

# Attachment 1

## Environmental Assessment (Text Only)

# **NEW I-69 INTERCHANGE AT 106<sup>TH</sup> STREET**

Federal Highway Administration and  
Indiana Department of Transportation

## **ENVIRONMENTAL ASSESSMENT**

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**Des. No. 1298035**

**August 13, 2015**



**200 South Meridian Street  
Suite #330  
Indianapolis, IN 46225**



**Indiana Department of Transportation**

County Hamilton

Route I-69 at 106<sup>th</sup> Street

Des. No. 1298035

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**Note: Appendix items were ommitted in the FONSI request.**

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## FHWA-Indiana Environmental Document CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM GENERAL PROJECT INFORMATION

Road No./County:

I-69/Hamilton County

Designation Numbers:

1298035

Project Description/Termini:

New interchange at I-69 and 106<sup>th</sup> Street. The limits of the proposed work along I-69 extend from approximately 2,400 feet south of to approximately 2,800 feet north of the 106th Street overpass. The limits of the proposed work along 106<sup>th</sup> Street extend from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<b>X</b>	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

### Release for Public Involvement

Ronald E. Blum  
ES Signature

8-18-15  
Date

Lawrence M. L. L.  
FHWA Signature

8-19-2015  
Date

10-8-15  
Certification of Public Involvement

Nike Clark  
Office of Public Involvement

10-8-15  
Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.  
Reviewer Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Dave Cleveland, Corradino, LLC

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Form Version: June 2013  
Attachment 2

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### Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. The level of public involvement should be commensurate with the proposed action.

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

**Notice of Survey Letter** - Notice of Survey Letters were mailed on May 28, 2013 to property owners located in the vicinity of the project area describing the proposed project and notifying them that project personnel may be entering their property to gather data for environmental analysis.

**Section 106 Consulting** - Public notice of the "No Historic Properties Affected" finding was advertised in the *Indianapolis Star* on May 2, 2015 with a 30-day comment period (Appendix F2). The 800.11(d) documentation was made available for public review at Corradino LLC's office at 200 South Meridian Street, Suite 330, Indianapolis, IN 46225. No comments were received by the public.

**Media** - Several articles related to this new interchange project have appeared in local newspapers. The *Indianapolis Star* chronicled plans for the new interchange in the December 17, 2012 edition, with a project update article published on May 8, 2014. Articles in the September 18, 2014 edition of the *Indianapolis Business Journal* and the June 17, 2014 and August 25, 2014 editions of the *Indianapolis Star* documented this new interchange project and chronicled efforts of private entities to relocate the potentially National Register of Historic Places (NRHP) eligible Flanagan-Kincaid House.

**Public Hearing** - The proposed project is being processed as an Environmental Assessment. Per the current *Indiana Department of Transportation (INDOT) Public Involvement Manual 2012*, Part 1, Section IV.C.4, a public hearing will be provided to the public. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the EA's availability for review. The public will be provided a 30 day comment period.

#### Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
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Remarks:

The only point of contention with members of the public was the potential impacts of the project on the Flanagan-Kincaid House. The Flanagan-Kincaid House, anticipated to be eligible for listing in the NRHP during the early stages of the consulting parties Section 106 coordination (Appendix F), was originally located along the south side of 106th Street, approximately 600 feet east of I-69. During project development, interchange alternatives were analyzed to construct the project without the need to acquire right-of-way from the historic boundary of the Flanagan-Kincaid House, in an effort to minimize any potential effects. Local preservation groups raised funds and orchestrated the relocation of the Flanagan-Kincaid House to a location a half mile to the north, October 4, 2014. FHWA and INDOT had no involvement in the relocation of the Flanagan-Kincaid House. In a letter dated October 22, 2014, the Indiana Department of Natural Resources - State Historic Preservation Officer (IDNR-SHPO) recommended that the Flanagan-Kincaid House not be considered eligible for NRHP listing, due to the relocation. The project is not anticipated to cause any other public controversy.

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### **Part II - General Project Identification, Description, and Design Information**

Sponsor of the Project: City of Fishers INDOT District: Greenfield

Local Name of the Facility: New I-69 Interchange at 106<sup>th</sup> Street, from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69, in Fishers, IN

Funding Source (mark all that apply): Federal ☒ State ☒ Local ☒ Other\* ☐

\*If other is selected, please identify the funding source: \_\_\_\_\_

#### **PURPOSE AND NEED:**

*Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)*

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street;
2. Improving traffic safety within the project study area; and
3. Providing direct access between I-69 and 106<sup>th</sup> Street to serve existing land uses and growth patterns.

The need of the proposed project is to address the existing capacity deficiencies of the existing roadway network and accommodate development and population growth within the study area. Specifically, the proposed project will address the following needs:

1. Reduce traffic congestion at the existing I-69 interchanges with 96<sup>th</sup> Street (Exit 203) and 116<sup>th</sup> Street (Exit 205), without creating unacceptable operations along 106<sup>th</sup> Street;
2. Enhance safety by reducing crash rates, via a more efficient transportation system, at the existing I-69 interchanges with 96<sup>th</sup> Street (Exit 203) and 116<sup>th</sup> Street (Exit 205), without creating unacceptable operations along 106<sup>th</sup> Street;
3. Provide for direct access between I-69 and the commercial and residential destinations along 106<sup>th</sup> Street; and
4. Provide a facility that supports the existing land uses, projected land uses, and general growth patterns along the 106<sup>th</sup> Street corridor.

#### **Reduce Traffic Congestion**

The detailed travel demand modeling and traffic capacity analysis, contained in the *Interchange Justification (IJ) Report* (Appendix G) prepared for this project, was based on an expansive study area that extends along I-69 from I-465 to 126<sup>th</sup> Street. While the immediate project area encompasses I-69, from 96<sup>th</sup> Street to 116<sup>th</sup> Street, and 106<sup>th</sup> Street, from Crosspoint Boulevard to USA Parkway, it was necessary to use the more expansive study area when developing the *IJ Report* in order to fully understand the project area's traffic operations, within the context of the larger study area.

Table 1 summarizes the capacity analysis results for the signalized intersections that comprise the I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street, as well as the first signalized intersection to the east and west of each interchange. Level of Service (LOS) and average delay are reported for the year 2015 existing condition as well as the year 2035 No-Build condition. LOS is reported as "A" through "F" with LOS A representing uninhibited, free-flow conditions and LOS F representing gridlock. The point between LOS D and LOS E typically represents when a facility has reached its capacity, with congestion and queuing occurring more frequently as this threshold is exceeded. LOS E or greater results are highlighted in Table 1. Delay is measured in seconds and represents the anticipated average delay experienced by a motorist travelling through the intersection. The I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street currently experience unacceptable levels of congestion and delay during peak periods, and capacity is anticipated to deteriorate even more in the future.

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**Table 1 - Adjacent Interchanges and Intersections – Capacity Analysis Summary**

		Existing (Year 2015)				No-Build (Year 2035)			
		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Intersection of 96 <sup>th</sup> Street With	Corporation Dr	C	21.4	C	25.0	C	29.3	D	35.8
	I-69 SB	C	21.0	C	22.1	C	27.7	C	33.6
	I-69 NB	B	17.4	F	93.8	C	24.5	F	176.9
	Hague Rd	C	22.1	D	36.7	C	25.7	E	57.6
Intersection of 116 <sup>th</sup> Street With	Commercial Dr	B	19.7	C	26.8	C	43.4	E	78.0
	I-69 SB	C	23.7	E	58.1	F	111.8	F	195.4
	I-69 NB	B	13.0	F	101.7	F	141.8	F	196.5
	USA Pkwy	B	14.7	E	65.5	C	20.2	F	207.4

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

## Enhance Safety

A safety analysis was performed to evaluate the proposed interchange's effect on safety. Historic crash data was reviewed along I-465, I-69, and SR 37 within the study area. Table 2 summarizes these crashes by location and provides a breakdown of crash severity and crash type.

**Table 2 - Crash Summary 2010-2012 (Crash Location and Severity)**

Location	Off-Road			Rear End			Side Swipe			Head On			Right Angle/Turn			Other/Unknown			Total	
	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F		
I-465 Mainline	19	11	0	108	17	0	65	8	0	9	2	0	5	3	0	15	6	0	268	12%
I-69 Mainline	38	29	0	662	116	0	178	25	0	30	12	0	27	16	0	62	16	0	1211	54%
82nd St Interchange	1	1	0	86	18	0	23	3	0	1	2	0	12	4	0	32	7	0	190	8%
96th St Interchange	1	0	0	114	20	0	50	2	0	6	0	0	40	14	0	37	11	0	295	13%
106th St	3	2	0	7	2	0	7	0	0	1	0	0	7	1	0	8	2	0	40	2%
116th St Interchange	1	0	0	73	6	0	12	0	0	2	0	0	6	1	0	35	1	0	137	6%
US 37 Mainline	2	0	0	67	15	0	9	0	0	2	1	0	4	2	0	4	3	0	109	5%
<b>Total</b>	<b>65</b>	<b>43</b>	<b>0</b>	<b>1117</b>	<b>194</b>	<b>0</b>	<b>344</b>	<b>38</b>	<b>0</b>	<b>51</b>	<b>17</b>	<b>0</b>	<b>101</b>	<b>41</b>	<b>0</b>	<b>193</b>	<b>46</b>	<b>0</b>	<b>2250</b>	<b>100%</b>
<b>Percentage</b>	<b>5%</b>			<b>58%</b>			<b>17%</b>			<b>3%</b>			<b>6%</b>			<b>11%</b>			<b>100%</b>	

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

PD = Property Damage  
PI = Personal Injury  
F = Fatality

Table 2 illustrates that between 2010 and 2012, 268 crashes occurred along I-465 mainline, 1,211 crashes occurred along I-69 mainline, and 109 crashes occurred along SR 37 mainline within the study area. This safety analysis is based on crash data provided by INDOT that was retrieved from the *Automated Reporting Information Exchange System (ARIES)*. Over half of the crashes that occurred in the study area were rear end crashes, 58%. The next highest crash type was side swipe crashes at 17%. The high frequency of rear end crashes along I-69 is likely due to high traffic volumes and congestion, with vehicles forced to make abrupt stops. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate. The low crash rate along 106<sup>th</sup> street is due to the fact that there is no existing interchange with merge and diverge ramps at this location.

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Table 3 differentiates by crash type and summarizes crashes per pavement condition and lighting condition. Over 75% of all crashes took place during dry, daylight conditions. Peak travel times are during the day, and high traffic volumes were likely the primary cause. Over 80% of rear end crashes occurred during dry, daylight conditions which shows that congestion was likely to blame for the majority of these crashes. The primary cause listed in the INDOT provided crash data was "following too closely."

**Table 3 - Crash Summary 2010-2012 (Crash Type and Condition)**

Condition	Off-Road		Rear End		Side Swipe		Head On		Right Angle/Turn		Other/Unknown		Total	
<b>Dry Pavement</b>	64	59%	1086	83%	316	83%	47	69%	100	70%	175	73%	1788	79%
<b>Wet/Ice/Snow/Water</b>	44	41%	225	17%	66	17%	21	31%	42	30%	64	27%	462	21%
<b>Total</b>	<b>108</b>	<b>100%</b>	<b>1311</b>	<b>100%</b>	<b>382</b>	<b>100%</b>	<b>68</b>	<b>100%</b>	<b>142</b>	<b>100%</b>	<b>239</b>	<b>100%</b>	<b>2250</b>	<b>100%</b>
<b>Daylight</b>	60	56%	1053	80%	288	75%	34	50%	112	79%	161	67%	1708	76%
<b>Dark/Dawn/Dusk</b>	48	44%	258	20%	94	25%	34	50%	30	21%	78	33%	542	24%
<b>Total</b>	<b>108</b>	<b>100%</b>	<b>1311</b>	<b>100%</b>	<b>382</b>	<b>100%</b>	<b>68</b>	<b>100%</b>	<b>142</b>	<b>100%</b>	<b>239</b>	<b>100%</b>	<b>2250</b>	<b>100%</b>

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

### Provide Direct Access

Currently, there is no direct access to or from I-69 at 106<sup>th</sup> Street. Access at this location is needed to support the existing traffic volumes as well as the anticipated future growth. Motorists currently use the I-69 interchanges at 96<sup>th</sup> Street or 116<sup>th</sup> Street to gain access to the 106<sup>th</sup> Street area; however, as previously noted, these existing interchanges currently experience congestion and delay during peak periods. The I-69 interchanges at 96<sup>th</sup> Street and 116<sup>th</sup> Street are not easily expanded since, for critical movements, they currently have dual right and left turn lanes on the ramps at the signalized ramp junctions, as well as dual lane left turn lanes on the bridges. Further expansion is cost prohibitive due to right-of-way impacts in these commercially developed areas.

### Support Land Uses and Growth Patterns

The City of Fishers has seen tremendous growth over the past three decades and is currently the 8<sup>th</sup> most populated community in Indiana. U.S. Census data reports that Fishers had an approximate population of 2,000 in 1980, 7,200 in 1990, and 77,000 in 2010. Growth has been both residential and commercial in nature. The area near the proposed 106<sup>th</sup> Street interchange, and in particular the existing platted and partially developed commercial office parks in the quadrants of the interchange, are currently experiencing development activity.

The Indianapolis Metropolitan Planning Organization's (MPO's) Travel Demand Model was used as the base for developing the traffic projections for the I-69 new interchange at 106<sup>th</sup> Street project. Land use analysis, contained in the *IJ Report* (Appendix G), was performed for the study area to generate realistic growth projections. These growth projections were then used to generate traffic projections for the project, for use in determining the necessary scope of work. A screening process was performed to identify developable parcels. The City of Fishers provided GIS shape files including zoning, floodplains, and aerial photography for use in the screening process. The first step in the screening process identified vacant parcels in the zoning shape file. The next step identified planned urban development (PUD) parcels in the zoning shape file. Aerial photography was then used to verify the status of all parcels. Any area within a floodplain was assumed undevelopable. Small parcels that serve as utility easements, driveways, etc. were assumed undevelopable. Protected parcel zonings, including open space, were assumed undevelopable. The *City of Fishers Downtown Illustrative Master Plan* includes specific plans for development that were incorporated in the analysis. Vacant parcels were then assumed to develop with similar uses and densities as the existing development. For example, the vacant ground in the southeast quadrant of the proposed I-69/106<sup>th</sup> Street interchange was assumed to develop with 3-story office buildings, with the same proportion of parking, infrastructure, storm water detention, etc., similar to the existing development on that site. Vacant parcels in residential areas were assumed to develop with residential with similar densities.

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### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: HamiltonMunicipality: Fishers

#### Project Introduction

INDOT, with active support and financial sponsorship from the City of Fishers (Fishers) and Hamilton County, is proposing to construct a new interchange along I-69 at the 106<sup>th</sup> Street overpass near mile marker 204 in Hamilton County, Indiana. The project area is shown in Appendix

#### Limits of Proposed Work:

The limits of the proposed work along I-69 extends from approximately 2,400 feet south of to approximately 2,800 feet north of the 106<sup>th</sup> Street overpass resulting in a total distance of approximately 5,200 feet (1.0 mile).

The limits of the proposed work along 106<sup>th</sup> Street extends from the east leg of the Crosspoint Boulevard roundabout to the west leg of the USA Parkway roundabout. These limits correspond to a distance from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69, resulting in a total distance of approximately 2,300 feet (0.44 mile).

Total Work Length: 1.44 Mile(s)Total Work Area: 34.4 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  
If yes, when did the FHWA grant a conditional approval for this project?

Yes <sup>1</sup>	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
Date:	January 16, 2015

<sup>1</sup>If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

#### Existing Conditions:

##### Interstate 69

The existing I-69 cross section in each direction consists of a five-foot paved inside shoulder, four 12-foot mainline thru lanes; a 12-foot auxiliary lane for merges and diverges to and from 96<sup>th</sup> Street and 116<sup>th</sup> Street, and a ten-foot paved outside shoulder. The posted speed of I-69 in the project area is 65 mph.

##### 106<sup>th</sup> Street

106<sup>th</sup> Street currently bridges over the interstate with no access to I-69. It is a two-lane road with an 11-foot wide thru lane and a four-foot wide (two-foot paved) shoulder in each direction. 106<sup>th</sup> Street is classified as a Minor Arterial with a posted speed limit of 40 mph. No pedestrian facilities currently exist along 106<sup>th</sup> Street within the project area. There is a recently constructed two-lane roundabout at the intersection of 106<sup>th</sup> Street with Crosspoint Boulevard/Lantern Road (west project limit). There is also a two-lane roundabout at the 106<sup>th</sup> Street intersection with USA Parkway/Lantern Road (east project limit). Prior to the construction of I-69, Lantern Road was a continuous north-south route; however, Lantern Road was bisected by I-69 and relocated so that Lantern Road currently exists on both sides of the interstate. In this report, the west intersection is referred to as Crosspoint Boulevard and the east intersection is referred to as USA Parkway.

#### Operation Indy Commute:

Construction was substantially complete in 2014 for the Operation Indy Commute (OIC) project, which was fully accounted for in the base and future year analysis in the *IJ Report*. The OIC project added a thru lane in the median for southbound I-

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69 and added an auxiliary lane between the 82<sup>nd</sup> Street and 116<sup>th</sup> Street interchanges for both northbound and southbound I-69. OIC also constructed braid ramp bridge structures at the I-69/SR 37 interchange, north of 116<sup>th</sup> Street. The OIC project provided significant traffic capacity improvements and reduced recurring commuting "bottlenecks" along I-69 between the I-465/I-69 interchange and the I-69/SR 37 interchange.

### Proposed Project Improvement:

The proposed project is a new I-69 interchange at the 106<sup>th</sup> Street overpass located within the City of Fishers in Hamilton County, Indiana. It is within the limits of the Indianapolis MPO, which is also a Transportation Management Area (TMA). Location maps for the proposed interchange can be found in Appendix A. The proposed interchange provides for all four turning movements to and from I-69. Project alternatives, including the Do Nothing Alternative, were analyzed based on their ability to meet the project's purpose and need. The preferred alternative is discussed in more detail in the following section. The other new interchange build alternatives, and why they were eliminated from further consideration, are discussed in the *Other Alternatives Considered* section of this document.

### Preferred Alternative: Roundabout Interchange

Roundabouts improve the travel time over all interchange alternatives by creating continuous flow of traffic. The Roundabout Alternative provides a continuous two-lane, oval-shaped roundabout centered over the I-69 centerline. Appendix B contains plans for the Roundabout Alternative. The northbound I-69 diverge ramp provides a three-lane approach (left, left/thru, and a separate right turn lane bypass for the northbound I-69 to eastbound 106<sup>th</sup> Street movement). The southbound I-69 diverge ramp provides a two-lane approach (left and left/thru/right). Eastbound 106<sup>th</sup> Street provides a three-lane approach (left/thru, thru, and a separate eastbound 106<sup>th</sup> Street to southbound I-69 right turn bypass lane). Westbound 106<sup>th</sup> Street provides a three-lane approach (left/thru, thru, and a separate westbound 106<sup>th</sup> Street to northbound I-69 right turn bypass lane).

