data is intentional, it could be considered misleading. If the data is unavailable, I would consider the project mismanaged. It is disheartening that a public organization that is intended to serve the needs of the citizens that would be this misleading or disorganized to affect the lives of this many people.

My suggestion would be more transparent and detailed. I believe the data needs to be better understood. Making decisions without all the information is acceptable; however, it appears that there is at best 10 percent required. Decision making based upon this level of detail is
irresponsible.

In my experience, there seems to be a vacuum of information even at such an early stage of a job that adversely impacts the lives of so many, the environment, and new territory. There does not appear to be long-term analysis for the costs in environmental aspects. We need to know that INDOT is making the best decision, and the only the way to do that is to have the best data and have it always in the process.

MR. RICKIE CLARK: Christina, ma'am, the floor is now yours.

MS. CHRISTINA McCALLICK: Thank you. My name is Christina McCallick. My husband and I, we live on Mann Road on the K3 and K4 routes. I oppose all Section 6 alternative routes through Mooresville and support the originally proposed route of I-69 on State Road 37.

The Mooresville commerce plan does not account for a major highway, and our town will suffer because no planning or preparation has been done to prepare for a highway that could come through it in as little as three-plus years. Our EMS and fire services will be affected resulting in serious consequences for our residents.
Our children, the future of our town, will be negatively impacted by the school and library revenues will be reduced. Property values will dramatically decrease hurting homeowners. The environmental impact of the new road compared to the existing roadway of State Road 37 will surely be felt.

Wildlife, vegetation, and waterways will deteriorate. The White River is already one of our most threatened waterways. Route C on 37 is the only route that does not cross the White River. Cars unnecessarily traveling over the White River further contribute to this already damaged waterway as this will happen if any of the four Mooresville routes are selected.

Our state is doing a poor job maintaining its current road system in addition of a new highway plus we continue the maintenance of State Road 37 will be an impossible challenge for our already eroding infrastructure. Do what's right, and keep 69 on State Road 37. Thank you.

MR. RICKIE CLARK: Thank you, ma'am.

Our next speaker on our schedule will be Denise Witfield, and I'll announce several other names while Ms. Witfield makes her way up here.
We've got Henry Bear, Ray McCalgy, and David Ferguson. Ms. Witfield, the floor is yours.

MS. DENISE WITFIELD: Thank you. I live on State Road 144 one mile west of the White River bridge. Maybe under K3. Maybe next to K4. My grandfather built the home I live in, the two-story barn, and all my out buildings. My father was born there. He and my grandfather built my parents' home on our family farm.

My younger brother designed a house he would have built on our family farm when he got out of the Navy. He built that home just like his dad and grandfather, with hammer and nails from the ground up. He raised three kids there. He lives there today. He is my neighbor.

All of these things are on the original 20-acre family farm. In the middle of the farm is an incredible hickory tree. It's estimated to be 200 years old. It's believed to be the largest of its species in our state. Daily we see many forms of wildlife, including bald eagles (inaudible) and blue herons flying over head.

We are like a lot of families in the Mooresville area. We deal with severe fog created by water from the numerous gravel pits, now our
neighbors, and from the White River. Accidents in
the area are far too common. You get the
Mooresville Times and you'll have some sense of
what I'm talking about. There's lots of crosses on
Highway 144 where we live.

Severe flooding is another common occurrence.
These problems are not just the case on State
Road 37. I cannot imagine the expense that will go
into building a massive interstate bridge over the
White River as is proposed for Routes K3 and K4,
and I am skeptical of the state's ability to
adequately manage those floodways without causing
dire distress to surrounding residents and those
downstream. I cannot emphasize that enough. Keep
I-69 on 37 where these factors are already
addressed.

MR. RICKIE CLARK: Very well. We have Henry
Bear or Greg McCauley or David Ferguson.

Mr. Bear, the floor is yours. After Mr. Bear,
we'll have Greg McCauley, David Ferguson, and then
Tim Flock.

MR. HENRY BEAR: Thank you for letting me
speak. Before I start, I'd like to thank the
officers for being in the state of Indiana
(inaudible).
The first question I have has been on your committee, it's been on TV, is you don't have the money to take care of the deteriorating bridges that we have in the state of Indiana now.

Now, with that in mind and you're going to be tearing up my town up here and a lot of my friends' businesses are on High Street that I grew up with for over 55 years here, so what I would like to know is seeing how you don't have the money to do the bridges, where are we going to come up with the money to do these four new obligations that really we don't have these on 37.

And I was in attendance in Kentucky when they developed 69 down there, so I know how well that went down there. With that, I'm willing to give it to the rest of people here who is going to benefit the most from these new four routes. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, sir. Greg McCauley, the floor is yours.

THE WITNESS: Thank you. My name is Greg McCauley. I'm the executive director and CEO of the Link Observatory Space Science Institute. I would like to address the members of the panel.

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

It exists to foster scientific discovery, stimulate an interest in astronomy, and cultivate the next generation of science, technology, and academic leaders. STEM education initiatives in science, technology, engineering, and mathematics are of paramount importance to the Indiana Department of Education. The STEM education programs in astronomy and space exploration provided by the Link Observatory through a variety of strategic partnerships with local organizations and NASA facilities nationwide are highly important programs in middle schools and high schools throughout Morgan County.

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

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

The proposed I-69 West Alternative B route would be located approximately one mile north of the observatory on State Road 67, and the resulting light pollution created by the interstate and its interchange would severely limit night sky observing at the observatory, negatively affecting our ability to provide ongoing STEM education to students in Morgan County Schools, and would render the site unusable for our current operations and future plans of the expansion.

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

Please keep 69 on 37. Thank you.

MR. RICKIE CLARK: Mr. Ferguson, the floor is now yours.
MR. DAVE FERGUSON: My name is Dave Ferguson. I represent my family, my wife, and three children, and my deer hunter sitting up in the bleachers. We, too, support keeping I-69 on 37.

When I first heard about this, a knot developed in my stomach. We live on a farm south of Brooklyn. It's 440 acres. I love that farm. My father lived there prior to us living there. There's 160 acres of that 440 that's not tillable. White Lick Creek runs through some of it. It's beautiful back there. We see bald eagles. We see all kinds of wildlife.

My deer hunter I mentioned, he hunts deer to (inaudible) his families from off our farm, and I'm very proud of that. The remainder of the farm, the remainder 280 acres, is tillable. That's in 12 fields. Most of those fields are two- and three-acre, four-acre fields. There are three main fields right in the center of our farm. Route B goes right through those fields dividing our farm in half.

I love that farm. I want to retire there. And beyond that I'm going to pass that farm to my children. But I'm not quite sure what would be left and how I would be compensated for land, what
the value of that land would be degraded to without
the tillable fields in the middle. My income for
retirement would be greatly affected. I'm not sure
I would be compensated for any of that. So, like I
said, we do support keeping I-69 on 37, and thank
you very much.

MR. RICKIE CLARK: Very well said. Our next
speaker will be Tim Flock followed by we have a
Brian Hibert and also Angie Hibert and then also a
Pat Penna.

MR. TIM FLOCK: Thank you. My name is Tim
Flock, and I'm going to keep it short because it's
getting late. I work in Tipton, Indiana. I go up
U.S. 31 every day. That used to be like 37. It's
nearly complete now. Traffic flows great. There's
absolutely no reason or excuse for this I-69 not to
stay on 37.

MR. RICKIE CLARK: Thank you, sir. Do we have
a Brian or Angie Hibert?

MS. ANGIE HIBERT: My name is Angie Hibert. I
live on Mann Road, which is nine-tenths of a mile
inside the Morgan County line. So there's a lot of
impact that has not been exhibited here tonight. I
live across the street from Winding River Golf
Course but also Southwestway Parkway.
You've all mentioned tonight -- a bunch of you talked about bald eagles. There are four nesting pairs of bald eagles inside Southwestway Park. I haven't seen any mention of any trails in the Southwestway Park. Now, Google -- if you want to Google it, you can find a lot, but it's not on your impact statement that you have.

It will impact -- coming off 465, it will impact. There is a school there. There is also a tree farm that is owned by Senator Richard Lugar. This is one reason why we kicked off the idea of I-69 to begin with. He found out about it when he was in office, and he fought it. I wonder if he's been notified because, obviously, a lot of us found out the hard way.

So I would advise you all to send it to your senators, but I think we all need to send a letter to the senator himself. I thank you all, and I hope some of this does some good.

MR. RICKIE CLARK: Our next group of speakers will be Pat Penna followed by Anthony Burns followed by Andrew Mendenhall, Bob Guyer, and Doug Keller.

MS. PAT PENNA: I am a Mooresville resident. I don't represent anybody but Mooresville. I'm
here tonight to speak to our frustration as a
community, and my dates are going to be a little
off here. But for about the last 15 years, all of
us have been seeing it in print and on TV the grand
plan to extend I-69 from I-65 to the Evansville
area.

And that was part, in fact, from NAFTA, which
someone mentioned earlier, and we've all seen how
that's going. Really good. I'm sorry. I'm a
little bitter about that. But the public was told
that the road would start in the south and connect
with State Road 37 and go up 465. Now, the
property owners on that route have had how many
years? Many years to make plans, make alternate
plans if they have farms to sell off property. How
much time have we had? Six to eight months maybe.

And our property taxes -- or value will go
down from this day forward. And you will have to
disclose that to any seller when you go to sell
your property. You have to disclose that
information or legally they can come back on you.
Flash forward. We haven't been aware of this for
long enough. I don't believe it's fair to us as a
community.

There are other options. If you want to run a
road up 67, there is another way to go across, and
it's named Ronald Reagan. It already exists. It's
wide open. Why build a new road when you can go on
Ronald Reagan three miles up the road. Why would
you want to go through our property?

This time limit is financially hurting us all. Other routes have been eliminated. Why not
Mooresville? Don't kill our small town. Stay on 37. Thank you.

MR. RICKIE CLARK: Our next speaker is Anthony Burns. It's 8:50. As much as we would like to get
through every speaker on our list, it's impossible this evening. We'll have quite a few speakers, 15
additional speakers.

The school has been very accommodating to us, and we're going to keep pushing forward. We may have to conclude the formal session this evening in consideration for the school and preparation they need to do for tomorrow. We're going to keep going for as long as we can this evening.

Mr. Burns, the floor is yours.

MR. ANTHONY BURNS: Thank you. I'm Anthony Burns from Centerton. I'm a family of a registered
over 100-acre farm. Just to let you know, these numbers on here, they're wrong. The crash numbers,
miles saved, the daily hours of truck saved is wrong.

Who in here has a GPS or phone that they use? Guess what? They won't take you on 69 on the west routes. It will continue up 37. It's shorter. It's quicker. Guess what is there on 37 and 465? Truck stops, big truck stops. I'm a FedEx freight driver. I drive a semi for FedEx. All the trucks are going to continue up 37. They're not going to go on 69 to get to 70. I'm a FedEx driver. It was mentioned that you take 70. Wrong. We're not. We're not going to take 70. Our main interstate is 465. We don't mess with 70. We jump on 465. It's our main access. If the B and D route is taken, we're not going to take 70 over to 69.

67, right down into Mooresville. What's going to happen in Camby? Increased traffic. More congestion. It's not going to be able to handle it. Thirty-seven is not going to be able to handle the extra traffic coming up from 69. Your crash increases are going to increase.

Then you're not going to have upgrade costs from 70, not going to have upgrade costs of 37. It's wrong. 465, 37, down to 69. That's the logical way. Everybody in Mooresville area knows
it. It's the best way to happen. It's the most economical way to happen. And your truck drivers, they're going to stay on 37. Sorry.

MR. RICKIE CLARK: Very well. Very well said. Andrew Mendenhall, the floor is yours.

MR. ANDREW MENDENHALL: Thank you very much. Thanks, again, to the school for having this and INDOT for (inaudible).

