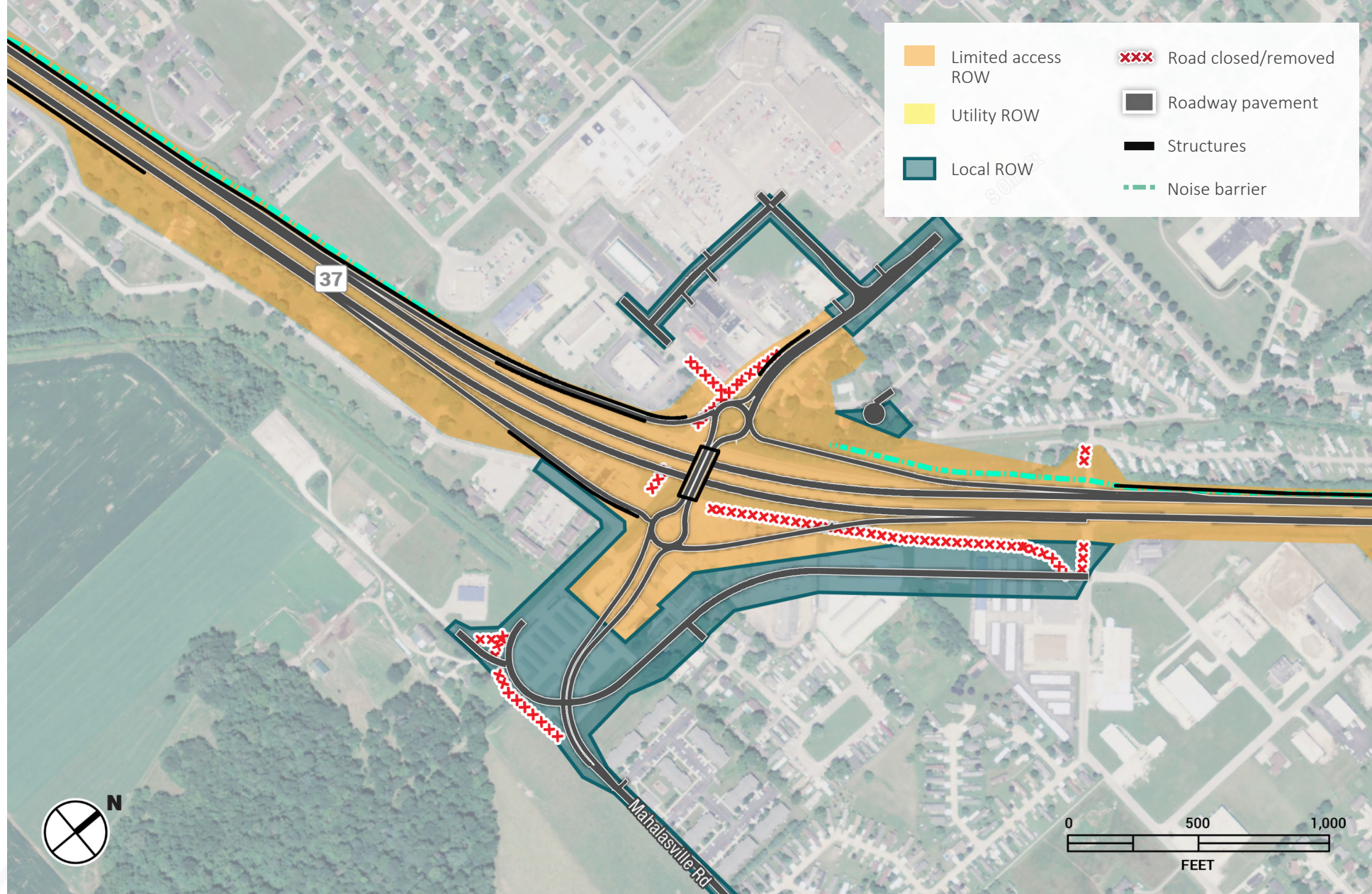


# Morgan County: **OHIO STREET INTERCHANGE**

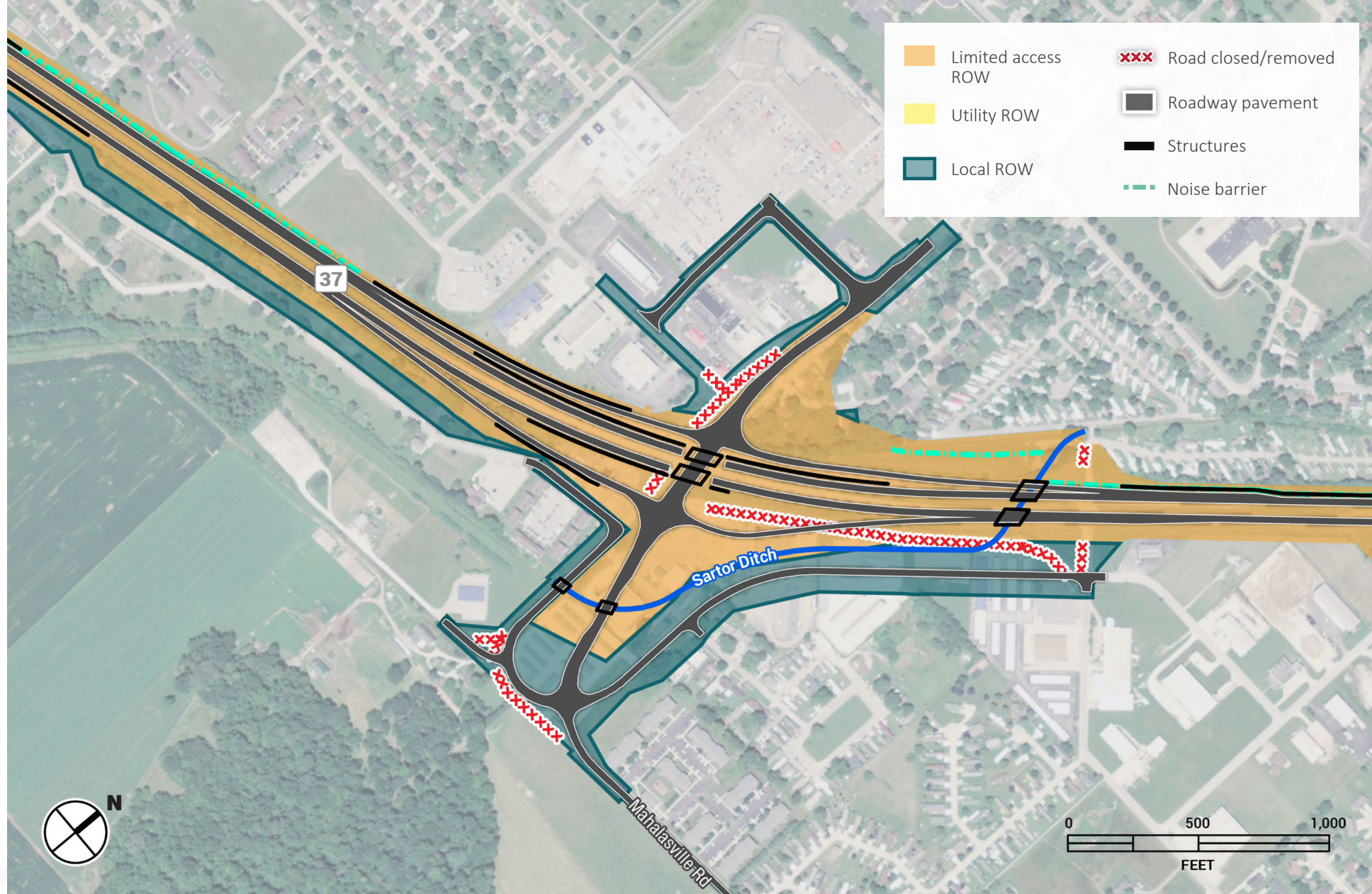
- Ohio Street under
- Regular intersections instead of roundabout
- Relocated Sartor Ditch
- Reduced relocations





# Morgan County: **OHIO STREET INTERCHANGE**

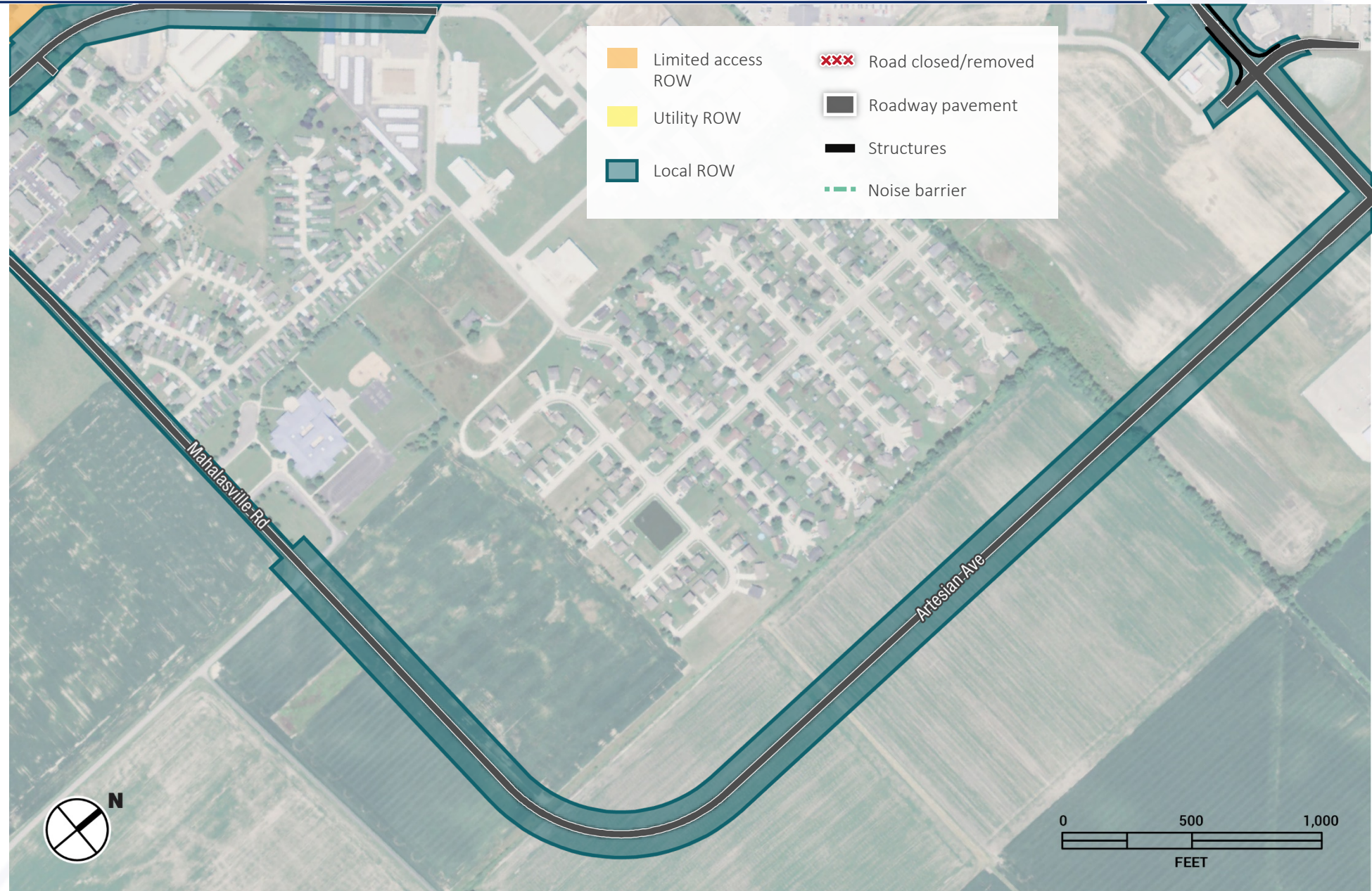
- Ohio Street under
- Regular intersections instead of roundabout
- Relocated Sartor Ditch
- Reduced relocations