The interchange contains two separate two-lane bridges over I-69, one to the south and the other to the north. The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway.

The existing 106<sup>th</sup> Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure) as part of the preferred alternative. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.

The Roundabout Interchange will acquire 9.5 acres of permanent right-of-way and will impact 0.58 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated. The Roundabout Alternative does not require residential or commercial relocations.

#### Advantages:

- Creates an efficient interchange without traffic signal;
- Improves safety;
- Less severe collisions;
- Fewer conflict points due to central splitter island;
- Eliminates right angle and head on collisions; and,
- Eliminates virtually all delay during low-volume, non-peak hours of the day.

#### Disadvantages:

- Increases pedestrian delay since gaps are not artificially created by a traffic signal.

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### OTHER ALTERNATIVES CONSIDERED:

*Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.*

#### No-Build Alternative: Do Nothing Alternative

The Do Nothing Alternative serves as a baseline for comparison for build alternatives. The Do Nothing Alternative does not meet the purpose and need for the project because it would not 1) reduce traffic congestion at the I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street, 2) enhance safety in the study area, 3) provide direct access between I-69 and 106<sup>th</sup> Street, or 4) support land uses and growth patterns. The Do Nothing Alternative was eliminated because it does not satisfy purpose and need.

#### Build Alternative: Transportation Systems Management (TSM) Alternative

The TSM Alternatives strategies do not meet the purpose and need for the project because they would not 1) reduce traffic congestion at the I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street, 2) enhance safety in the study area, 3) provide direct access between I-69 and 106<sup>th</sup> Street, or 4) support land uses and growth patterns. The TSM Alternatives were eliminated because they do not satisfy purpose and need. In 2003, a Record of Decision (ROD) was issued for the ConNECTIONS (Northeast Corridor Transportation) Study Environmental Impact Statement (EIS), which addressed the entire northeast quadrant of the Indianapolis TMA. The ConNECTIONS Study analyzed highway, transit, transportation systems management (TSM), and special use lanes. Since that time there has been continuous study of transit alternatives for the northeast corridor. TSM Alternatives of particular note include the following.

- High Occupancy Vehicle Lanes (HOV) – HOV lanes improve interstate capacity, and not necessarily interstate accessibility. The recent mainline I-69 improvements associated with the OIC project provide sufficient mainline capacity through year 2035. There are no dedicated HOV lanes along the I-69 corridor, northeast of Indianapolis.
- Ramp Metering – Ramp metering is most effective for limiting the flow of local network vehicles accessing the mainline interstate. As previously mentioned, mainline I-69 capacity is sufficient through year 2035. There is no need to meter traffic.
- Mass Transit – Various studies over the years have investigated the viability of mass transit along this northeast corridor. Fishers currently has a mass transit option in place, the Fishers Express bus system, which to downtown Indianapolis. Year 2013 ridership was low with an average of 96 one-way trips per day according to Indy Express Bus: <http://www.fishers.in.us/DocumentCenter/View/1665>.
- Improvement of Non-106<sup>th</sup> Street Facilities - Potential Design improvements were considered as part of the Policy Point #1 discussion in the *IJ Report*. Improvements to the 96<sup>th</sup> Street and 116<sup>th</sup> Street interchanges and corridors was shown to be cost-prohibitive due to right-of-way constraints.

The TSM Alternatives were eliminated from further consideration because they do not meet the purpose and need of the project. TSM Alternatives do not reduce traffic congestion at the adjacent I-69 interchanges to the north and south, and the cost of improving these adjacent interchanges is prohibitive. TSM alternatives do not provide direct access between I-69 and 106<sup>th</sup> Street.

#### Non-Preferred New Interchange Build Alternatives:

In addition to the preferred alternative previously discussed, three additional new interchange alternatives were investigated: a tight diamond interchange, a single point urban interchange, and a divergent diamond interchange. All of these interchange alternatives meet each of element of the project purpose and need in similar fashion. All of the interchange alternatives are anticipated to draw a similar amount of traffic from the adjacent I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street; therefore,

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they reduce congestion at those adjacent existing interchange areas to the same degree. All of the interchange configurations are anticipated to improve overall safety within the study area. Providing a new interchange at 106<sup>th</sup> Street would mitigate some of the existing and future operational challenges at the 96<sup>th</sup> Street and 116<sup>th</sup> Street interchanges and help to reduce the number of crashes at the existing signalized ramp junctions and the I-69 mainline diverge points that result from challenged capacity and queuing. All three of the interchange alternatives could be designed to meet all American Association of State Highway and Transportation Officials (AASHTO) and *Indiana Design Manual* (IDM) standards. All three interchange alternatives would provide direct access to 106<sup>th</sup> Street and support existing and future land use in the area.

The new interchange build alternatives have many similarities. They have similar project limits for both I-69 and 106<sup>th</sup> Street that match the project's logical termini of one existing I-69 interchange to the north of and south of the existing 106<sup>th</sup> Street overpass and one existing roundabout to the east of and west of I-69. None of the new interchange build alternatives adds lanes to, or requires extensive work on, mainline I-69. They all widen the existing two-lane 106<sup>th</sup> Street to four lanes (two in each direction) between Crosspoint Boulevard and I-69 and five lanes (three eastbound and two westbound) from I-69 to USA Parkway. All of the new interchange build alternatives close the existing full access to and from 106<sup>th</sup> Street at Kincaid Drive, replacing it with a right-in only on the south side of 106<sup>th</sup> Street and a right-in/right-out on the north side of 106<sup>th</sup> Street. They all provide a variable six foot to eight foot wide paved multi-use path along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway. All of the new interchange build alternatives tie into the existing configuration of the east leg of the 106<sup>th</sup> Street/Crosspoint Boulevard roundabout and the existing configuration of the west leg of the 106<sup>th</sup> Street/USA Parkway roundabout while adding a new eastbound to southbound separate right turn bypass lane to the USA Parkway roundabout. The only differentiation among the new interchange build alternatives occurs within the interchange proper, as there are different ramp and intersection geometries associated with the different interchange alternatives. These differences in configuration create variation in cost, right-of-way impacts, traffic capacity within the interchange, ease of future expansion, and driver expectancy. These are the factors that were used to determine the preferred alternative among the new interchange build alternatives.

The three non-preferred new interchange alternatives have similar environmental impacts. Estimated costs vary by a couple million dollars among the alternatives. The primary area of differentiation between the preferred alternative and the other interchange alternatives is in the anticipated traffic operations within the actual interchange. The three interchange alternatives described below are not recommended because they do not perform as well as the preferred alternative from a traffic operations standpoint. Table 4, located in the section following the description of the three non-preferred interchange alternatives, compares the performance measures of all four of the new interchange alternatives.

### **Build Alternative: Tight Diamond**

When evaluating different interchange alternative types for this project, only urban interchanges were evaluated due to right-of-way constraints. The tight diamond interchange (TDI) is a variant of the standard diamond interchange and brings the ramp terminals closer together to reduce the right-of-way impact. This causes the two signals, typically associated with a traditional diamond interchange, to operate essentially as single signalized intersection. This compression does not allow for much storage on the bridge with nested left-turn bays; therefore additional lanes are required on the bridge.

#### *Advantages:*

- Leaves a small footprint;
- Utilizes simple bridge structure;
- Allows for closer outer road spacing;
- Lowers cost, due to reduced right-of-way and limited outer road reconstruction; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

#### *Disadvantages:*

- Creates a wide bridge; and,
- Can create queuing and congestion due to the close spacing of the signalized ramp junctions.

The TDI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 7.3 and 1.6 times higher average delay per motorist for the design year AM and PM peak periods, respectively.

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### Build Alternative: Single Point Urban Interchange

For the traffic turning movement data developed for this project, the single point urban interchange (SPUI) improves traffic operations over the standard diamond interchange by combining the ramp terminal signals into a single signal. All left-turning movements are completed at this signal. It is recommended that SPUI's be built with dual left-turn lanes on the cross road even if this is not warranted by current traffic. This is due to the difficulty in expanding on the complex bridge required for a crossroad-over SPUI. In general, the SPUI requires less right-of-way than a traditional diamond interchange.

#### Advantages:

- Creates an efficient single signal;
- Utilizes right turns with free-flow movements;
- Increases capacity, decreases delay over standard diamond interchange, when left turning volumes are evenly split;
- Allows for tighter outer road spacing; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

#### Disadvantages:

- Creates a large, complex bridge structure, which can be difficult to widen in the future;
- Widens intersection and reduces free-flow movements; and,
- Produces high cost.

The SPUI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 5.7 and 1.1 times higher average delay per motorist for the design year AM and PM peak periods, respectively. The SPUI costs \$2.1 million more than the preferred alternative.

### Build Alternative: Divergent Diamond Interchange

The divergent diamond interchange (DDI), also known as a double crossover diamond interchange, is a new interchange type to Indiana. The first DDI in Indiana was recently constructed at I-69 and SR 1 in Ft. Wayne, and another DDI is currently being constructed at I-65 and Worthsville Road near Greenwood, Indiana.

#### Advantages:

- Establishes efficient two phase signals;
- All exits from the interstate are made before reaching the 106<sup>th</sup> Street bridge;
- Increases capacity, decreases delay over standard diamond interchange, when left turning volumes are high;
- Creates fewer conflict points than standard diamond;
- Combines lanes for left-turn and through movements, thus narrowing bridge structure; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

#### Disadvantages:

- Counterintuitive for drivers;
- Lower speed for through movements on 106<sup>th</sup> Street; and,
- Large footprint on either side of the interchange due to "bubbles" creating costly right-of-way impacts.

The DDI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 4.2 and 1.2 times higher average delay per motorist for the design year AM and PM peak periods, respectively. The DDI costs \$1.1 million more than the preferred alternative.

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**Table 4 – Summary of New Interchange Build Alternatives**

		Roundabout (Preferred)	Tight Diamond	SPUI	DDI
Traffic Operations (P&N)	2035 Peak Hour Capacity Results (average delay)	AM: 5.8 seconds PM: 28.7 seconds	AM: 42.4 seconds PM: 45.5 seconds	AM: 33.3 seconds PM: 33.0 seconds	AM East: 29.7 sec. AM West: 19.2 sec. PM East: 44.3 sec. PM West: 24.8 sec.
	24 Hour Operations	Will operate with little to no delay off peak	Signal timings can be optimized during off-peak hours, but delay is unavoidable	Signal timings can be optimized during off-peak hours, but delay is unavoidable	Signal timings can be optimized during off-peak hours, but delay is unavoidable
	Reduces 96 <sup>th</sup> & 116 <sup>th</sup> Congestion	Yes	Yes	Yes	Yes
Safety (P&N)	Enhanced Via Imp. Traffic Operations	Yes	Yes	Yes	Yes
Access (P&N)	Direct Between I-69 and 106 <sup>th</sup> Street	Yes	Yes	Yes	Yes
Growth (P&N)	Supports Existing & Projected Land Use	Yes	Yes	Yes	Yes
Environmental Impacts	New Permanent ROW (acres)	9.5	9.0	10.7	10.1
	Wetlands (acres)	0.63	0.52	0.69	0.73
	Floodplain (acres)	0.0	0.0	0.0	0.0
	Streams (linear feet)	0.0	0.0	0.0	0.0
	Farmlands (acres)	0.0	0.0	0.0	0.0
	Relocations	0	0	1* (commercial)	0*
Cost	Total Cost	\$33.9 million	\$31.3 million	\$36.0 million	\$35.0 Million
Other	Future Bridge Expansion	Widened relatively easily to provide third lane thru roundabout	Widened relatively easily in the future. Signal timings can be adjusted easily	Difficult and costly to expand	Similar to SPUI, difficult and costly to expand
	Driver Expectancy	Medium: Local familiarity with roundabouts and Keystone corridor	High: Common interchange configuration	Medium: Familiarity with two I-465 SPUI's	Low: First 2 DDI's in Indiana currently under construction

\* These interchange alternatives impact two development-ready commercial building pads in the northwest quadrant.

**The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):**

- It would not correct existing capacity deficiencies;  
 It would not correct existing safety hazards;  
 It would not correct the existing roadway geometric deficiencies;  
 It would not correct existing deteriorated conditions and maintenance problems; or  
 It would result in serious impacts to the motoring public and general welfare of the economy.  
 Other (It does not fulfill the purpose and need of the project and does not improve non-motorized connectivity)

X
X
X

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## ROADWAY CHARACTER:

### Interstate 69

Functional Classification: Principal Arterial (Interstate)  
 Current ADT: 118,000 (2015) Design Year ADT: 156,000 (2035)  
 Design Hour Volume (DHV): 7,600 Truck Percentage (%): 10.8  
 Designed Speed (mph): 65 Legal Speed (mph): 65

	Existing	Proposed
Number of Lanes:	10	10
Type of Lanes:	Vehicular – 5 NB, 5 SB	Vehicular – 5 NB, 5 SB
Pavement Width:	120 ft.	120 ft.
Shoulder Width:	Outside 10 ft. Inside 5	Outside 10 ft. Inside 5
Median Width:	Barrier Rail ft.	Barrier Rail ft.
Sidewalk Width:	NA ft.	NA ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural  
 Topography: ☒ Level ☐ Rolling ☐ Hilly

### 106<sup>th</sup> Street

Functional Classification: 106<sup>th</sup> Street - urban minor arterial  
 Current ADT: 24,000 (2015) Design Year ADT: 37,000 (2035)  
 Design Hour Volume (DHV): 4,300 Truck Percentage (%): 1.6  
 Designed Speed (mph): 40 Legal Speed (mph): 40

Number of Lanes:	2	4 west of I-69, 5 east of I-69
Type of Lanes:	Thru	2 thru lanes in each direction with an EB to SB right turn lane east of I-69
Pavement Width:	22 ft.	48 (west) ft. 55 (east)
Shoulder Width:	2 ft.	Curb and gutter ft.
Median Width:	NA ft.	4 ft.
Sidewalk Width:	NA ft.	6 to 8 (north side only) ft.

If the proposed action has multiple roadways, this section should be filled out for each roadway.

## DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): I-69-3-5309A Sufficiency Rating: NA – to be demolished  
 (Rating, Source of Information)

	Existing	Proposed (South Bridge)
Bridge Type: (South Bridge)	Continuous Composite Steel Plate Beam	Continuous Composite Steel Plate Girder
Number of Spans:	4	2
Weight Restrictions:	None ton	None ton
Height Restrictions:	15'-7" ft.	17 ft.
Curb to Curb Width:	42 ft.	32 ft.
Outside to Outside Width:	46 ft.	53.5 ft.
Shoulder Width:	10 ft.	Apron (varies) ft.
Length of Channel Work:		N/A ft.

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	Existing		Proposed (North Bridge)	
Bridge Type: (North Bridge)	Continuous Composite Steel Plate Beam		Continuous Composite Steel Plate Girder	
Number of Spans:	4		2	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	13.5	ft.	17	ft.
Curb to Curb Width:	44	ft.	32	ft.
Outside to Outside Width:	46	ft.	72	ft.
Shoulder Width:	10	ft.	Apron (varies) Includes 6 to 8 sidewalk	ft.
Length of Channel Work:			N/A	ft.

*Describe bridges and structures; provide specific location information for small structures.*

Remarks:

The existing bridge was constructed in 1969 and rehabilitated in 1996. The bridge is four span (36'-5", 99'-2", 99'-2", and 36'-5") and has a skew of 31 degrees. The structure will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure) as part of the construction of the roundabout interchange. The proposed north and south bridges will have two spans (84'-6" and 84'-6") with a radial skew. The south bridge will not accommodate pedestrian traffic; however, the north bridge will carry a 6 to 8 foot variable width sidewalk.

Will the structure be rehabilitated or replaced as part of the project?

Yes ☒ No ☐ N/A ☐

*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

## MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe in remarks)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Traffic will be maintained on existing roads and the 106<sup>th</sup> Street overpass until a time when the existing overpass bridge structure is demolished. At that time, an official Hague Road/96<sup>th</sup> Street/Lantern Road detour route will be signed and will redirect motorists approximately 1 mile to the south (Appendix C4). With the large amount of local traffic in the area, it is anticipated that some motorists will decide to take an unofficial detour route to the north to 116<sup>th</sup> Street. Provisions will be made to maintain access to any adjacent business along 106<sup>th</sup> Street, within the construction zone, that does not already have additional access from a source other than 106<sup>th</sup> Street. The project team will continue to coordinate with the City of Fishers Engineering Department and the Hamilton County Highway Department during design and construction so that local special events can be accommodated as much as feasible.

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County HamiltonRoute I-69 at 106<sup>th</sup> StreetDes. No. 1298035**ESTIMATED PROJECT COST AND SCHEDULE:**Engineering: \$ 900,000 (2016) Right-of-Way: \$ 2,690,000 (2016) Construction: \$ 30,000,000 (2016)Anticipated Start Date of Construction: March 2016Date project incorporated into STIP July 1, 2015 (Appendix K – incorporated by reference into the STIP)Is the project in an MPO Area? 

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If yes,  
Name of MPO Indianapolis Metropolitan Planning Organization (MPO)Location of Project in TIP Electronic search of Des. No. 1298035 (Appendix K)Date of incorporation by reference into the STIP July 1, 2015**RIGHT-OF-WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.00	0.00
Commercial	8.49	1.70
Agricultural	0.41	0.00
Forest	0.00	0.00
Wetlands	0.62	0.01
Other: Old Rail right-of-way	0.00	0.00
TOTAL	9.52	1.71

*Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.*

Remarks:

The preferred alternative will require a total of 9.52 acres of permanent right-of-way, 8.49 acres from existing commercial land, 0.41 acre from existing agricultural land, and 0.62 acre from wetlands (Note: wetland total includes of 0.16 acres of right-of-way from the open water portion of the existing detention basin in the southeast quadrant of the interchange). The permanent right-of-way will not result in any relocations; however, it does encroach into developable ground in all four quadrants of the interchange. The preferred alternative will require a total of 1.71 acres of temporary right-of-way, 1.70 acres from existing commercial land, and 0.01 acre from the wetland fringe along the existing detention basin in the southeast quadrant of the interchange. The temporary right-of-way will be used to expand the existing detention basin in the southeast quadrant of the interchange. Appendix B displays the right-of-way.

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## Part III – Identification and Evaluation of Impacts of the Proposed Action

### SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks:

Information for waters and wetland resources are from two sources: 1) the previously approved June 2012 *OIC Waters of the U.S. Report* and 2) field checks performed by a qualified professional at Corradino on October 24, 2013 and September 10, 2014.