I've got several comments here that I'll do my best to get through. First, when we moved here nine years ago, I grew up in southern Indiana in the country. We moved here 11 years ago. Two years ago we finally (inaudible) in the country, and now the highway is going to be on our back door, so definite interest. We asked about it at that time, and they told us the same thing every year. We all thought it was going up 37.

One of the things I noticed of Perry Township meeting on Monday and here I can see that Decatur Township isn't represented at all, and these stated routes are right through Decatur Township. I don't think -- they've been blindsided by this warehouse that's going in. So I feel like they're probably double blindsided, same as we've been.

But I think that's an important issue INDOT
needs to address that. The same also with Hendricks County. If it is going to go B and D routes, so they need to be addressed as well. I am very concerned for the farmers. I've got a great support of farmers around our areas to support our livestock and things like that. Talking to some of them, I know there's significant problems with some of the routes to get their equipment across, and I don't think that's been accurately addressed on the maps.

One of the gentleman I know that produces, he would have to drive four miles to get to a second farm that's a half a mile away. With a combine, you can't go underneath the overpasses. So I think that's a major problem. Also I think that impact to agriculture is a big concern. I don't think the farmers are accurately compensated for the loss of land when you look at that as a primary income.

So how many years are they going to be able to live off this thing? And what does that mean for them? So, additionally, with that, I think the impact of I-69 in Indiana and the loss of agriculture is important for us to recognize as they provide our food. And in the next 15 years, we'll have a shortage of food.
The last thing I'd like to say is that the time issue. I know a lot of people are trying to sell their house now and they can't for the next three years because they're held hostage by this. Thank you very much.

MR. RICKIE CLARK: Do we have a Bob Snyder and also Doug Keller?

MR. BOB SNYDER: Thank you. My name is Bob Snyder. I'm here to speak against the Morgan County routes, and after the Monday meeting in Perry, I'm a big supporter of Option C. I think a lot of the people are very confident about Option C as well. Listening to their comments, it's all concerns about traffic and their locals crossing 37 and 69. But I don't think they realize Option C resolves a lot of their concerns.

You get rid of all the stop lights and all the interchanges on 37 and make interchanges and overpasses seems the concerns are too miniscule. Also when you put in interchanges/overpasses, you get traffic out of that area much more quickly, gets down 37 as far as Martinsville and Bloomington. Overall congestion is tremendously improved there.

The other aspect that we're dealing with is
the interchange at 465 and Harding Street. Anyone who's driven through there in rush hour traffic knows how many semis are backed up all around 465 there. They're all going to three truck stops and truck related businesses there. That's a lot of congestion to have. When you build Option C and put the new interchange, high-speed interchange, to the west, all the through traffic for 37 goes there. You relieve a lot of that congestion at the Harding Street interchange. Probably could save a lot of money by doing Option C up 37.

Options B and D both add about 12 miles to the trip from Martinsville to Indianapolis on the south side. It's hard to believe that anybody is going to go up to 70 to go to the south side of Indianapolis. Option C, it improves travel times for everyone in the 31 area, everyone that uses that corridor.

By improving travel times, you're reducing congestion and you increase the safety for everyone, not just the truckers, not just the travelers, but everyone in the entire Section 6 area. Thank you.

Doug Keller, the floor is now yours. After Mr. Keller, we have about 10 speakers on our
speaker schedule. We're going to continue to push forward.

MR. DOUG KELLER: One of the things that has been little touched in the comments that have been given so far are the environmental concerns. So I'm going to confine my comments to the habitat destruction that is likely going to occur as a result of the horrible viable options on the table for I-69. The two K options, essentially, follow Mann Road corridor, will cross the floodplain west of the White River.

The two options here through Mooresville, B and D, will cross only the White River, but also White Lick Creek floodplains. Crossing through one or both of these floodplains will have far-reaching impacts on valuable repairing areas and critically important wetlands that are frequently floodplains.

Highway 37 route is already out of the White River floodplain or any of the disturbance that was caused decades ago when 37 was constructed. The corridor on 37 will be the least environmentally impacted on the five options on the table because the corridor is, essentially, already built.

I realize the trees and wetlands impacted will have to be mitigated; however, trees planted as
mitigation will take decades to provide the same value as the forest in our area that's currently in place. There have been many studies that have proved that mitigation wetlands do not perform on the same level as naturally occurring wetlands. Neither of them will replace the ratios that reach as high as 10 to 1 depending on the type of wetland reserve. All I see from your handouts that you may replace only possibly 4 to 1 which seems a disservice to our current wetlands. Still there is no replacing a naturally occurring and functioning wetland.

Wildlife habitat will suffer in mitigation wetlands. In summary, there simply is no habitat-friendly option for I-69 other than the route that follows Highway 37. Thank you.

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

We have ten speakers left on our speaker schedule. If it's all right with our audience, we'll read the ten names. And those will be the last speakers of the evening. We'll go a little bit over.

Our next speakers on our schedule will be Daniel Whitman followed by John Woody followed by David Mutant, Gail Featherston, Kim Montgomery,
David Howard, Fred Mills, Calvin Gilmore, Chuck Collin, and Randy Crawford, Sandy Skiles.

Mr. Whitman, the floor is now yours, sir.

MR. DANIEL WHITMAN: Good evening, everybody. My name is Dan Whitman. I'm 29 years old. I've lived in Mooresville my entire life. I've spent the last ten years of my life chasing what everybody would call the American dream. I found a beautiful woman, got married. We put ourselves through college. We bought a starter home here in Mooresville. We have since moved to a home on Mann Road, which is, you know, our dream house. We've got a lovely view from our front porch. We've got a balcony that wraps the side of the house. We can see the sun rise over the horse track that's just down the street from us and enjoy a cup of coffee in the morning.

Shortly after moving in, we were informed, similar to everybody else, much too late that K3 and K4 were basically going to provide our lovely home that sat on a hill a lovely overlook for an interstate, essentially, taking all of our hard work and all of our effort and all of our dreams of what that house is and meant to us and crushing it.

But beyond that, the environmental impacts of
all of these routes -- and I mean all of the routes B, D, and both K routes -- are astronomical in terms of the effect of the environment on the water supply, the aquifers that feed water companies around here that are going to be affected by this. People's wells at their personal homes are going to be affected by this construction.

Outside of that, the economic impact on the town of Mooresville has not done the proper planning at this point because for the last decade this has been on 37. This town will be crushed. I grew up in this town. I love this town. I've had job opportunities in many other states, and I've chosen to stay here. Keep 69 on 37.

MR. RICKIE CLARK: Mr. John Woody.

MR. JOHN WOODY: Thank you. My name is John Woody. I'm also an engineer. I mention that just because when I look at the routes for I-69 going through to I-70, I shake my head because they make no sense. Anybody with a map and a ruler knows that the only route for I-69 is on 37, and I really only hear two objections to this route.

One is it divides the area, people can't get across the interstate, and the other is it will disrupt the businesses on either side. Looking at
a satellite view, it looks like that really just applies to the section between Southport Road and I-465.

So all this time and energy, fear, anger, and controversy is really only about this 2 1/2-mile section of Section 6. I have a suggestion that would let I-69 follow route 37. It would improve access across the interstate, and it would help businesses and improve the traffic flow at the Southport interchange. Elevate I-69 above 37 all the way to 465.

It keeps the access. It doesn't disrupt the businesses. The businesses will be visible from the interstate, have easy access to either end. The only tear-up would be the I-465 interchange, which everybody knows is the worst bottleneck on the I-465 loop. It give, essentially, four lanes in both directions. It would be a modern look. It would help people instead of hurt them, and even if it isn't cheaper, I say if we can't do this right, we shouldn't do it at all.

MR. RICKIE CLARK: Very good. Very good. Our next speaker will be David Mutant. Very well. Then our next speaker will be Gail Featherston.

MS. GAIL FEATHERSTON: My name is Gail
Featherston. I live on Henderson Ford Road, which you might know is an interchange for the B and D routes and where they're going. You know, a lot of people want to fight about things. I don't want to fight. I just want to say to Indiana: Do the right thing.

I think it's interesting that with all this process, the environmental impact statement process, and one of the three circles on the presentation is actually about the environment. So I know everybody is tired. It's been a long night, and I know other people have talked about the environment. But to me this is really key. I mean, (inaudible) state personally by a lot of people, but it seems to me that if the environment was a real concern the choice would be obvious to stay on Route C, Highway 37, as Mitch Daniels and others originally planned.

I'm am opposed to Route B and K routes because they would be environmentally detrimental to Morgan County in a very significant way. It would be devastating to the environment in Morgan County. We have wetlands. We have farmland. We have forest. We have endangered species.

According to the NRBC, 41 million acres of
rural land has been lost in the last 25 years to highways and urban sprawl. 23 million of that has been agricultural. One acre per second.

I-69 has taken enough already in southern Indiana, and it needs to stop. We need farms. We need farms for food. Highway 37 actually has, as other people have said, a chance to benefit. It could reduce their traffic problems. It could reduce crashes. It could improve safety.

The residents and businesses there would benefit. Morgan County has no benefit from freeways coming into our county by dissecting our county, by dissecting our school, by dissecting our emergency services, reducing our property values and our quality of life. I have -- I'm out of time. My view would be an interstate instead of a farm field, and I live in a mobile home. But I live there because where it is, and I want to stay.

Thank you.

MR. RICKIE CLARK: Our next speaker will be Kim Montgomery. She's no longer with us. David Howard? Very well. Our next one is Fred Mills.

MR. FRED MILLS: Thank you. My name is Fred Mills, and I'm the director of government affairs for Indianapolis Power and Light. I am here to let
the people know about the impact that we have
estimated in terms of the cost of moving our lines
as a result of the lines in Morgan County.

Currently, based on our preliminary estimates,
we estimate that the impact will be somewhere
between 3 and 7 million dollars. Now, these are
dollars which was mentioned by a speaker earlier
that will be handled by the project but need to be
taken into consideration during that process.

Also we do have some concerns. IPL prides
itself on being a safe, reliable, affordable power
supplier. In all of the routes, as some of you
know, in Morgan County during the process of
building one of the most efficient power plants
down in Martinsville, Indiana, it's a
$600 million investment that we have made in this
county. And we do have some concerns with these
new routes and how that will impact the potential
reliability of that plant, mostly in terms of
process of the evaluation and the changeover.

We are currently putting in new gas lines for
the plant and upgrading and expanding our
transmission lines, all of which could be
potentially impacted depending on the routes that
are taken. Thank you.
MR. RICKIE CLARK: Thank you. Our next speaker is Calvin Gillmore followed by Chuck Kellerman. Is there a Mr. Gillmore in our audience? How about a Mr. Kellerman? Mr. Kellerman, the floor is now yours, sir.

MR. CHUCK KELLERMAN: My wife is always complaining how bad my handwriting is. Apparently, I can't even write it so people can read my name.

My family owns a family farm or has a family farm. I have four sisters that still own property, and my parents still live on the farm. And Routes B and D affect all of us one way or the other directly, either going directly through our farm or cutting off the driveway.

I want to make a point about the cost considerations that were shown here. I didn't see -- it looked to me like everything was related to construction, creation of the roadway, but I didn't see anything that accounted for long-term maintenance costs maintaining 37, continuing to maintain 37's increased traffic plus all the miles of new interstate that over time would have to be maintained.

That's going to be -- all that cost to maintain, it seems a lot more efficient to continue
to maintain the one major highway, and that is 37, Option C.

Last thing I'd like to say is: In looking at and considering relocations, that seems to be an important consideration, and it seems to me that those who are on 37 now that would be relocated, displaced, probably a lot of them would consider that a good thing. They will probably feel like INDOT is doing them a favor to get them away from where there's traffic and allow them to go to where there is higher quality of life, which all of the routes, all of these alternate routes would affect everybody's quality of life.

Maybe some of these 37 displacements would come over here and enjoy a better quality of life in Morgan County. Thank you.

