Interstate 69

A Guide to Resistance in Southern Indiana
Proposed Interstate 69, as a national project, runs from the Mexico/Texas border to the Michigan/Canada border. The highway would devastate farmland, woods, wetlands, and protected areas, and would destroy people’s homes and businesses in Texas, Louisiana, Arkansas, Mississippi, Tennessee, Kentucky, and Indiana.
This interstate corridor (proposed corridor 18) is commonly referred to as the "NAFTA Super-highway", as it will facilitate the land transportation of goods from South America, Central America, and Mexico into and through the United States and Canada. Proposed Interstate 69 would connect in Mexico with a Mexico/Central America infrastructure development plan called the Plan Puebla Panama. In South America, through connections with the PPP, proposed I-69 would connect with a similar project called IIRSA. Both of these infrastructure initiatives have met fierce local resistance, as their thinly veiled attempts at the exploitation of Mexican, Central and South American people and their environment have been brought to light as what the truly are: projects to facilitate the enrichment of multi-nationals at the expense of everyone else.

In Indiana, I-69 already exists from the northeast side of Indianapolis to the border with Michigan, where it continues on to the Canadian border crossing at Port Huron. The proposed southern Indiana section spans from Evansville in the southwest corner of the state to the southeast side of Indianapolis.
Section two of the proposed I-69 extension, approximately 25 miles long, starts just west of Oakland City in Gibson county and proceeds to the northeast, ending north of US Highway 50, just to the east of the city of Washington. This section being in Gibson county, cuts through the northwest corner of Pike county to the east of Petersburg, and ends in southern Daviess county. Along the way, it cuts right through the Patoka River National Wildlife Refuge, a move which would result in massive habitat fragmentation. PRNWR is a pristine example of Midwest wetlands, and is a safe resting and breeding habitat for migrating waterfowl. As well, PRNWR is undisturbed habitat of the endangered Indiana Bat, along with many endangered plant species. There is currently a lawsuit to block construction in the wildlife refuge.

The third section of the proposed route stretches from just north of US 50 in Daviess county, heading north for approximately 20 miles, until it turns east, entering Greene county and finishes another approximately 10 miles at the junction of State Road 45 and US 231. This section will be laid over mostly farm land, and will negatively affect the large Amish population living in eastern Daviess county. As well, towards the end of this route, there will inevitably be a connecting road to Crane Naval Weapons Support Center, on which the military industrial complex will be able to ship goods to Crane and, from Crane all over the US.
Myths and Facts about proposed Interstate 69

**Myth**
- Proposed I-69 will save people in southern Indiana time on trips to Indianapolis.
- Proposed I-69 will bring jobs to the people of southern Indiana.

**Fact**
- The proposed highway would only save between 10-14 minutes between Evansville and Indianapolis. This shows an obvious bias towards trucking companies, who would save millions of trucking hours because of the proposed roads.
- Simple principles of human geography and many historical examples show that this is not the case. What the proposed I-69 would do would be to allow those living in southern Indiana and the farmers/families displaced by the road to travel to current centers of industry such as Evansville, Bloomington, or Indianapolis for jobs, leaving southern Indiana as a ghost region.
- The highway is a done deal. It’s been decided, it’s being constructed, and there’s nothing we can do about it.

**Myth**
- The costs of the road will be outweighed by the benefits brought by the highway.

**Fact**
- The costs of the proposed highway have increased dramatically since it was first proposed in southern Indiana. The most recent figures indicate that the road, from the Kentucky border to Indianapolis, would cost nearly $4 billion dollars. Supposedly this is going to be outweighed by gas station and truck stop jobs throughout southern Indiana. It turns out that each new job created will be at the cost of nearly $1.5 million. Rural development plans, those that are truly meant to help the people of southern Indiana, could be completed at the cost of $1,000-5,000 per job created.

**Fact**
- Construction has not started on any of the sections in Indiana. Construction has been proposed to start in section one in the late summer of 2008, because the Governor feels there is less opposition there. The State government doesn’t have enough money to complete the Indiana section; it can’t even afford a quarter of the road. As well, all other states in proposed I-69 corridor are waiting for Indiana to complete construction before they begin.
What can be done?

- Visit the I-69 planning offices, express your outrage with the project. Bring your friends, make your presence known, and return often. The planning offices are located at:

  Section 1:
  Oakland City University
  Stinson Hall
  129 N. Lucerne St.
  Oakland City, IN 47860
  812-749-4121

  Section 2:
  804 S. Industrial Park Dr.
  (Corner of Illinois and S. Industrial Park in front of Four Star Fabrication)
  P.O. Box 97
  Petersburg, IN 47567
  Phone: 812-354-3482

  Section 3:
  2 Commercial Park (former Daviess Co. REMC Building)
  P.O. Box 592
  Washington, IN 47501
  Phone: 812-257-0033

  Section 4:
  3802 Industrial Blvd. (North side of SR 45 between Curry Pk. & Liberty Dr.)
  Unit 2
  Bloomington, IN 47403
  Phone: 812-334-8869
  Toll Free: 800-506-8869

  Section 5:
  One City Centre
  Suite 106/108
  120 W. 7th St.
  Bloomington, IN 47404

- Completely refuse any offer made by the government to buy your land. Join together with your neighbors and draft a letter saying you will not be bullied by the government and return with it all letters of eminent domain offers.

- Harass surveyors on your land. The road can't be built without the land being surveyed. If you see surveyors on your land, make their job hard. Stand in their way, drive your cattle towards them, play loud, annoying music while they work. Encourage your neighbors to do the same.

- Don't talk to government officials. If someone from the state comes to talk to you about the road, refuse their company. Tell them you're against the road, and shut the door. If there is a wall of silence against the state's plans, perhaps they will get the picture that the road is not wanted.

Who can be contacted for help?

- A number of groups all along the route are willing and able to help anyone who is interested in resisting the proposed I-69 project. Please refer to the following list for contact information:

  - If you want to talk to people in a non-confrontational manner and express why it is you are against the road; if you have a rich family history on the land that is going to be destroyed by the highway and want to make sure the state knows what it is destroying; or if you simply want your voice added to the thousands already voicing their opposition to the highway, then please contact:

    The I-69 Listening Project
    323 S Walnut
    Bloomington, Indiana 47401
    listeningi69@yahoo.com
    Or drop by: Tuesdays 9am-12pm, Thursdays 5pm-8pm, and Saturday at the Bloomington Farmers Market

    - If you want to resist the road, but don't know how; if you have ideas on what to do in your area but want help talking to people about it; if you are being harassed by government officials or the police in regards to road resistance and want help finding a lawyer; then please contact:

        Roadblock Earth First!
        roadblockef@yahoo.com

    - For more information, visit:
        i69news.bee-town.com
        www.carri69.org
RESIST, RESIST, THE ROAD CAN BE STOPPED!!!!!

CREATED BY A COLLECTIVE IN RESISTANCE TO I-69

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