Cheaney Creek is located approximately 1,650 feet to the northwest of the 106<sup>th</sup> Street overpass of I-69. It flows to the southwest for a short distance and then eventually to the west. The proposed project improvements will not impact the creek. There are roadside ditches and storm drainage in the project area, but none show ordinary high water marks or significant nexus with jurisdictional waters.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Other Surface Waters</b>			
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	<b>X</b>	<b>X</b>	
Storm Water Management Facilities			
Other: _____			

Remarks:

The detention basin in the southeast quadrant of the interchange will be impacted by the I-69 northbound diverge ramp onto 106<sup>th</sup> Street. The ramp will be built using retaining walls to minimize the footprint. Approximately 0.16 acre of the basin will be filled in, and there will be a new edge for the basin. The proposed basin impacts can be seen in Appendix B for the preferred alternative. This basin connects to a ditch to the south, which is outside the project area. The ditch exhibits an ordinary high water mark, but drains into an underground storm drainage system.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Wetlands</b>	<b>X</b>	<b>X</b>	

Total wetland area: 2.91 acre(s)

Total wetland area impacted: 0.63 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

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Wetland	Classification	Total Size (Acres)	Impacted Acres	Comments
C	PEM	0.14	0.14	Emergent ditch wetland in northeast quadrant.
D	PEM	0.12	0.12	Emergent wetland in southwest quadrant.
F	PEM	0.12	0.12	Emergent ditch wetland in southeast quadrant.
G	PEM	0.32	0.09	Emergent wetland along fringe of detention basin in southeast quadrant.
Open Water Pond	PUB	2.21	0.16	Open water portion of the detention basin in southeast quadrant.

## Documentation

## ES Approval Dates

### Wetlands (Mark all that apply)

Wetland Determination  
Wetland Delineation  
USACE Isolated Waters Determination  
Mitigation Plan

X
X

August 10, 2015
August 10, 2015

### Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;  
Substantially increased project costs;  
Unique engineering, traffic, maintenance, or safety problems;  
Substantial adverse social, economic, or environmental impacts, or  
The project not meeting the identified needs.

X
X
X
X

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Wetland delineation for the recently completed *OIC Waters of the U.S. Report* was restricted to the existing I-69 footprint since that project did not acquire additional right-of-way. Relevant excerpts from the *OIC Waters of the U.S. Report* are contained in the appendix of the subject 106<sup>th</sup> Street New Interchange at I-69 project's *Waters of the U.S. Report* (Appendix H). Appendix H contains supplemental information gathered by Corradino LLC during October 24, 2013 and September 10, 2014 field visits and includes data sheets for extending the OIC wetlands outside of the existing I-69 right-of-way, photographs, and aerial mapping.

No National Wetland Inventory wetlands are present, but there are two storm water detention basins in the immediate area of the interchange, just outside the existing right-of-way. The larger basin, referred to as Wetland G and Open Water Pond in the preceding table, is in the southeast quadrant and the smaller basin is in the southwest quadrant. Both are Palustrine, Unconsolidated Bottom with mud substrate (PUB3). A mix of vegetation characteristic of both wetland and upland areas are present. The larger basin is expected to be impacted on its western border, while the smaller is outside the proposed right-of-way.

Impacts to the larger basin have been minimized to the extent practical. Three other emergent wetlands, referred to as Wetlands C, D, and F in the preceding table, have been delineated through field review of the proposed right-of-way area. Wetlands C, D and F will be impacted in their entirety.

In response to early coordination (Appendix D), IDNR's Department of Fish and Wildlife commented that "the tight diamond alternative appears to have the fewest impacts to existing and proposed infrastructure and resources, including the two existing storm water detention basins in the southwest and southeast quadrants." IDNR also stated that while formal approval by the IDNR Division of Water is not required for this project, IDNR recommends "contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program." The U.S. Fish and

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Wildlife Service (USFWS) commented that the agency has "no objections to the project as currently proposed", and similar to IDNR, USFWS also recommended coordination with the IDEM 401 program and the USACE 404 program. IDEM noted the requirement to obtain a Section 401 Water Quality Certification in the event that a Section 404 wetlands permit is required from USACE and noted that, even if impacted wetlands and waterbodies are determined to be isolated, as State Isolated Wetland permit may be required from IDEM's Office of Water Quality.

Mitigation of impacted wetlands will be determined during the design and permitting process. The previously discussed Table 4 summarizes the anticipated wetland impacts for the four new interchange build alternatives. Impacts range from 0.52 acre for the TDI to 0.73 acre for the DDI. The preferred alternative has a wetland impact of 0.58 acre, a mere 0.11 acre more than the least impactful alternative. The only alternatives with fewer impacts were the avoidance alternative "No Build", which does not meet the purpose and need of the project, and the Tight Diamond Alternative with 0.52 acre of impact. Retaining walls are proposed for all of the interchange alternatives to reduce the project footprint and minimize impacts.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Terrestrial Habitat</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Land use in and near the project is primarily commercial. Dominant vegetation is lawn type plants (*Digitaria*, *Trifolium repens*, *Festuca*, *Schedonorus*, *Poa*, *Plantago major*, etc.). Some of this vegetation will be replaced with hard surface from the addition of ramps along I-69 and the widening of 106<sup>th</sup> Street. A narrow fringe of scrub occurs around the detention basin and the slopes to the 106<sup>th</sup> Street Bridge. These areas consist of common shrubs such as dogwood and invasive honeysuckle. Significant or valuable terrestrial habitat will not be affected by the project.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

## Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?  
Are karst features located within or adjacent to the footprint of the proposed project?

<u>Yes</u>	<u>No</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

If yes, will the project impact any of these karst features?

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located in Hamilton County, which is outside of the designated karst area of Indiana as identified in October 13, 1993 Memorandum of Understanding (MOU) between INDOT, the IDNR, IDEM, and the United States Fish and Wildlife Service (USFWS). No karst features are known to exist within or adjacent to the proposed project area.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Threatened or Endangered Species</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Within the known range of any federal species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Is Section 7 formal consultation required for this action? Yes ☐ No ☒

Remarks:

The Indiana Natural Heritage Data Center was checked during early coordination (Appendix D), and there are no ETR species or significant areas documented within 0.5 mile of the project area. All of the state of Indiana is within the range of the federally endangered Indiana bat (*Myotis sodalis*).

IDNR was coordinated with for this project on August 13, 2014 (see Appendix D, page 5). IDNR responded that there are no plant or animal species listed as state or federally threatened, endangered, or rare in the project vicinity. IDNR noted that the Tight Diamond Alternative has the least impacts to resources, while the SPUI Alternative and the DDI Alternative have the highest impacts; however, IDNR did not make a recommendation regarding preferred interchange type.

USFWS was coordinated with for this project on August 19, 2014 (see Appendix D, page 10). USFWS stated the agency has no objections to the project as currently proposed.

## SECTION B – OTHER RESOURCES

### Drinking Water Resources

Wellhead Protection Area  
Public Water System(s)  
Residential Well(s)  
Source Water Protection Area(s)  
Sole Source Aquifer (SSA)

#### Presence

X

#### Impacts

Yes	No
X	

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?  
Is the FHWA/EPA SSA MOU Applicable?  
Initial Groundwater Assessment Required?  
Detailed Groundwater Assessment Required?

#### Yes


#### No


Remarks:

The project is not located within the St. Joseph Aquifer System, the only legally designated sole source aquifer in Indiana. Per the Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://idemmaps.idem.in.gov/whpa/>) accessed on July 22, 2014 by Corradino, LLC, the project is not located within a Wellhead Protection Area. In response to early coordination (Appendix D), IDEM's Ground Water Section determined that "the site is not located within a Wellhead Protection Area."

The project may impact existing water lines owned by Citizens Energy Group. Utility coordination will occur during the design and construction phase to aid in any relocation of the water utility.

### Flood Plains

Longitudinal Encroachment  
Transverse Encroachment  
Project located within a regulated floodplain  
Homes located in floodplain within 1000' up/downstream from project

#### Presence


#### Impacts

Yes	No

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

The project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps (Appendix E, page 9). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

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	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Farmland			
Agricultural Lands			
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006\*                       
 \*If 160 or greater, see CE Manual for guidance.

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: 

The Natural Resources Conservation Service (NRCS) was coordinated with for this project on August 19, 2014 (see Appendix D, page 8). NRCS responded that the project will not cause a conversion of prime farmland. None of the land within the project limits meets the definition of farmland under the Farmland Protection Policy Act (FPPA). The requirements of the FPPA do not apply to this project.

## SECTION C – CULTURAL RESOURCES

	<u>Category</u>	<u>Type</u>	<u>INDOT Approval Dates</u>	<u>N/A</u>
Minor Projects PA Clearance				<div style="border: 1px solid black; text-align: center;">X</div>

### Eligible and/or Listed Resource Present

#### Results of Research

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

#### Project Effect

No Historic Properties Affected 

X

 No Adverse Effect  Adverse Effect

### Documentation Prepared\*

Documentation (mark all that apply)

		<u>ES/FHWA Approval Date(s)</u>	<u>SHPO Approval Date(s)</u>
Historic Properties Short Report			
Historic Property Report	<div style="border: 1px solid black; text-align: center;">X</div>	July 17, 2013	October 4, 2013
Archaeological Records Check/ Review	<div style="border: 1px solid black; text-align: center;">X</div>	July 11, 2013	August 16, 2013
Archaeological Phase Ia Survey Report			
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	<div style="border: 1px solid black; text-align: center;">X</div>	April 10, 2015	May 11, 2015
800.11 Documentation	<div style="border: 1px solid black; text-align: center;">X</div>	April 10, 2015	May 11, 2015

See Appendix F for 800.11(d) documentation.

Memorandum of Agreement (MOA) 

MOA Signature Dates (List all signatories)

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*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks:

**Area of Potential Effect (APE):**

Due to the nature of the proposed work, the Area of Potential Effect (APE) for this project generally encompasses the properties immediately adjacent to the project limits that have a viewshed of the project (Appendix F3, Pages 12 to 14). The APE limits, for above-ground resources, has been defined as approximately 2,930 feet north and 3,120 feet south of the center point of 106th Street over I-69, and approximately 1,950 feet west and 2,720 feet east of the center point of 106th Street over I-69. The archaeological APE has been defined as the project footprint.

**Consulting Parties Invitations and Meeting:**

FHWA, IDNR-SHPO, and INDOT Cultural Resources Office (CRO) are automatic Section 106 consulting parties. Invitations to become consulting parties and participate in a September 19, 2013 consulting parties meeting were sent by Corradino, LLC to the following:

- Hamilton County Highway Department;
- Hamilton County Commissioners Office;
- Fishers Town Council;
- Hamilton County Historian;
- Historic Landmarks Foundation; and,
- Kincaid Developers, Inc. (property owner).

The consulting parties meeting was held on-site on September 19, 2013 and was attended by INDOT CRO, FHWA, IDNR-SHPO, Corradino, H&H Associates, Hamilton County Historian's office, and Kincaid Developers (Appendix F3, page 34). The Archeological Short Report and the HPR were provided to meeting participants ahead of time. Consensus was reached regarding the APE and eligibility.

**Archaeology:**

As one of the project's cultural resources qualified professionals, Weintraut and Associates prepared the Archaeological Short Report on July 17, 2013 (Appendix F3, page 26). Through a combination of literature search and limited Phase 1a reconnaissance, the Archaeological Short Report found no archaeological resources. This document was reviewed by the INDOT Cultural Resources Office (CRO) and approved on July 11, 2013. The Archaeological Short Report was submitted to IDNR-SHPO on July 17, 2013. IDNR-SHPO concurred with the Archeological Short Report on August 16, 2013.

**Historic Properties:**

As one of the project's cultural resources qualified professionals, H&H Associates LLC prepared the HPR on August 16, 2013 (Appendix F3, page 24). INDOT CRO reviewed and approved the HPR on July 17, 2013. The Flanagan-Kincaid House, originally thought to likely be eligible for listing in the National Register of Historic Places (NRHP) as discussed in the September 19, 2013 consulting parties meeting, was relocated from its original position in the southwest corner of the 106th Street/Kincaid Drive intersection to its current location along the east side of I-69, approximately 2,000 feet north of 106<sup>th</sup> Street. Interchange alternatives were being analyzed to conduct construction without requiring property from the historic boundary of the Flanagan-Kincaid House when preservation groups, without any coordination or consultation with the project team including INDOT and FHWA, raised funding and orchestrated the relocation of the structure. The new location is outside of the project right-of-way but still within the APE. This move was conducted on October 4, 2014. In a letter dated October 22, 2014, IDNR-SHPO communicated the agency's position that the new location and orientation of the Flanagan-Kincaid house eliminates its eligibility for listing in the NRHP.

**Effect Finding and 800.11(f) Documentation:** INDOT CRO signed, on behalf of FHWA, the APE and Eligibility Determinations and the "No Historic Properties Affected" Finding on April 10, 2015 (Appendix F3, page 2). Corradino LLC distributed the Effect Finding and 800.11(d) Documentation on April 30, 2015 to FHWA, IDNR-SHPO, and the consulting parties that chose to participate in the consultation process, requesting written comment within 30 days. IDNR-SHPO responded with a concurrence letter on May 11, 2015. No other comments were received from consulting parties.

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**Public Involvement:**

Public notice of the "No Historic Properties Affected" Finding and the 800.11(d) Documentation was advertised in the *Indianapolis Star* on May 2, 2015, with a 30-day comment period (Appendix F2). The 800.11(d) documentation was made available for public review and comment at Corradino LLC's downtown Indianapolis office. No responses to the legal add were received. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

## SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

**Section 4(f) Involvement** (mark all that apply)

**Parks & Other Recreational Land**

Publicly owned park  
Publicly owned recreation area  
Other (school, state/national forest, bikeway, etc.)

**Presence**


**Use**

Yes	No

**Evaluations**

**Prepared**

Programmatic Section 4(f)\*  
"De minimis" Impact\*  
Individual Section 4(f)


**FHWA**  
**Approval date**

--

**Wildlife & Waterfowl Refuges**

National Wildlife Refuge  
National Natural Landmark  
State Wildlife Area  
State Nature Preserve

**Presence**


**Use**

Yes	No

**Evaluations**

**Prepared**

Programmatic Section 4(f)\*  
"De minimis" Impact\*  
Individual Section 4(f)


**FHWA**  
**Approval date**

--

**Historic Properties**

Sites eligible and/or listed on the NRHP

**Presence**

--

**Use**

Yes	No

**Evaluations**

**Prepared**

Programmatic Section 4(f)\*  
"De minimis" Impact\*  
Individual Section 4(f)


**FHWA**  
**Approval date**

--

\*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

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Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Cheeeney Creek Natural Area is located approximately 1,500 feet northwest of the project area and extends northeast from there. The address is 11030 Fishers Pointe Boulevard. Due to the limited nature of construction and the project right-of-way, no impacts are anticipated to the Cheeeney Creek Natural Area.

Four existing trails and two planned trails are within a half-mile. None will be impacted by the project. The Cheeeney Creek Natural Area Trail is a natural trail approximately 2,000 feet northwest of the reference point. An asphalt trail connects Cheeeney Creek Natural Area to 106<sup>th</sup> Street approximately 1,000 feet to the west of the 106<sup>th</sup> Street overpass of I-69. Another asphalt trail extends 1,500 feet east of the reference point along the south side of 106<sup>th</sup> Street connecting Lantern Road and Muir Lane. There is an asphalt trail 1,500 feet to the east of the reference point running from 106<sup>th</sup> Street to the south. A planned asphalt trail along the south side of 106<sup>th</sup> Street will connect Hague Road and Lantern Road west of the project. Finally, a second planned asphalt trail will connect Cheeeney Creek and Lantern Road along the north side of 106<sup>th</sup> street. These planned asphalt trails are separate projects from the new I-69 interchange at 106<sup>th</sup> Street project.

Although it is not listed as a named recreational facility, there is a baseball diamond along the east side of I-69, approximately 1,600 feet north of 106<sup>th</sup> Street. This is a privately owned property and is not open for public use. The minimal strip of right-of-way that will be acquired from this parcel along I-69 will not impact the ball diamond.

No 4(f) property impacts will result as a part of this project.

### Section 6(f) Involvement

#### Presence

#### Use

Yes

No

### Section 6(f) Property

☐
☐
☐

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

No Section 6(f) resources are affected, as determined by property ownership records obtained through the Hamilton County Geographic Information System (GIS), or land records searches completed during preliminary design. The National Parks Service (NPS) website was searched by Corradino on June 23, 2015 to determine if any Land and Water Conservation Fund (LWCF) sites exist in proximity to the project area (Appendix D, Page 22). No LWCF sites exist in proximity to the project area.

## SECTION E – AIR QUALITY

### Air Quality

#### Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

☒
☐

If YES, then:

Is the project in the most current MPO TIP?

☒
☐

Is the project exempt from conformity?

☐
☒

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

☒
☐

Is a hot spot analysis required (CO/PM)?

☐
☒

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Level of MSAT Analysis required?

Level 1a ☐ Level 1b ☒ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Remarks:

This project is located in Hamilton County. Hamilton County was previously a maintenance area for Ozone. The 1997 Ozone standard has since been revoked, and a maintenance plan is no longer required. Hamilton County is currently a maintenance area for PM2.5.

The project is located in the Indianapolis MPO Transportation Improvement Program (TIP) for years 2016 to 2019. The project was incorporated into the Statewide Transportation Improvement Program (STIP), for years 2016 to 2019, on July 1, 2015. Appendix K contains the relevant TIP and STIP excerpts.

Regarding the conformity procedures of 40 CFR Part 93, FHWA organized an inter-agency PM2.5 project-level consultation meeting for several large-scale Indiana construction projects. The subject new I-69 Interchange at 106<sup>th</sup> Street was included in this discussion. Participants included FHWA, United States Environmental Protection Agency (USEPA), INDOT, and IDEM. The inter-agency consultation group concurred that the new I-69 interchange at 106<sup>th</sup> Street is not a project of air quality concern and does not require a quantitative hotspot analysis. Appendix L contains the meeting invitation, presentation materials, and the minutes of the September 18, 2014 meeting.

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

### SECTION F – NOISE

#### Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☒ ☐

	No	Yes/ Date
ES Review of Noise Analysis		May 8, 2015

Remarks:

The northwest quadrant of the proposed interchange was analyzed separately in the previously approved *I-69 Expansion Design Projects Traffic Noise Impact Analysis* (October 2014, Des. #s 1383332, 1383336). Noise barrier was determined to not be reasonable and feasible in that report. INDOT Environmental Services (ES) provided technical sufficiency for that report.

The *Noise Study Report: I-69 New Interchange at 106th Street, Hamilton County* (Des. #: 1298035) was prepared by Corradino LLC for this project on May 7, 2015 and is contained in Appendix I. It was prepared in accordance with 23 CFR 772 and the INDOT's *Traffic Noise Policy*. The purpose of this project is to add an exit in Fishers and improve access, while relieving traffic demand on the interchanges

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to the south and north. This traffic noise analysis identified nine receptors within the project area including six Category E receptors (Office, Business), two Category C receptors (Church, School), and one Category F (Retail). Three Category E receptors would experience a noise impact in the design year by approaching the NAC for Category E.