MR. RICKIE CLARK: Do we have Randy Crawford in our audience and also Sandy Skiles? And I believe our last name on our schedule will be Mike Brown. So we've got three speakers remaining. Thank you so much everyone for your patience thus far, and thank you for the school for allowing us to go over a little bit.

Mr. Crawford, the floor is yours.

MR. RANDY CRAWFORD: My name is Randy
Crawford. I support State Road 37 for 69. I'd like to start by saying I am not a dot on a map. This is my community, and I am a person. Businesses along State Road 37 seem to be of concern.

If those businesses were successful, they can be relocated, and we have room in our community for those businesses. Homes should be the No. 1 concern. Families have enough challenges. They don't need to be relocated and have their homes destroyed. I'd like to thank you for your time.

MR. RICKIE CLARK: Sandy Skiles. And then our last speaker on our schedule will be Mike Brown. Ms. Skiles.

MS. SANDY SKILES: Thank you. I'm for the 69 to go to 37 because I have a family farm, and I don't want to lose it. I think we're missing a lot of common sense that it's just a straight line. You don't have to have one going northwest to go east/northeast or southeast to go southwest. You know, it just seems like it's a big triangle, and it just doesn't seem like it's a common sense decision.

So you don't want to divide the people for just a highway that's not going anywhere. I-70 is
not going anywhere. So I would like -- and, plus, the budget. You're always concerned about the budget on the TV saying, oh, we don't have enough money. We can't budget for that. That's adding a whole new street, a whole new highway. That's so much more money than just fix 37 and make it a clean sweep, so thank you.

MR. RICKIE CLARK: Very well said. Our last speaker on our schedule this evening will be Mike Brown, our last speaker, and I'd like to thank our audience for their courtesy and consideration to get in all of our speakers. Mr. Brown will be our last speaker, and it will conclude the formal session this evening.

MR. MIKE BROWN: I'll try to do better than I did Monday night at Perry Meridian. Urban sprawl is around the Indianapolis area around 465. We moved here when I was a teenager. Southport and 65 interchange back in '79, nothing was there. Everybody is aware of what 65 and Southport Road looks like now. That's urban sprawl over 35 years.

(Inaudible) along the 67/37 corridor the way it is now. Two things need to be done to 37 to improve its efficiency. No. 1, it needs to be reconstructed from, basically, south of Fairview.
Road, which is about halfway to 144, be rebuilt the way Keystone Avenue has been rebuilt south of Carmel to 465, roundabout overpasses in certain key areas and straight through on 37.

No. 2, Michigan U-turns -- they call them Michigan U -- to be in other places where there are high-risk crossings to mitigate the risk of high risk and eliminate lights all the way is progress.

No. 2, we don't have to worry about coming up through -- my route that I proposed was dismissed in May of this year. I proposed it 14 years ago when I first heard about the project. And that's, basically, coming from 39, bypass just south of Martinsville, cut across the floodplain just south of the existing 67/39 bridge currently there at 67 and cut across country through that heavily dense woods about five miles is all you take out. It's 60 acres per mile that the right-of-way would take out. It's 350 acres of woods you'll lose, but it keeps the traffic away from the highest population.

You have four intersections, one overpass, and the bridge over the river, and the causeway built. And the cost factor is going to be one-quarter of what the cost factor would be going to the 37 corridor. As 37 to 67 expands, just like south
side of Indianapolis is expanding on 65 and Southport, that's going to happen over the years. You can't stop progress.

But that's the most efficient way to move everything and keep it off of 465. You don't want the mess they have in Castleton and Fishers and the northeast side of 69.

MR. RICKIE CLARK: Very well said. Thank you, Mr. Brown. With Mr. Brown's comments, we will conclude the formal session this evening.

(The hearing concluded at 9:18 p.m.)
STATE OF INDIANA

COUNTY OF MARION

I, Nancy M. Kottenstette, a Notary Public in and for said county and state, do hereby certify that the foregoing hearing was taken at the time and place heretofore mentioned between 5:42 p.m. and 9:18 p.m.;

That said hearing was taken down in stenograph notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given;

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

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

Nancy M. Kottenstette

My Commission expires: September 13, 2021

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In the Matter Of:

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

INDOT Public Hearing

December 03, 2015
December 3, 2015
6:00 p.m.

AT THE
Martinsville High School
1360 East Gray Street
Martinsville, IN 46151

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

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
MR. ROBERT ALLEN: My question is to the state. The first five sections was a 2,000-foot easement all the way up to the city of Martinsville. The last section it has been explained to me that the easement is only going to be 430 feet. So with that being said, are we getting a substandard interstate in Section 6 than the other five sections since their easement was 2,000 foot?

If that's the case, then I want to know also is any other interstate that's going to be built within the state of Indiana does all it require a 430-foot easement? Real simple. They've wasted the money down below and bought up all this property, and now they're out of money. And that's what I want to know from the state.

Two questions; I need two answers. Because, again, a lot of wasted money that went on, and just we'd like some answers because it seems like they don't need to answer any questions because all they're doing is letting the public speak. And we've had our peace, and that's all that is required. So that's all I want to know.

MR. DUANE CLENDEHEN: My concern was in the --
right here in this section coming right off of here between 44 and 252, there's only one way for all this traffic to get in from Green Township into 37 or it would be 69 at the time. And this little road over here is Hess Road. My driveway is Hess Trail. That's where we're at.

But there's no way to get from here to here, and all these people coming in here, they're going to take this Hess Road right across that. And that's going to be a bad, bad situation, and I'm wondering how they're going to -- they need a road some way to get from 44 to 252 so they can get out here on the turnaround or whatever you want to call it.

But that's what I'm wondering about. What I'm saying is traffic coming from 44 to 252 and the only way they got to get through there right now is Hess Road. It's eight-tenths of a mile long, and there's already three subdivisions in there on that thing. And my driveway is Hess Trail, and it comes right out there. So we're going to have all that traffic from Green Township and all the way from Morgantown getting into that area.

So they need a road somehow to get from 44 over to there before they get onto here. Unless
they want to widen Hess Road and make it a six-lane highway.

I brought this up ten years ago when they was talking about this situation, but at that time they was talking about Greenway Parkway coming around there. And that was a different situation. Now they've got Greenway Parkway coming in right through Walmart. That's okay too. I don't care. All this traffic coming from 44 to 252, in other words, all the traffic coming out of Green Township on 44 is going to go over to 252 to get to this turnaround. And the only way they can do it right now is Hess Road, and that's bad.

MR. STEVE EDSON: Steve Edson, E-D-S-O-N. I am affiliated with a community group that's forming right now, and it's under the name of Morgan County Free Creeks Community Action. We're just forming this thing right now. And I live in Fox Cliff neighborhood, and I had a chance to speak with Tim Miller here tonight. And he tells me that all of the alternatives for -- are going to entail an exit at Henderson Ford, and we would have an access coming out of Fox Cliff both north and south, access road north and south.

And if that's the case, it's going to
alleviate all of our concerns and the
inconveniences -- any inconveniences that we might
have would be more than offset by the increased
safety and travel times would be of the interstate.
If that's the case, it's going to be wonderful.
Thank you.

MS. JILL DOWNTON: Jill Downtown. That's my
husband, Larry. We're both concerned. Rather than
an interchange at 252, we would suggest putting an
interchange at 44. There are commercial businesses
at both of those intersections, but if the
interchange is at 252, it could have a real
negative impact on the hospital for one thing.
That's the major thing we're thinking of is
how can you relocate an entire hospital? If the
interchange is at 44 instead of 252, then 252 would
need to be a grade separation. So we'd have to
have something at both of those intersections, and
right now the maps have the interchange at 252 but
nothing at 44. So we would have to have something
at both of those intersections.

MR. DON RICHARDSON: I would like to say that
I think Alternate D is very inefficient and
probably should not be used. I love State Road 37
as a route.
MR. RICKIE CLARK: At this time I'd like to read our first group of speakers to participate in our speaker comment session this evening. Our first group of speakers to appear this evening will be Dr. Michele Moore followed by Julia Reto followed by Allen Kramer.

Our first group of speakers requesting an opportunity to be speakers this evening will be Dr. Michele Moore who is the superintendent for Martinsville Community Schools followed by Julia Reto and then also Allen Kramer.

Dr. Moore, the floor is now yours.

MS. MICHELE MOORE: Thank you. Thank you for allowing me to speak tonight. I'm Dr. Michele Moore, superintendent of MSD Martinsville. I would ask for consideration to be given to changing the connection street for the overpass at Grand Valley. The district is requesting that South Street, not York Street, be the connector. This is one block further away from the high school entrance.

We believe that this is the best option for student safety as York Street is the street that has over 40 of our buses driving twice daily to transport students from our middle school to the
high school for student drop-off and pick-up.

York Street is also very close to our student pedestrian traffic, particularly students walking to their cars in the lots. An increase in traffic from an overpass that passes through our high school parking lot and that close proximity to the high school would be a serious concern for buses, walkers, and young student drivers.

We also see the current proposal of using York Street as an option that will make the front drive of the high school become utilized as a through street, an option that increases traffic flow and the likelihood of a safety issue. We believe providing a safe environment for our students is one of our top priorities, and this current proposal at York Street seriously hinders our ability to provide that.

We also believe that using South Street instead of York Street would have the smallest impact on students and our curriculum. We believe that it is imperative that the project not take 8 acres of our high school. We're a landlocked entity, and we need the space for our programming. We're also particularly concerned about the impacts on our band program if the practice lot is taken.
We consider this a very important part of our school family. Please provide a plan that protects this asset to the Martinsville High School community. In conclusion, please consider changing your plans from York Street to South Street. Thank you.

MR. RICKIE CLARK: Very well. Thank you, Dr. Moore, and thank you to Martinsville High School also. I was remiss and forgot to mention thank you to the high school for allowing us to have our meeting in this venue this evening. So thank you, Dr. Moore.

Ms. Reto, the floor is now yours.

MS. JULIA RETO: Thank you. I am just a concerned student from the high school. I've heard an overbearing concern as to the taking of the land from the high school property because every single plan that has been proposed, there will be 8 acres taken from the high school no matter which way it's sliced.

And the overpass that is proposed, I believe, could potentially be a danger to students. I don't really like the idea of my personal safety being threatened while I'm in a learning environment, but she already very clearly stated that and in a much
more detailed manner.

A more serious concern of mine and of many students is what will be taken. Because no matter which way the road -- or I'm sorry. The overpass merges into York or South Street, the band lot would be taken, and I think we really need that to practice on.

We are -- just this past season, we were 50 percent first-year marchers, and we need that land to practice on. If we don't get practice, then how can our band advance further? We just -- if we don't have space to practice on, then we cannot advance further, and our band is pretty important to most of the school.

I've seen the great potential of the group, and I know we can only achieve greatness if we have been given a good practice area. We aren't given much field time in the stadium, and that's the only other place we could practice. I think that an alternative to this overpass could be -- that does not use school property could be reached if we just figure one out.

MR. RICKIE CLARK: Very well said. Thank you very much for your comments. I appreciate that very much.
Our next speaker will be Mr. Kramer. The floor is now yours, sir.

MR. ALLEN KRAMER: Thank you. I'm here to talk about getting rid of B and D and why I don't like it. When you talk about interstates, you're talking about a lot of truck traffic. It takes them 15 minutes longer, according to the report, than 37 route. And that doesn't sound like much, but with 100 trucks, that adds up to 25 hours more of labor.

Okay. Now, you talk about tens of thousands of vehicles on this road. You start multiplying that out, and that number gets pretty big. The other thing is that next to labor the next most costly part of the truck driving is maintenance, the oil, the overhaul, the repairs. All these are based on either mileage or time of use.