# Morgan County: **ARTESIAN AVENUE**

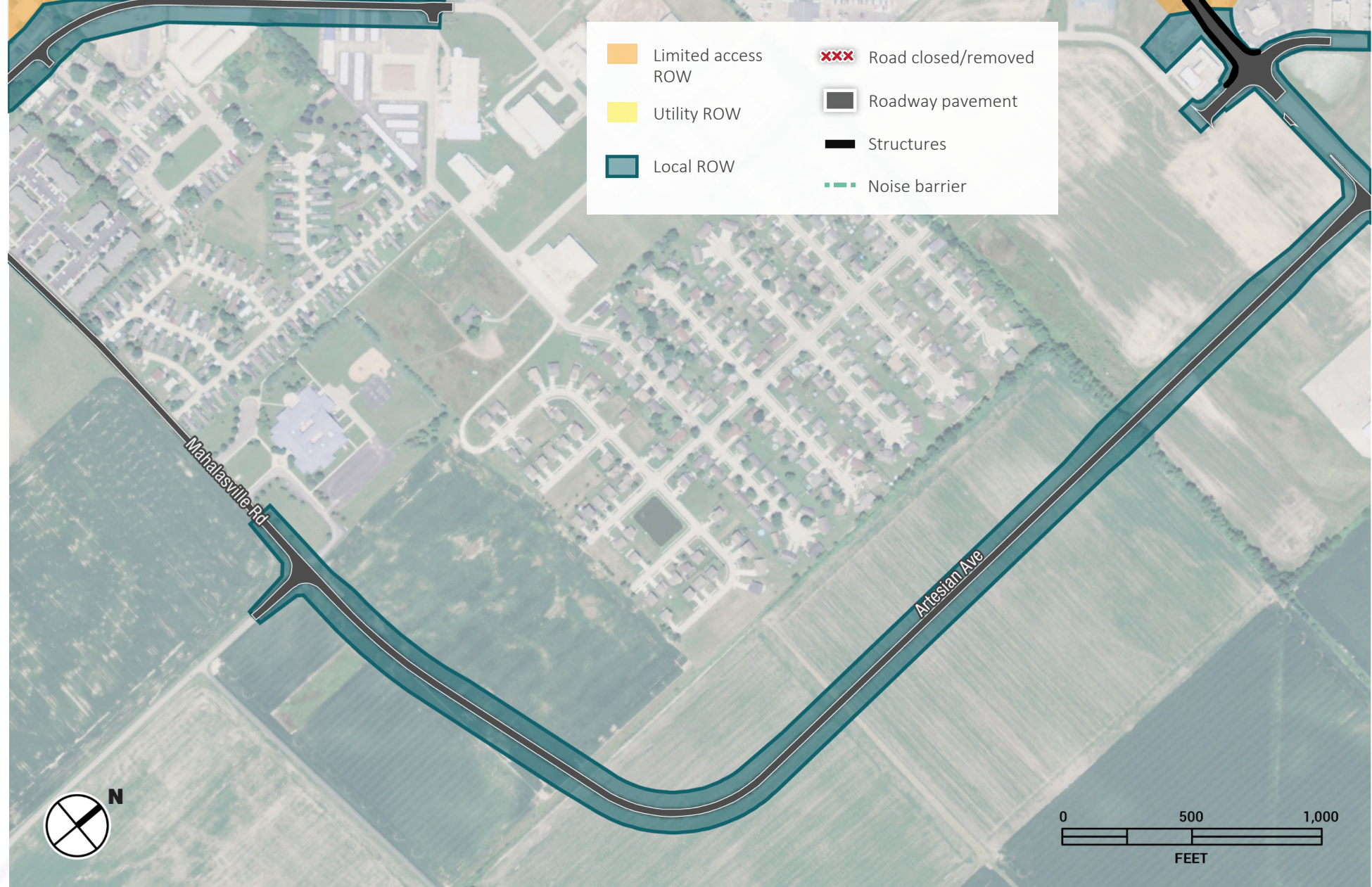
- Shift in roadway due to utilities





# Morgan County: **ARTESIAN AVENUE**

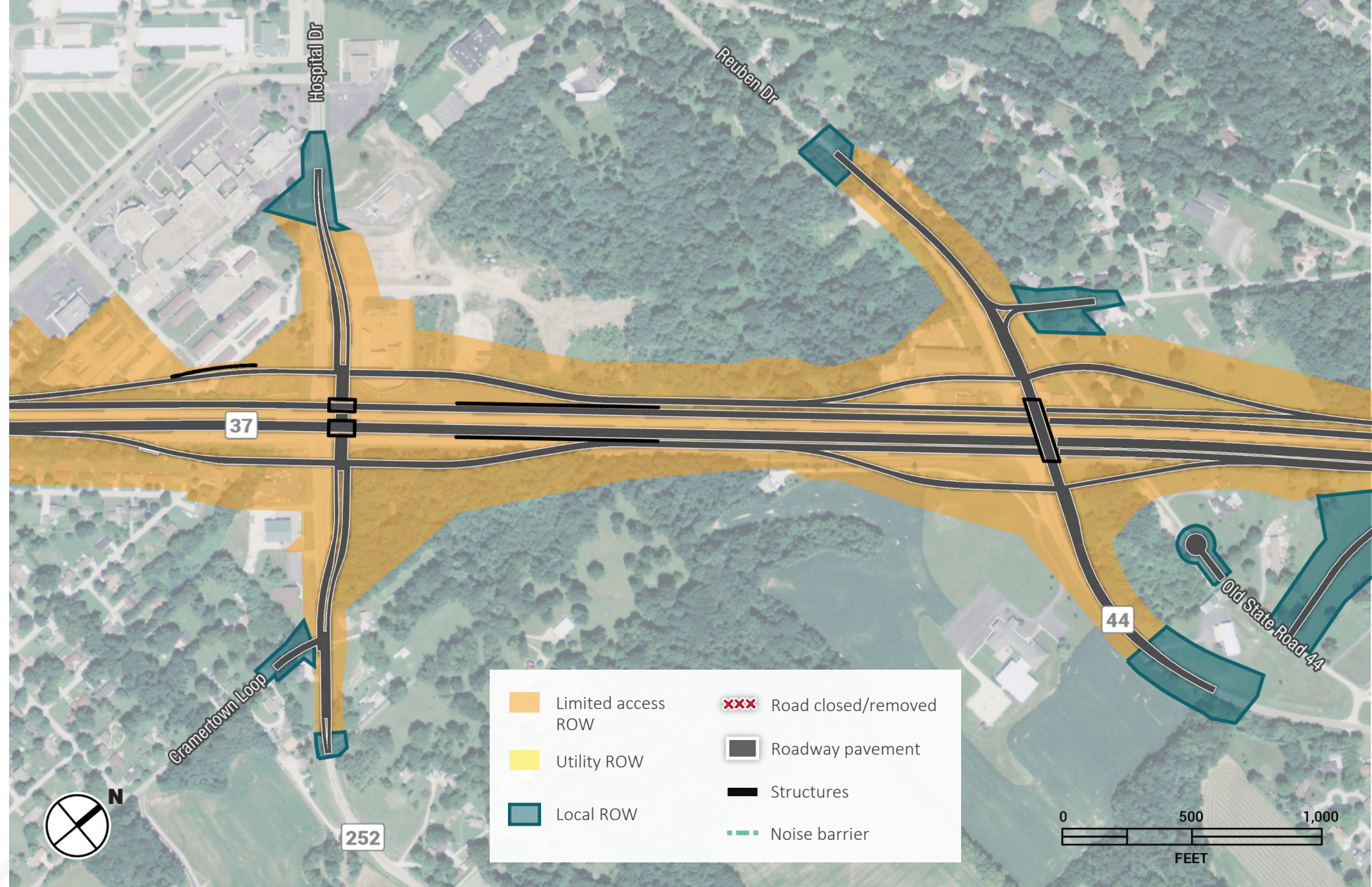
- Shift in roadway due to utilities





# Morgan County: **SR 252 AND SR 44 INTERCHANGES**

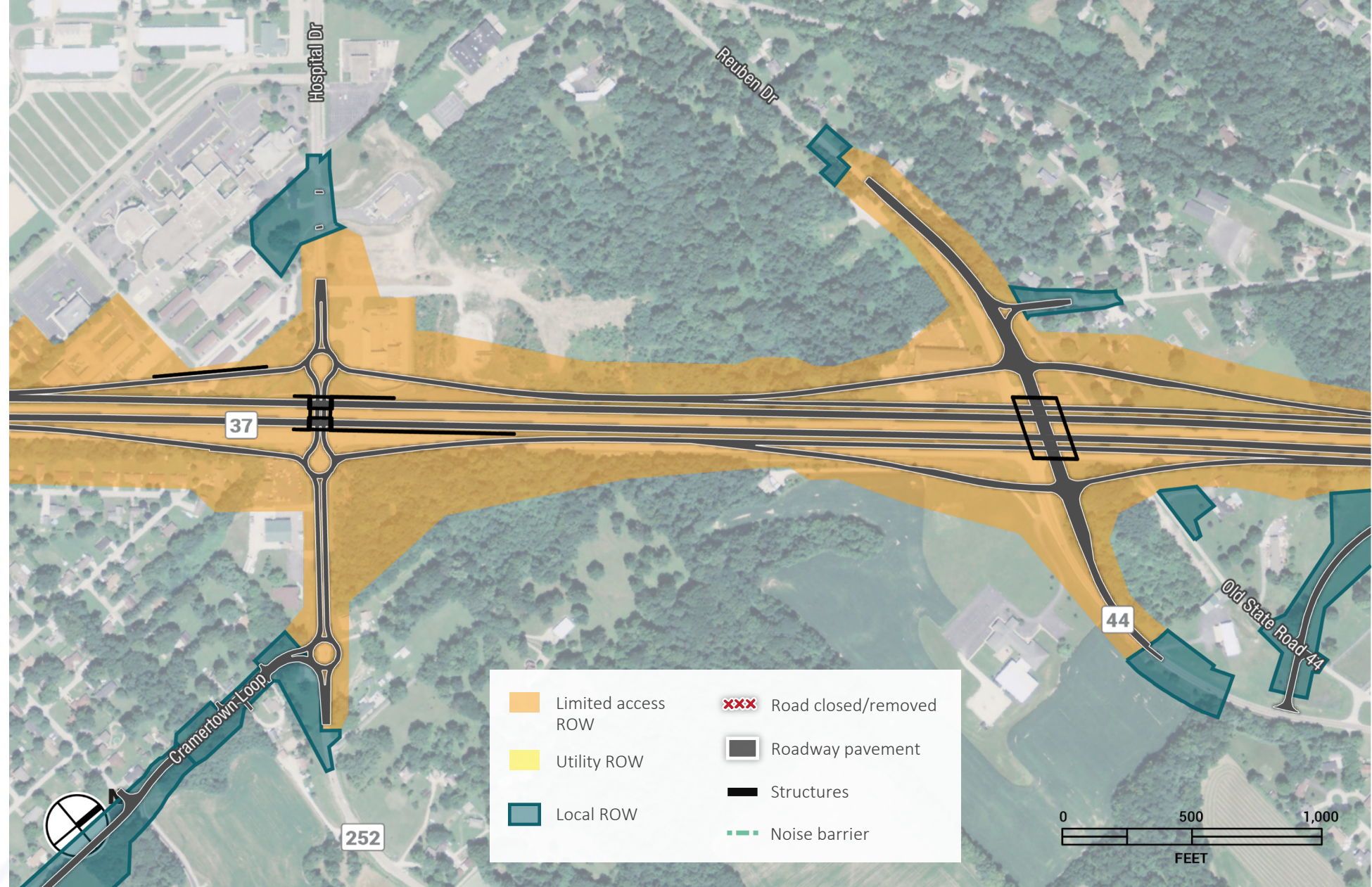
- SR 252 Interchange shifted south
- Roundabout intersections
- SR 252 and Cramertown Loop is roundabout
- Twin Branch extended south from Old SR 44 to SR 44





# Morgan County: **SR 252 AND SR 44 INTERCHANGES**

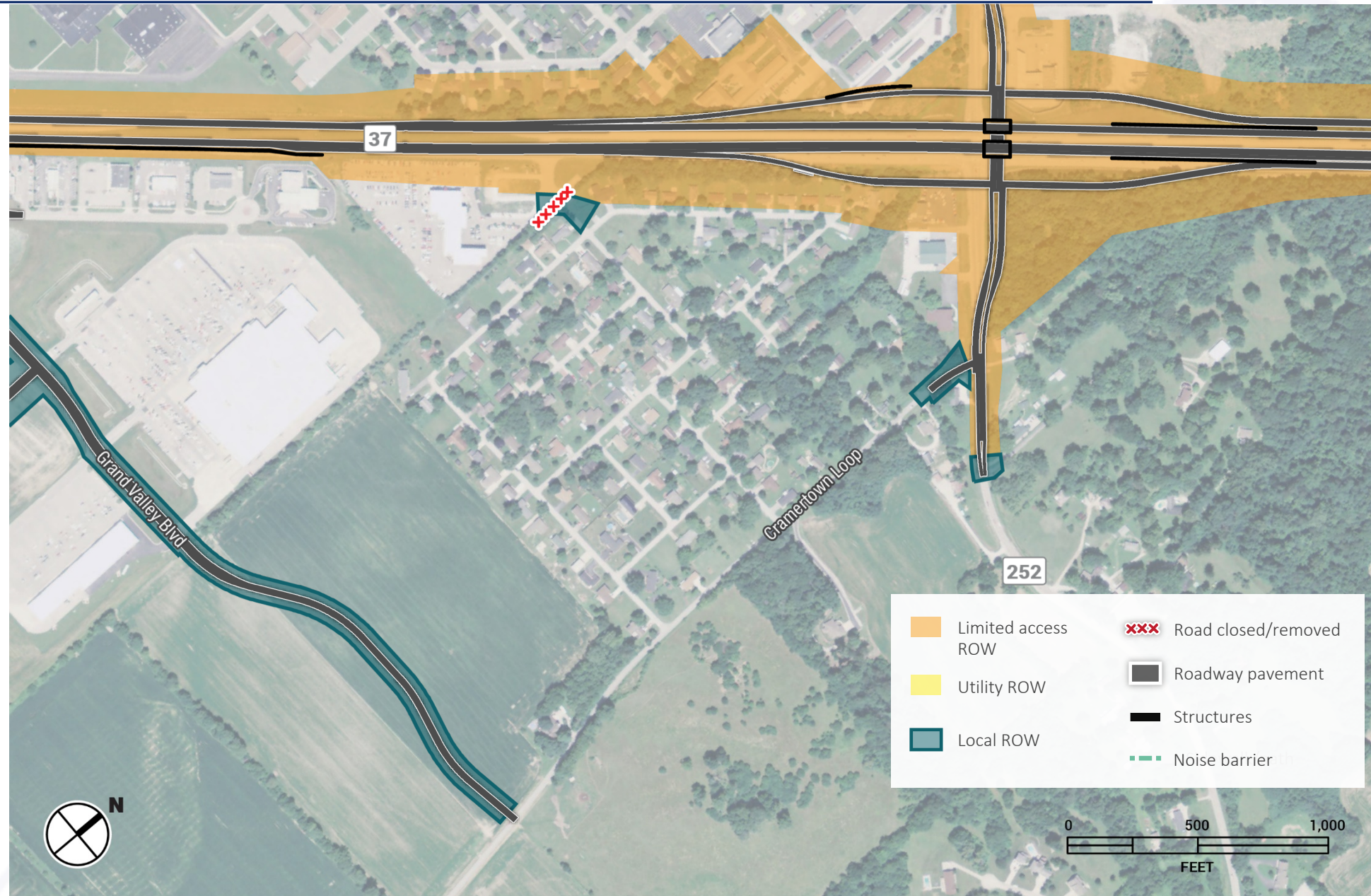
- SR 252 Interchange shifted south
- Roundabout intersections
- SR 252 and Cramertown Loop is roundabout
- Twin Branch extended south from Old SR 44 to SR 44





# Morgan County: **CRAMERTOWN LOOP**

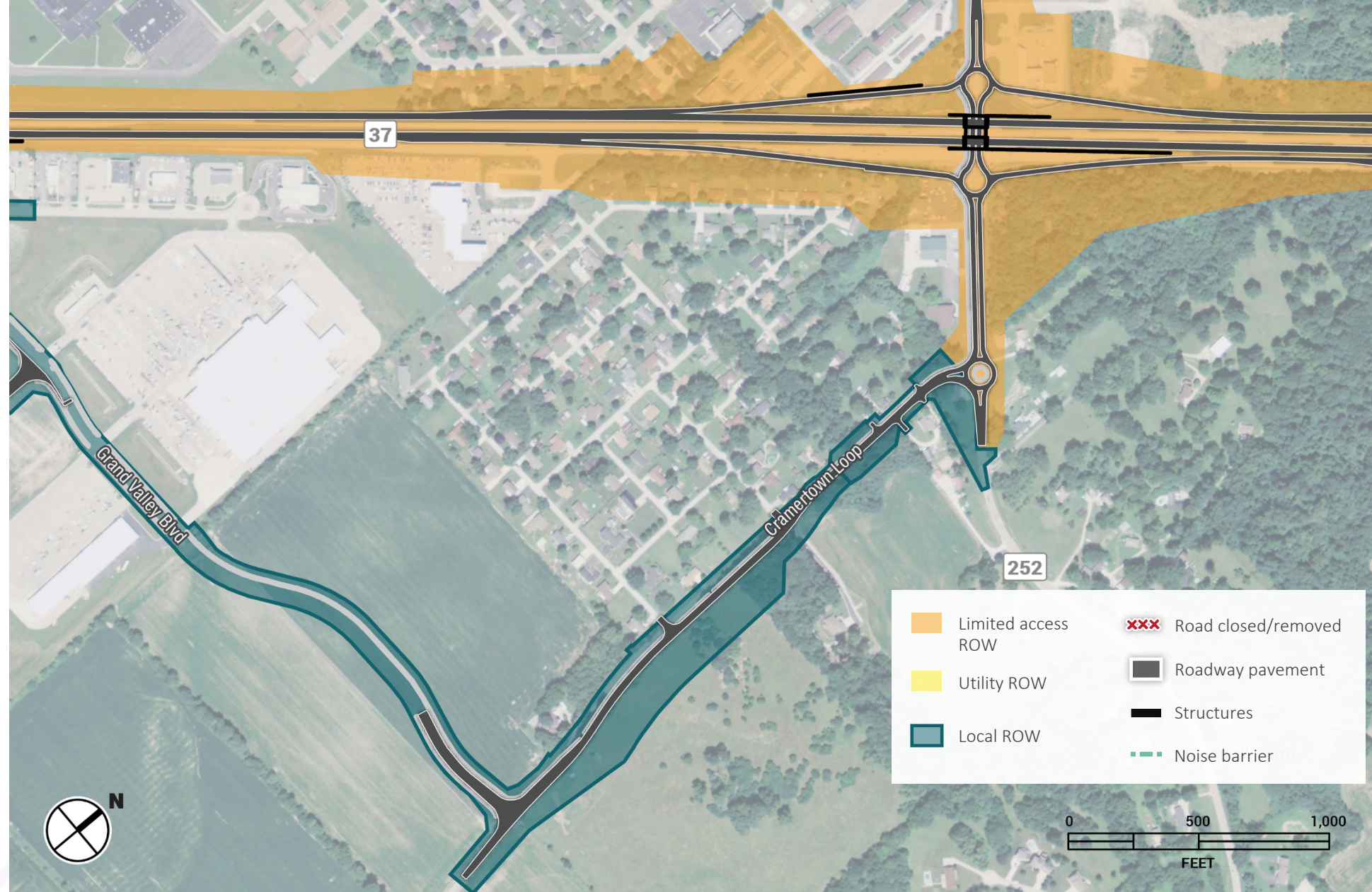
- Added roadway improvement between Grand Valley Boulevard and SR 252