Two new office buildings built since this project was started, the Roche office building and the Flanagan-Kincaid House (assumed future office use) at its new location, will experience noise levels higher than the applicable 71 dBA office criterion. These isolated locations cannot be reasonably mitigated. This conclusion is based upon preliminary design costs and assumes that no substantial changes will be made during final design.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has been not been found to be feasible or reasonable at this location. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

### SECTION G – COMMUNITY IMPACTS

#### Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes

No

☒

☐

Will the proposed action result in substantial impacts to community cohesion?

☐

☒

Will the proposed action result in substantial impacts to local tax base or property values?

☐

☒

Will construction activities impact community events (festivals, fairs, etc.)?

☐

☒

Does the community have an approved ADA transition plan?

☒

☐

If No, are steps being made to advance the community's transition plan?

☐

☐

Does the project comply with the transition plan? (explain in the remarks box)

☒

☐

Remarks:

No significant economic or community impacts are expected as a result of this project. The proposed 6 to 8 foot variable width sidewalk along the north side of 106<sup>th</sup> Street, as well as all curb ramps and cross walks associated with signalized intersections and roundabouts for this project, will be designed to be compliant with the most recent standards set forth in the Americans with Disabilities Act (ADA).

#### Indirect and Cumulative Impacts

Yes

No

Will the proposed action result in substantial indirect or cumulative impacts?

☐

☒

Remarks:

This project will not result in indirect or cumulative impacts. The majority of the open ground along the 106<sup>th</sup> Street corridor in Fishers is already zoned and/or platted for development. All four quadrants of the new I-69 interchange at 106<sup>th</sup> Street have platted commercial subdivisions, and construction of new office buildings is currently underway.

#### Public Facilities & Services

Yes

No

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

☐

☒

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**Remarks:**

The project will not negatively impact health and educational facilities, public private utilities, emergency services, religious institutions, airports, or public transportation. School corporations, hospitals, public transportation, and emergency service units will be coordinated with prior to construction. Traffic will be maintained on existing roads and the 106<sup>th</sup> Street overpass until a time when the existing overpass bridge structure is demolished. At that time, an official local detour route will be signed. Provisions will be made to maintain access to any adjacent business along 106<sup>th</sup> Street within the construction zone that does not already have additional access from a source other than 106<sup>th</sup> Street. The existing land uses within the project area are commercial/office in nature and, unlike many commercial/retail businesses such as gas stations, supermarkets, and restaurants, commercial/office businesses do not depend on drive-by traffic for their viability. Commercial/office businesses can better withstand some of the inconvenience that could come from construction activities.

**Environmental Justice (EJ) (Presidential EO 12898)**

During the development of the project were EJ issues identified?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Will the project result in adversely high or disproportionate impacts to EJ populations?

**Remarks:**

All Environmental Assessment level documents require an Environmental Justice (EJ) analysis. An EJ concern is considered any impact that would have a disproportionately high and adverse effect on an environmental justice population. For EJ analysis, the reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities which are more than 50 percent minority or low-income are automatically EJ populations. For all other affected communities, an EJ population exists if the low-income population or minority population is 125 percent of the COC.

The project area falls within census tract 1108.10 within Hamilton County, and this census tract was considered the AC. The information below compares the data for the AC to the COC, using 2012 American Community Survey 5-year average data. The AC has lower percentages of minority and low-income populations than the COC, which contains 13.7% minority population and 4.7% low-income population, so there is no disproportionately high and adverse impact to populations of EJ concern. Additionally, no local impacts to households, such as relocations, are anticipated for this project (Appendix J).

	Community of Comparison – Hamilton County	Affected Community – Census Tract 1108.10
Minority	13.7 %	10.3 %
Low-income	4.7%	4.2%

The project will individually and collectively improve local transportation and safety and bring those facilities to be improved into compliance with the Americans with Disabilities Act.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations:      Residences: 0      Businesses: 0      Farms: 0      Other: 0

This is page 27 of 30      Project name: New I-69 Interchange at 106<sup>th</sup> Street in Fishers, IN      Date: August 13, 2015

## Indiana Department of Transportation

County Hamilton

Route I-69 at 106<sup>th</sup> Street

Des. No. 1298035

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: No relocations of people, businesses, or farms will take place as a result of this project. Utility coordination and relocation is on-going as final design progresses for this project.

### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

**Documentation**

X

**No      Yes/ Date**

**ES Review of Investigations**

October 2, 2013

Include a summary of findings for each investigation.

Remarks: The Red Flag Investigation (Appendix E) was completed on September 19, 2013 by Corradino, LLC and was approved by INDOT ES on October 2, 2013. No brownfield sites, waste sites, underground storage tanks, or sites of Hazmat concern were identified within ½ mile radius of the project. Further investigation for hazardous materials is not required at this time.

### SECTION I – PERMITS CHECKLIST

**Permits** (mark all that apply)

**Likely Required**

**Army Corps of Engineers (404/Section10 Permit)**

Individual Permit (IP)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Pre-Construction Notification (PCN)

Other

Wetland Mitigation required

Stream Mitigation required


**IDEM**

Section 401 WQC

Isolated Wetlands determination

Rule 5

Other

Wetland Mitigation required

Stream Mitigation required

X
X
X

**IDNR**

Construction in a Floodway

Navigable Waterway Permit

Lake Preservation Permit

Other

Mitigation Required


**US Coast Guard Section 9 Bridge Permit**

**Others** (Please discuss in the remarks box below)

X
---

This is page 28 of 30    Project name: New I-69 Interchange at 106<sup>th</sup> Street in Fishers, IN

Date: August 13, 2015

## Indiana Department of Transportation

County Hamilton

Route I-69 at 106<sup>th</sup> Street

Des. No. 1298035

Remarks:

A Rule 5 Permit will be required since disturbance of more than an acre of property is expected. No jurisdictional waters are impacted by this project; therefore, no USACE 404 permitting is required. The project will impact approximately 0.63 acre of isolated wetland resulting in the need for an IDEM 401 Individual Permit. A drainage permit from Hamilton County will be required. A Federal Aviation Administration (FAA) Tall-Structure Permit will be required due to the project's proximity to the Indianapolis Metropolitan Airport in Fishers. It is the responsibility of the designer to obtain all permits required for the project.

### SECTION J- ENVIRONMENTAL COMMITMENTS

*The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.*

Remarks:

#### Firm

1. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures. (IDEM)
2. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services, Hazardous Materials Unit should then be contacted. (INDOT ES)
3. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site. (IDEM )
4. If permanent or temporary right-of-way amounts change, INDOT Environmental Services will be contacted immediately. (INDOT ES)
5. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ES)
6. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (IDNR-SHPO)
7. The Indianapolis Metropolitan Airport is located 7300 feet southwest of the project. If any permanent structures or equipment (including cranes) utilized for the project penetrates the 100:1 slope from the airport, FAA Form 7460 (Notice of Proposed Construction or Alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494 (INDOT)
8. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. (IDEM)

#### For Consideration

9. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR)
10. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR)
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR)
12. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply

This is page 29 of 30 Project name: New I-69 Interchange at 106<sup>th</sup> Street in Fishers, IN Date: August 13, 2015

## Indiana Department of Transportation

County HamiltonRoute I-69 at 106<sup>th</sup> StreetDes. No. 1298035

mulch on all other disturbed areas. (IDNR)

13. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. (IDEM)
14. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (IDEM)

### SECTION K- EARLY COORDINATION

*Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.*

Remarks:

An Early Coordination Letter with accompanying graphics was sent out June 6, 2014. A date in the table below means a response was received. All early coordination documentation is contained in Appendix D. No coordinating agencies reported any concern with the project or the preferred alternative.

Agency	Date Contacted	Comment Received
IDEM – Electronic Submittal	August 13, 2014	August 13, 2014
US Fish and Wildlife Service	August 13, 2014	August 19, 2014
US Dept. of Housing and Urban Develop.	August 13, 2014	September 2, 2014
National Park Service	August 13, 2014	No Response
Indianapolis MPO	August 13, 2014	No Response
INDOT – Aviation Section	August 13, 2014	August 18, 2014
INDOT – Office of Public Involvement	August 13, 2014	September 11, 2014
IDNR – SHPO (via Section 106 process)	July 11, 2013	August 16, 2014
IDNR – Fish and Wildlife	August 13, 2014	September 12, 2014
IDEM - Groundwater	August 13, 2014	August 22, 2014
Indiana Geological Survey	August 13, 2014	October 20, 2014
Natural Resources Conservation Service	August 13, 2014	August 19, 2014

This is page 30 of 30    Project name: New I-69 Interchange at 106<sup>th</sup> Street in Fishers, IN    Date: August 13, 2015

# Attachment 2

## Section 106 Documentation

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS EFFECT FINDING  
I-69 AND EAST 106th STREET INTERCHANGE PROJECT  
FISHERS, DELAWARE TOWNSHIP, HAMILTON COUNTY, INDIANA  
DES NO. 1298035  
FEDERAL DES NO: PENDING**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR 800.4(a)(1))**

The Area of Potential Effects (APE) is the area in which an undertaking may cause direct or indirect changes in the character or use of an historic property. The APE was drawn to encompass properties in which the undertaking may cause visual and audible intrusions, changes in traffic patterns and alterations in land use or public access. The APE was developed in regard to the scope of the project, which consists of the construction of a new interchange at I-69 and East 106th Street. The APE extends approximately 2930 feet north and 3120 feet south of the center point of East 106th Street over I-69, and approximately 1950 feet west and 2720 feet east of the center point of East 106th Street over I-69. Please see Appendix B for a map of the APE.

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR 800.4(c)(2))**

There are no historic properties listed on or eligible for listing in the National Register of Historic Places present within the APE.

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA) behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking because no properties listed on or eligible for listing on the NRHP are present within the APE. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for the project's overall effect finding.

**SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from the Section 4(f) property to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Consulting parties will be provided a copy of the findings and determinations of INDOT on behalf of FHWA, in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for thirty (30) days upon receipt of the findings.



---

Patrick Carpenter, for FHWA  
Manager  
INDOT Cultural Resources Office

4-10-2015

---

Approved Date



# DNR

## Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



May 11, 2015

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT")  
on behalf of Federal Highway Administration ("FHWA")

Re: INDOT's finding, with supporting documentation, of "No Historic Properties Affected" or the I-69 and East 106<sup>th</sup> Street Interchange Project, Fishers, Delaware Township, Hamilton County, Indiana (Des. No. 1298035; DHPA No. 15147)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (recently recodified at 54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the documents enclosed with Corradino's review request submittal dated April 29, 2015, and received on April 30, for the aforementioned project in Hamilton County, Indiana.

As you know, the Flanagan House (or Flanagan-Kincaid House; Indiana Historic Sites and Structures Inventory No. 057-206-50019) was the only property within the area of potential effects of this project that was eligible for inclusion in the National Register of Historic Places. To prevent the house's demolition by a new, private owner, other private parties acquired the house and on October 5, 2014, moved it from its historical location on the south side of 106<sup>th</sup> Street approximately one-half mile to the north, where it now faces I-65. As Paul Diebold of my staff wrote in his October 22, 2014, letter to INDOT:

The house now faces and addresses a major man-made structure that has no relationship to its history. From a preservation point of view, we believe that this so compromises integrity of setting, location and feeling as to render the building ineligible for listing on the National Register of Historic Places.

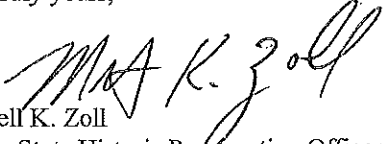
Accordingly, we concur with INDOT's April 10, 2015, finding, on behalf of FHWA, of "No Historic Properties Affected" for the I-69 and East 106<sup>th</sup> Street Interchange Project in Hamilton County.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions regarding about buildings or structures, please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological matters should be addressed to Wade T. Tharp at (317) 2321650.

If there should happen to be a need for future correspondence about the I-69 and East 106th Street Interchange Project in Hamilton County, please continue to refer to DHPA No. 15147.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: David Cleveland, Corradino LLC

emc: Lawrence Heil, Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
David Cleveland, Corradino LLC, PE, PTOE  
Candace Hudziak, H&H Associates, LLC  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.

# PUBLISHER'S AFFIDAVIT

STATE OF INDIANA,  
County Of Marion

} SS:

Fee, \$480.43

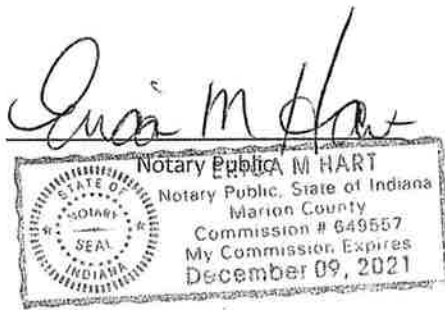
Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the dates of publication being as follows:

The insertion being on the

05/02/2015

Subscribed and sworn to before me this 4 day of May, 2015



### Public Notice

The Indiana Department of Transportation (INDOT), in partnership with the city of Fishers and Hamilton County, propose to utilize federal funding to construct a new interchange along I-69 at East 106th Street in the city of Fishers, Delaware Township, Hamilton County, Indiana. The project area can be found on the Fishers, Indiana USGS Topographic Quadrangle map in T17N, R5E, Sections 6 and 7, and in T17N, R4E, Sections 1 and 12.

The project limits are Crosspoint Boulevard/Lantern Road and 106th Street intersection east approximately 2,400 feet (0.45 mile) to the USA Parkway/Lantern Road and 106th Street roundabout, with a minimum coverage width of 200 feet included on both sides of 106th Street; both northbound and southbound lanes of I-69 extending approximately 2,700 feet north and south of 106th Street, a total length of 5,400 feet (1.02 miles), with a coverage width of the existing right of way fence to a minimum of 125 feet beyond this right of way; Kincaid Drive extending approximately 300 feet north and south of 106th Street (0.06 mile), with a minimum coverage width of 75 feet left and right of the centerline of Kincaid Drive. The project is designed to relieve congestion and to provide pedestrian connectivity in this heavily developed suburban area of southeastern Hamilton County.

An Area of Potential Effect (APE) for above-ground resources encompasses adjacent properties on all sides of the undertaking and/or with a viewshed of it. The APE limits are approximately 2,930 feet north and 3,120 feet south of the center point of 106th Street over I-69, and approximately 1,950 feet west and 2,720 feet east of the center point of 106th Street over I-69. The archaeological APE has been defined as the project footprint.

INDOT, acting on the Federal Highway Administration's (FHWA's) behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking because no properties listed on or eligible for listing on the National Register of Historic Places (NRHP) are present within the APE.

In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(d) is available for inspection from Corradino LLC at the contact listed below. This documentation serves as the basis for the FHWA's "No Historic Properties Affected" finding. The views of the public on this finding are being sought. Please reply to the contact listed below no later than May 31, 2015.

David Cleveland  
Corradino LLC  
200 South Meridian Street  
Suite 330  
Indianapolis, IN 46225  
dcleveland@corradino.com

(S - 5/2/15 - 0000435404)

(Governmental Unit)

To: Indianapolis Star

County, Indiana

Indianapolis, IN

### PUBLISHER'S CLAIM

#### COMPUTATION OF CHARGES

Acct #:INI-12843

Ad #: 0000435404

50 lines, 1 columns wide equals 50 equivalent

\$467.93

lines at \$9.36 per line @ 1 days,

Website Publication

\$0

Charge for proof(s) of publication

\$12.50

TOTAL AMOUNT OF CLAIM

\$480.43

#### DATA FOR COMPUTING COST

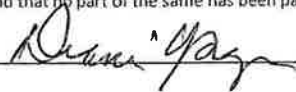
Width of single column 9.5 ems

Number of insertions 1

Size of type 7 point

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.



Date: 8-4 2015 Title: Clerk

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_

IN FAVOR OF

**The Indianapolis Star**

Indianapolis, IN

Marion County

130 S. Meridian St. Indianapolis, IN 46225

\$ \_\_\_\_\_

On Account of Appropriation For

FED. ID

#13-2599556

Allowed \_\_\_\_\_, 20\_\_\_\_

In the sum of \$ \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I certify that the within claim is true and correct; that the  
services there-in itemized and for which charge is made were  
ordered by me and were necessary to the public business.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_, 20\_\_\_\_

I have examined the within claim and hereby

certify

as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)

~~(incorrect)~~ \_\_\_\_\_

## Attachment 3

# Public Hearing Transcript and Disposition of Comments Received



# **FORMAL PRESENTATION & INFORMATION PACKET**





## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

Thursday, September 10, 2015

Dear Local Resident, Interested Citizen, and Elected Public Official:

**Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding a proposed New Interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County.**

The purpose of this public hearing is to offer the community the opportunity to comment on the environmental document and preliminary design plans for the proposed new interchange construction. INDOT welcomes the opportunity to meet with the community during this public hearing and looks forward to continued community engagement.

There are several ways your comments may be presented this evening and over the next several weeks. You may submit comments in the following manner:

1. Complete a comment form and return it to an INDOT representative attending the public hearing. Comment forms are available at the sign-in table.
2. Mail your comments to the INDOT Office of Public Involvement, Attention Rickie Clark, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; PHONE (317) 232-6601. **INDOT respectfully requests comments be submitted by Friday, September 25, 2015.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official hearings transcript / public record.
4. Comments may also be e-mailed to the INDOT Office of Public Involvement at: [rclark@indot.in.gov](mailto:rclark@indot.in.gov).
5. Contact the INDOT Greenfield District Office Customer Service Center at 1-855-4636848 [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov) should you have questions regarding this project or other INDOT projects in east central Indiana.

All public comments submitted during the comment session and during the public comment period will be included in the official hearing transcript (public record) and will be reviewed, evaluated and given full consideration by INDOT officials.



Thank you for attending tonight's public hearing.