The thing about Section B and D that I don't like is also I believe Section B -- Routes B and D are -- in crossing the river, they become a pig and poke. You won't know about the certain costs until you start doing that. And listing them are longer road, more snow removal, more deck repair. We have well fields. We have an aquifer. How does the road building affect that?
Geologically for building a bridge, we've got -- according to the aggregate studies, we have 5 feet of overburden, up to 20 feet of sand, and then we have an unknown amount of gravel before you hit that rock. For those reasons, I don't want to see B or D built. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Mr. Kramer, for those comments.

Our next group of speakers who have signed in requesting an opportunity to present their comments into the public record this evening will be Dick Douglas followed by Kim McClaron followed by Melanie Barton followed by Dave Hinkle.

Mr. Douglas, the floor is now yours, sir.

MR. DICK DOUGLAS: My name is Dick Douglas. I'm a business owner near Southport Road and 37, and I'm in favor of having I-69 come up 37 corridor. A couple of things that traffic -- if you have been on 37 in rush hour, I think you understand just how deplorable that traffic situation is. It's dangerous. It's slow, and I-69 would certainly eliminate that issue.

Coming up 37 corridor also gives you an opportunity to get to the east side of town or the west side of town, in my view, quicker than
certainly the alternative going to I-70.

The last opportunity here that I think we need to take advantage of is the economic opportunity. I'll refer to I-65 and County Line Road. It's -- I don't have enough time to list all the development that's over there. But it's millions and millions and millions of dollars that have been invested in that area, and it's primarily because of I-65. I think that could be duplicated for Greenwood, for White River Township, for Johnson County if I-69 came up the 37 corridor. Thank you.

MR. RICKIE CLARK: Very well. Very well said. Thank you, Mr. Douglas, for those comments.

Our next speaker is Ms. McClaron. The floor is now yours.

MS. KIM McCLARON: Hi. I'm in favor of keeping 37 as a commuter route to Indianapolis to serve the local growing population. In Morgan County, we'd still have to build the commute to Indy without the additional traffic that I-69 will generate from the additional traffic from Mexico to Canada.

I support an alternative route, B, which I think will give Morgan County the greatest benefit allowing Martinsville, Mooresville, and even the
Brooklyn and Bethany area and Monrovia to benefit.

It will support the transportation of goods and services already in the area, and this section along Alternative Route B can become a piece of a talked about second ring around Indy reducing the cost of any future development in that area for future generations and give our county a jump start on growth to support the population and support the services in the county.

This route also gives us the greatest path to redirect traffic in the event of any kind of traffic incident on that corridor. We have three alternatives to move traffic around in those corridors. Sending I-69 traffic through this 37 corridor, although growth is a possibility, it can also stifle some of those areas.

We might remember a town called Waverly. When that traffic was moved and that corridor was simply cut off, the town was ignored and it disappeared. The commuter route, I think, should be preserved and allow the local community to grow, and also I experienced the same thing in Washington D.C. area where we had an opportunity for a second ring. And now 20 years later, the citizens are upset they don't have that as a possibility.
MR. RICKIE CLARK: Very well said. Thank you, Ms. McClaron.

Our next speaker to present a comment will be Melanie Barton.

MS. MELANIE BARTON: Thank you. I just want to let you know that I live at the top of Fox Hill, which is at Mann and Smokey Row Road, which is at the K3 and K4 area. Smokey Row has a name for that reason. You have fog, a lot of fog. You can't see nothing when you're going down Smokey Row Road, which includes 144, which includes Mann Road, which includes Centenary Road.

I have pictures to prove the point of the fog. I have before pictures of the fog, and I have pictures of a clear day. You can clearly see this is the Bargersville pump area that they just put in. I don't know what utility it is out there, sewer, water, what it is. But you can clearly see that you cannot see the pump station.

This is 144 at the intersection of Smokey Row Road. You cannot see Smokey Row Road intersection of 144 coming onto 144. Same way with Mann Road and Centenary Road. I have a picture of, clearly, you cannot see this intersection, either way you go. I'm on the side of the road at the turn lane.
You cannot see this.

This is what it looks like normally during the day. This is during rush hour at 8:00 in the morning. My husband called me and said, oh, my god. You can't even see. So I went out and took pictures. Along with my personal passion, when 69 gets put in at Mann, Fox Hill, and Smokey Row Road, I will never be able to get the Big Dipper in my backyard or front yard again. I will never be able to get the amount of stars I get in any of my pictures. The moon, I will lose my moon because of my saturation -- your guys' saturation that you're going to incur on my sky.

Along with the observatory that the gentleman was talking about last night, it goes for me too. And I'm on the opposite side of town. So this is for you guys to consider. This is for you, and I'd like you to present that to your guys' INDOT people further on out.

MR. RICKIE CLARK: Ms. Barton.

MS. MELANIE BARTON: Is that my time? I'm sorry. Thank you very much. I want to keep it on 37, by the way.

MR. RICKIE CLARK: Very well said. Very well presented. Thank you, Ms. Barton.
The two-minute time limit is so we can accommodate as many speakers as possible this evening with the time we have allotted. At this time I would like to take an opportunity to introduce one of our elected public officials that is present with us and attending the meeting this evening.

I'd like to introduce Indiana State Senator Brent Waltz who is here this evening. Senator Waltz, thank you so much for being here. At this time I'd like to invite you to come up and lend the floor to you, sir. Senator Brent Waltz.

MR. BRENT WALTZ: Thank you. And I would certainly be remiss if I didn't say hello to my colleague, Senator Bray, who is here as well.

MR. RICKIE CLARK: Senator, hello.

MR. BRENT WALTZ: I was, I think, 29 years old when I first addressed an I-69 town hall meeting, and I was on the Johnson County council at the time. That was 12 years ago, and I was getting ready to run for the state senate. I have been in the senate for 12 years now. I'm 42. This has been a long time coming in a lot of different ways. As we go forward in this final phase of what I-69 is going to look like for our community,
there's a few things that I'm very concerned about and I would like to bring to the attention of all here assembled.

The first, certainly, Martinsville High School is so close to the proposed route. We need to make sure that the students are properly cared for and that their safety becomes a priority. There was a town hall meeting a couple days ago at Perry Meridian High School, and it was suggested that a pedestrian walkway be employed so students would be able to travel from the school to some of the retail areas on the other side of the proposed interstate.

I think that's a great idea. We also want to make sure that the east side development that Martinsville has enjoyed over the last several years is not impinged upon, is not damaged in any way, shape, or form as well.

The last final thing I would bring to your attention there was some legislation that many of you may be aware that would have prevented several different things from being able to happen in Section 6. One of them being that the road could not be used as a toll road. Well, that legislation was lifted earlier this year.
And I can tell you as a member of the Senate Appropriations Committee that Indiana does not have the money presently to fund Section 6. It simply doesn't exist. There's too many roads that require too many demands, and I don't see the money getting there. Earlier today Congress announced $5 billion for Indiana for the next five years. Minus the budget for public transportation, it works out to be about $900 million a year over the next half decade spread out over the entire state.

That's probably not going to be enough either. So we need to make very sure that a toll road is not used. I think it would be devastating, not just for Johnson County, but certainly for Morgan County as well, and I would fight any effort to make Section 6 tolled. That's my belief on it anyway. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Senator Waltz, for presenting comments. Also thank you, Senator Bray, for attending tonight's meeting as well. Thank you very much.

Our next group of speakers requesting an opportunity to present a statement for inclusion into the official public record this evening will be Jeanne Warren followed by Chris Reto followed by
Gail Featherston.

Ms. Warren, the floor is now yours, ma'am.

MS. JEANNE WARREN: Thank you. I just wanted to respond to I think the I-69 should go around Martinsville, 39 to 67 and leave Martinsville alone. Because you're just going to come through here and then cut right off to go up to 67 where it's going to impact us a lot.

I mean, it's going to cut us off from the Washington Township Fire Department. How much longer is it going to take them to get to a fire? I mean, will your house burn down? Not to mention all of the backups and the noise from the building of the road. Just when they were working on the 37 paving it, we could hear their equipment running all night long. You couldn't even sleep because of the noise.

And all the pollution and stuff from the trucks and things on the highway that we're going to be breathing, I don't think that's going to be good for us. If they go up 67, then they're going to not take our businesses, what few that we have, but the way it is now, they're going to just cut us off -- cut the town in two. In other words, you can't get from one side to the other.
And I feel like they should go 67. There will be less impact on homes and businesses than if they go up Martinsville. And as far as economical development, we're not going to have that because there's nowhere to put anything. Or we'd already have it. And with the school kids and the buses on the interstate every day, I don't think that's a good ideal.

I think it would be better to go straight to Plainfield and bypass Martinsville altogether instead of ruining what we have because we don't have that many businesses as it is, and it will take what few that we do have. And I just would like for them to consider an alternative route to bypass Martinsville altogether.

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

Our next speaker will be Chris Reto. The floor is now yours.

MR. CHRIS RETO: Thank you. Certainly, there is a lot of individual impacts to anyone that's going to lose their home or their business. I don't want to make light of that or make little of that. Frankly, I'm just more concerned with the people left behind after those folks move out.
Dr. Moore and this wonderful student who happens to be my daughter stressed all the concerns about the safety of the school, and I can't stress that enough. I won't go into a lot of time there.

Certainly, we understand the need for the economic connection of the east side of the highway. I'm not going to put my kid's safety ahead of a dollar, and I'm certainly not going to put your kid's safety ahead of a dollar. I can't encourage you guys enough to consider alternatives to having a road go right past the high school or through the high school.

If you think about the students that are all up in Green Township, which is where I happen to live, so I'm a little familiar with this, they are now, regardless of the route that's chosen, going to have to travel on the highway or across the highway from fifth grade on. Because now you may not be aware, those doing this study, that fifth graders are now going to be at what used to be the middle school, which is down in town. It's almost ten miles away from the bulk of Green Township.

So a substantial number of students that live in that totally residential and agricultural area are now going to have to deal with the highway
traffic and safety concerns with that as well as
all the safety concerns of the high school.

I mean, the children are all we have really to
hang our hats on in this community, and I'm just
not willing to risk their safety no matter how
great the economic development is. This is a road
we need, the community needs, the state needs.
Everyone understands the value of that. We have to
make sure that we consider all of the things that
are going to go into influencing all the people
that are going to be living with it once it's here.

MR. RICKIE CLARK: Very well said. Thank you,
Ms. Reto, for those comments.

Our next speaker on our schedule will be Gail
Featherston. The floor is now yours.

MS. GAIL FEATHERSTON: Thank you. I would
like to say thank you to INDOT and your staff. You
might recognize me. I have perfect attendance this
week. My part-time endeavor is I-69 meetings, and
I always run out of time so I need to hurry up.

On Monday I went to Perry, and I spoke mostly
about my personal situation because I live in the
threat of Routes B and D. On Wednesday last night
in Mooresville, I talked mostly about the
environment and the impacts that the alternate
routes would have other than C, the devastating
affect on Mooresville and northern Morgan County.

Tonight I'm here for my other community, which
is in Martinsville. I live in central Morgan
County, so I consider myself a member of both
communities. All routes besides C would dissect
the Martinsville School District. Please don't
think if you head it out west it's going to be
better because it isn't. Martinsville School
District cannot afford more trouble and more
decrease in enrollment.

I remain opposed to all routes other than C.
I would also urge INDOT to take further
consideration to the plans of the decided route on
37 through Martinsville. My child attends
Martinsville Schools with four years of high school
ahead of her provided, of course, we don't lose our
home to Routes B or D or have to leave.

We live in the central part of the county.
Please find another way to arrange public access to
Grand Valley Boulevard so as not to take that huge
chunk of 8 acres of the high school. Martinsville
has prepared Ohio Street to be an interchange.
Please place ramps there and manage public access
for Grand Valley from there in addition to the
interchanges at 252 and 39.

I make these requests related to the best and safest choices for the children and for the economy of the city of Martinsville. This town has more than its share of economic challenges. There are key businesses on Ohio Street that may falter without the interchange including major employers. It's well known that Martinsville has a great deal of poverty and tries to support all its citizens.