# Morgan County: **CRAMERTOWN LOOP**

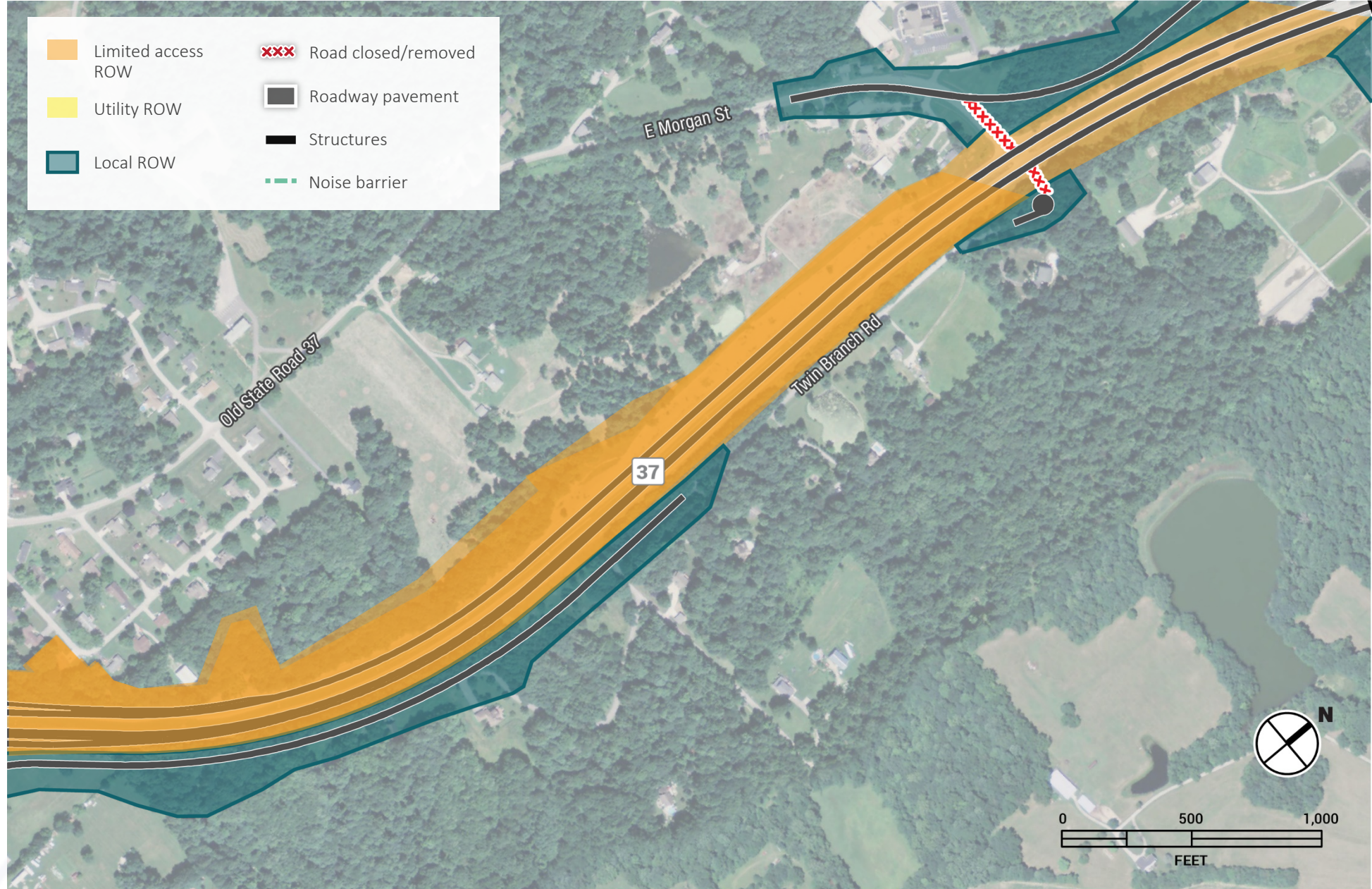
- Added roadway improvement between Grand Valley Boulevard and SR 252





# Morgan County: **TWIN BRANCH ROAD**

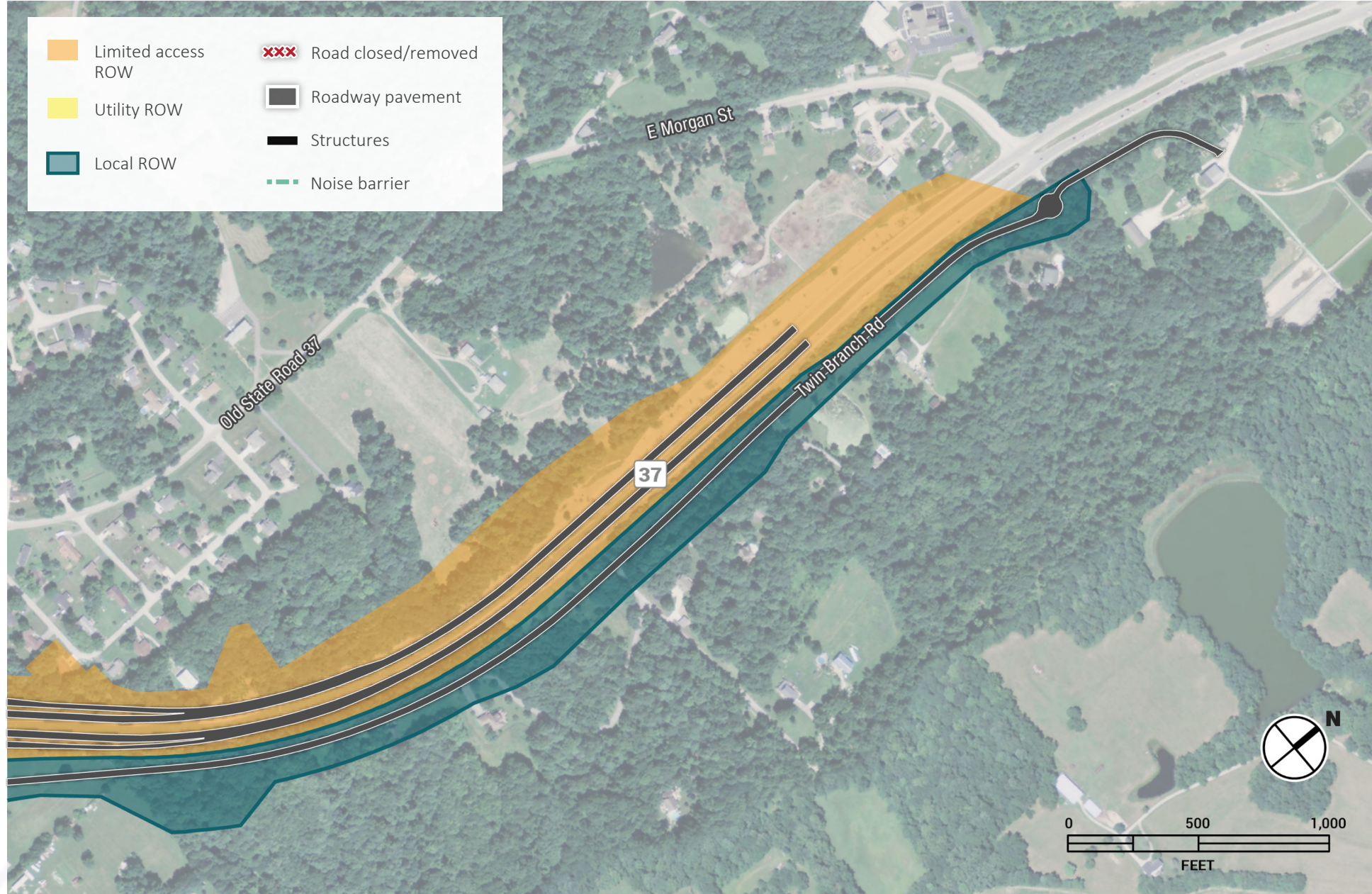
- Twin Branch extended south from Old SR 44 to SR 44
- Reconstruction roadway to Morgan Street





# Morgan County: **TWIN BRANCH ROAD**

- Twin Branch extended south from Old SR 44 to SR 44
- Reconstruction roadway to Morgan Street





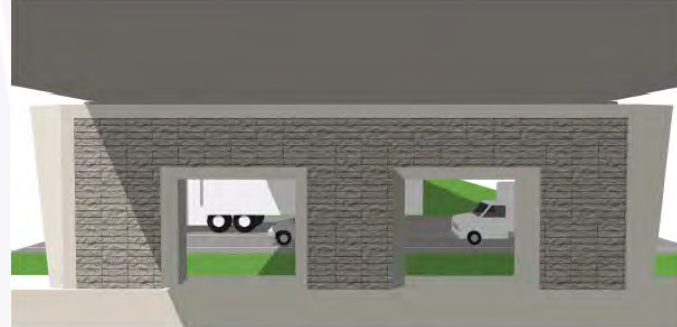
# LOCAL AESTHETICS



Online voting

2534

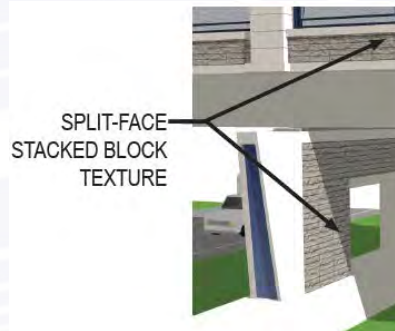
Total votes



SPLIT-FACE STACKED BLOCK TEXTURE



ORNAMENTAL  
PEDESTRIAN LIGHT



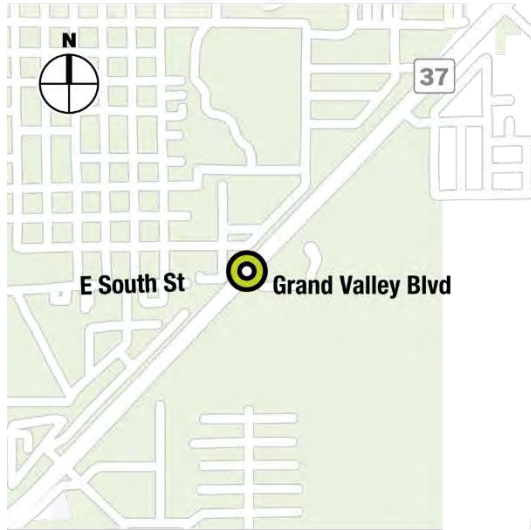
SPLIT-FACE  
STACKED BLOCK  
TEXTURE



DECORATIVE FENCING



# Aesthetics: **GRAND VALLEY BLVD BRIDGE OVER I-69**



▲ I-69 mainline elevation looking north

S.B. I-69

N.B. I-69



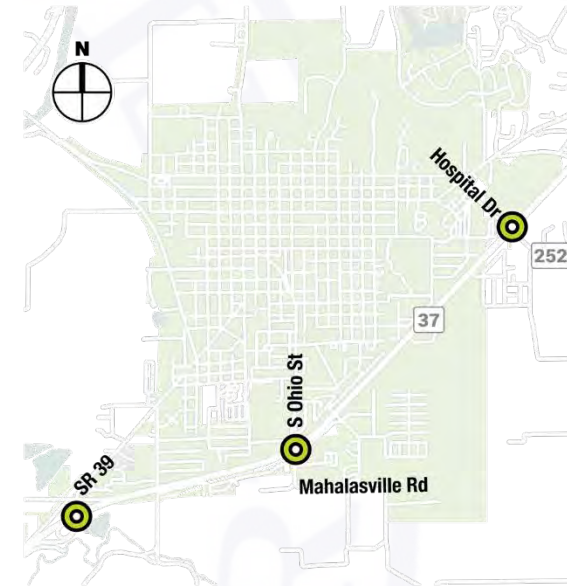
▲ Center pier, barrier, fence detail



# Aesthetics: **TREATMENTS UNDER I-69**



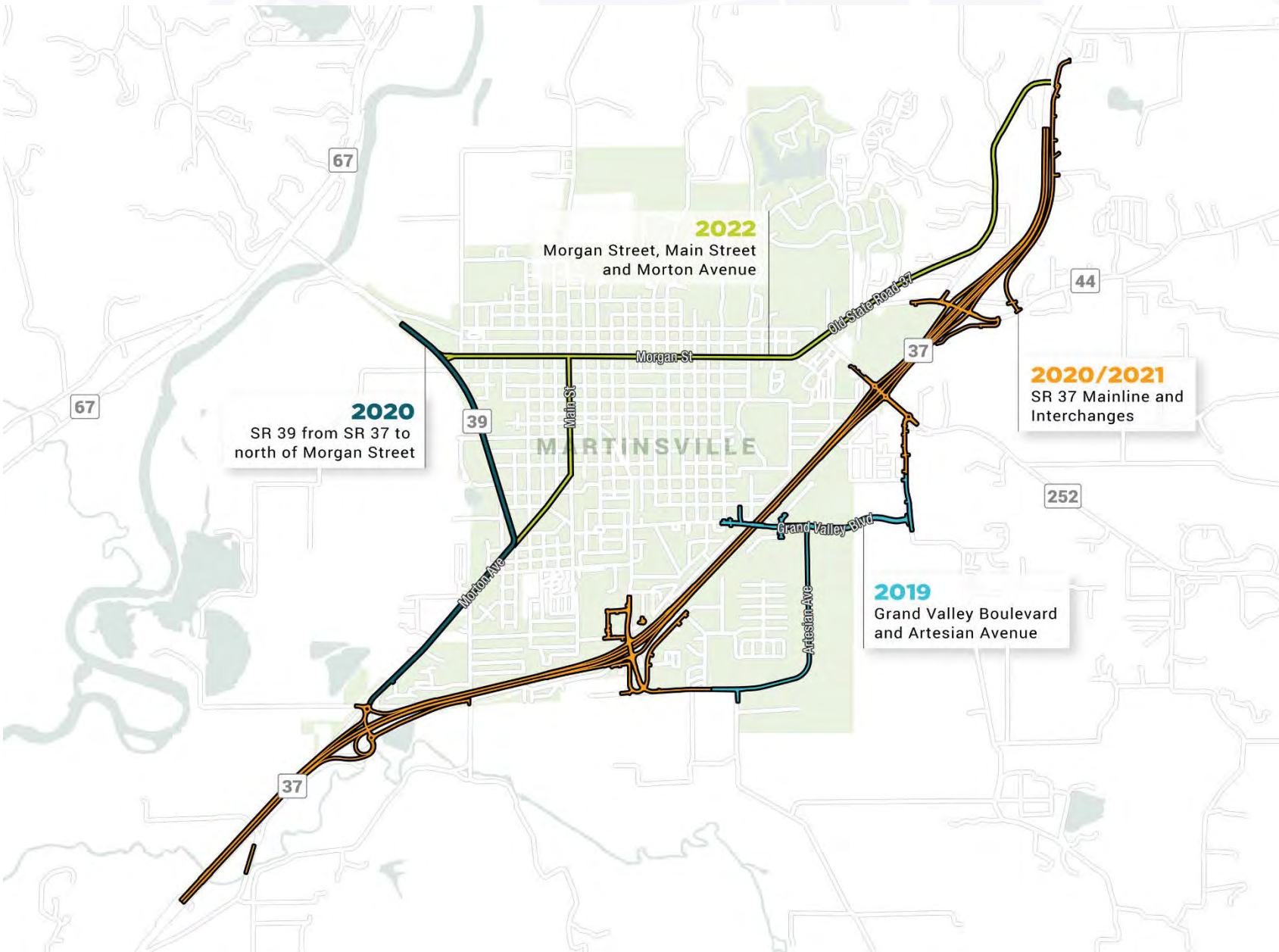
▲ Aesthetic treatments for roadways under I-69