Rickie Clark, Indiana Department of Transportation

## New Interchange at I-69 and 106<sup>th</sup> Street



Fishers City Hall Auditorium

Thursday, September 10, 2015

## Welcome

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Submitting public comments for hearings transcript
- Project display area



## Welcome

- **Introduction of INDOT Project Team**
  - Project Management
  - Public Involvement
  - Greenfield District – INDOT Regional Office
  - Environmental Services
  - Real Estate
- **The Corradino Group**
  - Environmental Analysis Team
- **United Consulting Engineers**
  - Design Team
- **Recognition of elected and local public officials**




## Public Hearing

- Sign-in at attendance table to be added to project mailing list
- A public hearing notice was mailed to known property owners within project area
- Announcement of this hearing was posted to INDOT website. A media release was also issued
- A copy of presentation and project documentation is available on-line via INDOT website
- **Legal notice publishing:**
  - Indianapolis Star
    - August 24<sup>th</sup>, 25<sup>th</sup>, 31<sup>st</sup>, September 8<sup>th</sup> 2015

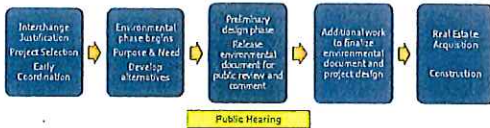



## Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Hamilton County
- City of Fishers
- Elected public officials
- Indianapolis Metropolitan Planning Organization
- Community residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools






## Project Development Process



```

graph LR
    A[Interchange Justification  
Project Selection  
Early Coordination] --> B[Environmental Phase Begins  
Purpose & Need  
Develop Alternatives]
    B --> C[Feasibility Study Phase  
Prepare environmental document for public review and comment]
    C --> D[Additional work to finalize environmental document and project design]
    D --> E[Real Estate Acquisition  
Construction]
    C --> F[Public Hearing]
  
```



## Interchange Justification

- Focused on traffic operations and safety
- Required area-wide traffic modeling
- Reviewed by Federal Highway Administration
  - Satisfied the required eight (8) policy points



## Environmental Document

- Requirement of the National Environmental Policy Act (NEPA)
- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- Impacts are described in environmental document
  - Environmental Assessment - type of document required for projects of greater impact
  - The proposed action to construct a new interchange involves environmental impact
- Environmental document released for public involvement
  - August 2015
  - Is available for review via public repositories



## Environmental Document

- **Environmental Process**
  - Establish Purpose and Need
  - Develop a number of possible alternatives
    - The "Do Nothing" alternative is a baseline for comparison
  - Evaluate and screen alternatives
  - Identify a preferred alternative
  - Solicit public comment on environmental document and preliminary design plan
  - Solicit, address and fully consider public comment as part of decision making process
  - Finalize and approve environmental document



## Environmental Documentation

### A number of items are evaluated

- |  |                          |
|--|--------------------------|
| ■ Right-of-way                                 | ■ Air Quality            |
| ■ Streams, Wetlands, and Other Waters          | ■ Noise                  |
| ■ Floodplains                                  | ■ Community Impacts      |
| ■ Endangered Species                           | ■ Environmental Justice  |
| ■ Farmland                                     | ■ Hazardous Materials    |
| ■ Cultural Resources (Historic/Archaeological) | ■ Permits                |
| ■ Parks and Recreational Lands (Trails)        | ■ Mitigation             |
|  | ■ Public Involvement     |
|  | ■ Commercial Development |



## Noise

- Noise analysis was required in accordance with FHWA regulations and INDOT's Traffic Noise Policy
  - Noise study report prepared May 2015
- Noise abatement within the project limits was determined to not be reasonable or feasible
  - A noise barrier that cannot achieve an acoustic reduction of at least 5dB(A) is considered to not be feasible
  - The cost effectiveness of noise abatement is considered when determining if a noise barrier is reasonable to construct
  - If noise abatement were determined to be reasonable and feasible, then impacted stakeholders are contacted



## Air Quality

- Project has been determined to generate minimal air quality impacts
- FHWA led an inter-agency coordination group which concurred that the new I-69 interchange at 106<sup>th</sup> Street is not a project of air quality concern
- Project does not require additional air quality analysis



## Environmental Documentation

INDOT Greenfield District Office  
Planning & Programming Department  
32 South Broadway  
Greenfield, IN 46140  
(855) 463-6848; [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov)

INDOT Website location: <http://www.in.gov/indot/2704.htm>

INDOT Office of Public Involvement, IGCN Room N642  
100 North Senate Avenue, Indianapolis, IN 46204  
(317) 232-6601; [rdark@indot.in.gov](mailto:rdark@indot.in.gov)

Fishers Public Library  
5 Municipal Drive  
Fishers, Indiana 46038  
(317) 579-0300



## New Interchange

### Purpose and Need

- Reducing congestion at the existing I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street
- Improving traffic safety within the project study area
- Providing direct access between I-69 and 106<sup>th</sup> Street to serve existing land uses and growth patterns



## Project Overview

### ■ New interchange along I-69 at the 106<sup>th</sup> Street overpass in Hamilton, County

- Preferred alternative is an interchange configuration with a two lane, oval-shaped roundabout centered over the I-69 centerline, Construction Cost \$34,000,000
- Project Cost Participation
  - INDOT/FHWA – 66%
  - Fishers – 28%
  - Hamilton County – 6%
- Proposed interchange will provide for all four turning movements to and from I-69
- Project limits along 106<sup>th</sup> Street extend from Crosspoint Blvd. to USA Parkway



## Project Overview

### ■ New interchange along I-69 at the 106<sup>th</sup> Street overpass in Hamilton, County

- 106<sup>th</sup> Street widened to 4 lanes in each direction
- Curb and gutter along 106<sup>th</sup> Street
- 8 foot Side Path along north side of 106<sup>th</sup> Street
- I-69 roadway work will be limited to construction of ramps for new interchange
- New Corridor signing
- Lighting of interchange and 106<sup>th</sup> Street
- Drainage Improvements including detention prior to both RJ Craig Drain and Margaret O'Brien Drain



## Preferred Alternative



## Alternatives Considered

- No Build
- Transportation Management Systems (TSM) for I-69
- Improvements to 96<sup>th</sup> and 116<sup>th</sup> Street Interchanges
- New 106<sup>th</sup> Street Interchange Alternatives
  - Tight Diamond Interchange (TDI)
  - Single Point Urban Interchange (SPUI)
  - Diverging Diamond Interchange (DDU)
  - Roundabout Interchange – Preferred Alternative





## Alternatives Considered

### ■ Tight Diamond Interchange (TDI)



## Alternatives Considered

### ■ Single Point Urban Interchange (SPUI)



## Alternatives Considered

### ■ Diverging Diamond Interchange (DDI)



## Alternatives Considered

### ■ Comparison of Performance

Interchange Alternative	Roundabout (preferred)	TDI	SPUI	DDI
2035 Peak Hour Operations (average delay in seconds per vehicle)	5.8 (AM) 28.7 (PM)	42.4 (AM) 45.5 (PM)	33.3 (AM) 33.0 (PM)	29.7 (AM east) 19.2 (AM west) 44.3 (PM east) 24.8 (PM west)
2035 "Off-Peak" Operations	Little to no delay	Some traffic signal delay	Some traffic signal delay	Some traffic signal delay
Satisfies Purpose and Need	Yes	Yes	Yes	Yes
Estimated Cost	\$34 million	\$32 million	\$36 million	\$35 million

## Alternatives Considered

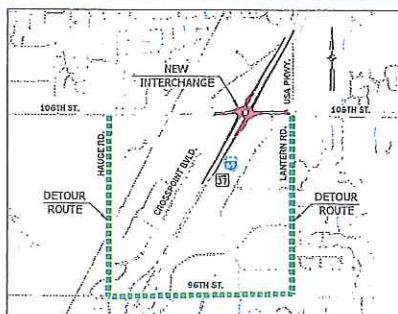
### ■ Comparison of Environmental Impacts

Interchange Alternative	Roundabout (preferred)	TDI	SPUI	DDI
New permanent ROW (acres)	9.5	9.0	10.7	10.1
Wetlands (acres)	0.63	0.52	0.69	0.73
Floodplain (acres)	0.0	0.0	0.0	0.0
Streams (lineal feet)	0.0	0.0	0.0	0.0
Farmland (acres)	0.0	0.0	0.0	0.0
Relocations (number)	0	0	1	0

## Maintenance of Traffic During Construction

- Mainline I-69
  - Lanes narrowed to 11 feet
  - Speed limit reduced to 55 mph
  - No land closures during the day, lane shifts only
  - Nighttime lane closures
  - 20 minute stoppages for overhead construction
- 106<sup>th</sup> Street
  - Complete closure for duration of construction
- Detour
  - Hague Road, 96<sup>th</sup> Street and Lantern Road

### Maintenance of Traffic During Construction



### Real Estate Acquisition Process



### Real Estate Acquisition Process

- **"Uniform Act of 1970"**
  - All federal, state and local governments must comply
  - Requires an offer for just compensation
- **Acquisition Process**
  - Appraisals
  - Review Appraisals
  - Negotiations
- **INDOT Real Estate Team to work with impacted property owners**

### New Interchange

- **Right-of-way**
  - Permanent R/W: 9.5 acres
    - Commercial
    - Agricultural
    - Forest
  - Temporary R/W: 1.7 acres
    - Commercial

### Project Schedule

- Public Hearing: September 2015
- Public comments requested by COB 9/25/15
- INDOT review and consideration of comments; finalize environmental document and design – Fall 2015
- Real estate acquisition phase – 2015/2016
- Construction: 2016 through 2017

### Feedback

- **INDOT would like to hear from you**
  - Talk with INDOT project team members
  - Comment sheet in information packet
  - E-mail or mail comments to INDOT
  - Sign-in list to be added to project mailing list
  - Visit INDOT Greenfield District page at <http://www.in.gov/indot/2704.htm>
  - All comments are very much appreciated and will be given full consideration by project team



## Submit Public Comments

- Submit public comments using the options described in first page of information packet:
  - Public Comment Form
  - Via e-mail
  - Participating during public comment session via microphone
  - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- **INDOT respectfully requests comments be submitted by Friday, September 25, 2015.**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.



## Next Steps

- Public and project stakeholder input
  - Submit comments via options described on page 1 of information packet
- INDOT review and evaluation
  - All comments are given full consideration during decision-making process
  - Address comments, finalize/approve environmental document, complete project design
- Communicate a decision
  - INDOT will notify persons on mailing list of decision
  - Work through local media outlets and paid legal notice
  - Make project documents accessible via repositories
- Questions? Contact Public Involvement Team



## Public Involvement Team

- Rickie Clark  
INDOT Office of Public Involvement  
(317) 232-6601  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov)
- Nathan Riggs, Communications Director  
INDOT Greenfield District Office  
(855) 463-6848  
[eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov)



## Thank You

- Please visit with INDOT project officials following the public comment session
- Project Open House
  - Project maps, displays, real estate acquisition table, INDOT project team and informal Q & A
  - View environmental document on INDOT Greenfield District page <http://www.in.gov/indot/2704.htm>



## Public Comment Session





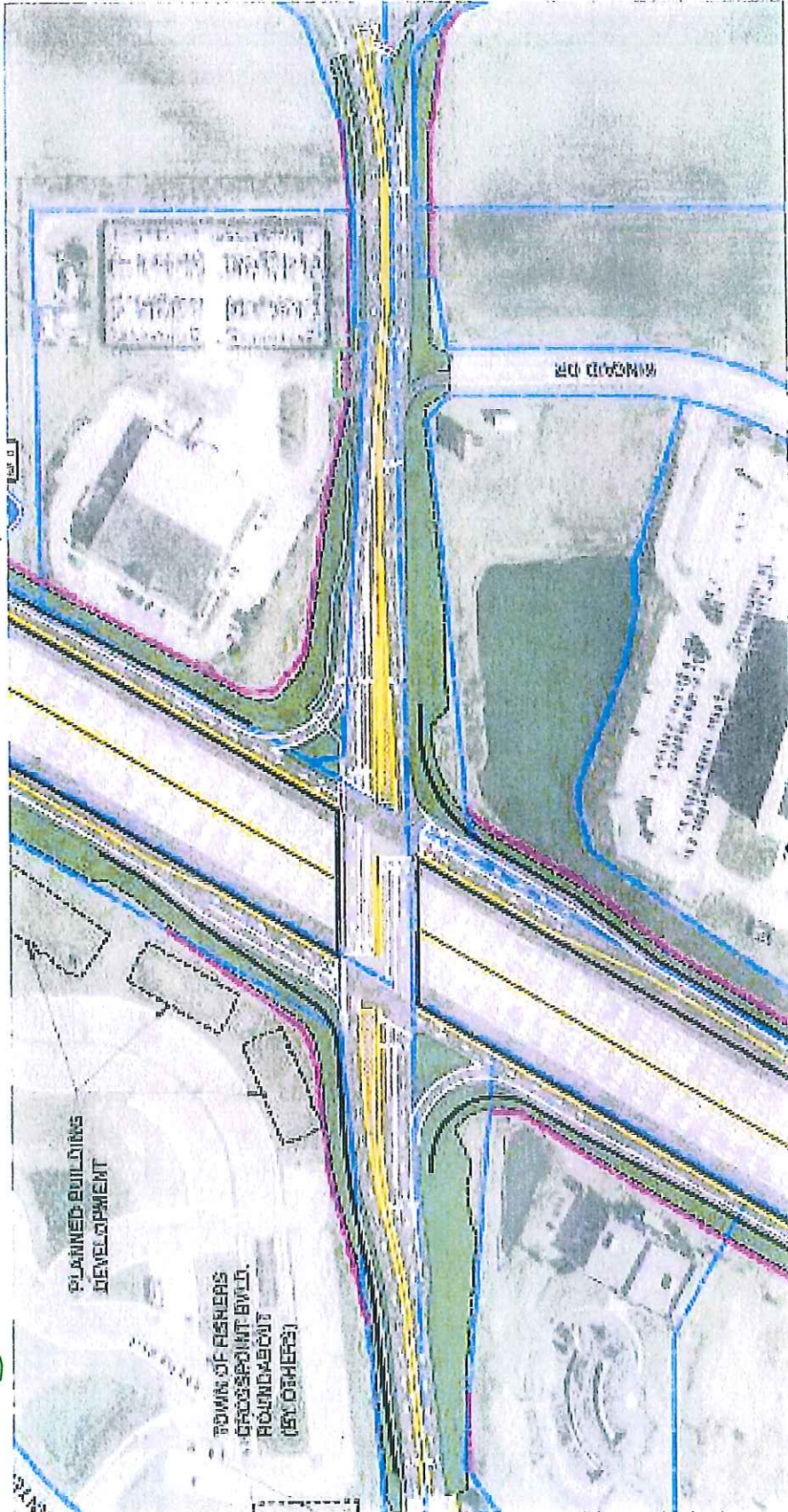
# Preferred Alternative





# Alternatives Considered

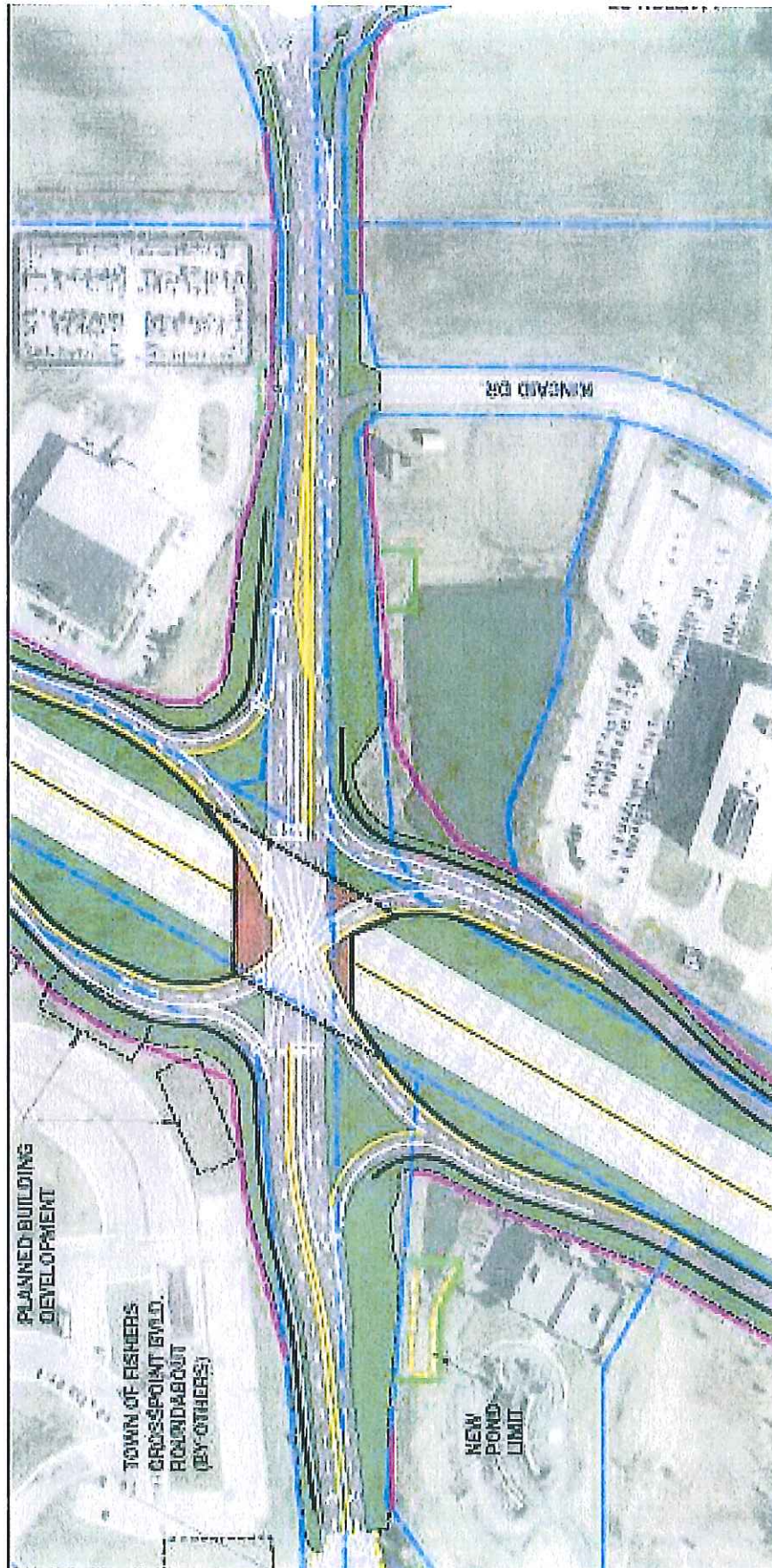
## ■ Tight Diamond Interchange (TDI)