About half of the students qualify for free or reduced lunches already. This little town deserves great consideration for how it will be impacted by I-69.

Thank you and I ask that the State of Indiana do the right thing for all the citizens of Morgan County.

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

Our next speaker to sign in on our speaker schedule this evening will be Doug Bro. And, actually, Mr. Bro is the last speaker to sign in on our schedule. However, it may be, having reviewed the presentation, having heard our previous speakers, that perhaps there are others in the audience who would like an opportunity to present a
comment and have that entered into the official
record.

Mr. Bro, the floor is now yours, sir.

MR. DOUG BRO: Thank you. I'd like just to
have a show of hands of how many people would want
it to go on up 37? How many people would like it
to go to Mooresville? 37, you won.

My opinion, this is a waste of INDOT's time
and money pursuing all these other dreams of B and
D and K and so on and so forth. C has been on the
books for I don't know how many years, and
everybody has pretty much planned that, the
government around us, the infrastructure.

It's just -- I learned of this the first of
July, and it was a shock. I come find out that my
house may be gone, a place that I planned for my
retirement to raise my grandkids. I have three
great-grandkids. They're just babies. I planned
to have this home on a lake for the rest of their
life until I die, and that would totally destroy my
dream. That's personal.

And we all have to make sacrifices, but the
thing is they're not going to give me the money
that I think my property is worth. Memories are
worth more than property in my opinion because I
live for my grandkids.

But another point is a straight line from Evansville to Indianapolis is pretty much 37. You're going to waste more time and money, which I think they've wasted time and money now, pursuing this other route when all along this has been proposed to go straight north.

So I got a suggestion. How about if they need to get the people over to I-70 how about connecting that to Ronald Reagan. It's already proving to be going right to the airport, and 70 probably can't handle another junction between 267 and 39. I-70 has enough traffic on it already.

MR. RICKIE CLARK: Thank you, Mr. Bro. As I mentioned, Mr. Bro was the last speaker to sign in requesting an opportunity to participate. However, having heard our previous speakers, perhaps there are others in our audience who would like an opportunity to present a statement and have that entered into the official record.

I'd like to invite additional speakers to just make their way towards the front of the auditorium. We have three microphones located at the front. If you'd be so kind as to state your first and last name so our court reporter can certainly capture
that information.

If you're ready, sir, the floor is now yours.

MR. KEVIN BUETOW: Good evening. My name is Kevin Buetow, B-U-E-T-O-W. I've been born and raised in this community. I've been here all my life minus five years of service in the military.

I'd like to echo a couple of things that have already been said tonight, one with Dr. Moore with regards to security of the student safety. With the imposition of 8 acres being taken out of the school, you're looking at not only taking away the band practice facility, you're looking at taking away parking facilities for teachers on our main corridor where school buss are coming in from East Middle School.

Additionally, I'd like to echo the Green Township talks. I, too, live in Green Township. With the proposed interchanges looking at 39 and then up at 144, for those of us that live in Green Township, the only corridors that we would have to get access to 69 are those two. So what that means is you're going to start making a lot of traffic on small county roads that those roads are not designed for.

The question I will pose is after 69 comes in
and those roads begin getting that traffic, who then comes in and fixes those roads after they've been destroyed? I'd also like to take a thought with South Elementary School as well. The access to get to South Elementary School will be greatly hindered by the one interchange at 39. With the interchange -- excuse me. The bridge proposal for the school -- I'll go back to that -- with the input of 69, we all know how speed limits work. Speed limit will be stated as 70, we'll say. We all know that means everybody is going to be flying through at 85.

I don't want to put any kids' lives in danger because people are flying through, not paying attention, and something bad happens. So I just ask that INDOT officials take a hard look at what the county road impacts are going to be and the safety of the students at the schools. Thank you.

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

Additional speakers who would like to participate? Ma'am, if you'd be so kind as to state your first and last name, the floor is now yours.

MR. JONI DOOR: My name is Joni Door. And I
just was kind of curious. Because I've heard the
people that have had their homes purchased and
their farmlands and everything in Section 5, how do
you guys come up with the price in estimating a
person having their home taken or their farmland
taken? Because it just seems like it's way across
the board.

It's this way, and it's that way. And I've
heard of renters being paid lots of money to give
up their space. I mean, there's been so many
things. So how do you come up with that? And,
like, the gentleman that was talking earlier, for
him to give up his home, something that he planned
to retire in and wanted to have memories for his
kids and grandkids and great-grandkids, it's kind
of -- it's just been kind of all over the board.

And I just was kind of curious how do you come
up with that? Because I've already had friends
that have been impacted by that. And some of it
has been pretty tragic, and some have made out like
a bandit. So, you know, it just -- there's no
rhyme and reason, and it is a concern because I am
affected in some areas. So thank you.

MR. RICKIE CLARK: Very well. Thank you, ma'am.
Again, I will mention that certainly for specific questions, we do have members of our project team available in the project display area, the open house area, to entertain any questions that you might have pertaining to real estate or whatever the issue may be. We would encourage you, after the conclusion of the formal session, to visit with the project team members.

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

MR. DON LIPPS: Thank you. My name is Don Lipps. I'm the athletic director here at Martinsville High School, and I've been an employee of Martinsville High School for the last 43 years.

My concerns, first of all, I would like to echo Dr. Moore and our concerns here at Martinsville High School about the safety of our students. We moved into this building in 1977, and it's our role in education to provide opportunities for our students so they can have the same opportunities that our neighborhood schools do.

And I think that if you look at our opportunities since we've been in this building since 1977, our role I know in our near future is to grow, is to create more opportunities. It's not
to take opportunities or growth away from us. And I strongly feel that if you take property away from us that it will prohibit our ability to grow here at Martinsville High School.

Martinsville High School is a very important part of our community. You could argue it's a focal point of our community. I think if you take land away from us that it would have a very negative impact on us immediately and in our future. Thank you.

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

Perhaps there are additional speakers in our audience requesting an opportunity to present a comment and have that entered into the official public record if they'd be so kind as to make their way forward to the front of the auditorium. Ma'am, if you'd be so kind as to state your first and last name. The floor is now yours.

MS. SHERRY BUSH: My name is Sherry Bush, and I'm from the Greater Mooresville Advisory Committee. You've probably heard about us, GMAC.

We had a huge meeting last night.

We're here to support you here in Martinsville because we feel strongly. We don't want it going
through our homes. We don't want it to affect you.

No. 1, keep it on 37, the way you've been
telling us all for the past ten years or more.

No. 2, give Martinsville the exits that they
have been planning for. Let them have their school
property. They need this here. The children need
this here.

No. 3, we don't need Routes B and D to go
through Link Observatory. They're getting ready to
put in a $50 million facility that will be ruined
or not even exist. It will go to someplace like
Carmel if B and D go through. Do we want that?
No.

Economic development, Morgan County is not
going to have economic development. It's going to
be across the line, across the county line in
Marion County if it's K3 or K4 or in Hendricks
County if it's B or D. It's going to be where it
hooks up to the highway, not through the county.
And that's all I have. Thank you.

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

Additional speakers who would like to
participate? If you'd be so kind as to state your
first and last name.
MS. DIANA JENNINGS: I'm Diana Jennings. I'm going to be hemmed in by 69 to 252 and Grand Valley. What concerns me and what I want you guys to look at is we live in an aging housing addition. We have aging septic tanks, aging wells.

I'm really concerned about the environmental impact, the drainage, the pollution coming down off the hillsides and where we're going to be hemmed in. Really look at what's going to happen to our wells and our septic tanks out there that we're already having problems with.

We tried to get water and sewer out there a few years ago, and that went nowhere because people didn't want to be annexed. Now you're not going to be annexed, but you're going to be hemmed in. We're not going to have access -- if you put your access roads behind us, you're going to have a small housing addition that's going to be a little island in there.

I'd rather see you take that whole housing addition, develop it into something since we have a contaminated well. Plus I'm worried about fire and ambulances getting out there. Once you make those interchanges, we're really going to be hemmed in.

So those are just things you really need to look
MR. RICKIE CLARK: Very well. Thank you, ma'am.

Additional speakers who would like to participate this evening? Sir, if you'd be so kind as to state your first and last name. The floor is now yours.

MR. STAN DIAMOND: Thank you. My name is Stan Diamond. I'm a resident of Morgan County. I want to point out that the long-term maintenance costs are not being considered at this point in time with the cost comparisons that were given yet.

All four of these additional routes require a lot of additional land to be taken and a lot of additional asphalt and concrete to be placed down, and we'll still have to maintain and improve 37 all the way up through. So it does make best -- the best decision for all of Indiana is to continue up the 37 corridor particularly when the cost of maintenance are factored in.

Also I was here at the last meeting, and it was mentioned that Martinsville is going to be thrown under the bus with all of the traffic that's going to come up here and have to pass through our community. And this process that we're going
through, a three-year planning process and so forth, while the rest of the segments are being completed and so forth are going to bring all that traffic up, and then we have to go through design. We're going to go through a four-year period where everybody that's using 37 and going through Martinsville is going to deal with additional traffic.

And I, therefore, request that the state accelerate the planning process fast to finalize the decision to use 37 ASAP and to accelerate the design and construction work and use the cost savings to actually accelerate the portion and complete early the portion through Martinsville so that the traffic does move smoothly through as quickly as possible. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, sir, for those comments. Additional speakers who would like to participate during our comment session to have his or her comment entered into the official public record? If you'd be so kind as to step forward and state your first and last name. The floor is now yours.

MR. TERRY MOORE: My name is Terry Moore, and I live on that K4 route. And where the K4 route is
going, it goes right across my property, and the thing is, like that one lady was talking about, there's a lot of fog out there.

But there's a lot of deer crossing too. They got deer crossing signs right by my property, and I have seen several cars get hit there. So if you have the fog and the deer crossing, that could be very hazardous to the people on the highway.

That's all I need to say. Thank you.

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

Additional speakers who would like to have his or her comment entered into the official public record? Sir, if you'd be so kind as to state your first and last name. The floor is now yours.

MR. STEVEN OSCHMAN: Hello. My name is Steven Oschman. Sherry Bush was up here a little bit earlier. We're with the Greater Mooresville Advisory Committee. We have a lot of issues with the proposed budgets, the numbers that you see in the stacked piechart. We're going to be looking at that a lot closer with INDOT trying to figure out where the numbers came from, you know, to compare the various routes.

We do have several professional engineers in
our group that have a lot of experience with infrastructure-type projects. So our goal is to work with INDOT to try to figure out where the numbers came from and how it all makes sense. So we would like to extend our assistance to you guys if you need it, and I think you have your work cut out for you to try to definitely figure out what's best for the kids.

I think it's terrible the way the road just goes up the gut, essentially, here in Martinsville. I feel terrible about that, but you might need to make the best of it and get the best exits and the access roads and the overpasses and the walk bridge and things like that. We would like to extend our help to you if you want that. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, sir, for those comments. Additional speakers who would like to participate during our comment session? If you'd be so kind as to state your first and last name. The floor is now yours, sir.

MR. BRAD WARNER: My name is Brad Warner. You must be having a much better night tonight than you did last night with what you had at Mooresville. I believe 37 is the only sensible route for it to go up. I believe you guys going through and
eliminating the other possibilities would save you
a lot of time and a lot of effort and a lot of
money.

I've asked this question of pretty much all
your people out there, and we have two four-lane
highways that travel from Martinsville to 465. Why
are we building a third one? Nobody has been able
to come up with a really good answer to that. Just
like the gentleman said before, more to maintain,
more -- the snow rule here is a joke anyway. When
it gets snowy, we're going to plow a third road. I
courage you to go up Route C and do it as quick
as you can.

MR. RICKIE CLARK: Very well said. Thank you,
sir, for those comments. Are there additional
speakers who might want to present a comment and
have that entered into the official public record?

Yes, ma'am, if you'd be so kind as to state
your first and last name.