▲ Street view



# CONSTRUCTION BY YEAR



## 2019

- Grand Valley Blvd
- Mahalasville Rd
- Artesian Ave

## 2020/2021

- SR39
- SR37 and Interchanges

## 2022:

- Morgan Street
- Main Street



# MAINTENANCE OF TRAFFIC

---

## CONSIDERATIONS

#1

### Safety

is our first  
priority



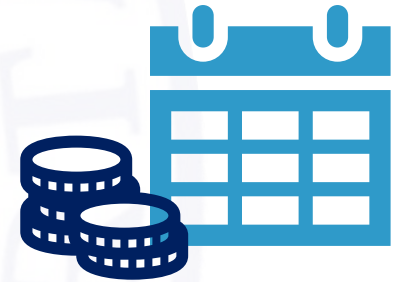
### Access

to businesses  
and residences



### Timing

Short-term vs  
Long-term

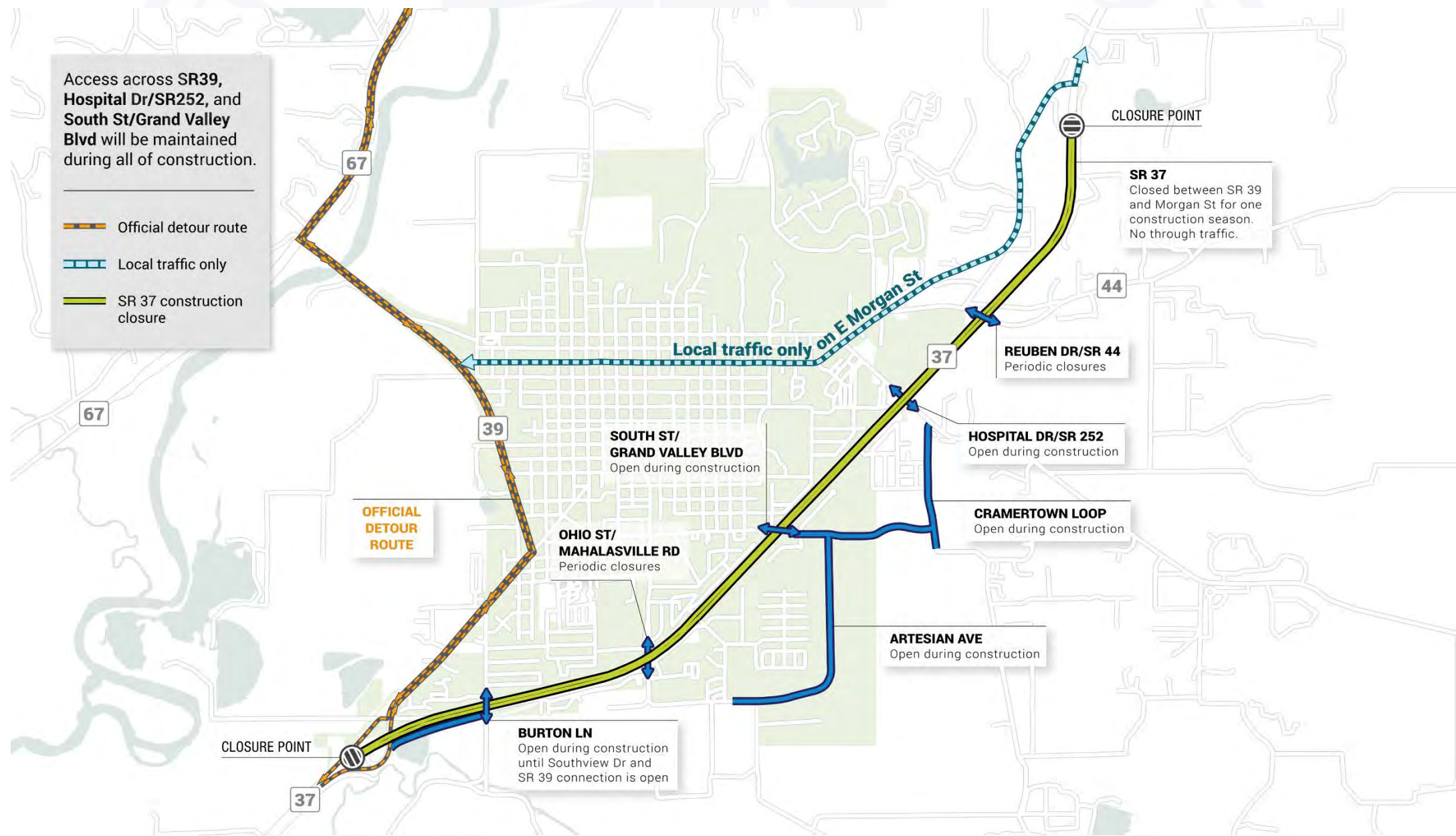


### Cost/Schedule

Construction cost  
and schedule impacts



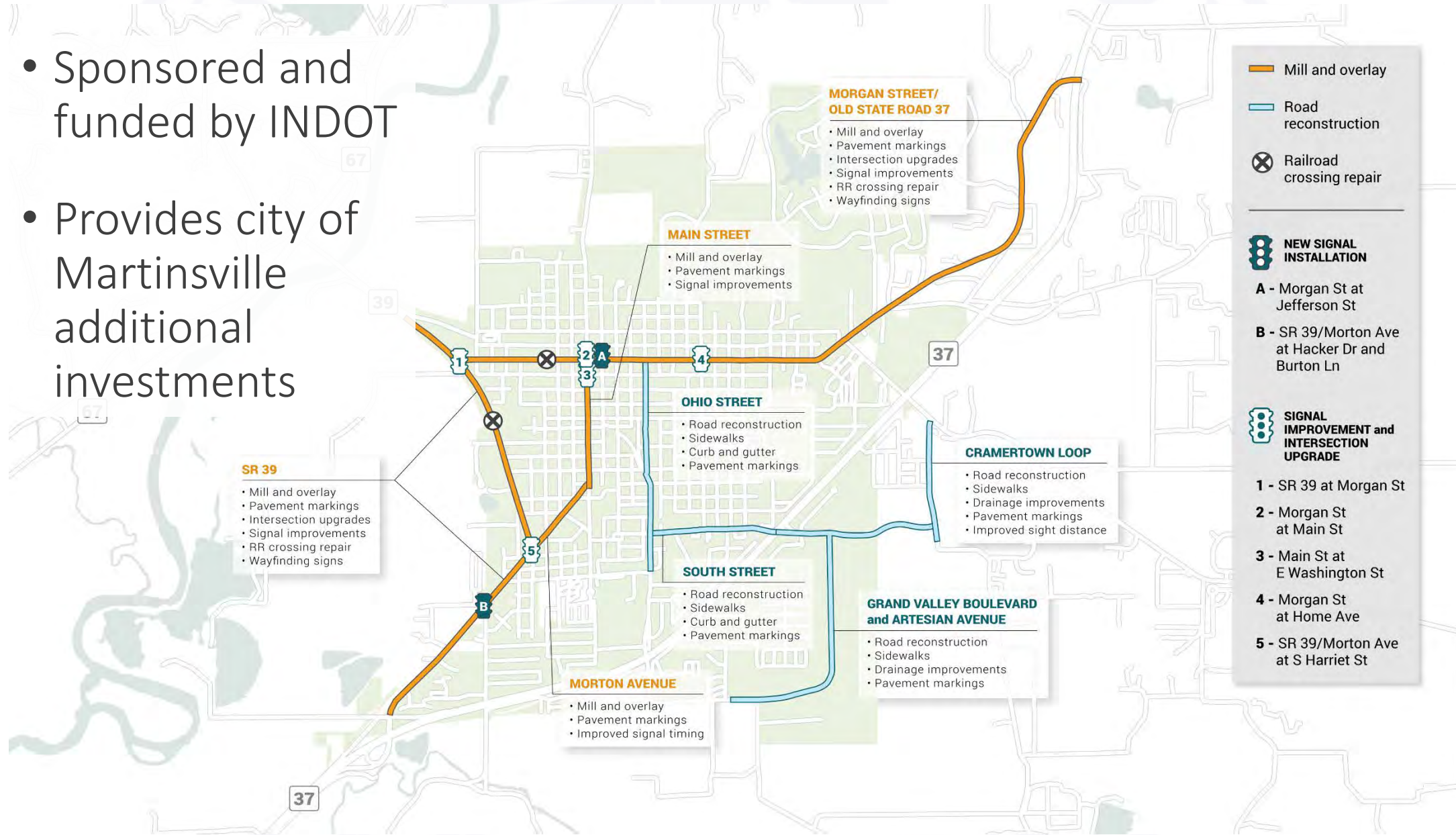
# MAINTENANCE OF TRAFFIC





# LOCAL IMPROVEMENTS

- Sponsored and funded by INDOT
- Provides city of Martinsville additional investments





# REAL ESTATE UPDATE



180 Parcels in  
Martinsville

All parcels in  
appraisal or  
buying process

All parcels  
have had  
opportunity  
for KTM



# KITCHEN TABLE MEETINGS

---



500+

**KTMs conducted  
along the corridor**

180

**KTMs conducted  
in Martinsville**



# **SAFETY** is Top Priority!

---

- All field staff will have project ID cards
- If in doubt, ask to see ID





# WAYS TO COMMENT

---



**Due by September 28, 2018**

- Court Reporter
- Comment Form
- Email
- Mail

You can also comment on the project website:

**[www.in.gov/indot/projects/i69/2346.htm](http://www.in.gov/indot/projects/i69/2346.htm)**





## I-69 Section 6

Email: [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov)

Phone: 855-INDOT4U  
(855-463-6848)

[www.i69indyevn.org](http://www.i69indyevn.org)





## **I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES**

### **Section 6— Reevaluation Statement #1**

## **G3 – Transcript**



## **In the Matter Of:**

*I-69 SECTION 6, MARTINSVILLE DESIGN UPDATE MEETING*

---

### **Transcript of Proceedings**

*September 17, 2018*

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1  
2  
3 DESIGN UPDATE MEETING  
4 I-69 SECTION 6, MARTINSVILLE  
5

6 September 17, 2018  
7 6:31 p.m.  
8

9  
10 At the Martinsville High School  
11 1360 East Gray Street  
12 Martinsville, IN 46151  
13  
14  
15

16 A STENOGRAPHIC RECORD BY: LAURIE MORGAN, RPR, NOTARY  
17 PUBLIC IN AND FOR THE COUNTY OF MARION, STATE OF  
18 INDIANA  
19  
20  
21

22 STEWART RICHARDSON DEPOSITION SERVICES  
23 Registered Professional Reporters  
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25 Suite 2425  
Indianapolis, IN 46204  
(317)237-3773



1           MR. EARL: Good evening. Thank you all for  
2 coming tonight. I appreciate it. My name is Jim  
3 Earl. I'm the project manager for I-69, Section 6,  
4 from INDOT.

5           Just to get some order out of the way to begin  
6 with, for those of you that are here, this meeting  
7 is specifically for Martinsville, the project  
8 from -- where Section 5 ends south of Indiana Creek  
9 to just about a mile north of State Road 44.

10          Those parts north, there's not really a whole  
11 lot in this presentation for this. This is just  
12 the parts of the Martinsville project that are  
13 currently under design. Okay?

14          If you need to step outside, go right ahead  
15 through the doors, the facilities are outside the  
16 door. If you want to move closer so you can see  
17 the presentation, that's fine. I encourage you to  
18 do that as well.

19          As long as you can see it, everything that you  
20 will see in the presentation is either on the  
21 boards out in the lobby or they'll be on the  
22 website after the presentation by tomorrow morning.  
23 So just some logistics for you there, but thank you  
24 all for coming.

25          So why are we here? You all that have come

1 out for the presentations in the past know we've  
2 had this environmental process we've been working  
3 through. And while we have a Record of Decision  
4 for the project, which means we can start design  
5 and construction, the environmental process is  
6 never done until the project is completely  
7 complete.

8 So what the Record of Decision did for us back  
9 in February when we posted that, was allowed us to  
10 go forth with design and construction. Since that  
11 point in time, we've had some changes, and we would  
12 like to reflect what those changes are to you all  
13 so you are aware of them.

14 What we're going to communicate is those final  
15 design elements. We're going to talk a little bit  
16 about the construction schedule so you all know  
17 what's going on there. We're going to talk about  
18 maintenance of traffic.

19 We're also going to talk about some local  
20 improvements that are going to be made in  
21 Martinsville, not just for 69 but by the City of  
22 Martinsville as well. And just I want to give you  
23 an overall update on where we are with the real  
24 estate process in Martinsville.

25 So, again, in 2018, in February of this year,



1 we had the final environmental impacts approved.  
2 The Record of Decision was approved by Federal  
3 Highway, and final design literally began right  
4 after that.

5 Since that time, we've had ongoing discussions  
6 with property owners, business owners, the City of  
7 Martinsville, other relative stakeholders in the  
8 area to talk about the design that we intended to  
9 build with the decision and what needed to be done  
10 to implement it as a final design so we could  
11 actually construct it.

12 A lot of changes have come out of that, and  
13 some of them are pretty significant, some of them  
14 aren't as significant, but we're going to address  
15 and relay all of those changes here to you tonight.

16 The updated design is near final design stage.  
17 In other words, what we anticipate to show you here  
18 tonight should not change, what I'm going to show  
19 you tonight, towards being constructed.

20 Changes happen all the time in construction.  
21 They can even happen during construction. So we'll  
22 keep you apprised of what those changes are. What  
23 I'm going to show you tonight is the best estimate  
24 of what we're going to actually build for the I-69  
25 portion in Martinsville.

1           So I'm going to show you some maps on the  
2 slides, and I'm going to show you the graphics that  
3 we're going to actually see on the maps so you can  
4 understand what we're showing you. A lot of this  
5 detail is also shown on the maps out in the lobby,  
6 but I'll try and point it out here too.

7           Anything that you kind of see highlighted in  
8 orange, that's the limited access right of way  
9 that's needed to build the project; anything inside  
10 the fence line. So anything for the highway  
11 pavement, the shoulders, the drainage, all that  
12 kind of stuff.

13          The next thing you'll see on there is this  
14 little yellow band, usually along the edges of  
15 that. That's our utility right of way. We're also  
16 purchasing some easements for the utilities that  
17 are currently within that right of way that need to  
18 be able to relocate into those easement locations.

19          In addition to that you're going to see a  
20 local right of way. This is a right of way that  
21 will eventually be relinquished or transferred to  
22 the City of Martinsville. They'll maintain those  
23 right of ways. Those are points where we can have  
24 access ways like roadways and drives and that sort  
25 of thing.



1        These dashed blue lines, you can kind of see  
2        one right there (indicating). Those are the  
3        potential noise barriers. We still have some work  
4        to do, to do some outreach to get those finalized  
5        with you all, but those will be shown in those blue  
6        lines.

7        If we have a road that's currently in  
8        existence that we're going to be closing and  
9        removing, they will be denoted with these Xs. And  
10       then the proposed roadways, those will look like  
11       pavement, kind of a black with a white outline.

12       Last we have structures, so your bridges,  
13       retaining walls. Those are kind of those dark  
14       black lines. You can see some of the bridges right  
15       there (indicating) at the 39 interchange, for  
16       example.

17       So that's kind of how you read these maps. So  
18       when we're looking at the maps, what I'm going to  
19       show you is what the design was at the Record of  
20       Decision timeline and what the change is. And I'll  
21       probably flip back and forth between the two to  
22       kind of show you what those changes are.