# Alternatives Considered

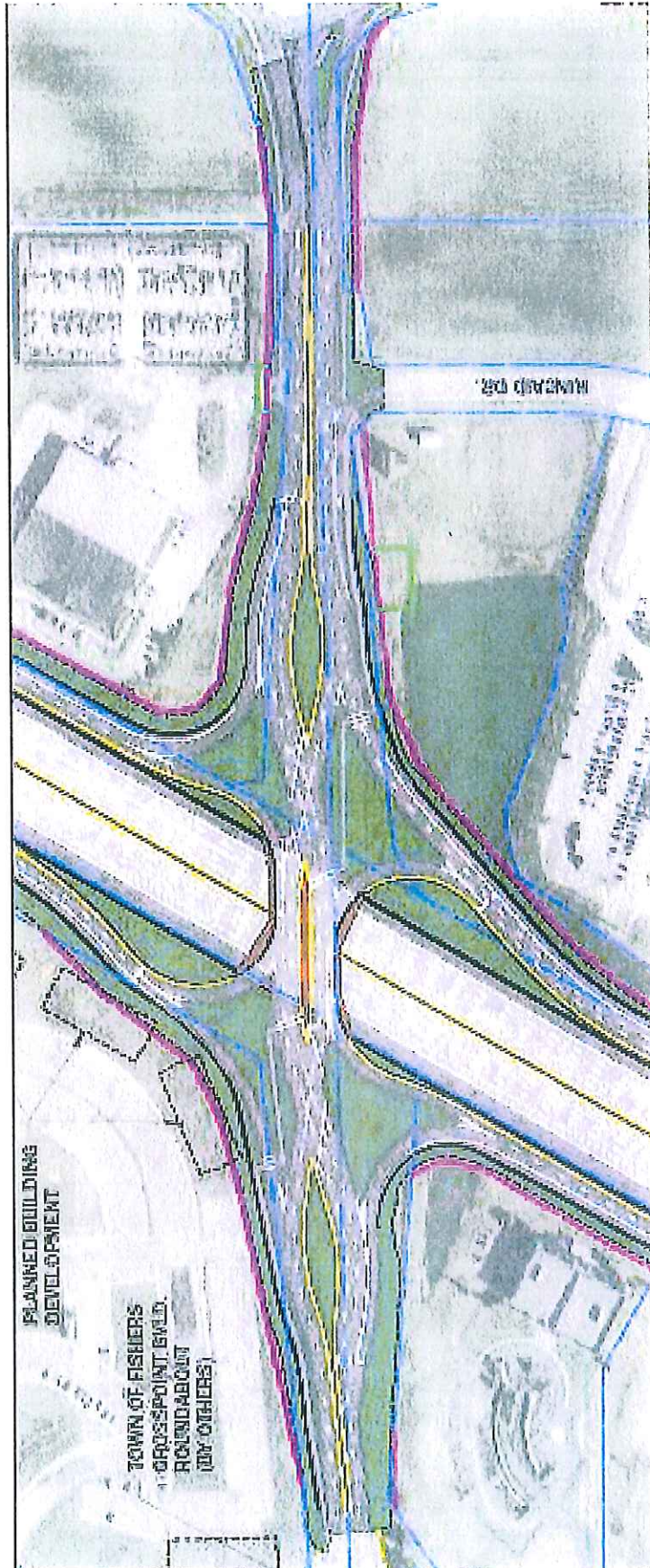
- Single Point Urban Interchange (SPUI)





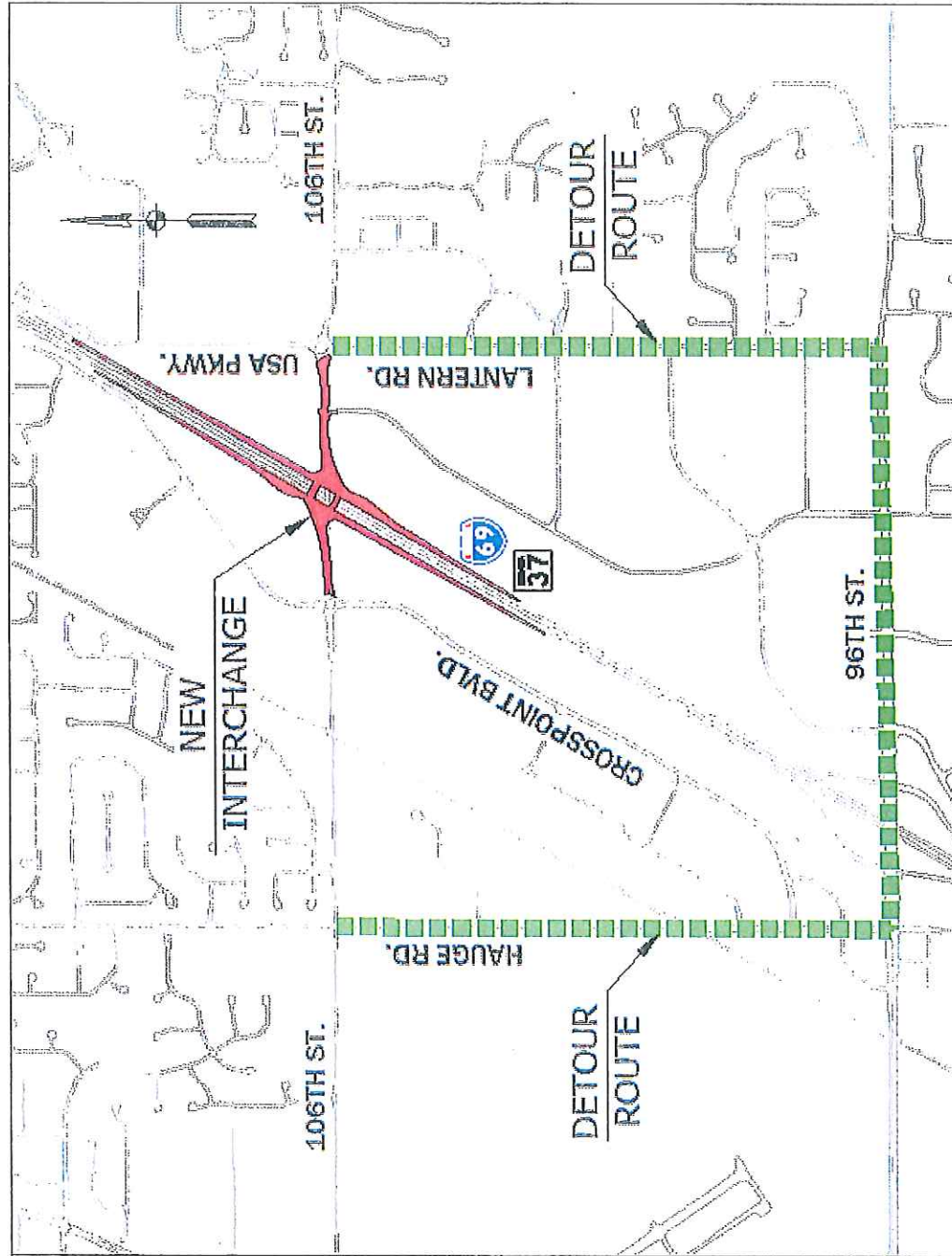
# Alternatives Considered

- Diverging Diamond Interchange (DDI)





# Maintenance of Traffic During Construction





**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

COMMENT:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

SIGNATURE: \_\_\_\_\_



## SIGN-IN SHEET

PLEASE PRINT

DATE: 9-10-15

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	EMAIL- OPTIONAL
Greg Puckis	12271 Grisctle @ Stone Dr Fishers IN 46037	fishersdemo@aol.com
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David K. Fugitt	35 FOREST RIDGE CT Fishers IN 46037	D. FUGITT @ SBCGLOBAL.NET
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Alice Jackson	9224 Wadsworth Ct	Alicen@jackson@live.com
Glen Jacobs	10700 E 100 <sup>th</sup>	glenau@lenvie @ att.net





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DAVE D'ROVELL	10677 GREEN CANYON CT FISHERS 46037	
GINN DRAKEBURN	10485 E. 106 ST. 46037	
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BIONDA ZAKLIKANSKI	7803 Tuffon St. FISHERS 46038	
ROBERT HECKMAN	10578 BARKER FOX DR FISHERS, IN 46037	
RICK EHLIN	2572 WINDING WAY FISHERS, IN	
LEO MANSI	7603 Timber Springs DR FISHERS, IN 46038	
Adam Shields	11291 Widenwau Blvd FISHERS, IN 46037	adamshields@yahoo.com



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NAME	ADDRESS	EMAIL- OPTIONAL
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Marka Linda McCowan	7555 Timbersprings Dr, Fishers	lcmcgowan@comcast.net
Sam Bridgeman	10741 Hoosier Rd Fishers	Sam@bridgeman.tech.com
William Wais	10708 Bear Stearns	
Sharon Brennan	10717 EMERY WAY	sharon_brennan_878@comcast.net
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Mark Foessler	10500 Crosspoint Blvd	mark@cmgww.com
Kent Nelson	9008 Ruler Dr. Fishers 46038	KentPaine@aol.com





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NAME	ADDRESS	EMAIL- OPTIONAL
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Steve Nesbitt	10480 Beaver Dam	Steve Nesbitt@gmail.com
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NAME	ADDRESS	EMAIL- OPTIONAL
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Kian Garvey	11420 Woodview Ct Fishers	kgarvey125@gmail.com
Nathaniel Atkins	7523 Linden Ct. Fishers	kfreburg@att.net
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David Pfeiffer	7726 Hidden Ridge 46038	<del>use</del>
Joseph + Susan Lillek		



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Dennis Schemine	7693 Willow Ridge FISHERS IN	
David Belloli	497 Maple Tree Circle FISHERS, IN 46038	
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Tom Moss	10705 AUGUSTA BLVD FISHERS IN 46037	
DARRIN BOYD	DARRIN. BOYD@CUSH WARE.COM	6081 E. 82ND ST. SUITE 100 INDIANAPOLIS, IN



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Heather Kilgus	Fishers	
Pam St	7515 Hickory Woods Fishers IN	
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Don Kirk	14267 Delaney Dr. Fishers IN	wd8dsbead.com
CHRIS KIRK	" " "	" "
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NAME	ADDRESS	EMAIL- OPTIONAL
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Michael J. Isa	10505 Collinswood Ln Fishers, IN 46037	
Dana Schier	7595 Timber Springs Dr S Fishers	businessaccount1@comcast.net





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Cynthia Roth	9187 Main Lane Fishers	Anthony.s.noma@aol.com
Michael Cox	11093 LITCHFIELD PL	
Eryn Fletcher	Ft. A	eryn.fletcher@delnet.gov
Evelyn Riley	10560 Beaver Ridge Dr	boilemorn53@aol.com
Roger Olson	10806 Bitherswell Ln	R.Olson@iguest.net
Dan Kappeler	1565 TIMBER SPRINGS DR S	



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DATE: 9-10-15

**EMAIL-OPTIONAL**

[illegible]





# **PUBLISHER'S AFFIDAVIT AND LEGAL NOTICE**

**Clark, Rickie**

---

**From:** Clark, Rickie  
**Sent:** Wednesday, August 19, 2015 11:31 AM  
**To:** 'IndyStar, Adv PublicNotices'  
**Cc:** 'IndyStar, Adv PublicNotices'  
**Subject:** request to publish the attached public notice - Please confirm dates requested for publishing  
**Importance:** High



## INDIANA DEPARTMENT OF TRANSPORTATION

Good Morning,

My name is Rickie Clark and I manage the Indiana Department of Transportation's Office (INDOT) of Public Involvement and would like to publish a Notice of Public Hearing. Please publish the notice (attached below) in Indianapolis Star newspaper **on the publishing dates indicated below:**

- **Please publish this notice (below) in the Indianapolis Star newspaper:**

1. Monday, August 24, 2015
2. Tuesday, August 25, 2015
3. Monday, August 31, 2015
4. Tuesday, September 8, 2015



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For necessary payment, please complete two (2) copies of the Publisher's Affidavit form prescribed by the State Board of Accounts (General form No. 99P (Rev 1967) be sure to include your full address and Federal I.D. Number (F.I.N.) in the upper right hand corner of the form, and send to:

Rickie Clark  
INDOT Office of Public Involvement, Room N642  
100 North Senate Avenue  
Indianapolis, Indiana 46204-2216

Upon receipt of this legal notice and scheduling of publishing dates, please e-mail me to confirm receipt of the attached notice and to confirm when this notice will be published.

Thank you so much.

Rickie Clark, Indiana Department of Transportation

Office of Public Involvement / Central Office Communications Division

100 North Senate Avenue, Room N642

Indianapolis, Indiana 46204

Phone: [\(317\) 232-6601](tel:(317)232-6601)

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



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INI-1967	0000673485	\$313.08	\$0.00	\$313.08	Invoice	\$0.00	\$313.08
Sales Rep: adolph		Order Taker: adolph			<u>Order Created</u>	08/20/2015	
<u>Product</u>				<u># Ins</u>	<u>Start Date</u>	<u>End Date</u>	
INI-Indianapolis Star				4	08/24/2015	09/08/2015	
INI-indystar.com				4	08/24/2015	09/08/2015	

\* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION



#### LEGAL NOTICE OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on Thursday, September 10th, 2015 at the Fishers City Hall Auditorium, One Municipal Drive, Fishers, Indiana 46038, the public hearing will begin at 6:00 p.m.

INDOT, in coordination with the City of Fishers and Hamilton County as partners, intends to construct a new I-69 interchange at the 106th Street overpass located within the City of Fishers in Hamilton County, Indiana. The interchange configuration will be a two-lane, oval-shaped roundabout centered over the I-69 centerline. The existing 106th Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure). The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106th Street for the entire project length, with crosswalks across 106th Street at Crosspoint Boulevard and USA Parkway. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.

The project will acquire approximately 10 acres of right-of-way and will impact approximately 0.6 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated.

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96th Street and 116th Street;
2. Improving traffic safety within the project study area; and
3. Providing direct access between I-69 and 106th Street to serve existing land uses and growth patterns.

The environmental document and related project documentation are available for viewing at the following locations:

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 232-6601 (8am to 5pm)
2. Fishers Public Library, 5 Municipal Drive, Fishers, Indiana 46038; (317) 579-0300
3. INDOT website at <http://www.in.gov/indot/2704.htm> Greenfield District Page

The tentative timetables for construction will be discussed during the formal presentation. The proposed maintenance of traffic plan will be presented as part of the formal presentation. Public statements for the record will be accepted as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: INDOT Office of Public Involvement, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

With advance notice, INDOT can arrange accommodations for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should accommodation be needed in regards to the attendance and participation during the public hearing, and/or access to project related documents, please contact the Office of Public Involvement at (317) 232-6601, or email [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on August 16, 2012.

INDIANA DEPARTMENT OF TRANSPORTATION

(S - 8/24/15, 2/25/15, 8/31/15, 9/8/15 - 0000673485)



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

## LEGAL NOTICE OF PUBLIC HEARING

**The Indiana Department of Transportation (INDOT) will hold a public hearing on Thursday, September 10<sup>th</sup>, 2015 at the Fishers City Hall Auditorium, One Municipal Drive, Fishers, Indiana 46038, the public hearing will begin at 6:00 p.m.**

INDOT, in coordination with the City of Fishers and Hamilton County as partners, intends to construct a new I-69 interchange at the 106<sup>th</sup> Street overpass located within the City of Fishers in Hamilton County, Indiana. The interchange configuration will be a two-lane, oval-shaped roundabout centered over the I-69 centerline. The existing 106<sup>th</sup> Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure). The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.

The project will acquire approximately 10 acres of right-of-way and will impact approximately 0.6 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated.

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street;
2. Improving traffic safety within the project study area; and
3. Providing direct access between I-69 and 106<sup>th</sup> Street to serve existing land uses and growth patterns.

The environmental document and related project documentation are available for viewing at the following locations:

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 232-6601 (8am to 5pm)
2. Fishers Public Library, 5 Municipal Drive, Fishers, Indiana 46038; (317) 579-0300
3. INDOT website at <http://www.in.gov/indot/2704.htm> Greenfield District Page

The tentative timetables for construction will be discussed during the formal presentation. The proposed maintenance of traffic plan will be presented as part of the formal presentation. Public statements for the record will be accepted as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to,

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during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: INDOT Office of Public Involvement, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

With advance notice, INDOT can arrange accommodations for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should accommodation be needed in regards to the attendance and participation during the public hearing, and/or access to project related documents, please contact the Office of Public Involvement at (317) 232-6601, or email [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.

INDIANA DEPARTMENT OF TRANSPORTATION

**The Indianapolis Star**

130 South Meridian Street  
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Marion County, Indiana

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Account #:INI-1967

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County Of Marion

} SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 4 times., the dates of publication being as follows:

The insertion being on the	08/24/2015
The insertion being on the	08/25/2015
The insertion being on the	08/31/2015
The insertion being on the	09/08/2015

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

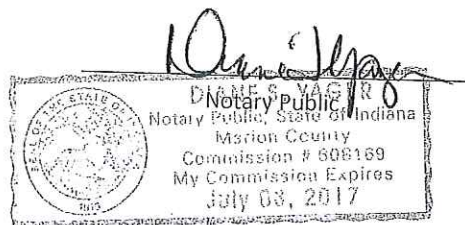
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Date: 9-8, 2015 Title: Clerk

Subscribed and sworn to before me this 8 day of September, 2015



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(Governmental Unit)

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The Indianapolis Star

Indianapolis, IN

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I have examined the within claim and hereby  
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This it is duly authenticated as required by law.

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# **VERBAL PUBLIC COMMENTS PRESENTED DURING 9/10/15 COMMENT SESSION**







## INDIANA DEPARTMENT OF TRANSPORTATION

**RE:** Proposed new interchange at I-69 and 106<sup>th</sup> Street in Hamilton County – Public Hearings Transcript

Public Hearing

Thursday, September 10, 2015

6:00 p.m.

Fishers City Hall Auditorium

One Municipal Drive

Fishers, IN 46038

### Appearances:

INDOT – Rickie Clark, Office of Public Involvement, Kimberlee Peters, Project Manager  
Corradino Group – David Cleveland, United Consulting – Jeromy Richardson

### PRESENT:

INDOT Real Estate, Environmental Services, Greenfield District

City of Fishers

Hamilton County

### Transcript Prepared and Certified by:

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Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)





**Betty Sturtevant** - My name is Betty Sturtevant and I happen to live on 106<sup>th</sup> Street . I think they've done a great job with the snap shot that they've used to justify why they need an exit off of I-69.....I have seen nothing that justifies the impact that this is going to have on the houses on the streets.....this is one mile, that they're talking about .....106<sup>th</sup> Street is a dead end in both directions. We already can't get out of our driveways .....tonight, just to get here I had to wait seven minutes.....seven minutes just to get out of my driveway .....we're going to put another thousand cars on that road. Where are we going to put them? If we had twelve million dollars to spend on this, let's get the roads ready. Let's get out there and let's make all the roads that are going to come off this ready for this traffic and then put the interchange in. Why are we always putting the cart before the horse?