MS. DIANE CLAPPY: My name is Diane Clappy. I
live in Green Township very close to State Road 37.
I'm assuming my neighborhood, which is almost
directly next to it off of Perry Road, would be
directly impacted by this.

My concern is I'm not sure how much of my
neighborhood would go away, but whether the impact on the ability for us to receive police, ambulance, and fire service because today it's very quick because there are many roads that go right into 37. But once everything is blocked off between Martinsville and 144, we're not going to have any of that. So that is my concern from a safety perspective.

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

Additional speakers at this time who would like to present a comment? Very well. That must mean many of you have specific questions. At this time we will conclude the formal presentation this evening.

(The hearing concluded at 9:00 p.m.)
STATE OF INDIANA
COUNTY OF MARION

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

That said hearing was taken down in stenographic notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given;

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 15th day of December, 2015.

My Commission expires:
September 13, 2021
Job No. 102624
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In the Matter Of:

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

INDOT Public Hearing

April 04, 2016
INDIANA DEPARTMENT OF TRANSPORTATION
I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)
PUBLIC HEARING

April 4, 2016
5:30 p.m.

AT THE
Perry Meridian High School
401 West Meridian School Road
Indianapolis, IN 46217

TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
IN AND FOR THE COUNTY OF MARION,
STATE OF INDIANA

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
MR. RICKIE CLARK: We'll begin with the public official who signed in, and we'll certainly open the floor for perhaps other public officials and afford an opportunity to them as well to participate this evening. So our first speaker on our speaker schedule this evening, our first public official to sign in, will be Tom Little, superintendent of schools here in Perry Township. Dr. Little, the floor is now yours, sir.

MR. TOM LITTLE: Good evening. Thank you for the opportunity to address this community forum. Essentially we have five questions that we do need responses to. Not tonight. We don't expect that. But just for the record, I would like to make those statements and a closing comment. The first comment basically -- the first two comments are focused on a fiscal impact to the community and to the school corporation.

Many business owners have expressed their concern that if the I-69 project were to utilize the State Route 37 Highway, their businesses would be displaced, forced to move out of the district. I'd like to know how many businesses are going to
be displaced by the various projects that are being proposed and what would be the potential loss in AV to the district. We'll need to have that knowledge so we know the loss of dollars to the school corporation. We would then be able to plan accordingly.

The second question would be, what financial impact would occur to the taxpayers of the district with the projected loss in AV because of the businesses leaving? I've heard 30 businesses. We'd like to know exactly how many would be impacted. In addition, we have 100 bus routes that transport young children across State Road 37 on a daily basis.

This affects over 4,000 children each school day. We'd like to know what the impact on time, travel distance, and safety of those children would be each day. The parents in Perry Township Schools have over 400 high school children that drive to and from Perry Meridian High School each day across 37. What is the impact of the route changes to those young student drivers?

The fifth question we have is we have evening events that involve the transportation of students to and from school across State Road 37. What will
be the impact of the route change to parents and relatives that attend these school functions? Right now it's huge.

We as representatives of the school corporation welcome an opportunity to sit down with my transportation team and talk to representatives of this group to express our concerns and perhaps go into much more detail as far as what we're faced with as far as traffic patterns. I thank you for this opportunity to address the group.

MR. RICKIE CLARK: Very well. Thank you, Dr. Little. Certainly the Section 6 project office, the project team, is more than happy to meet with stakeholder groups. Dr. Little, as I mentioned, was the only public official to sign in on our public official speaker sign-in. However, having heard Dr. Little's comments and perhaps having reviewed the slides or spoken to members of our team, there may be other public officials who would like an opportunity to participate at this time as speakers.

So certainly we want to open the floor for any of our additional public officials who might be here this evening who would like an opportunity to participate as speakers. Do we have additional
state representatives? Yes, sir. If you would be
so kind as to make your way forward,
Representative, the floor is now yours, sir.

MR. DAVE FRIZZELL: Thank you, Rickie. First
of all, I'm disappointed with where we are. But we
go on, I suspect. The thing I want to make known
is that I'm going to work with businesses and
people here to help them, the homes, the 279, I
believe, that are potentially losing their homes,
the 96 businesses that might be wiped out. We
forget homes are homes, not houses. Memories and
lives there and businesses, the successes that they
brought, the jobs that they've offered. I'm very
concerned about that.

I want to make sure the timing is right for
them, and I'm also very concerned about
compensation. I'm going to work with them. I'm
going to work with the governor, anybody who's
willing to make this transition something that
minimizes the effect on our community but also
fairly treats our people here in Perry Township.

Thank you.

MR. RICKIE CLARK: Very good, sir. Thank you.

AUDIENCE MEMBER: Sir, would you identify
yourself for people who may not know you?
MR. DAVE FRIZZELL: Dave Frizzell, State Representative.

MR. RICKIE CLARK: Thank you, Representative. Perhaps there are additional public officials who would like an opportunity to participate as speakers or perhaps did not have an opportunity to sign in on our speaker schedule.

Very well. I see no additional hands. Then we will continue to move forward with other speakers who have signed in on our speaker schedule this evening. So far we have seven or eight speakers that are signed in.

Again, I'll mention certainly even if you didn't have an opportunity to sign in, by all means, after we've gone through the list of speakers, we'll certainly open the floor to additional speakers at that time. Our first speaker on our speaker schedule list this evening will be Jody Beach. Mr. Beach, the floor is now yours.

MR. JODY BEACH: Thank you. The big question is Harding Street will be greatly affected by I-69. North of Southport Road and south of Thompson where 37 intersects, there are businesses along there and homes that will be affected. These homes are still
waiting for water and sewer to come through. Is there anything in the planning for that? Thank you. That's all I have.

MR. RICKIE CLARK: Very well said. Thank you, sir, for those comments. Our next speaker on our schedule will be Carl Heuer. Mr. Heuer, the floor is now yours, sir.

MR. CARL HEUER: My name is Carl, and I'm from Bloomington, Indiana. I would like to address something about my thoughts about I-69. When I first moved to Bloomington four years ago, 37 was nothing but a state highway; but now it is transitioning into a federal interstate.

As an autistic driver, I can see what's going to happen in the distant future. I feel that it's going to make a major impact not to the state but to the entire country of the United States of America. I would like to also mention a friend of mine that I like, and her name is Jade McNitt from Tampa, Florida. She told me something about positiveness.

She told me that she always stays positive even during the hardest times like I-69. Like Section 6 when everyone who is affected by Section 6 is affected by it because they would lose
their homes, but also affect the businesses because I've watched the Fox 59 news and all of that. But positiveness is a good thing. The interstate is a good thing. It's positive. Everything is positive. That's what I have to say. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Mr. Heuer. Our next speaker following Mr. Heuer this evening will be Dick Douglass. I'll also announce our next speaker following Mr. Douglass. Our next speaker will also be Troy Smith. Again, we have Dick Douglass followed by Troy Smith.

Mr. Douglass, the floor is now yours, sir.

MR. DICK DOUGLASS: I certainly sympathize with those being affected by I-69 coming up 37. All I can do, though, is look at the I-65 and all the development that is in Johnson County across the I-65 corridor, and I think the economic benefits for our county and our community will be substantial, and I applaud the decision that the committee has made.

I'm in favor of the roundabouts. I see one at County Line Road, and I think that would be extraordinary. And if the folks in Carmel and Hamilton County can learn to handle these roundabouts, I'm sure that after a due period of
time that we in Johnson County can also handle it. Thank you.

MR. RICKIE CLARK: Very well said. Our next speaker on our speaker schedule this evening will be Troy Smith. Mr. Smith, the floor is now yours.

MR. TROY SMITH: My name is Troy Smith. I own two businesses at 37 and Banta. I've attended all your meetings, and I always had this nagging suspicion that the decision was preordained. Then I got the official 2016 Indiana road map with the INDOT seal on it and the governor's name, and it shows the I-69 corridor going right up 37 and intersecting at 465. So I just thought it was a little preordained.

Doctor and the representative, I'm responsible for two businesses. I've got 15 employees, and I will have to be moving out here pretty soon. It would be nice if you all would at least bring in real estate folks to kind of give us an idea of what the process is.

I have an industrial property. So I have to go buy new property, which I won't be able to do in Perry Township. That takes about a year and 18 months process. I've been in limbo for the last ten years since this all came out. Now you want me
in limbo for another two years. I have to move. I have to make things happen. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Mr. Smith, for your comment. Our next speaker on our speaker schedule will be Tabitha Wolfe. Perhaps she stepped out. Then our next speaker will be Darrell Gossett. Very well. Continuing to move forward, then, our next speaker will be John D. Davis. Mr. Davis will be our next speaker. Sir, the floor is now yours.

MR. JOHN DAVIS: I've lived on the south side for the last 36 years. The question I have is even if I'm not directly affected by I-69 South, how will it affect my property value? The other question is, as a business owner just said, I've heard this song before. Every meeting I've went to has the same answer. It's preordained. Somebody just say it.

The presentation previously given, I heard the words, We don't know. Well, we guess. Well, I don't know about the rest of you, but I can't do business by telling people I don't know and I guess. You either know or you don't know. And let's face it. They know. I just want it to be said.
The example I would give you is if you've ever got off of 37 onto Southport Road and went east, you get this grand glorious panoramic view of four lanes of sure goodness and happiness that gets smashed down into two lanes as soon as you cross Bluff Road. The same thing happens on the other side. If you can't maintain what you already have, how on earth are you going to take care of what you don't even know you're going to do yet? I just want to know.

I don't want to come to another meeting and be told, Well, we kind of sort of think we're going to do the same thing we told you we were going to do ten years ago. I want a distinctive answer. If you ask me a question, I will answer it. Or as they say in the Army, the maximum effective range of an excuse is zero meters. Thank you.

MR. RICKIE CLARK: Very well said. Our next speaker to sign in on our speaker schedule this evening will be William Boyd. Mr. Boyd, the floor is now yours, sir.

MR. WILLIAM BOYD: First of all, the Tier 1 route established State Road 37. So why did you spend all this money restudying something that was already cast in stone, preordained? Also, you
asked for public input. You had 40-plus meetings with other stakeholders who are project supporters. You have had seven public meetings to this point. That's a terrible imbalance. You asked for public input. My public input: Do not build.

You say you're going to reduce congestion, but yet you're throwing all the traffic onto an already congested 465 and State Road 37. So that doesn't hold water. Loss of tax space: We are going to lose tax space, and it's going to kill this township. Cost savings: You say cost savings, but for whom? What about the cost to all the people being impacted that have to drive to get back to State Road 37 who will be cut off by this highway? I can introduce you to people in Greene County who have been affected, and it cost them dearly.

You say property acquisition starts after the ROD. I suggest that the property acquisition for team players has already started and has been that way for some time. The public comment period never ends. You say comments should be in by April 29. I suggest to everyone that the comment period never ends and continue to hammer INDOT and your public officials to put an end to this disaster.

Also construction funding and the procurement
methodology. That's telling me tolling. We heard about tolling in the legislative session. Tolling is coming, folks, and this is how we're going to pay for it. We are going to be tolled for I-465 and the interstates around the city. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Mr. Boyd. Mr. Boyd actually was the last speaker to sign in on our speaker schedule. However, having heard our seven previous speakers, perhaps there are others who would like an opportunity to have his or her comment entered into the official public record this evening. Sir, if you'd be so kind as to state your first and last name, the floor is now yours.

MR. BRANDON McCANN: My name is Brandon McCann. I'm going to be the district manager for the Hardee's at 465 and 37 and noticed by the projected route that that corridor will be open and have an interchange down towards Edgewood.

I'm wondering if the State has done any business, like, effect on what current businesses that actually are there will lose in profit, sales because I'm going to tell you right now that there's going to be a ton of cars and traffic that deviate from 37 out, which means there's going to
be a lot of profit loss and sales loss in that small corridor in what the State has planned as a report or review of potential impact of those businesses.