23       So the first place we're going to go to is the  
24       very southern end where we tie into Section 5.  
25       Originally we had proposed a large utility corridor

1 on the western edge here, and also a proposed new  
2 road for Rogers Road to connect up to the north.

3 After doing some investigating for the real  
4 estate in the area, we found out that the need for  
5 that road was not necessary. We could actually  
6 eliminate that road and eliminate some costs.

7 And we also had a hydraulic situation.  
8 Obviously we all know about the high waters in this  
9 area. This is an area that's very prone to  
10 flooding.

11 We had a closed bridge just to the south on  
12 Old 37 down here that we're going to actually lower  
13 the roadway -- to allow this roadway, instead of  
14 ponding up here -- to actually get to this bridge.  
15 This bridge is going to be widened significantly.

16 So to see the changes, this is what the new --  
17 it doesn't look a whole lot new, but you can see we  
18 have redefined that utility corridor a little bit  
19 more to the west.

20 We eliminated Rogers Road there, a much larger  
21 structure here, and this roadway here will actually  
22 be lowered to allow the flooding in this area to  
23 get to the bridge and commence downstream to the  
24 White River.

25 The State Road 39 interchange, this is what we



1 proposed at the time of the ROD, and you can see  
2 the State Road 39 interchange with the proposed  
3 roundabout here with the five spokes. And this  
4 side was pretty much like it was now. There wasn't  
5 a whole lot of change between what was existing and  
6 what we were proposing.

7 But one of the things that we had a lot of  
8 people come up to us was some questions about the  
9 businesses on the south or east side of State  
10 Road 37, like the KFC and the hotels and the auto  
11 dealerships in the area, about access in this area.

12 So one of the things we did was modified that  
13 interchange a little bit, put another roundabout in  
14 there and connected Southview all the way over to  
15 Burton.

16 So with this improvement, if you're coming  
17 northbound on I-69 and you get off at the State  
18 Road 39 interchange, you're going to have to get  
19 off that roundabout and go straight up to Burton  
20 Lane without having to go all the way up to Ohio  
21 Street and turn around.

22 This was a proposal that came to us from a lot  
23 of the farmers in the area for getting their  
24 equipment back and forth. We talked to your State  
25 representatives. They had a key role to play in

1 this as well.

2 This next location we're looking at is Ohio  
3 Street. Originally we had proposed a  
4 roundabout-type interchange with Ohio Street going  
5 over I-69. And we had a series of local roads both  
6 to the north and south of the interchange that  
7 impacted quite a few residences up here and some  
8 businesses down here.

9 During the design, we actually found out that  
10 Sartor Ditch, which runs through the interchange  
11 all the way through here, the hydraulic needs for  
12 that ditch, to make sure we didn't have flooding,  
13 were pretty immense. We didn't want to have a  
14 repeat of what we had in 2008, so we went back to  
15 the drawing board and reconsidered how we actually  
16 wanted to have this interchange laid out.

17 And to convey the drainage, we actually ended  
18 up changing this interchange quite a bit. It won't  
19 look a whole lot different, but there are some  
20 subtle changes. I'll try to explain them to you in  
21 a second.

22 My designers and I joke that this project,  
23 I-69 in Martinsville, is actually a hydraulic  
24 project with an interstate running through it  
25 because it has so much water going on.



1           So one of the changes that you'll see at this  
2 interchange is, first of all, Ohio Street now will  
3 be just a standard diamond interchange that will go  
4 over Ohio Street.

5           Sartor Ditch is being realigned a little bit  
6 to the north and goes on to the east side to go  
7 over here. That really avoids a lot more of the  
8 crossings within Ohio Street, Mahalasville, and the  
9 highway itself.

10          Bridges and over-crossings, the permeating  
11 agencies loved this change because it reduced the  
12 impacts of the area quite a bit, and it makes the  
13 water swale quite a bit better as well.

14          Some subtle changes up here actually did  
15 reduce part of the relocations that were along Ohio  
16 Street in this area. And we made some improvements  
17 for the Southview connection here down to this  
18 intersection with Mahalasville.

19          But, overall, a much better flowing design  
20 than we originally had recommended in this Record  
21 of Decision. Again, that came out of further  
22 design during the final design.

23          The next location we look at is Artesian  
24 Avenue. This is a very subtle change. It was just  
25 proposed to go pretty much due east from

1 Mahalasville and then go due north to meet Grand  
2 Valley. We found out that Duke utilities had an  
3 easement in this vicinity and to avoid the impacts  
4 of that easement and reduce some costs, we just  
5 shifted Artesian a little bit to the north with a  
6 little bit of a kink in it.

7 It's just a very slight shift, but the  
8 connection is pretty much the same as it was  
9 before, connecting to Mahalasville at the  
10 intersection there just south of the school and  
11 going due north to Grand Valley.

12 At the State Road 252 and 44 interchange, the  
13 interchange will function much like we talked about  
14 at the regular decision meeting. We had planned  
15 for State Road 252 to go under I-69. That has not  
16 changed. But we had just kind of a diamond  
17 interchange in this location.

18 You'll also see that over here we planned to  
19 have a T-intersection with Cramertown Loop. And  
20 you can see we actually went out quite a bit on  
21 these ramps here for State Road 44.

22 After doing some further investigation during  
23 the design, we decided to change this and shifted  
24 just a little bit. We're now -- these ramps come  
25 in quite a bit so there's not quite as much right



1 of way need.

2 The intersection down here, Cramertown,  
3 because of the fact that we found that this  
4 location here functioned much better with  
5 roundabouts where the traffic flow didn't have to  
6 have stop conditions, especially for the emergency  
7 personnel, they could just flow right through the  
8 intersection with roundabouts much more  
9 effectively.

10 But we changed those to roundabouts, and  
11 because of the proximity to that interchange and  
12 the fact that it's kind of a weird skew, the angle  
13 on it was really kind of funky, we decided to go  
14 ahead and make that a roundabout as well. We  
15 really do anticipate this being a much more  
16 effective traffic flow to get down to Cramertown  
17 Loop and Red Valley.

18 You can also see -- I'll go back a little  
19 bit -- to the far corner over here, Twin Branch,  
20 originally we had stopping at Old State Road 144,  
21 and we went ahead and extended that to meet all the  
22 way -- oops. Go back. We extended that to State  
23 Road 44 as well.

24 Cramertown Loop, you've heard a lot of talk  
25 about this. This originally was going to be a

1 local project that the City of Martinsville  
2 actually got awarded through our local grants  
3 program.

4 With the timing of construction, we felt like  
5 it was much better for us to actually tackle that  
6 project early than later. Mainly because of  
7 maintenance of traffic in the area and because of  
8 the concerns for sight distance in that location.

9 We didn't want to have Grand Valley built out  
10 there and then have an unsafe condition out there,  
11 so we actually decided to implement that project  
12 and add it to the I-69 project.

13 So what you'll see is that project  
14 incorporated within the I-69 project. And, again,  
15 Grand Valley meets it down here at a T-intersection  
16 like we proposed before.

17 It's shifted a little bit to the east, so it  
18 takes a little bit of that hill. That's why you  
19 see more right of way on the east side than on the  
20 west side. And, again, we have the roundabout  
21 intersection up there because of the roundabout  
22 interchange.

23 Back to Twin Branch Road. Again, we had  
24 proposed this access road on the east side to get  
25 to the folks that lived up there. And this was



1 extending down to State Road 44 -- or old State  
2 Road 44. We extended that, but we also did some  
3 improvements up here.

4 This is kind of a locally maintained road.  
5 We're going to go ahead and widen that to meet some  
6 current standards. And we also wanted to be able  
7 to connect Cikana Fish Hatchery up to this point of  
8 Twin Branch Road.

9 So what we did is extended that up using the  
10 improvements there and then added in, as well, the  
11 other driveway that will connect Cikana Fish  
12 Hatchery. And this will be improvements all the  
13 way down, and that will eventually become a local  
14 road maintained by the City of Martinsville.

15 Again, these changes are shown in the slides.  
16 They will also be available in the PowerPoint  
17 presentation that will be on the website. They're  
18 also available and visible on the maps that are out  
19 in the lobby.

20 If you have any questions, we have pretty good  
21 graphics out there. We have even better people out  
22 there to answer your questions. Just ask them the  
23 questions, they will be able to answer them for  
24 you.

25 Other elements that came out of the studies

1 that have been done recently, you all are aware of  
2 the survey that we did and conducted for the  
3 esthetics for Martinsville. The results came in  
4 and what you're going to see on these next couple  
5 of slides are some of the proposed esthetic looks  
6 that we're going to have through the City of  
7 Martinsville on I-69.

8 A pretty good response of voting; 2,500 plus  
9 votes. Almost 1,800 of that was Morgan County, so  
10 a pretty good representation from you all there.  
11 And we obviously had the voting on the lighting,  
12 the texture of the walls, the piers, and the  
13 fencing.

14 So what you can see here is the results of the  
15 voting. You've got kind of the pointy ornamental  
16 lighting, I forget what it was called. The pointy  
17 lighting was the one that was chosen.

18 The fencing is what we called the Artesian  
19 fencing which has this kind of decorative esthetic  
20 on the -- near the post. It matches kind of the  
21 esthetics that's on the pier there as well. And we  
22 have the split-faced brick on the esthetics for the  
23 piers, and the barrier walls.

24 Overall the esthetics committee was very  
25 pleased with the results of the survey. And I'm

1 hoping you all find that you'll be very pleased  
2 with the final results when it's all built.

3 Here's another view of it, and you can see  
4 this out in the lobby as well. This is kind of a  
5 view looking down for the locations. We have the  
6 I-69 going over the highway. You can kind of see  
7 some of the features of it.

8 They actually have an opening there so you can  
9 actually have lighting come in here so it's not  
10 going to be too dark. And, again, it has the brick  
11 with the limestone facing.

12 This will be at the overpass locations, which  
13 this will be State Road 39, Ohio Street, and State  
14 Road 252.

15 So that's some of the changes that have  
16 happened. I encourage you guys to look at the  
17 displays. You can talk with everybody out in the  
18 lobby afterwards as well.

19 One of the big things that people keep asking  
20 us, How are you going to build it and how fast is  
21 it going to take. And I'm sure most of you have  
22 probably heard the governor's announcement that  
23 we're going to get this whole thing done by 2024.  
24 Not just Martinsville, but everything.

25 So to do that, we have to be very aggressive



1 in our planning. What you're seeing here is just  
2 Martinsville again, construction by year. So I  
3 kind of have it broken out. You can kind of see  
4 the colors and the years shown up there.

5 The first year of construction will be 2019.  
6 We actually have our first contract going to what  
7 we call letting, out for bids for our contractors  
8 in December.

9 So we anticipate starting construction as soon  
10 as the winter breaks in 2019. Where we're going to  
11 be doing that work, most of that work, will be over  
12 here on the east side by the Wal-Mart.

13 The connection to Mahalasville Road, Artesian  
14 Avenue, Grand Valley, including the overpass at  
15 South Street, and Cramertown, all of that will be  
16 in the first contract that will be awarded in  
17 December. We anticipate that to take one  
18 construction season to get done.

19 For the most part, it's all offline. There's  
20 no existing traffic there. The improvements that  
21 we're looking at for Artesian are -- there's no  
22 road maintenance that we have to do there at all.  
23 There's no traffic to worry about.

24 Obviously with the Grand Valley overpass,  
25 there will be some traffic there that will be

1 explained to everybody -- when we have that  
2 contractor onboard, we will have a meeting to  
3 discuss how that's going to work.

4 Most of the work being done on Grand Valley  
5 itself is adding sidewalk and extending it to  
6 Cramertown. And then, of course, Cramertown will  
7 have probably the most visual improvements with the  
8 sight distances there.

9 In the following year, 2020, we will start  
10 construction on various projects throughout  
11 Martinsville. The first part will be some of the  
12 work done over here on State Road 39. And that's  
13 to prepare the project for the diversion that we  
14 expect from the construction being done on I-69.

15 Most of the improvements getting done there  
16 are adding turn lanes -- and we'll see a slide  
17 later on that explains some of the details --  
18 adding turn lanes, improvements for signals, trying  
19 to get the traffic to move through there as  
20 sufficiently as possible.

21 In addition to the work on State Road 39,  
22 we're going to start work on the main line of I-69,  
23 which will be State Road 37 and the interchanges.  
24 That will actually last the better part of those  
25 two years, 2020 and 2021.

1           And then in 2022 when the work has been done,  
2   for the most part, on I-69, we're also proposing to  
3   do some improvements throughout the rest of  
4   Martinsville to kind of address some of the traffic  
5   issues that will happen in Martinsville because of  
6   people trying to find their way around the  
7   construction zone.

8           And we'll get into some more details of that  
9   as well, but for the most part, that will be on  
10  Morgan Street and Main Street.

11          Like I said, we have some slides that are  
12  going to have a little bit more detail than what's  
13  proposed there, but for the most part, construction  
14  in Martinsville will last those four years '19,  
15  '20, '21, '22. So that's a "when."

16          Now the question is how. Those of you that  
17  have driven in the area during the Section 5 work  
18  know we've had some issues with traffic. We have  
19  some concerns with the trucks going up and down the  
20  highway.

21          And in Martinsville, we have a rather nasty  
22  hill that goes to the north that presents a really  
23  big problem for normal operations, let alone during  
24  construction when we start putting our folks out  
25  there in harm's way to actually build the project.



1        There are some locations, especially near the  
2        State Road 52 interchange, where we're actually  
3        changing the grade of the highway significantly as  
4        much as 10, 15 feet in some locations. And the  
5        idea of having a big separation of proposed versus  
6        existing ground is a pretty scary proposition for  
7        anyone who works in construction.

8        So safety is a big priority for us. We want  
9        to make sure we build this safely. Obviously,  
10       though, we also have a big concern for the people  
11       who live in this area and work in this area.

12       We need to be able to provide you all access  
13       during construction, no matter what we do, and we  
14       need to address how we get you guys around. Not  
15       just getting you around, but tell you how we  
16       anticipate that happening.

17       We also have to look at short-term versus  
18       long-term consequences for this build.

19       Anytime you have a construction project, I  
20       don't care if it's a small intersection improvement  
21       or a large project like I-69, the time during  
22       construction is never a pleasant time for most  
23       people, unless you work in construction. Even for  
24       us sometimes it's not all that pleasant.

25       So our goal is to get it done as quickly as

1 possible so that the long-term benefits outweigh  
2 the short-term concerns.

3 Then, of course, we're looking at cost and  
4 schedule. We want to make sure that we build this  
5 as quickly as possibly and as safely as possibly as  
6 well.

7 So anything we can do to accelerate that  
8 schedule, especially given the governor's  
9 announcement of 2024, will go a long way to helping  
10 us make this a successful project.

11 So with that in mind, this slide shows you  
12 what we're actually proposing to do and how we're  
13 proposing to do it.

14 One of the first things I want to point out to  
15 you is down at the bottom of the slide here, and  
16 you might not be able to see it on the top slide  
17 here, that note says State Road 37 will be closed.  
18 We're proposing to close State Road 37 in the year  
19 2021. Not the entire thing, but through traffic.

20 To do this, during the year that it is closed,  
21 we'll actually have an official detour, using State  
22 Road 39 to 67, up to Indianapolis. We'll have a  
23 slide and a display out in the lobby that shows  
24 that official detour route.

25 Do we expect everyone to take the official

1 detour? No, we expect people to try to get their  
2 way through Martinsville other ways, too. So we  
3 have kind of a local detour up to Morgan Street  
4 down to State Road 39 there.

5 That's one of the reasons that you saw some  
6 improvements in 2022 throughout Martinsville,  
7 because we do anticipate there being a heavy amount  
8 of traffic in Martinsville with this closure.