**Claire Root** – Hi.....Claire Root, I am a resident of Hickory Woods residing directly off of Hague Road and very close to 106. I'll start by noting that the notification process for this has failed us and certainly the public notice that states that states that this project is needed to provide direct access from 69 to 106, does not convey the impacts of what's about to happen here. My understanding is that 106<sup>th</sup> Street will effectively become a truck route for all commercial traffic intermingling I-69 commercial traffic and neighborhood traffic together. Currently we all know that 106 is not a commercial corridor as asserted by the newspaper. It's shoulders are collapsing, it is often under water.....we will intermingle interstate commercial traffic with neighborhood traffic, commuters, joggers, dog walkers, school buses, churches goers.....the stretch between 106<sup>th</sup> and 116<sup>th</sup> is already inadequate for the seven neighborhoods of individual homes that exist there. This proposal is highly irresponsible and I feel that the City of Fishers has really been derelict in notifying the public of what is really going on here. The individual publication in the various newspapers and magazines that I saw never spoke of a huge interchange between I-69, 106<sup>th</sup> Street and Hague Road and 116<sup>th</sup>. In a Hazmat situation, even with three or four lanes of traffic there would be no access for first responders to enter there. The access getting there would likely be difficult, if not impossible. We feel that there should be a way to segregate truck traffic from other traffic off this intersection and limit access to local traffic only at the 106<sup>th</sup> Street eastern point. There is no place to go except 106<sup>th</sup>, Hague and 116<sup>th</sup>. Last week while going to Kroger, a truck bounced over the curb as we were sitting in traffic, he almost sideswiped us and he started choking.....we thought he was going to crush us. This will certainly impact our property values and our quality of life.....and I urge you all to put your objections in writing.

**Richard Root:** Thank you.....my name if Richard Root and I live on Hague Road and as you just heard a few comments from my wife, I'd like to add to those comments. Even though 106<sup>th</sup> Street has been stated to be a dead end at each end.....which is true, it does lead to other roads and those other roads are Allisonville, Hague, Kincaid and further east. Those roads were completely non-considered in this proposal. So there are roundabouts on the east and west side of this proposal, once a truck reaches those places, the situation changes drastically. If anyone has not driven down 106<sup>th</sup> Street to the west of where this proposal is, I urge you do so.....and as you do, envision a tractor trailer coming at you from the opposite direction.....you'll want to bail into the creek.....I guarantee it. It's been stated that the shoulders are crumbling, in fact, there are no shoulders which is why the margins are crumbling. The road is further lined with telephone and power lines, going up the south side and the intersection line of lights can clearly be seen to be too low for anything other than a local delivery truck. The scope of this evaluation was much too limited. It does not envision the effects it will have on property owners, not only along 106<sup>th</sup> Street but in nearby neighborhoods, all up and down Hague Road. Hague Road is basically locked in rush hours during the morning and the evening. There is a church there that have a significant following.....that road is basically blocked off by the police to empty after services. The same thing can be said over to the east of this intersection.....there's a huge church over there and on the opposite corner there's an elementary school. We'll be talking about dumping commercial tractor trailers onto residential areas where are kids walk, where joggers run, kids are going to school and school buses are routinely going. I urge you to let the people that this is an unacceptable option.



**Donna Szabu:** Hi my name is Donna Szabu.....and just on a personal note....I thought we were going to be here to ask questions.....but I guess my comment is that I have lived through a highway taking a home.....my parents lost their home to 65 (interstate 65) many years ago and that whole thing about fair market value is that you may not agree with what the fair market value of your home is.....it destroyed neighborhoods.....it took friends, it took schools and I just don't think this is the best plan. 96<sup>th</sup> Street is a nightmare, 116<sup>th</sup> Street is a nightmare .....we know that but I do not think that this is the answer, putting a highway interchange through a residential neighborhood.....you would have to take people's homes.....there's no way around it, you cannot do this without taking people's homes and it may very well be your home. So moving forward a little bit further up the road, I cannot even imagine this project.....right now, when it rains heavily, 106<sup>th</sup> Street gets flooded out.....where is all of that traffic going to go at that point? The twelve million dollars that Fishers has to kick in.....is that a hard number or is it going to vary? We know that public projects have a way of spiraling out of control.....how is Fishers going to come up with more money to support this project if the 34 million becomes 340 million.....we don't know that. So I just have a real problem with the way this is being done.....we had no notification, the first we heard about this.....my husband and I was in the newspaper and on the news. I rewound the DVR to make sure that we heard correctly about tonight's meeting.....that's the first we knew about this. So maybe we just need to slow down a little bit.....2030 is a long way off.....2035 is a long way off.....I don't necessarily know that this is the answer for something that may happen twenty years from now.

**Brian Massey:** Hi my name is Brian Massey and I would like to address to this proposal in terms of the impacts that many of you have already talked about. First I would like to say that this plan is a horrible proposal on the part of INDOT and the City of Fishers. First of all, INDOT has not completed the actual improvements .....as far as I can tell, on the I-465 and I-69 interchange.....that work has never been done, yet we have all this money to work on this intersection? The I-465 and I-69 interchange is a major, huge interstate ramp system that needs to be addressed. Second of all, over the last two or three years, we've had some interstate construction going on along I-69, we've had modifications at the interchanges of 96<sup>th</sup> Street and 116<sup>th</sup> Street .....as these locations were being modified.....they had the chance to address the congestion challenges along the corridor and they failed to do so.....I mean, you're now wanting to spend thirty-four million dollars between the two of you , why didn't you do those two intersections properly to begin with.....that's why we're here, they were never done right to begin with, they shorted both of those interchanges and now they are trying to off-road this onto the residents of 106<sup>th</sup> Street.....that have no business dealing with truck or hazmat.....you never thought about that didn't you? So there are many issues with this.....I can't believe how short-sided this is by the City of Fishers. As it was mentioned, 106<sup>th</sup> Street is residential.....there is no room for commercial development right now except for right at this intersection.....and that's all there will be because that's all there is available, the rest of it is residential. There's no reason to have commercial traffic on a residential street, it's as simple as that. And if we want to talk about safety as being one of the reasons listed to do this.....let's talk about the safety of having commercial traffic traveling down residential streets near schools, near houses, near churches .....those types of things don't mesh with commercial traffic at all. One other thing I'd like to mention is that no one with INDOT or Fishers is talking about earlier statements from last year when they talked about fixing 96<sup>th</sup> Street and closing Lantern Road at 96<sup>th</sup> Street to build a huge roundabout.....is that off the table yet? Or are they going to that at the same time and they're just hiding it.....the right hand doesn't know what the left hand is doing. This is the most short-sided, ill-conceived pet project I've ever seen in my life.....this could have been taken care of in the past few years.....not now and not in the future and not with this project.

**Jennifer Baker:** Thank you.....my name is Jennifer Baker and I live on one of the other roads.....I live on Cumberland Road and first I'd like to say that obviously a lot of work went into this. I would like to somehow believe this was well



intended and maybe there actually was some consideration of the people of Fishers. 106<sup>th</sup> Street.....really that whole area has grown from Fall Creek to Allisonville .....all along 106<sup>th</sup>. It's residential, its churches , it's people, it's kids on bikes .....I can agree that the traffic is a tremendous problem.....I think someone called it a traffic nightmare, that is happening at 96<sup>th</sup> Street and 116<sup>th</sup> Street.....and this seems ripe for one of those rare opportunities to create a third nightmare. The proposal tonight is certainly not what I expected to hear. You mentioned looking at alternatives.....all of the focus was on which type of interchange is going to go in.....I mean I don't care really whether it's a tight diamond or a square round or a vertical stripe.....I mean the focus tonight has been on what you're going to do.....I would have like to have heard the consideration for changes to 96<sup>th</sup> and changes to 116<sup>th</sup> .....why those aren't being continually looked at. I would be curious to learn of the decision makers...whether any of you live within the residential area, whether any of you own the development property that's available there.....it's clear that somebody wants to create access to the interstate there, somebody wants to bring a business in to 106<sup>th</sup> Street and I-69. It doesn't feel like this is going to benefit any of us that do live within the residential areas .....again, I know you put a lot of work into this and I really do hope that is done with well intentions and with the best interest in mind for all of us. So rather than going by the format, I had assumed we'd be able to ask questions tonight in a public forum.....I'm hearing that is not the case.....I'm curious also about our taxes, I've been here for twenty years, on Cumberland Road, my husband has been here longer, I think the since a few of roads were still gravel roads in this area.....the tax implications back then and as they are today or will be with this project and other projects is a concern.....so whether this is truly a proposal and maybe we can shift our attention to 96<sup>th</sup> and 116<sup>th</sup> Streets, that would be great. I'm not trying to be negative here.....but it seems like this public forum is more a checkmark because they have had this as part of the process.....they have they're public hearing, the decision is already made.....the interchange is coming.....we're going to pick the one we want.....thank you all for coming, we're so glad you came.....good luck.....I feel like this is just a check in the box.

**Karl Evert:** Thank you.....good evening ladies and gentlemen, my name is Karl Evert. I have been interested in the development of Fishers since 1994 and have been directly involved with this project. I was here before the bridge at 96<sup>th</sup> Street was planned. When that was done, that alleviated a lot of the issues at that interchange. Now another issue that has not been touched upon.....unless this law and regulation has changed since I worked for the organization, the detour route must be maintained during the course of construction and put back to its original condition.....obviously as many people have already brought up, the condition is less than desirable right now.....what about that aspect of it? There are areas, as many people have mentioned, a water problem.....the roundabouts that are there....you're going to squeeze in another roundabout between the two .....that's interesting.....think about that one for a minute. The main thing I am concerned about is the additional traffic that this will bring. Lantern Road as it is right now at certain hours of the day.....is mainly for the convenience of everybody that lives there. Now to talk about all the properties that live along there, when the roundabout at the school was built, that created a major problem people could not get around. The interchange itself I feel is not the best alternative, however, the section to the south, as one gentleman a little while ago.....82<sup>nd</sup> Street has never been a full interchange.....why? A lot of the problem exists there.....might have been diverted to other areas. Take a look at I-65 on the south side for a lot of the winter. The last comment I'll make and I'll leave is.....you better think this through again. This is not the best option with the condition of the infrastructure on 106<sup>th</sup> Street, this is a major east west route, for people to get to Hague Road, to points to the east like Cumberland and so forth.....if the roads are going to be maintained during this detour, that's one thing, but if they are not, they'll be no roads left.....thank you.

**Susan Lilek:** Thank you.....my name is Susan Lilek and I've been a resident here for years. Many of the previous speakers mentioned things I was also going to say, so I echo many of the comments presented previously. The one comment I'd like to mention is that I came here tonight.....and I have to say that I am extremely disappointed that



Fishers did not notify more people. On our Fishers website is a big long listing of all of the neighborhood association presidents and management companies.....and they were not notified. This is on our website, our council members should know about that. And if they had been notified, and we could have gotten this out faster, you would have probably had to hold this in the auditorium of the high school because it would have been way more people here. I've seen this in the Indianapolis Star as they published this on Sunday.....I'm just extremely disappointed with my council. Then the other thing is.....I thought we were going to be able to ask questions. I just hope that in the mailings that you do in the future.....tell us so we can see and visualize where they are examples of interchanges right next to each other.....bing, bang, bong.....96<sup>th</sup>, 106<sup>th</sup>, 116<sup>th</sup> .....it was my understanding, and I don't know when it changed.....but thought they couldn't be that close and I know things change.....and that type of thing, but I'd just like to see an example in the state of Indiana and I sure there is one.....so we can see what we're getting into. I appreciate your time.....everyone coming out, but I wish this would have been publicized better by our council and our town.

**Dan Kappeler:** Hello I'm Dan Kappeler.....I currently live west from the construction site as you head west by the railroad tracks.....there's a pretty bad smell.....that's not the bad smell I'm talking about tonight, but usually when there's a bad smell, you follow the money. You guys probably didn't hear about this until this week.... but back on August 5<sup>th</sup> of 2011, just beyond the railroad tracks, that beautiful house tucked in the woods that you don't see, there's an issue involving the Hamilton County Drainage Board and the R. J. Craig Drain, which was mentioned tonight when they talked about wetlands.....the drainage issue involves the Sparks extension.....that is the Sparks land.....where this beautiful house is and I don't know if the drainage project was completed.....it was ok'd.....you can look on the internet.....R.J. Craig Drain, Sparks extension.....it was basically asking for more drains, more ditches to be put to the property there.....it drains across, interestingly enough.....across the railroad tracks in to some of those development owners properties.....the particular property .....when you look at the Hamilton County GIS, the auditor's website.....you can see who owns what, and that particular property that was going to be drained.....and again I don't know if this was completed back in the woods.....but I would like to know who was involved with the Nickel Plate Improvement Company Incorporated.....that's one of the other developers back there where all that vacant land is by the highway, which is ELN Investments LLP, Cross Point LP, the Nickel Plate Improvement Company Incorporated .....they were the ones who went under water. This was all part of a partnership.....that's fine as people can invest their money for the future and for growth but I don't know why this drain was approved for corporate welfare.....to improve a lot of industrious properties. I want that money back.....if it was my money spent for that.....the only other thing I noticed as I was doing this research is.....and I don't know if this is true or not .....maybe our city representatives can speak to this, but I do know that a lot of these properties have a TIF district downtown Fishers, TIF district downtown Fishers, TIF downtown Fishers.....I'm not going to allude to anything but I don't know if taxes are being forgiven on these properties to make this work or to help this work, but if it's my money being spent then I want it back.....thank you.

**Roger Olson:** Hi, I'm Roger Olson and I live off of Hague Road and one thing that shocks me tonight.....I know that there is a few council.....city council people here from Fishers.....but know representation from Fishers in this whole thing.....and the bottom line is that once this gets away from the interchange.....it's all Fishers stuff.....we should be considered.....both in terms of short term and long term. Think about that sump pump on Hague Road.....after watching traffic running through there.....in fact on the way coming here tonight, leaving my house about 5:30 (pm), it was backed up all the way to my neighborhood entrance going north.....part of it is that whoever designed these lights.....timing them to give much favor to 116<sup>th</sup> rather than other roads.....should be punished somehow. It's bad enough that people can get detoured there short term and use Hague Road on a longer term basis.....and of course 116<sup>th</sup> Street is totally inadequate .....I'm not sure what work is being done on 106<sup>th</sup> right now .....but it's terribly



inadequate.....even for a car meeting with car, you run into problems passing each other .....and if you get big trucks on it.....once in a while I run into a big truck on there and that's a real challenge, shall we say. I think the City of Fishers should have taken a greater representation in this, not only in this meeting, but in other things, realizing the inadequacy of roads that will be dumped on from the 106<sup>th</sup> interchange.

**Shama Prasad:** I am a resident of Fishers..... I live right at Hague and 106<sup>th</sup> .....having lived here since 1992 I have already seen the progress without this interchange coming here.....how traffic has increased even without this proposed interchange.....and this seems to me like a sequel to nightmare on Elm street.....but nightmare on 106<sup>th</sup> Street. With this project if it is going to move forward, I 'm wondering why there is absolutely no mention of the stop sign at the railroad crossing. With all these crossings, I bet that stop sign will be moved into Fishers unless they also change it to the gate instead of the stop sign because this complication.....the inefficiency of the traffic flow, as it is, that we experienced during the roundabout construction at 106<sup>th</sup> and Lantern Road as well the Cross Point Circle.....the detour was a nightmare getting from Navient/Sallie Mae back to our neighborhood would take an hour during the peak hour.....96<sup>th</sup> and Hague Road, as it is now, during peak hour.....the intersection is all locked.....there is no way this detour will work unless there is additional traffic cops manning this intersection to prevent the blocking of the intersection and things like that.....and that's my comment.

**Karl Freburg:** Thank you Rickie.....my name is Karl Freburg and I wasn't going to speak because it would be very redundant.....however I did leave some comments in writing that I do hope they'll address and we'll hear from them about.....but I live in Berkley Ridge which is at the corner of 106<sup>th</sup> and Hague and my backyard backs up on Hague.....two houses up, you've al walked past my house a million times, as have another million cars.....our Berkley Ridge entrance as you all know is on 106<sup>th</sup>.....we have spent.....we're original owners and moved into the place in 1992 July.....and we spent this entire amount of time.....twenty-three years, kind of watching our property value go up very slowly and this is for the reason that Fishers for a long time was the fastest growing metropolitan, small city in the United States.....and we've have tons and tons of construction and I understand that, but at this point I'm getting close to retiring and would look for my home to hopefully be worth what is was or what it is now, for that matter, or what it was just a short time ago.....I don't think that is going to happen with this interchange. We are.....just to put it very frankly.....freaked out. This is not going to be a good situation for residents in any way, shape or form.....these folks walk by me all the time, they see me walking and riding my bike.....as well as other neighbors enjoying outdoor activities. I'd like to be more articulate than this.....but this is going to have to do.....thank you.

**Leslie Mooney:** Hello my name is Leslie Mooney and I've lived in Fishers for ninety years.....I mean since 1990 for twenty-five years.....so I've seen the growth over the years, the population growth from a town to a city.....I have a love hate relationship with the Town of Fishers.....we do live on 106<sup>th</sup> Street and I have known about this interchange for the last three years only because we were told about it because we had our issues with the Town of Fishers and what they were doing with some of our property, so they kind of let the cat out of the bag. My concern with the interchange.....and not only that, but I'm disappointed with INDOT in their studies, their safety report where they were talking about the crashes and the number of crashes we had between 96<sup>th</sup> and 116<sup>th</sup>.....the number of people moving.....they're not going to where we live, they're going northeast, trying to go towards 37 to Noblesville.....but no one's looked at adding on an interchange over on 69....the only one we have going from 116<sup>th</sup> is Exit 210.....there's nothing between us.....and that's where the growth is and that's where the people are going. When you come to 106<sup>th</sup> Street you're going to go east or west.....you get down to Cumberland, you're going up to 116<sup>th</sup>, that's back up already, but no one has looked at what's going to happen there.....either they're going to end up at Hamilton Proper or they're to end up down on Hoosier Road when you're going east. If you're going west, like everyone has already talked about, you're going to Hague Road, Allisonville Road, Eller Road.....those are all residential. So I think you failed. You



failed at looking at other options, past 116<sup>th</sup>. The growth is northeast and not where we are. We've been stagnant for a long time and I hope that you would like at other options.....and as for the safety reports, I understand that there are a lot of crashes but I think that you're only thinking about the developers as the ones who want to develop the property at this location and they need the road, they need the interstate access and you failed us.

Speaker did not give name: I just wanted to make a comment related to the comments from the previous speaker.....all of the roads she just mentioned are bus routes for the children.....they will be sandwiched between tractor trailers.

**LeAnn Heckman:** My name is LeAnn Heckman and I live in Fox Run between 96<sup>th</sup> and 106<sup>th</sup> and the first thing I would say is that I commute everyday and it takes me ten to fifteen minutes every morning to turn left on 106<sup>th</sup> Street. My main question though is that they're saying the detour of the project is going to Hague Road, 96<sup>th</sup> Street and Lantern Road. It was my knowledge from someone in Fishers, with the department, that they are going to put the roundabout at 96<sup>th</sup> and Cumberland .....we are going to widen 96<sup>th</sup>, and they are planning to put a roundabout at 96<sup>th</sup> and Lantern Road and I just hope this project is going to be started.....which it already has.....they're moving all of the light post and everything else.....are they going to be doing both of these projects at the same time.....what are they going to do? How are we going to get in and out of where every one of us lives today?