So if we could get some information; maybe some business leaders get together in that small corridor to sit down with INDOT to figure out what impact those businesses are going to incur because I know we're thinking that after the proposal today, we're going to lose quite a bit. We're wondering if it's going to be beneficial for us to close and rebuild maybe somewhere else on the 69 corridor or if we just stay put and take a loss. Thank you.

MR. RICKIE CLARK: Thank you, sir, for those comments. Our next speaker, if you'd be so kind as to state your first and last name, ma'am, the floor is now yours.

KATE FRANCIS: I'm Kate Francis. I live on Smith Valley Road. My question is: Johnson County, Marion County, the town of Greenwood, the city of Indianapolis, what's their plan for facilitating all the traffic that's going to flow into the major roads that interchanges are going to be built on? I know that's not INDOT's
responsibility, but I would sure like to know how that process works. Thank you.

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

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

MR. LARRY HAVEY: My name is Larry Havey.

This gentleman to my right that talked earlier said something about Smith Valley. Well, I'd like to say it's a little bit worse than what he identified because if you go through Smith Valley in the evening time from Bluff to Smith Valley -- there's a traffic light there at 37 and Smith Valley -- it may take you four or five lights before you get through there to the other side.

In the morning when you're coming back or when you're coming the opposite direction, it can take two or three lights to get through that same intersection. And then you're going to have an intersection there and exchange and an exit ramp. He said, well, there's nothing -- you're creating congestion and not relieving congestion. The one fellow said, Yeah, congestion. And I say, Yeah, right. You're going to create a lot of congestion. I'm not sure you guys have figured that one out.

MR. RICKIE CLARK: Very well. Thank you, sir.
I see several people making their way towards the front. If you'd be so kind as to state your first and last name, the floor is now yours, ma'am.

MS. JAN BOYD: My name is Jan Boyd. I've been a resident of Perry Township since I was seven years old. All five of our grandkids live here in Perry Township and go to school here in Perry Township. But there's one thing that I also want to bring up tonight. And that's the fact that besides our home here in Perry Township, which was in the 2,000-foot corridor, our family farm in Greene, County, Indiana, which is Section 4 of I-69, was in the path.

They took 14 acres of our land, and we're still suffering from that today. And I'd like to read something. This is from the Bloomington Herald-Times newspaper, January 25, 2015: "IDEM sites erosion problems on Section 4 of I-69. Failure to install proper sediment control measures. Failure to utilize runoff control measures. Failure to take corrective action in a timely manner since it took 17 days to address issues associated with a stream and a sinkhole."

These are some of the water quality certification observations in just one report.
prepared by the Indiana Department of Environmental Management. Also it states "If sedimentation is deposited onto someone's property, contractors seek a signed right-of-entry from the property owner to allow sediment cleanup, Wingfield said in an email." Wingfield is referring to Will Wingfield of INDOT.

"Techniques and equipment such as vacuum trucks are used to minimize property disturbance," he said. Wingfield said in an email that INDOT has paid $5.2 million for offsite cleanup on the 27 miles of Section 4 as of October 2014." Now, I just want to say one more thing. And this is to, I'm going to call it, the people of INDOT. This is from my nine-year-old granddaughter who wrote a Post-It note and wanted me to give this to the I-69 people. As I said, she's nine.

"I am so mad at I-69. They ruined the farm. It was peaceful but not now." She printed her name, and she wanted to make sure that I let the I-69 people know what it has done to her and her siblings and her cousins. You guys know what you've done, and you know that you still haven't cleaned up our property in Greene County, Indiana, even though you were given permission more than a
year ago to clean it up, and we're not the only
people this is happening to.

MR. RICKIE CLARK: Ms. Boyd, your time has
elapsed. I'm sorry. Thank you so much, Ms. Boyd.
Our next speaker, the gentleman in the Colts jacket
first.

MR. DALE RAVER: My name is Dale Raver. I own
a property that backs up to State Road 37. I've
owned it for over ten years. This thing has been
in limbo for over ten years. What I'm concerned
about is just vacant land, which is about 3 acres,
do fall within that red line you've got drawn. I
haven't been wanting to build on the lot. I've
been keeping it open to see which route you pick.

What I'm concerned about is, in 2018 when you
decide to buy the land down that, who knows when
you guys are going to come up with the money? I
think everybody that falls within that line and
you're going to take their property -- it could be
five or ten years -- they should be given abatement
of property taxes until you buy their land. That's
what I say.

MR. RICKIE CLARK: Very well said. If you'd
be so kind as to state your first and last name,
the floor is now yours, sir.
MR. JOHN HALPER: John Halper. I'm kind of glad to see 69 finally come through, but the way it's coming through Indianapolis I don't agree upon. Why don't we do it like they did it up in Carmel? Turn 37 over to the county and let them handle it. Make a bypass for the trucks. Keep the trucks off of 37 and have underpasses like up in Carmel. Everybody will keep their businesses. I think it would be a lot more feasible to keep the trucks out of 465 with a bypass. If they want to go in 465, charge them.

MR. RICKIE CLARK: Very well. Thank you, sir. This gentleman here, if you could be so kind as to state your first and last name, the floor is now yours.

MR. MILTON MELLOTT: I'm Milton Mellott, White River Township. I want to respectfully disagree with your decision, but I want to thank you for the opportunity to state here. Governor Daniels had a much wiser decision and plan several years ago. We don't need a thousand more trucks on 465. This plan follows the money. If you just follow the money, then you know why this plan is being put in place; but it has no vision for the future. I thank you.
MR. RICKIE CLARK: Very well. Thank you, sir. Sir, if you'd be so kind as to state your first and last name, the floor is now yours.

MR. KHARBANDA: Thank you. My name is Jesse Kharbanda. I'm the director of the Hoosier Environmental Council. Really three points, some of which underscore some points raised by others. Of course first and foremost, this grave concern about the implications this will have on Perry Township businesses and homes.

I think to that point, there's a sense of pessimism about how much creativity in the design of this route will have and the importance of being sure the absolute best practices are adopted from across the country that minimize the footprint on those businesses and homes. In particular, things like high occupancy, vehicle lanes, and very grave approaches to interchange configurations.

The second point is with respect to the issue of air quality, and that will obviously lead to a substantial increase in volume of traffic. What implications will that have on air quality and for kids and families who have asthma and so forth?

The third point is with respect to the issue that Jan Boyd raised, which is this importance of
treated property owners in a dignified way throughout the entire process. Not just in the property acquisition process but in making sure that their property isn't damaged when that transition happens so that, for example, there isn't that soil sediment loss and so forth that could cause enduring damage to property values.

Thank you.

MR. RICKIE CLARK: Very well. Thank you. If you'd be so kind as to state your first and last name, the floor is yours.

MR. THOMAS AYLOR: Thomas Aylor, the city of Fishers, Indiana. I want to commend INDOT on selecting Indiana State Route 37 as the preferred alternative. I think with the appropriate interchanges and overpasses on Interstate 69 between the city of Martinsville and the city of Indianapolis, we'll be able to move traffic from one side of Interstate 69 to the other side of Interstate 69 efficiently.

At the same time, I think if we add the appropriate number of lanes or travel lanes to Interstate 69 between the city of Martinsville and the city of Indianapolis, we can move traffic from north to south on Interstate 69 as well. I think
at a minimum, Interstate 69 should be a six-lane divided highway between the city of Martinsville and the city of Indianapolis with Interstate 69 northbound being three travel lanes and Interstate 69 southbound being three travel lanes as well.

I think once you get up to, say, Smith Valley Road or Stones Crossing Road, I think Interstate 69 should be maybe an eight-lane divided highway or Interstate 69 northbound being four travel lanes and Interstate 69 southbound being four travel lanes as well. I think once it connects to Interstate 465 on the south side of Indianapolis, we can extend it further north up to Interstate 70 at Belmont Avenue.

This way we can take it through downtown Indianapolis. We could route the traffic through downtown Indianapolis instead of putting it on Interstate 465 because there's only so many travel lanes you can add to the existing Interstate 465 before you have to consider other options.

MR. RICKIE CLARK: Thank you, sir, for those comments. Ma'am, if you'd be so kind as to state your first and last name, the floor is now yours.

MS. LINDA OSBORN: My Linda Osborn. I'm
disappointed in the I-69 road. I think it shows an incredible lack of imagination on the part of our government and our people in coming up with ways to deal with traffic. But then again, it is mostly a government enterprise. So imagination is not number one. But we're going to have to deal with it because we have to play the hand we've been dealt here.

One of the things that deeply concerns me is that additional traffic, as mentioned before, at these interchanges on Smith Valley, Southport, and County Line Road, I think it's somewhat irresponsible of INDOT to wash their hands of dealing with what that's going to mean for roads and those people that live along there being able to get in and out of their subdivisions.

So I would suggest to our city and state officials as well as INDOT that now would be a really good time for some cooperation and discussion on this point as opposed to building 69, dumping all that traffic onto the side roads, and letting us suffer for four or five years while the city tries to figure out what to do and how to pay for any road improvements. Thank you.

MR. RICKIE CLARK: Very well. Thank you,
ma'am, for your comments. Sir, if you'd be so kind
as to state your first and last name.

MR. JIM WOLF: My name is Jim Wolf. I drive
around 465 in the mornings and at night. At
nights, 465 right around the southwest corner comes
to a screeching halt. So now we're going to add
more traffic to that. That solves a problem,
doesn't it?

Number two, you're not going to buy property
until 2018 at the earliest. What about the people
who get caught where they have to sell but they
can't because there's no one that wants to buy it?
Who wants to buy something you're going to lose? I
know one lady specifically. She needs to sell her
property so she can go to assisted living. She
can't because no one wants to buy it. So you're
putting a lot of people in a heck of a spot to wait
for what you may or may not do.

MR. RICKIE CLARK: Very well said. Thank you,
sir. Do we have additional speakers at this time?

Very well. I'm not seeing additional hands. That
must mean that many of you have specific questions.
So certainly we'd like to invite you to stay after
and visit the open house session, talk with members
of our project team.
I also will mention that tomorrow evening, we will be at Martinsville High School giving this presentation and then also soliciting public comment at the Martinsville meeting. At this time, we'll conclude the formal presentation. Thank you so very much for your attention this evening. Have a good evening.

(The public hearing concluded at 8:14 p.m.)
STATE OF INDIANA  

COUNTY OF MARION  

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

That said hearing was taken down in stenograph notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given;  

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 14th day of April, 2016. 

Regina E. Moss  

My Commission expires: November 8, 2021  

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In the Matter Of:

INDOT I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

Public Hearing

April 05, 2016

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INDIANA DEPARTMENT OF TRANSPORTATION

I-69 SECTION 6 (MARTINSVILLE TO INDIANAPOLIS)

PUBLIC HEARING

April 5, 2016
5:30 p.m.

AT THE
Martinsville High School
1360 East Gray Street
Martinsville, IN 46151

TAKEN BEFORE REGINA E. MOSS, RPR, NOTARY PUBLIC
IN AND FOR THE COUNTY OF MARION,
STATE OF INDIANA

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
One Indiana Square
Suite 2425
Indianapolis, IN 46204
(317)237-3773
(Public comments during open house.)

MR. DAVID BALL: Old State Road 37, one and two have a bridge that has been removed in the past. They both have it. C2 does not. I would really love to see that bridge in there because it's a mile from my church. That is Waverly Baptist Church.

MR. TIM NICHOLS: On map No. 2, C2 is the one because we need that frontage road to get to Whiteland. It will shut that whole area off. Not to have a frontage road there would shut that whole area off with no access to it.

MS. VENEDA VANN: We actually were going to comment on which one we would prefer. Our address is 1914 Old State Road 37, Greenwood, 46143. We would prefer option No. 3, the bridge option. I don't know which map. I think it's map No. 4 over there or something. The overpass over 69. That would connect Old State Road 37 to Olive Branch Road. That would give us access.