9 It should be pointed out that when we're doing  
10 our traffic studies for how we were going to build  
11 this thing, two things pointed out:

12 One, I already talked about the differential  
13 in the grades that the workers have to deal with,  
14 and the idea of having trucks trying to get up and  
15 down a hill, stopping and starting, stopping and  
16 starting, and having all that was very scary for  
17 us.

18 Second thing was we know that when we did our  
19 traffic modeling, even if we kept State Road 37  
20 open, our models were showing that more than half  
21 the people were getting off the highway anyway. So  
22 we knew we had to do improvements to 39 no matter  
23 what.

24 That's why you have improvements in 2020  
25 scheduled for State Road 39. That's also what



1 we're proposing. Since we have such a large  
2 diversion of traffic going over to 39, we might as  
3 well take advantage of that and close State  
4 Road 37.

5 One of the things that it does is it allows  
6 that contractor to mobilize more effectively, and  
7 he should be able to get that construction done in  
8 instead of the three years we thought it was going  
9 to be, within two years. Now, the closure is only  
10 one construction season.

11 So as soon as the weather breaks in the  
12 spring, they'll close it, and then they'll open it  
13 back up in the fall. So during the closure, again,  
14 we have the official route for 67 and 39. The  
15 local route for Morgan.

16 All the stuff in blue, which is the stuff that  
17 I said was going to go to construction starting in  
18 the spring, that should be done before we do any  
19 closure. Actually, they'll have a good season  
20 between to get everything kind of wrapped up and  
21 ready for it.

22 The crossings at 44, 252, Grand Valley, Ohio,  
23 Burton, and 39, I'll address those individually.

24 Thirty-nine will remain open, obviously,  
25 because that's the detour traffic, but you won't be

1 able to go north on 37.

2       However, I told you about the improvement we  
3 proposed from 39 to Burton, as soon as that  
4 improvement is done, people will be able to get up  
5 and use that access road and still access all the  
6 stuff over here on the east side.

7       Burton will be left open until that  
8 improvement is completed.

9       Ohio Street will remain open most of the time.  
10 There will be a time we have to close traffic  
11 intermittently for the shift from where the current  
12 road is to where the new road will be to build the  
13 interchange. But it should remain open most of the  
14 time. We're talking maybe a month, month and a  
15 half for closure time at construction season.

16       Grand Valley and South Street, that will  
17 remain open the entire time.

18       State Road 52 and Hospital Drive, that will  
19 remain open the entire time.

20       And State Road 44 and Reuben, that will have  
21 intermittent closures much like we did Ohio Street  
22 just to get everything tied down for the  
23 interchange.

24       So that's the proposed closure in 2021. And,  
25 again, we finish up the stuff in 2022. A lot of

1 details there, and a lot of questions will come out  
2 of that.

3 We've had a lot of outreach with local  
4 officials and stakeholders in the area. We've  
5 actually got quite a bit of positive comments on  
6 this because of the fact that we can reduce the  
7 construction time by a full year.

8 We'll do everything we can to make sure that  
9 that closure -- it will stay open one construction  
10 season, but we'll do everything we can to actually  
11 shorten that as much as possible.

12 In addition to the work we talked about for  
13 69, we have a number of local improvements. Some  
14 of that stuff will be done as part of the I-69  
15 project. Some of that will be done as part of  
16 Martinsville's work.

17 So I'm going to detail here what the work is  
18 and you'll again have a board out in the lobby to  
19 see this.

20 On 39, I mentioned before, we have some  
21 intersection improvements, some signal improvements  
22 to help with the timing to get everybody up and  
23 through this area during construction.

24 Our traffic modeling shows that, yes, it will  
25 take a little longer to get from State Road 37 to



1 State Road 67 along 39, but it shouldn't be much  
2 more than a few -- I think they're talking between  
3 three and five minutes additional time.

4 On Morgan Street in town, we're going to be  
5 making improvements as well on the single timings.

6 We're also adding a signal at Jefferson, which  
7 is on the northeast corner of the courthouse.

8 And then on Main Street, we're also doing some  
9 signal improvements there, fixing the timing on  
10 that as well.

11 A little further to the east, you can see all  
12 the work we're doing on Cramertown, which is the  
13 sight distance improvements and allowing the  
14 traffic to get out there during the closure.

15 The Grand Valley improvements and the Artesian  
16 improvements, we talked about that.

17 In addition to that, there's going to be a  
18 South Street improvement project where we tie down  
19 just southwest of the high school, from there to  
20 Ohio Street will be improved by the City in a local  
21 project.

22 In addition to that, the City plans to improve  
23 Ohio Street from just south of South Street all the  
24 way to Morgan.

25 Those projects haven't been programmed yet as

1 far as the timing, but we work with the City to  
2 advance as best we can, keeping in mind the other  
3 construction activities we have going on in the  
4 area.

5 All those projects that I've talked about,  
6 they're all sponsored by INDOT. There will be some  
7 participation by us to help them manage them, but  
8 the City of Martinsville will actually manage the  
9 projects that are on South Street and Ohio Street.

10 So that's some of the "when" and the "hows."  
11 I want to let you know where we are right now with  
12 the real estate. For the most part, real estate in  
13 Martinsville, the acquisition process of land for  
14 the highway has been going very well.

15 We have around 180 parcels of properties  
16 impacted directly, and with that we've actually  
17 reached out through our kitchen table meetings, or  
18 our KTMs, to everyone and given them the  
19 opportunity to meet with us to talk about the  
20 acquisition process.

21 So if you haven't been contacted yet, you're  
22 not being impacted, or you haven't talked to us,  
23 but we've reached out to you.

24 Right now all the parcels in Martinsville are  
25 in the appraising process or in the buying process.

1 We actually have about 30 or 40 parcels right now  
2 that have actually been acquired.

3 You can see some of the houses actually just  
4 to the east of State Road 37 and the west of 37  
5 that have some boards on them. They've already  
6 been acquired.

7 Those will actually be part of the demolition  
8 contract that we'll be putting out here within the  
9 next few months to actually get some of those  
10 buildings down so that they're no longer an  
11 attractive nuisance.

12 And, again, we've had kitchen table meetings  
13 actually up and down the entire corridor. In  
14 Martinsville alone, we've had 180, but we're  
15 actually a little half way through the entire  
16 corridor with KTMs.

17 We've actually had KTM meetings with some  
18 people who aren't even directly impacted by the  
19 project but had some questions about the project,  
20 so we've been able to reach out to them as well.

21 For those of you that have been reached -- or  
22 haven't been contacted, we want to make sure that  
23 you feel comfortable with us reaching out to you.  
24 We always require our staff that go out in the  
25 field to have an ID badge on.



1           So if you're ever approached by somebody who  
2 does not have that badge, feel free to tell them,  
3 Go away, show me your badge. And if they're still  
4 being insistent, by all means, feel free to call  
5 the authorities as well, but they should have that  
6 badge with them.

7           We have had incidents where people have been  
8 representing INDOT that didn't actually represent  
9 INDOT.

10          So this meeting is not just to inform you all,  
11 but it's to give you a chance to give us some  
12 feedback as well. We have a number of ways that  
13 you can do that.

14          We actually have a court reporter here who is  
15 transcribing the meeting right now, and then she'll  
16 be out in the lobby to take your comments down, if  
17 you want to talk to her.

18          We have written comment forms out there that  
19 you can take with you and fill out and mail back to  
20 us. You can e-mail us, which we'll show you the  
21 address in a second.

22          You can go to our website, there's a comment  
23 form available on the website as well. Or you can  
24 just call us. There's a number of ways to get in  
25 touch with us to provide your comments.

1           And the comments we're looking for are  
2 concerns you may have. I know there's going to be  
3 concerns about how this closure is going to work,  
4 how the traffic is going to work, how people are  
5 going to be able to get around, how businesses are  
6 going to be able to make sure they keep people  
7 coming to their businesses, that kind of thing.

8           Like I said, we've had a number of meetings  
9 with local officials already to talk through some  
10 of the starting points of that. We have not  
11 finished that. That process will be finished up  
12 here within the next three to six months.

13           We're still talking to emergency service  
14 responders to make sure they're comfortable with  
15 how things are going to happen. We're talking to  
16 schools to make sure they know how to get around,  
17 that kind of stuff.

18           And even then, until a contractor is onboard  
19 to build the project, the very specifics of  
20 everything won't be detailed until then. They make  
21 the final call, but we do set some parameters that,  
22 with the feedback from the locals, you can tell  
23 them, You can't do this or you cannot do that.

24           So that feedback is still sought. We'll be  
25 reaching out to you all. And if you have any

1 concerns and questions that you want to make sure  
2 we're addressing -- for example, you have a  
3 festival that you're going to have, you want to  
4 make sure something is left open at a certain time  
5 of the festival, that's a good comment to provide  
6 to us.

7 Other concerns and questions, anything you  
8 have about how we're proposing to build this thing,  
9 that's all fair game. Feel free to leave a  
10 comment.

11 Here's some of our contact information. If  
12 you want to call us, we do have a new 800 number,  
13 855-INDOT4u. For those of you that need it, it's  
14 855-463-6848. You can also reach us at our e-mail  
15 address, which is on the screen there.

16 And, again, this information will all be on  
17 our website as well. Feel free to go to our  
18 website and look at that information. This  
19 information is available out in the lobby as well.

20 I'm going to stay in here for a little while  
21 longer to answer some questions, so feel free to  
22 come up and approach me after the meeting as well.

23 But with that in mind, that's the end of the  
24 presentation. Feel free to go ahead and ask any  
25 questions you have to our staff out there, and I'll

1 stick around here a little longer.

2 UNIDENTIFIED SPEAKER: How much is paid for by  
3 the Federal Government, and how much is up to the  
4 Indiana taxpayers?

5 MR. EARL: Eighty to 90 is usually what we do.  
6 The question was, how much of this project is  
7 paid for by the Feds versus the State.

8 Typically on an interstate project like this,  
9 it's an 80/20 where the Feds do 80 percent and the  
10 State does 20. Sometimes we get a 90 percent Fed,  
11 10 percent State. That applies for construction,  
12 engineering, utility relocations, right of way,  
13 everything.

14 UNIDENTIFIED SPEAKER: Is that land purchase?

15 MR. EARL: Yes.

16 UNIDENTIFIED SPEAKER: The State doesn't have  
17 to pay 100 percent of that?

18 MR. EARL: No. We can choose to, but we don't  
19 have to. At least 80/20.

20 UNIDENTIFIED SPEAKER: Thank you.

21 MR. EARL: Thank you again.

22 (End of Public Meeting.)  
23  
24  
25



1 STATE OF INDIANA

2 COUNTY OF MARION

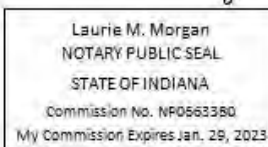
3 I, Laurie Morgan, a Notary Public in and for  
4 said county and state, do hereby certify that the  
5 foregoing public meeting was taken at the time and  
6 place heretofore mentioned between 6:31 p.m. and  
7 7:10 p.m.;

8 That said public meeting was taken down in  
9 stenograph notes and afterwards reduced to typewriting  
10 under my direction; and that the typewritten  
11 transcript is a true record of the proceedings;

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

15 IN WITNESS WHEREOF, I have hereunto set my  
16 hand and affixed my notarial seal this 3rd day of  
17 October, 2018.

18 



22 My Commission expires:  
23 January 29, 2023

24 Job No. 133119

25

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**B**

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**C**

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**D**

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**zone** 19:7



## G4 – Sign-in Sheets



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Cheryl / Off	Beuster	4785 Ennis Rd			
2.	Roy	Frost	1720 Plantation			
3.	Awl	Burns	Bloomington IN 47403 8285 S. Old St. Rd 37			
4.	Charles Thawley	Thawley				
5.	K. McHugh	McHugh	Mooreville			
6.						
7.						
8.						
9.						
10.						





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	ERIC	Voy/ES	CRAMERTOWN Loop			
2.	Erika	Bauman	1510 South Ohio Street			
3.	Kathi	GUFFY	3918 E Edgewood CIR			
4.	Ed Hodge		2109 Butler La			
5.	John	Howles	558 Graylene St			
6.	Reathel	Miller	3460 Centennial			
7.	Mary <del>Malone</del>	Malone	Mailing 250 Goodnight Rd 1555 St. Rd. 252 46151			✓
8.	Tosha	Dougherty				
9.						
10.						



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Steve	Reams	709 Burton Place			
2.	Roy	McGaffey				✓
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Rhonda	Burpo	1760 Northwest Ave			✓
2.	Elyse	FLETCHER	FALWTA			
3.	BEN	Throckmorton	1510 S Ohio			
4.	Beth Anne	Boiley	2985 Jordan Rd			✓
5.	ELDON	Beach	2070 State rd 252			✓
6.	Frank + BARB	WORNELL	1440 E HARRISON ST 46151			
7.	John	Zeigant	110 Cleveland dr.			
8.	Paul + Barb	Walker	8671 N Huggins Hollow LN			
9.	Allison	Arlinson	La Porte			
10.						



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Burl	Tichenor	2640 Old State Rd 37N			<input checked="" type="checkbox"/>
2.	Jay	Davis	559 Carolyn St.			<input type="checkbox"/>
3.	Paula	Miller	3460 Centennial Rd			<input checked="" type="checkbox"/>
4.	Diane	Mollendore	2577 S Mollinix Rd Genoa			<input checked="" type="checkbox"/>
5.	Gale	Featherston	7432 N. Henderson Ford Rd Mooreville 46158			<input type="checkbox"/>
6.	Jamie	Taylor	217 Boring Place 46151			<input type="checkbox"/>
7.	Sandra	Adams	4585 Egbert Rd. Martinsville IN			<input checked="" type="checkbox"/>
8.	Janet	Albig	2580 Old SR 37N Martinsville, IN			<input checked="" type="checkbox"/>
9.	Thomas	Seeman	6360 Norman Ct Indianapolis, IN.			<input type="checkbox"/>
10.	Ronnie	Baugh	759 E. Jackson St Martinsville IN 46151			<input type="checkbox"/>





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	ANDY	RENGOLD	2056 US HWY 50 LOGOOTE			
2.	Michele	Mathews				
3.	DAVID	BOLITT	12419 E 1425 N ODD FAL			
4.	BOBBY	STEELE				✓
5.	Laraine	Hall	1841 E Shady Ln			
6.	Mat	Mitchell				
7.	Randy	WOOD	810 CRAWFERTOWN LP			AF.NET
8.	Sandy	Aayes	2807 N Blue Slopes Dr			✓
9.	Kirk	Starkor d	2732 Grey Fox Dr.			
10.	hinda	Drapalick	2410 Observatory			



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Chris: Jason	Care	25186 Friends Pt ave Indpls IN			<input checked="" type="checkbox"/>
2.	Angela	Carter	209 Grand Valley			
3.	Joy + Doug	Lynch	2371 E. Country Club Rd.			
4.	Adam	Burris	3253 Sunrise Cr.			
5.	Jessica	Williams	3360 Wilbur Rd.			<input checked="" type="checkbox"/>
6.	Ken	Everhart	520 Bailliere Dr			<input checked="" type="checkbox"/>
7.	Randy & Carla	Webb	5055 CRAGEN RD			
8.	JEFF	MALWITZ	2450 St Rd 44			
9.	Andrew	Crowley	1615 ferguson Drive			
10.	Julie Dr	Draper	2415 Observatory Rd			





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Wys Boots Bon WYSS	WYSS Boots WYSS	4440 St Rd 37N			
2.						at.net
3.	Diane	Jaylan	933 Hays Dr.			
3.	Don	Silver	CIRCLE K			
4.			3870 ST RD 37 N			
4.	Troy	Gill				
5.	Linda <del>Blackwell</del>	Blackwell	917 Bluff home			✓
6.	Sammy	Van Pelt	4516 Lovers Lane Louisville KY 40291			✓
7.	Steve	Bright	8346 Haggard Dr 46151			
8.	Brian	Fox	2810 S. SAINT Remy Bloomington			
9.	Lawrence	Bryan	1960 E. Elly Court Martinsville, IN			
10.	Craig	WALKER	859 E. CONNOR ST. MARTINSVILLE 46151			✓