MS. DIANA JENNINGS: I'm Diana Jennings. I live at 590 Central Drive, which sits between maybe an access road and an off-ramp; and I don't want to be stuck in between there. I hope that they go ahead and buy at least part of that home housing
addition. Otherwise we're going to be trapped in
with a lot of traffic and hardly any way to get
out. Our houses are all old. Our septic tanks are all
old. We have no city water, no city sewer. That
property would be more suitable than for
development for businesses right there at that
corner on 252 and 37. So I just hope that they
don't leave us in a mess right there. I'm worried
about drainage.

MS. PAM ROGERS: My name is Pam Rogers. I'm
from Mooresville. First I'd like to thank INDOT
for having the wisdom to remove the alternative
routes and to concentrate their efforts on the most
reasonable selection. Those of us from GMAC
sincerely say thank you.

Secondly, I would ask to explore and to help
validate to the community what mechanism can be put
into place that would assure the community that
I-69 in years to come will not be transposed into a
toll road. Those who are living on I-65, 70, new
legislation is under way that converts that into a
toll road. Our community will be greatly impacted
if I-69 because of funding issues are turned into a
toll road. It would completely disrupt the
proposal that's being laid out now.
What is being proposed and what is being decided upon is based upon a non-pay interstate system. What assurance is there for our community that this nightmare won't happen to us? And lastly is that I hope that INDOT does review and become more attentive to the rights of the property owners for being informed, engaged, and appointments made to allow access to their property on an individual basis, as is under discussion right now with INDOT. But I'd like to thank them for their time here and what they've done.

I was asked by a local merchant to obtain the Burmese translation. Apparently Morgan County has a very heavy Burmese population. And on behalf of TOA, they said to say thank you very much for doing that effort.

I have another comment. I notice that in the Title 6 Public Involvement Survey, they are still asking for incorrect and inaccurate information. Very specifically, the nomenclature used for age to determine that break is listed as 41 to 65; and that is no longer the legal age selection. Minority is now considered 60 and above.

As this information is reported back to NEPA and FHWA, your reports are inaccurately
representing the number of people that are impacted in the 60 to 65 age range. I was guaranteed in December that this document would be updated and made current and legal for ongoing procedures, and it isn't. It is still an inaccurate and out of date document.

MR. BILL MCPHERSON: My biggest concern with the interstate is, as it comes into Martinsville, the impact on local traffic in the transition time between being a state highway and an interstate. I would wish any possible means used to speed the process up so that it becomes an interstate and a safer route for everyone in town.

(Public comments made in auditorium after formal presentation.)

MR. RICKIE CLARK: Our very first speaker will be Pamela Rogers. Ms. Rogers, the floor is now yours.

MS. PAM ROGERS: INDOT, thank you for the special effort to engage the public. I'm a member of GMAC, and we're very proud that they've made the right choice of State Road 37. I'd like to share some words of wisdom. Number one, as you're making your comments, do not identify what you do not want. Identify what you do want.
Do not put all your comments on one form. Make multiple submissions. You can put them in every day. You can email them. Send them in. It helps to convey your comments in a way that will be better for your mission. Engage your neighborhood. Are there any outreach groups that have not been reached?

Pay special attention to those that are 60 years of age who might have limited speaking abilities. Certain ethnic groups. Different religions. If you know of a community that might be interrupted because of an access road. Parents, children who might live next to each other. Children who might have trouble getting to a school or a particular community established event. These are things that they will take into consideration if you report them.

If you don't let INDOT know where the special entrance areas are, those people who need special attention, they're not going to receive it. You can reach out to your community and help them do that. People with mobility issues, reach out to them. There are many, many other ways you can still make an impact into making sure these routes are the way you want them.
But most importantly, over the next few years, watch your legislation. Be an active part. We just recently saw that I-70 and I-65 has been under discussion for converting them to a toll road. There's been much discussion on this road becoming a toll road. Right now it's not. Five years from now, if that happens, it will be devastating to Martinsville. Be proactive. Get your community involved.

Find ways to make sure that INDOT can assure you that by already interrupting the middle of this town and interrupting the high school, that it's not going to be a nightmare years down the road. Our high school, our community all have protection for environmental concern. Be active and proactive. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, Ms. Rogers. Our second speaker to sign in requesting an opportunity to present comments this evening will be Warren Waymire. Mr. Waymire, the floor is now yours, sir.

MR. WARREN WAYMIRE: Basically I'm representing Mapleturn Utility, but I'm really speaking for all utilities. How much lead time can you give us if we want to lay lines across the road
before you pave on the interstate? Can you give us any idea of how much lead time?

MR. RICKIE CLARK: In the open house session, you can. Just stop by one of the stations, and one of the representatives will be able to talk about that issue with you. Absolutely.

MR. WARREN WAYMIRE: Thank you for your presentation.

MR. RICKIE CLARK: Thank you, Mr. Waymire. Our next speaker is Alice Johnson. Ms. Johnson, the floor is now yours.

MS. ALICE JOHNSON: Good evening. Thank you very much for this opportunity. I am not a resident. In fact, I'm from Raleigh, North Carolina. However, I am a descendant of the Morgan family of Morgan County, Indiana, and very proud to hold that as my heritage.

I became aware of this as I was up here working on the Morgan family cemetery, which is located over on Centenary and Henderson Ford. I just mainly want to say this evening that once I found out what was going on, we were working to preserve the cemetery, as it's very important, of course, to our family.

As I became aware of it and started
researching it and started contacting the Indiana DOT, I just want to say this evening that I'm very grateful for how much information was offered to me how quickly. I had phone calls returned. I don't know if Lamar is here this evening or not, but I talked to him several times.

Anytime I left a message, I got a quick response and very good information; and I got placed on an email list and continually received the information. I just want to say I can't offer a lot of information about routes because I'm not a resident and I don't live here, but I do appreciate all of the work that you're putting into it; and I understand how difficult it is. Thank you very much.

MR. RICKIE CLARK: Very well. Thank you, Ms. Johnson, for those comments.

MR. TOM FLAT: My name is Tom Flat. I live out here near the Highway 44 and 37 intersection. I want to say that I'm strongly supportive of the C1 alternative in regards to the State Road 44/252 interchange. I have three reasons for that. Number one, that's the only alternative to offer a modified split diamond interchange. This alternative eliminates the need for two stoplights
at the intersection that would be required for the other two alternatives.

These would be busy intersections because both 44 and 252, people would have to exit at 44 to use it. We would be losing one dangerous intersection at 37 and adding two potentially dangerous intersections on 44 and that safety loss for 44 users. Also, with no intersections on 44, as C1 suggests, that lays out the possibility that we can have a pedestrian bicycle overpass that only has to cross two exit and entrance lanes that then could be constructed on the church side of the overpass.

This would not be feasible on the other two interchanges. This type of interchange would maintain our residential community and better connect us with the town. Right now we're separated. But having that connectivity is important to the residential area and would maintain that residential atmosphere. By having a full intersection there, then it starts to open us up for commercial activity. The second main reason I support alternative C1, if that is fully implemented, that elevates 69 through Martinsville.

Probably the best place to get that would be at the crest of the hill at 44, which has the
possibility of lowering that interstate down far enough where the overpass could actually be at the curb level. There would be a lot of benefits to that and reduces the noise and everything else. One more point. The third point would be the private property impacts would be a lot less too by using that. Thank you.

MR. RICKIE CLARK: Very well said. Thank you, sir. State your first and last name, please, sir.

MR. KEVIN BEUTOU: Good evening. My name is Kevin Beutou. I have two questions. First off, I live in the Green Township area. Looking at the maps, I'm noticing that there's a potential overchange/exchange to get onto Henderson Ford and roads out that direction. My question is: What involvement will INDOT have to better prepare those off-roads to handle the amount of traffic that would be in place once those interchanges are put in? Because they're not designed to handle that kind of traffic.

My second question is -- and I asked at least five representatives in the open house, and they couldn't provide me an answer. So hopefully I can get one from you. I just recently traveled to the east coast in Massachusetts going through Ohio,
Pennsylvania, New York, Connecticut, and then finally Massachusetts. Each one of those states, when they had construction, if there was a quarter mile worth of construction going on, they had the road closed down to one lane and 45 miles an hour over half a mile. So it's very comparable.

I travel to Bloomington every day to attend college, and I'd say easily ten miles of that road is down to one lane or 45 miles per hour when there's really only about a quarter mile or half a mile of construction. If you could just give us some information on why it is that we have so much closed down for such a little area of work, I'd really appreciate it.

MR. RICKIE CLARK: Thank you, sir. This gentleman here, if you'd be so kind as to state your first and last name, the floor is now yours.

MR. DAVID SANTAROSSA: Good evening, everyone. My name is David Santarossa, and I'm from Monroe County. I travel Interstate 37 every day, and I just have a couple of comments I'd like to make for the record. I really appreciate the last gentleman's statements. The safety barricades in many instances adds an unsafe condition. So the less we have on the highway the better.
I would also like to make a comment about our recent Monroe County incident where one of our comedians was broke down in his car, and he happened to make a comment about how nice the people in Bloomington were. So as you travel throughout the construction, I'd like to remind you that we all get in a hurry; and we're all preoccupied.

We need to be kind to one another on the roads. That's one of the things that I've always appreciated living in this area of Morgan County is the quality of the people and the nice disposition of the people needs to be shown on the roads just like if you're walking down the sidewalks. So that's really all I wanted to say.

But I wanted to make sure that everyone has that in their mind as they're traveling. As you know, you get into situations where everybody is going down to one lane; and there's always these guys flying up on the left side. Just be kind to one another. That's all I ask.

MR. RICKIE CLARK: Thank you, sir. Sir, if you'd be so kind as to state your first and last name, the floor is now yours.

MR. RANDALL SCOTT: Randall Scott. I also
live in Green Township. To kind of go along with the previous gentleman's comments, the interchange I see proposed for Egbert Road and Henderson Ford, no exchange at Perry Road, which is into a housing addition area. There's farmland in there. But there are a lot of horse ranches or properties that have horses next door neighbor, next door neighbor, next door neighbor.

A lot of those have long horse trailers to pull. By going through country roads to get back down to Egbert to get one there goes through a lot of turns. So it makes it very difficult to get those 30-foot trailers pulled out and maneuvered through there in a safe manner.

Also, two years ago, we had an emergency at our house. One of the gentlemen that I talked to in the previous session said that the emergency usually travel through the country roads. In this instance, it was not. We had to have an ambulance. The ambulance came from Morgan Hospital. It came straight up 37. It was in the January time frame.

They had to park on 37 while they sent a 4-by-4 up to get a family member. So from an emergency service standpoint, if there's access roads that could be at some of these other smaller
roads that lead into a lot of houses, that would be
a lot of help. Thank you.

MR. RICKIE CLARK: Thank you, sir. Very well
said. If you'd be so kind as to state your first
and last name, the floor is yours.

MR. BOB WILSON: My name is Bob Wilson. I
live down in Monroe County and work up in
Indianapolis and drive every day. I'm concerned
about cross-over accidents where a car comes across
the highway head on with another vehicle. So I'd
like to know that there's going to be cable
barriers to try and save lives that way.

I've also got concerns about the traffic
lights. Seeing the volume of traffic coming off of
Section 5, increasing more semi trucks, my concern
is about all those stoplights, about the congestion
that's building now, and how that will continue to
build when that construction goes forward. There
is a lot of congestion in that area. That's all.
Thank you very much.

MR. RICKIE CLARK: Very well. Thank you, sir,
for those comments. At this time, we'll conclude
the formal presentation. Thank you very much.

Have a good evening.

(The public hearing concluded at 7:45 p.m.)
STATE OF INDIANA
COUNTY OF MARION

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

That said hearing was taken down in stenograph notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given;

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 18th day of April, 2016.

Regina E. Moss

My Commission expires: November 8, 2021
Job No. 106954