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Amy	Doyle	7460 Great Hollow Rd Martinsville			X
2.	Bill	Parks	P.O. Box 1289 Bisby IN 47402			X
3.	Robert	Rynard	3309 E. Morgan Street Martinsville, IN 46151			X
4.	Tim	Piper	5340 Culver Ln Greenwood, IN 46142			
5.	Dustin	Quincy				X
6.	Michelle	Sones				X
7.	Scott	Wayman	990 Morton Ave Martinsville 46151			X
8.	William	Rhoades	4531 E. Ridge Rd Mart.			
9.	Patrick	Thomas	639 Gardner Ave			X
10.	Jon & Pat	Drennan	1930 Old St. Rd 44			





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Ken	Norman	1315 Cross St.			
2.	Brian	Sighting	23 S. Outee Dr.			
3.	Kimberly	Sighting	23 S. Outee Dr.			
4.	Jenny	McDowell	5491 W. Smith Valley Rd.			
5.	Michelle	Morgan	389 E. Jackson St.			
6.	Robert	Ham	1850 John R. Wooden Dr			
7.	Steven	Schauer				
8.	Mike	Kirsch	222 N. Old St. Rd 675			
9.	Jim Ham	Ham	1615 Timberdale Dr. Mart			
10.	Mark	Pruess	2019 Dynasty Ridge Rd, M.V			X



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Lorie <del>Gibbs</del>	Sims	7860 Wavny Rd. Martinsville, IN 46151			
2.	Mike	Sims	7860 Wavny Rd. Martinsville, IN 46151			
3.	Fenny	Githens				<input type="checkbox"/>
4.	Chris <del>Iversen</del>	I Versen				
5.	Cuthin	McKouen	485 Gye Rd			
6.	Karel	Richardson	435 Slair Ave			
7.	Bill & Katie	McPherson	589 Gardner Martinsville			<input checked="" type="checkbox"/>
8.	Mike & Sharon <del>Mathews</del>	Mathews	639 Dale St. Martinsville			
9.	Barry & Dana Stafford	Stafford	3192 Teeters Rd			
10.	ROBERT	O'NEAL	1219 COUNTRY CLUB RD			





	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Carolyn	THORNTON	2230 Pampyvine Ln.			
2.	Chip	Charles	Bargersville			
3.	Leonard	Huffman	Martinsville			
4.	Ron	STIDD	MARTINSVILLE			
5.	Peggy		Martinsville			
6.	Chuck		Martinsville			
7.	Cheryl	Stuart	Mart.			
8.	Phil	RYNARD	1489 N. BLUE BLUFF RD MARTINSVILLE, IN			
9.	Vicki	HACKER	Martinsville			
10.	CARL	BLACKWELL	MOORESVILLE			



	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project email list
1.	Dana	Heidenreich				
2.	David	Blackwell				
3.	Jeff	Schenck				
4.	Peggy	Mayfield				
5.						
6.	WALTER Evan	STUART Wyss	179 Tulip Dr. Mart. IN. 46151 3414 W. Smith Valley Rd 4440 St. Rd. 37 N. 46151			
7.	Margaret	Denney	939 Plaza Dr. Martinsville IN 46151			✓
8.	STEVE	VARNER				✓
9.	Eileen	Mejia	2975 Golf Course Dr 46151			✓
10.	Larry & Sandy	Frye	3325 Willobrook Dr 46151	76		✓





## **I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES**

### **Section 6— Reevaluation Statement #1**

G5 – Comments



## COMMENT SHEET

RE: I-69 Section 6: Martinsville Design Contract  
Public Information Meeting

TO: I-69, Section 6 Project Team  
Attn: Jim Earl  
Indiana Department of Transportation  
100 N Senate Ave  
Indianapolis, IN 46204

FROM: Name Barry Stafford  
Address 1 - ens RD.  
Phone [REDACTED] (Optional) Email [REDACTED] (Optional)  
Organization/Agency (if relevant) [REDACTED] (Optional)

**COMMENTS:** (Note: Comments are requested by **September 28, 2018**. Comments can also be submitted via the project website at [www.i69indyevn.org](http://www.i69indyevn.org).) My Partners and I  
own a Commercial property next to Road 11 on  
the north side of S.R. 37. It is zoned B-3.  
It is showing a sound barrier along approx. 3/4 of  
the frontage. I spoke with HNTB employee mark  
Forken about 3 mos. ago and he informed me that this  
barrier was no longer there. This is a shovel ready  
B-3 site for a drive by destination. If this sound  
barrier is installed across the front of our property  
it would be extremely detrimental to business  
there. Thanks, Barry Stafford.



## COMMENT SHEET

RE: I-69 Section 6: Martinsville Design Contract  
Public Information Meeting

TO: I-69, Section 6 Project Team  
Attn: Jim Earl  
Indiana Department of Transportation  
100 N Senate Ave  
Indianapolis, IN 46204

FROM: Name Lawrence D. Bryan  
Address 1960 E. Ely Court, Martinsville IN 46151  
Phone (                      ) (Optional) Email                      (Optional)  
Organization/Agency (if relevant)                      (Optional)

**COMMENTS:** (Note: Comments are requested by **September 28, 2018**. Comments can also be submitted via the project website at [www.i69indyevn.org](http://www.i69indyevn.org).)

Segment 2 includes the commitment to  
a frontage road between the Lutheran  
Church/School ~~to~~ on to Old 37 and  
abutting into Maple Run Road

This frontage road is CRITICALLY  
IMPORTANT to Foxcliff area  
homes. Must be done before  
segment 2 of last section  
begins.

Thank you to all

**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Tuesday, September 18, 2018 12:30:37 PM

---

First Name:  
April

Last Name:  
Peters

Street Address:  
2872 Townsend rd

City:  
Martinsville

State:  
IN

Zip/Postal:  
46151



Comments

The plan to shut down a portion of 37 through Martinsville is one of the most ill thought plans that I have heard of. We have to travel this route to get our kids to school and go to work. As a hiring manager, we have to consider job applicants from the impacted area and this will greatly reduce our pool of candidates. I anticipate that it will also result in current employees having to decide between commuting around Martinsville or quitting their job in Bloomington.

I also drive the nightmare of construction to Bloomington daily and it has greatly impacted our home life as well as increased risk of traveling. I urge INDOT to consider the impact on the citizens as they continue to delay and disrupt our lives for this damn road that we didn't need.

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Tuesday, September 18, 2018 4:29:29 PM

---

First Name:  
Charles

Last Name:  
Thrawley

Street Address:  
9410 State Road 144

City:  
Martinsville

State:  
IN

Zip/Postal:  
46151

E-mail:  
[REDACTED]

Comments

As the current branch manager of the Waverly Branch of the MorganCounty Public Library, I wanted to express my concerns about the intersection of Old SR37 and SR144. SR144 is currently backed up to the White River bridge during rush hour and will certainly get worse when traffic is detoured via SR39/SR67/SR144 during the 2021 closing of SR37. I would propose that changes should take place in 2020 at the earliest to improve SR144 at this juncture to handle the situation.

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Wednesday, September 19, 2018 11:47:30 AM

---

First Name:  
Michael

Last Name:  
Lauck

Street Address:  
840 S Colfax St.

City:  
Martinsville

State:  
IN

Zip/Postal:  
46151



Comments

I think you should build a new 39 from the South ramps to the newbridge through the corn fields. I think that would be the most efficient and inexpensive.

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Thursday, September 20, 2018 7:03:32 AM

---

First Name:  
Sarah

Last Name:  
Richardson

Street Address:  
439 N. Jefferson St.

City:  
Martinsville

State:  
IN

Zip/Postal:  
46151

E-mail:  


#### Comments

My concern with your plan of shutting down 37 for the 7 to 9 mths that you plan to is this. Yes Martinsville is a small town and we don't have much but on the other side of 37 away from the city limits is not only where people live but also where people work and shop. There is also an elementary school on that side of 37. By shutting down that section without letting us locals thru you will be causing a real mess for our community. Making it hard to get the kids to school, for locals to get out to head to work, and making it hard for emergency personnel to get those that need them out there. You will also be threatening our way of life on getting what we need. Our town only has a Kroger Save A Lot and a Walmart. For our main shopping needs. We do have some dollar stores but 95% of our community relies upon the Walmart. Not only for food but our basic needs and some of us our meds at the pharmacy there. Plus all the employees that need their jobs to help pay taxes to fund projects like this. By shutting down 37 between 39 and 44 for that amount of time you will be causing our town to lose one of our main staples that we need to survive. Plus, there is current construction behind Walmart for a Nursing Home that will be open before you start this closure. What is going to happen to the residents there if they are not able to get their supplies. Or emergency personnel to get to them. Over in that shopping plaza there is 25% of our town's businesses where a lot of our community works. Not only do we have Walmart there we have the following businesses that will be hurt by this proposal. PetSmart, Marices, Shoe Show, Dollar Tree, Cricket Wireless, T-Mobile, Little Ceasars, LV Nails, ATI Physical Therapy, Los Harendose, Los Tres Caminos, Wendy's, Arby's, Verizon, Soft Scrub Car Wash, Texas Corral, Chilis, White Castle, Steak n Shake and Homebank. So in conclusion you will be basically destroy a good chunk of our town where our Tax money that funds projects like this in the future. So please rethink this proposal for our community's sake.

Thank You

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Sunday, September 23, 2018 9:42:21 PM

---

First Name:  
Thierry

Last Name:  
Liberge

Street Address:  
4060 E. Edgewood Rd.

City:  
Martinsville

State:  
IN

Zip/Postal:  
46151

E-mail:  
[REDACTED]

Comments

During i69 construction, and in order to avoid long commute for people who usually take SR37, I was expecting that INDOT would make the SR67 and 465 a diamond or clover leaf intersection so as to eliminate the stop lights. Most of the traffic would have been able to be redirected to SR 67. In the current situation, there are no good alternative for commuters from Bloomington or Martinsville. Getting on I465 from SR 67 is currently very difficult and SR 135 and SR 31 are already congested. I have not heard of alternate route to make construction easier and alleviate traffic on 37 during these many years of construction. I hope that INDOT will reconsider its plans so commuters won't have a lengthened commute time. Thank you. Thierry

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** Web Form Poster  
**To:** [INDOT Section 6 PM](#)  
**Subject:** [Section 6 Comment Form]  
**Date:** Thursday, September 27, 2018 7:25:27 AM

---

First Name:  
Brian

Last Name:  
Warner

Street Address:  
6102 Jennifer Lynn Lane

City:  
Mooreville

State:  
IN

Zip/Postal:  
46158



Comments

I just recently heard about the possibility of closing 37 thru Martinsville during construction of I-69. I also heard that you would be diverting the traffic up 39, to 67. While this may make the construction season more effective, there is a giant concern on mine on traffic volume, especially on a tiny section of road, Henderson Ford to Centerton Road between 67 and 37. This is a small, dangerous 2 lane road down by the White river. There are constant accidents at the Henderson Ford/Centerton intersection. The closure of 37 thru Martinsville means that this will become the "Highway Detour" between 67 and 37. What are you doing to mitigate these issues? Currently, every year due to farming, viability is terrible for traffic exiting Centerton Road onto Henderson Ford. Now add ANY increase in traffic, and I'm expecting multiple fatalities at that intersection, simply due to this road closure. I appreciate any feedback and further information regarding this plan.

Thank you!

-----  
FIELDS NOT DEFINED IN THE TEMPLATE FOLLOW  
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**From:** donald davis  
**To:** [INDOT Section 6 PM](#)  
**Subject:** 37 road closure in 2021  
**Date:** Wednesday, September 19, 2018 4:22:31 PM

---

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

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We live on Old State Road 37 just off of Burton Ln and Jordan Rd. Everyone seems to forget about us out here. We already no longer can access 37 without going out Burton Ln which in the past has been shut down due to flooding from the creek that runs along beside it. But our biggest concern is the 3 way intersection at Burton Ln and Jordan Rd. There is one stop sign on Burton Ln, which everyone already either does not stop at or stops in the middle of the intersection. Then Jordan Rd, going north or east where u have to turn is a yield sign with traffic coming at it from Jordan Rd going toward Burton Ln. there is no sign and no one stops. All spring and summer you can hardly see to turn from Jordan Rd off of Old St Rd 37 because of the corn so tall at that intersection. Already there are many near accidents. So when 37 is closed from 39 to 252 then all the traffic coming up 37/69 north will get off at Liberty Church Rd then come across either Jordan Rd or Old St Rd 37 to go up Burton Ln which will cause a tremendous increase of traffic on these roads which are only 2 lane country roads and then they will all have to endure this already dangerous intersection, with only 1 stop sign and 1 yield sign which will surely cause numerous accidents. I hope someone will look into this and at the very least make this a 3 way stop and possibly do something about the corn being grown so close to the road that we can't see around it.

Thank You,

Donald and Diana Davis  
2445 Old State Road 37 S  
Martinsville, IN 46151  
[REDACTED]

**From:** Sheryl Peoples  
**To:** [INDOT Section 6 PM](#)  
**Subject:** closing 37 around Martinsville  
**Date:** Thursday, September 20, 2018 8:07:42 AM

---

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Please don't do it!!!

I hope someone with some common sense and basic analytical skills will look at the 67 traffic 6:30 - 9 AM and 4 - 6:30 pm before you make such an absurd decision.

Have them take a month and start the drive at successively 5 minute later intervals and consider what Camby/Mooresville and Ameriplex to I465 would be like with 2X to 3X the traffic burden, with a high density of trucks. There are already back-ups that go for 1/2 to one mile in these areas at peak times.

There are often 4 - 6 vehicles waiting to enter 67 at many of the crossroads. Those lines will be longer with heavier traffic on 67. And those entering drivers will take more risks, resulting in more accidents and fatalities.

Even the closing of I-465 for bridge repairs is more than doubling rush hour traffic on 67. On Sept. 19 it took over 20 minutes to get from W Mooresville Rd to Bridge Street . Normally that's less than 5 minutes.

You should also consider the financial impact on the businesses along US-37. The gas stations, restaurants/fast food, and even Walmart have a significant percent of pass-through business. Diverting all traffic away for 6 - 9 months (highway projects NEVER finish on time....) will kill those businesses even sooner.

Having lived with US-37 for the last 5 years of Section 5, I know whereof I speak. We'd rather tolerate 1-lane traffic around Martinsville.

Bloomington resident, Indianapolis employee.

**From:** Benjamin Calbert  
**To:** [INDOT Section 6 PM](#)  
**Date:** Wednesday, September 19, 2018 12:27:42 PM

---

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Dear INDOT, the suppose I-69 interchange with I-465 I think needs to be changed. Some changes to your proposal for I-69 to I-465 I request are: 1) straighten up Harding Street and eliminate the SR 37 road between Harding Street and Epler Road 2) instead of having any interchange at Epler Road Northbound traffic should exit off directly to Harding Street and you should be able to go directly from Harding Street to I-69 without having to drive down to Epler Road by having the connection to Harding Street north of I-465 3) Epler Road should just be a bridge over I-69 4) the I-465 interchange should be moved over an 1/8 of a mile east from where you have the connection to I-465 so it can line up directly North and South from Southport Road to I-465. Thanks for reading this suggestion.

**From:** John Kresse  
**To:** [INDOT Section 6 PM](#)  
**Subject:** Ohio Street improvements  
**Date:** Saturday, September 22, 2018 9:54:37 PM

---

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Hi-

I see you're making improvements to Ohio St in Martinsville as part of I-69; any chance you could put in a traffic circle at the 7-way intersection of Ohio and Garfield? Very dangerous right now. I've considered getting out the yellow paint under cover of darkness and making my own.

Thanks for the consideration

John Kresse



**From:** Peters, Justin Paul  
**To:** [INDOT Section 6 PM](#); [INDOT Section5](#)  
**Cc:** [McGuinness, Joe](#); [McClellan, Tony](#)  
**Subject:** Please do not close 37 for I69 section 6 in Martinsville  
**Date:** Tuesday, September 18, 2018 11:13:36 AM

---

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

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Section 6 Project Manager or to whom it may concern,

I am a Martinsville resident who has been suffering daily through the years of section 5 construction to travel to my workplace at IU Bloomington. When I learned of the new plan to completely close 37 through Martinsville during the section 6 construction, I felt compelled to provide comment. I do not know where else to comment and feel that the public comment process to INDOT is a sham anyway. I feel that the INDOT reputation and the confidence in INDOT management has fallen significantly since the time I worked in the agency under governor Daniels. Unfortunately, INDOT has become the punchline in many jokes, but the ineptitude and borderline incompetence surrounding the I-69 project is not a joke for those whose life it effects daily.

For what it is worth, or for what you will take it to be worth, please do not close 37 during construction of section 6.

No other state agency has the daily impact on citizens lives that INDOT does. I would much rather look upon INDOT favorably with confidence rather than the joke punchline that the agency has become.

Sincerely,

Justin P. Peters

Martinsville, Indiana

**From:** Betty Walton  
**To:** [INDOT Section 6 PM](#)  
**Subject:** Question  
**Date:** Wednesday, September 19, 2018 7:36:39 PM

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After rereading tonight's Reporter Times story about closing sr37 in 2019 for i69 construction, I am concerned about being able to commute to Indy M-F to work at the government center. Living on sr252, what is the plan for access? Many local people commute.

Thank you.



## G6 – Response to Comments

Document Date	Type	Last Name	First Name	Comment	Response
9/19/2018	Email	Calbert	Benjamin	Dear INDOT, the suppose I-69 interchange with I-465 I think needs to be changed. Some changes to your proposal for I-69 to I-465 I request are: 1) straighten up Harding Street and eliminate the SR 37 road between Harding Street and Epler Road 2) instead of having any interchange at Epler Road Northbound traffic should exit off directly to Harding Street and you should be able to go directly from Harding Street to I-69 without having to drive down to Epler Road by having the connection to Harding Street north of I-465 3) Epler Road should just be a bridge over I-69 4) the I-465 interchange should be moved over an 1/8 of a mile east from where you have the connection to I-465 so it can line up directly North and South from Southport Road to I-465. Thanks for reading this suggestion	The I-465 interchange is part of a future design contract. Comment has been provided to the INDOT design team.
9/19/2018	Email	Walton	Betty	After rereading tonight's Reporter Times story about closing SR 37 in 2019 for I-69 construction, I am concerned about being able to commute to Indy M-F to work at the government center. Living on SR 252, what is the plan for access? Many local people commute.  Thank you.	SR 252/Hospital Drive will be open across SR 37 during construction, providing access to Morgan Street, which will link with SR 37 or SR 39 to go north.
9/19/2018	Email	Davis	Donald	We live on Old State Road 37 just off of Burton Ln and Jordan Rd. Everyone seems to forget about us out here. We already no longer can access 37 without going out Burton Ln which in the past has been shut down due to flooding from the creek that runs along beside it. But our biggest concern is the 3 way intersection at Burton Ln and Jordan Rd. There is one stop sign on Burton Ln, which everyone already either does not stop at or stops in the middle of the intersection. Then Jordan Rd, going north or east where u have to turn is a yield sign with traffic coming at it from Jordan Rd going toward Burton Ln. there is no sign and no one stops. All spring and summer you can hardly see to turn from Jordan Rd off of Old St Rd 37 because of the corn so tall at that intersection. Already there are many near accidents. So when 37 is closed from 39 to 252 then all the traffic coming up 37/69 north will get off at Liberty Church Rd then come across either Jordan Rd or Old St Rd 37 to go up Burton Ln which will cause a tremendous increase of traffic on these roads which are only 2 lane country roads and then they will all have to endure this already dangerous intersection, with only 1 stop sign and 1 yield sign which will surely cause numerous accidents. I hope someone will look into this and at the very least make this a 3 way stop and possibly do something about the corn being grown so close to the road that we can't see around it.	Northbound SR 37/I-69 traffic will be diverted onto SR 39. INDOT will also upgrade SR 39 in order to decrease travel time between SR 37 and SR 67. In addition, Southview Drive will be extended to intersect with SR 39 as a local road alternative. These two measures will be open to traffic prior to closure of SR 37 and as such, will be more attractive detour routes than Liberty Church Road and Jordan Road.
9/17/2018	comment sheet	Bryan	Lawrence	Segment 2 includes the commitment to a frontage road between the Lutheran church/school on to old 37 and abutting into Maple frontage Road. This frontage road is critically important to fox cliff area homes. Must be done before segment 2 of last section begins. Thank you all.	The frontage road is part of a future design contract. Comment has been provided to INDOT design team.
9/17/2018	comment sheet	Stafford	Barry	My partners and I own a commercial property next to Goodwill on the north side of SR 37. It is zoned 13-3. It is showing a sound barrier along approximately 3/4 of the frontage. I spoke with HNTB employee Marv forked about 3 mins ago he informed me that this barrier was no longer there. This is a shovel ready 13-3 site for a drive by destination. If this sound barrier is installed across the front of our property it would be extremely detrimental to business there. Thanks Barry Stafford.	Noise analysis for this design contract will occur in November 2018 and public involvement with regards to the results will likely occur in January 2019. Your comments will be included in the future noise analysis.
9/22/2018	Email	Kresse	John	I see you're making improvements to Ohio St in Martinsville as part of I-69; any chance you could put in a traffic circle at the 7-way intersection of Ohio and Garfield? Very dangerous right now. I've considered getting out the yellow paint under cover of darkness and making my own.  Thanks for the consideration  John Kresse	Improvements along Ohio Street are the responsibility of the City of Martinsville as a locally sponsored project. The City of Martinsville has been awarded funding to complete local improvements along Ohio Street from Poston Road to north to Morgan Street and along South Street. These projects are anticipated to be constructed in 2022 or after.
9/18/2018	Email	Peters	Justin Paul	Section 6 Project Manager or to whom it may concern, I am a Martinsville resident who has been suffering daily through the years of section 5 construction to travel to my workplace at IU Bloomington. When I learned of the new plan to completely close 37 through Martinsville during the section 6 construction, I felt compelled to provide comment. I do not know where else to comment and feel that the public comment process to INDOT is a sham anyway. I feel that the INDOT reputation and the confidence in INDOT management has fallen significantly since the time I worked in the agency under governor Daniels. Unfortunately, INDOT has become the punchline in many jokes, but the ineptitude and borderline incompetence surrounding the I-69 project is not a joke for those whose life it effects daily. For what it is worth, or for what you will take it to be worth, please do not close 37 during construction of section 6. No other state agency has the daily impact on citizens lives that INDOT does. I would much rather look upon INDOT favorably with confidence rather than the joke punchline that the agency has become.	INDOT evaluated several maintenance of traffic alternatives including closure and maintaining two-way traffic. INDOT evaluated these alternatives as they pertained to costs, safety, duration of construction, and input from local stakeholders. The alternative to close SR 37 was selected because it abbreviated construction, is safer, and is less expensive. Construction impacts and maintenance of traffic options are discussed in Section 3.6 of the I-69 Section 6 Reevaluation Statement Number 1. Although there will be temporary inconveniences for some users, delays due to the planned detour are within acceptable limits, and the closure will reduce the overall construction schedule by one year. This plan has been coordinated with emergency personnel, local schools, and the City of Martinsville.
9/20/2018	Email	Peoples	Sheryl	Please don't do it!!! I hope someone with some common sense and basic analytical skills will look at the 67 traffic 6:30 - 9 AM and 4 - 6:30 pm before you make such an absurd decision. Have them take a month and start the drive at successively 5 minute later intervals and consider what Camby/Mooresville and Ameriplex to I-465 would be like with 2X to 3X the traffic burden, with a high density of trucks. There are already back-ups that go for 1/2 to one mile in these areas at peak times. There are often 4 - 6 vehicles waiting to enter 67 at many of the crossroads. Those lines will be longer with heavier traffic on 67. And those entering drivers will take more risks, resulting in more accidents and fatalities. Even the closing of I-465 for bridge repairs is more than doubling rush hour traffic on 67. On Sept. 19 it took over 20 minutes to get from W Mooresville Rd to Bridge Street . Normally that's less than 5 minutes. You should also consider the financial impact on the businesses along US-37. The gas stations, restaurants/fast food, and even Walmart have a significant percent of pass-through business. Diverting all traffic away for 6 - 9 months (highway projects NEVER finish on time....) will kill those businesses even sooner. Having lived with US-37 for the last 5 years of Section 5, I know whereof I speak. We'd rather tolerate 1-lane traffic around Martinsville. Bloomington resident, Indianapolis employee.	Although there will be temporary inconveniences for some users, delays due to the planned detour are within acceptable limits, and the closure will reduce the overall construction schedule by one year. This plan has been coordinated with emergency personnel, local schools, and the City of Martinsville. The official detour route diverts traffic from the northern end of SR 37 near I-465 by routing traffic along SR 144 back to SR 37. Traffic signal improvements are planned at the SR 144/SR 37 intersection to facilitate movements.
9/18/2018	web form	Peters	April	The plan to shut down a portion of 37 through Martinsville is one of the most ill thought plans that I have heard of. We have to travel this route to get our kids to school and go to work. As a hiring manager, we have to consider job applicants from the impacted area and this will greatly reduce our pool of candidates. I anticipate that it will also result in current employees having to decide between commuting around Martinsville or quitting their job in Bloomington.  I also drive the nightmare of construction to Bloomington daily and it has greatly impacted our home life as well as increased risk of traveling. I urge INDOT to consider the impact on the citizens as they continue to delay and disrupt our lives for this damn road that we didn't need.	Construction impacts and maintenance of traffic options are discussed in Section 3.6 of the I-69 Section 6 Reevaluation Statement Number 1. Although there will be temporary inconveniences for some users, delays due to the planned detour are within acceptable limits, and the closure will reduce the overall construction schedule by one year. This plan has been coordinated with emergency personnel, local schools, and the City of Martinsville.
9/18/2018	web form	Thrawley	Charles	As the current branch manager of the Waverly Branch of the Morgan County Public Library, I wanted to express my concerns about the intersection of Old SR 37 and SR 144. is currently backed up to the White River bridge during rush hour and will certainly get worse when traffic is detoured via SR 39/SR 67/ during the 2021 closing of. I would propose that changes should take place in 2020 at the earliest to improve at this juncture to handle the situation.	Signal timing and traffic analysis of the SR 144 and SR 37 intersection was included in the maintenance of traffic analysis. Signal timing will be altered as appropriate to handle anticipated traffic in the safest and most efficient manner.
9/19/2018	web form	Lauck	Michael	I think you should build a new 39 from the South ramps to the new bridge through the corn fields. I think that would be the most efficient and inexpensive.	Improving SR 39 on its existing alignment is proposed as the most cost effective and least impactive approach to serving local traffic, meeting local access needs to adjacent property, and serving higher volumes of through traffic during the temporary detour from SR 37.



Document Date	Type	Last Name	First Name	Comment	Response
9/20/2018	web form	Richardson	Sarah	<p>My concern with your plan of shutting down 37 for the 7 to 9 months that you plan to is this. Yes Martinsville is a small town and we don't have much but on the other side of 37 away for the city limits is not only where people live but also where people work and shop. There is also an elementary school on that side of 37. By shutting down that section without letting us locals thru you will be causing a real mess for our community. Making it hard to get the kids to school, for locals to get out to head to work, and making it hard for emergency personal to get those that need them out there. You will also be threatening our way of life on getting what we need. Our town only has a Kroger Save A Lot and A Walmart. For our main shopping needs. We do have some dollar stores but 95% of our community relies upon the Walmart. Not only for food but our basic needs and some of our meds at the pharmacy there. Plus all the employees that need their jobs to help pay taxes to fund projects like this. By shutting down 37 between 39 and 44 for that amount of time you will be causing our town to lose one of our main staples that we need to survive. Plus, there is current construction behind Walmart for a Nursing Home that will be open before you start this closure. What going to happen to the residents there if they are not able to get their supplies. Or Emergency personal to get to them. Over in that shopping plaza there is 25% of our towns businesses where a lot of our community works. Not only do we have Walmart there we have the following businesses that will be hurt by this proposal. PetSmart, Matrices, Shoe Show, Dollar Tree, Cricket Wireless, T-Mobile, Little Caesars, LV Nails, AT Physical Therapy, Los Harendose, Los Tres Caminos, Wendy's, Arby's, Verizon, Soft Scrub Car Wash, Texas Corral, Chilis, White Castle, Steak n Shake and Homebank. So in conclusion you will be basically destroy a good chunk of our town where our Tax money that funds projects like this in the future. So please rethink this proposal for our community's sake.</p> <p>Thank You</p>	<p>Mobility across SR 37 will be available for local traffic during construction. Access across SR 39, Hospital Drive/SR 252, and South Street/Grand Valley Boulevard will be maintained during all phases of construction. Burton Lane, Ohio Street/Mahalasville Road, and Reuben Drive/SR 44 will have only periodic closings.</p>
9/23/2018	web form	Liberge	Thierry	<p>During I-69 construction, and in order to avoid long commute for people who usually take, I was expecting that INDOT would make the SR 67 and 465 a diamond or clover leaf intersection so as to eliminate the stop lights. Most of the traffic would have been able to be redirected to SR 67. In the current situation, there are no good alternative for commuters from Bloomington or Martinsville. Getting on I-465 from SR 67 is currently very difficult and SR 135 and SR 31 are already congested. I have not heard of alternate route to make construction easier and alleviate traffic on 37 during these many years of construction. I hope that INDOT will reconsider its plans so commuters won't have a lengthened commute time.</p> <p>Thank you. Thierry</p>	<p>Construction impacts and maintenance of traffic options are discussed in Section 3.6 of the I-69 Section 6 Reevaluation Statement Number 1. Although there will be temporary inconveniences for some users, delays due to the planned detour are within acceptable limits, and the closure will reduce the overall construction schedule by one year. This plan has been coordinated with emergency personnel, local schools, and the City of Martinsville. The official detour route diverts traffic from the northern end of SR 37 near I-465 by routing traffic along SR 144 back to SR 37. Traffic signal improvements are planned at the SR 144/SR 37 and SR 144/SR 67.</p>
9/27/2018	web form	Warner	Brian	<p>I just recently heard about the possibility of closing 37 thru Martinsville during construction of I-69. I also heard that you would-be diverting the traffic up 39, to 67. While this may make the construction season more effective, there is a giant concern on mineon traffic volume, especially on a tiny section of road, Henderson Ford to Centertown Road between 67 and 37. This is a small, dangerous 2 lane road down by the White river. There are constant accidents at the Henderson Ford/Centertown intersection. The closure of 37 thru Martinsville means that this will become the "Highway Detour" between 67 and 37. What are you doing to mitigate these issues? Currently, every year due to farming, viability is terrible for traffic exiting Centerton Road onto Henderson Ford. Now add ANY increase in traffic, and I'm expecting multiple fatalities at that intersection, simply due to this road closure. I appreciate any feedback and further information regarding this plan.</p> <p>Thank you!</p>	<p>The official detour route diverts traffic to SR 39 to SR 67, then from SR 67 to SR 144 to return to SR 37. Traffic signal improvements are planned at the SR 144/SR 37 intersection to facilitate movements.</p>