**David Morgan:** My name is David Morgan and I really had no intention of speaking tonight but after listening to everybody.....my comments are more of a question.....INDOT what are you thinking? Really.....why aren't you thinking? This is pathetic.....pardon me. You turn off of an interstate and you're already backed up to the railroad.....we're already backed up at 116<sup>th</sup> and Hague Road, right.....that's going to be worse. You don't seem to have any coordination with the Town of Fishers.....and if you do then the Town of Fishers is failing us all. I am disgusted with our government, INDOT.....and if there's coordination.....no regard for the town people.....the people who live here .....I'm disgusted with the way this is. I don't live right where this is.....I live down on 106<sup>th</sup> Street on the east side.....way down there, but we all drive through here every day. There's been no coordination past your few blocks that INDOT has. There's been no consideration obviously for the people of Fishers who travel through there. It's all INDOT and whatever you're trying to do with our economics right along that little corridor with the Town of Fishers. I'm disgusted with officials with the Town of Fishers for even allowing this to progress as far as it is without having our roads ready for it.....that's the thing that really matters to most of us when you're trying to do something.....the rest of the roads are not ready for this. You can't move with the intersection at 106<sup>th</sup> without first having 106<sup>th</sup> ready. You drive west, over the railroad tracks and all the sudden on 106<sup>th</sup> right before you get to Hague.....there's a curve sticking out.....how many of you almost hit that curve because it's so sudden.....INDOT and the Town of Fishers haven't bothered to take into account what us.....as residents of the Town of Fishers really want.....this whole thing is all for the economic development along that little piece.....thank you.

**Charlie Park:** My name is Charlie Park and live along 106<sup>th</sup> and I'm part of the traffic problem on 106<sup>th</sup> right now as I make my way to and from home.....I guess I'll address a few things.....I think a few previous speakers mentioned in their comments asking INDOT in their proposal address the traffic situation at the railroad tracks.....I'd like to echo that as that's something that needs to be addressed, the situation with that traffic. Secondly, I'd like to address a comment to the City of Fishers and their officials. I believe this goes back to 2011 or 2012, it might be 2013.....a lot of things have happened, many things have been considered within the City of Fishers.....I don't want my money spent this way. I don't think we need this. As a number of our previous speakers have mentioned, INDOT has done their analysis, they've done their work to prepare for their part of this project.....I do not believe that Fishers has done its part for the roads it's responsible for maintaining. I would respectfully ask in whatever way we can,



that be reconsidered as part of this. With respect to this particular proposal, I echo the comments of almost all of the people who have spoken here today, I believe that the purpose and needs statement that was used to define the scope of this project is incorrect and is flawed. Providing direct access from I-69 to 106<sup>th</sup> Street to serve existing land uses and growth patterns.....that ties the hands of the department of transportation. If you're scope says.....provide direct access between 96<sup>th</sup> and 116<sup>th</sup>.....no wonder they came up with an intersection at 106<sup>th</sup>.....there's no other option given the scope that they were given. I would ask that we reconsider that scope and that an important part be added to it, and that is the traffic needs for those who are not using interstate 69 be considered as part of the scope of the project.....thank you.

**Duane O'Donnell:** My name is Duane O'Donnell off of 106<sup>th</sup> Street and I came up here tonight to basically point out the fact that 106<sup>th</sup> is a residential street as has been pretty well echoed.....in fact from Eller to Geist Road.....there's not one retail business along that entire street. There are only two existing businesses.....a kennel which is down around Allisonville and an engineering office which right around the railroad track.....but nothing much beyond that. My main only remaining concern was there congestion factor that is going to occur every time there is an accident on I-69.....there's going to be a dump off on 106<sup>th</sup> Street and that concerns me very much. The final point that I'll make is that state legislature is sitting and looking at the possibility of a gas tax increase to take care of highway funding and repairs.....I think you fellas should give them this money and tell them to use this for that.

**Elaine Viskant:** Hello, my name is Elaine Viskant and I live off of 106<sup>th</sup> and Hague.....and this extremely short sided.....for one thing, you're not mentioning Mayor Fadness intention or attempt to put in commercial around the airport too.....so this is just the first phase of part of his plan to expand. But unfortunately we have a sewage lift station at the corner of Hague and 106<sup>th</sup> Street. What are we going to do.....rip that out and spend more money to reconstruct that? Part of the crashes on I-69.....I was there when a semi that was stopped in traffic, had a second semi ram into it.....the first semi was stopped and another semi ran almost right up the back.....and it wasn't because of traffic here.....it because of traffic on 465 or whatever that is over there.....and I am tired of having 106<sup>th</sup> Street closed every time it rains and I can't imagine a semi ending up in the creek because they're washed over. This is extremely short sided, it's stupid.....plus we have an animal in our retaining pond that is probably endangered here in Indiana and it's called a Fisher's cat. It's literally three times the size of a ferret.....so when you say that this project has no environmental impact.....you're wrong, because it's in our retaining pond. So anyway.....plus there's also a law that INDOT is supposed to conform to that says you're supposed to have ramp exits within certain distances from each other.....and I don't think they are obeying any laws with this.....anyways, thank you.

**Jan Campbell:** I was not going to say anything but I have to talk this proposal and one of the properties.....it's the one you alluded to earlier.....I've received no less than probably 40 or 50 calls inquiring about this property so I wanted to let you all know that since the owner passed away several years ago.....he was a collector of sorts.....but at one time he had one of the most extensive and expensive car collection in probably a five state region.....it was huge. I've been a real estate agent for 30 plus years and I really do hear what you all are saying, so whatever the outcome is, know that your comments are heartfelt.....I mean your comments have been heartfelt.....and will be considered I'm sure. But just as anyone in this room can buy or sell a home and do what you want to do, the property near the proposed interchange will be going up for sale.....I hope to attract and am already working with people who will bring different types of retail .....and again I wasn't going to say anything..... but for those who may not be aware, we've been talking to many people about commercial possibilities. So there will be some commercial whether it comes with this project or not, but I do believe that you all gave a great presentation tonight about how this project would impact residents but be a benefit to our community. But I just feel



like I wanted to mention this in this forum.....the owner has passed.....she, the widow is no longer in Indiana and the property will be moved.....that's all I have to say.

**Mark Tappas:** Good Evening, my name is Mark Tappas and I've been a resident of Fishers for over 10 years and what kind of motivated me to come up here was that in the beginning, there was a lot of conversation from residents, for good reason, to the west of the highway.....I live to the east and I'm glad that others who live to the east have made their way up here.....Fox Run, other neighborhoods.....I live in Fox Run.....I think I'm the first person here as well to say that I have three children who ride the school bus every morning. One that rides to riverside junior high which would go right over the highway, so when you talk about roads and road closures, I'm concerned.....in the beginning of the school year, Eller Road was closed .....well it was closed all summer and it was delayed in its opening.....and to have it closed now because they're doing a storm water project .....well they're going to close it again I think next Spring because they're going to widen the bridge there.....additionally, 106<sup>th</sup> and Cumberland, just south of the fire station.....they have a roundabout planned there.....it's already been mentioned that they're working on the utility work at 96<sup>th</sup> and Cumberland and that's going to be great when it's done but it's going to be another eight months or more before that's finished and to have a closure, as was mentioned at 96<sup>th</sup> and Lantern Road.....so that's another project.....the point is that I don't want to criticize INDOT because I don't think they're driving this.....the effort and the money.....if you look at the money, the federal government has the lion's share of the money and then it's the local officials.....City of Fishers and Hamilton County.....I don't think anyone is here from the commissioners or board.....but if the local entities say.....you know what, the residents don't think this is a good fit, maybe the project can be delayed or tabled.....like I said, I don't want to criticize INDOT, they do good work, they build great roads, all of which we use everyday going downtown and elsewhere.....if they build it, it will be fantastic, but as everyone has pointed out here.....their jurisdiction is going to end a half a mile on either side of this project and then the Town of Fishers is going to be dealt, having to deal with the implications of it. I really liked the comments of the gentleman here in the front row.....and I think another gentleman mentioned the curve that juts out as you approach Hague Road.....106<sup>th</sup> near Hague.....all the way to Ritchie Woods to Allisonville is crumbling. If you drive through there, which I have to do occasionally when my junior high son has missed the bus in the morning, especially in the winter, and it's dark out .....you can hardly go down that road without feeling like a car is coming across the double yellow line.....so if you want to go a little bit away from the double yellow line, you risk your vehicle.....the passenger side running into a pothole or off onto the gravel on that shoulder, so as numerous people have already mentioned.....I think it's important to mention again.....106<sup>th</sup> is ill-equipped for additional traffic for people exiting there and those of us who already live in the area, we can get by as it is right now.....we don't need the exit there.....but we need 106<sup>th</sup> improved, we don't need it widened massively, but we need it improved so that there is an adequate shoulder and we also need these other projects to be completed, otherwise we're going to be dealing with the closure at 106<sup>th</sup> and Cumberland, we're going to deal with the bridge closure for a year or more.....we're going to have another closure in the Spring when the bridge by Ritchie Woods goes out and it's just going to go on and on and on. So I would say that my recommendation would be to put the pressure on the local officials because if they would pull their money, the project would likely be stalled.....thank you.

**William Haas:** Thank you.....Good evening, William Haas and I'll try to keep this brief.....one thing I want to address is the detour..... at best it is inadequate and is malicious at worst. Imagine that detour during the month of August when the fair train is blocking Hague Road, what's going to happen to 96<sup>th</sup> Street, I-69.....you have accidents now, you're really going to have accident.....it's going to lock up 96<sup>th</sup> Street and Hague Road . As far as I know, this public hearing notice was only on INDOT's website.....it was not on the City of Fisher's website, I tried to find it and could not, I looked under hearings.....and I do understand that this is an INDOT hearing not Fishers but if Fishers is unable to come up with the money to edit the website, where is twelve million coming from? I know that this is not the time for



questions but if we could get a show of hands.....whose for this? Let the record show that we had one positive.....thank you.

**Greg Purvis:** Hello, my name is Greg Purvis and I live in Northfield Estates and I want to say that looking at how 116<sup>th</sup> was done and the fore thought of the incorporation of 116<sup>th</sup> and all of new construction.....just some years ago, there wasn't much more than a gas station and space for parking at 116<sup>th</sup>, now look at it now.....what's going to happen to 106<sup>th</sup>? Plus, I don't know if any of you while driving down 106<sup>th</sup> ever run into or noticed the number of deer along that road. All you need to do is double or triple the amount of traffic and you're going to have major accidents along there when you're having deer be hit.....you're talking about massive traffic delays for a large amount of traffic as this is the only route for many.....thank you.

**Glen Jacobs:** My name is Glen Jacobs and for the past thirty years my wife and I had lived on 106<sup>th</sup> .....when we first moved out there, my son was able to play and run in the street for hours and never see a car, obviously those days are gone. We had some really good things and good times happen to the City of Fishers, but the reality is that 106<sup>th</sup> Street hasn't changed over the last thirty years. You've testified that there's going to be a significant increase in traffic and that street cannot sustain an additional increase in traffic. Right now, at rush hour, there is bumper to bumper traffic.....along 106<sup>th</sup> going westbound in the morning and eastbound in the evening.....so you need to include in your plan, some dollars to upgrade that to a three lane with maybe with a through lane in the middle.....I don't know.....if it means you have to take a part of my yard, then so goes it.....thank you.

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### Transcript Prepared and Certified by:

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REPRESENTATIVE ANTHONY COOK  
200 W WASHINGTON ST  
INDIANAPOLIS IN 46204

LEWIS & CAROL COUGILL  
714 CALEDONIA RD  
VEVAY IN 47043

DAWN & DAVID CRANE  
10557 E 126TH ST  
FISHERS IN 46038

ALAN & JENIFER CULWELL  
10754 E 121ST ST  
FISHERS IN 46038

LOUIS & SHERRI DABSON  
9629 FORTUNE DR  
FISHERS IN 46037

SENATOR MIKE DELPH  
200 W WASHINGTON ST  
INDIANAPOLIS IN 46204

FRANCES & BRUCE DOUGLAS  
PO BOX 333 B  
LEWISBERRY PA 17339

FRANCES DOUGLAS  
32420 NAUTILUS DR  
RANCHO PALOS VERDES CA 90275

JOSE & YOHANA FLORES  
19242 LINKS LN  
NOBLESVILLE IN 46062

JOHN & VEATRICE FUQUA  
14145 CYNTHIANNE RD  
NOBLESVILLE IN 46060

JAMES GEORGE  
4765 E 65TH ST  
INDIANAPOLIS IN 46220

SHARYEL GRAUL  
350 E MARIAN ST  
ALEXANDRIA IN 460001

BETTE GRAY  
14228 CYNTHIANNE RD  
NOBLESVILLE IN 46060

JIMMY & ANNETTE GREER  
8836 APPEL DR  
FISHERS IN 46038

SHELDON & CHERYL HERRMAN  
13207 BROOKS SCHOOL RD  
FISHERS IN 46037

JON & CONNIE HOREN  
8936 BIRCH ST  
FISHERS IN 46038

REPRESENTATIVE TODD HUSTON  
13378 SILVERSTONE DR  
FISHERS IN 46037

MARK & JULIE JONES  
13103 BROOKS SCHOOL RD  
FISHERS IN 46037

JUANITA & ROBERT KECK  
12718 E 196TH ST  
NOBLESVILLE IN 46060

SENATOR LUKE KENLEY  
102 HARBOUR TREES LN  
NOBLESVILLE IN 46062

JAMES & SHERYL KLINE  
14790 E 136TH ST  
FISHERS IN 46037

MARY LEE  
13211 BROOKS SCHOOL RD  
FISHERS IN 46037





# **Additional Written Comments Submitted After Public Comment Period**

## Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, October 07, 2015 1:54 PM  
**To:** Clark, Rickie  
**Subject:** FW: Oppose I-69 and 106th Street interchange in Fishers

---

**From:** Jennifer Lynn [<mailto:jennifer@PAGEONEEDITING.COM>]  
**Sent:** Friday, September 25, 2015 3:13 PM  
**To:** Greenfield Customer Service  
**Subject:** Oppose I-69 and 106th Street interchange in Fishers

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Hello,

I would like to take this opportunity to formally and publicly present my opposition to the proposed I-69/106th St. interchange in Fishers.

I have two primary reasons for opposing this project:

1. The safety of the children, staff, and parents at Lantern Road Elementary (which has 700+ students), which is adjacent to the project and therefore directly impacted by the "improvement"
2. The inability to verify that project goals have been reached until after the project is completed

### Point 1:

I am probably one of a very few drivers who take school zone speed limits seriously. So at least once a week on my drive westbound to southbound at the roundabout at 106th St. and Lantern Road, I am passed on the right by drivers unwilling to slow down through the school zone (I drive in the left lane because that is the lane used to turn southbound.) Speeding is a problem in this area and on I-69 as well. Adding an interchange that, in effect, empties into this roundabout -- which is bounded on two sides by school zone limits and is adjacent to a playground -- is only going to increase traffic and speeds in this area. This roundabout also sees a significant amount of commuter traffic congestion, which will only increase if the interchange is approved. So in addition to increased speeds caused by late morning and early afternoon commuter traffic, you'll have more traffic: that's more traffic at faster speeds NEXT TO A SCHOOL.

### Point 2:

I have been unable to find any data that indicates the projected percentages of increase in safety and decrease in congestion. Already, improvements have been made at nearby locations to decrease congestion -- most notably at the I-69 and 116th St. interchange. And in fact, 116th St. is planned to move from the current two lanes each way to three lanes each way east of I-69 to Cumberland Rd. One primary goal of the proposed I-69/106th St. project is to reduce traffic and congestion on I-69. I really don't see how allowing additional traffic to enter/exit in less than the length of 1 mile is going to 1) slow down traffic; 2) ease congestion; or 3) reduce crashes. Anyone who has driven in I-69 knows firsthand that the speed limits are ignored (and to be truthful, I ignore them as well) and that drivers are becoming ever more inconsiderate. Congestion is not causing the crashes; driver inattention, impatience, and error is causing the crashes. Adding an entrance and exit to each direction of I-69 cannot possibly achieve the project's goals; it only creates more opportunity for congestion and accidents.

Please note that I say all this while keeping in mind that I would personally benefit from the interchange. It would be so much easier for me to exit eastbound to hit my subdivision just north of 106th St. on Cumberland Rd.) I could avoid 96 St. AND

116th St. But I would much prefer to be inconvenienced than see the eventual impact on Lantern Road Elementary school and the lack significant improvement with regard to congestion, speed, and crashes.

While I recognize the need for and would appreciate an improvement in safety and traffic flow, I do not feel that the proposed change will support the project's primary goals. Although I am admittedly not a transportation expert (someone with more than 10,000 hours of practice), it is my opinion that the addition of an interchange at this location will only create additional problems, not solve them.

I realize this letter of opposition will get the standard "thank you for your comments" reply and will make absolutely zero impact on the final decision, but nonetheless I want it on record that I absolutely oppose this project. In light of that understand, I would request that INDOT/Fishers at least postpone the proposed 1-69/106th St. project until we see the results of the changes already in the works (e.g. Improvements at 116th St.) to see if this new interchange is still warranted.

Thank you,  
Jennifer Lynn  
Fishers resident

The Lynn Family  
11226 Knightsbridge Ln.  
Fishers, IN 46037  
(317) 796-2352

[jennifer@pageonediting.com](mailto:jennifer@pageonediting.com)



**Clark, Rickie**

---

**From:** Briar, Deborah  
**Sent:** Wednesday, October 07, 2015 1:16 PM  
**To:** Clark, Rickie  
**Subject:** FW: Proposed 106th Interchange

Rickie,

This one slipped through the cracks and I didn't get it to you.

Deb

---

**From:** Shawn Hensley [<mailto:sehensley22@gmail.com>]  
**Sent:** Thursday, September 24, 2015 9:02 PM  
**To:** Greenfield Customer Service  
**Subject:** Proposed 106th Interchange

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Greetings,

I'm a Fishers resident who lives just east of Lantern Rd on 106th. I recently heard about the plans for the new I-69 interchange at 106th street and the summary of the public hearing in which not a single resident who spoke supported this plan. I must say that I am in agreement and am very concerned about the impact this will have on our community on an already busy road during rush hour. I know there has been talk of expanding 106th to 4 lanes as well, but this only takes away more from people's property and green spaces. I take I-69 from 96th street to and from work every day and I feel since the new exit lane was built, this has greatly eased congestion and hardly ever have traffic issues on 96th anymore. In actuality, 106th is always more congested than either 96th or 116th when I come home and I feel like adding an interchange at 106th will only horribly exacerbate this problem. I don't understand the purpose of significantly increasing traffic congestion on one road just to ease congestion in two other areas that has already been improved and can be further improved with simple things such as better timing of traffic lights, encouragement of carpooling, and plans for better public transportation. I feel that since I drive this area every day of the week, the much bigger issue that our tax money should be put towards is the I-69 and 465 interchange which is ALWAYS congested. Also, how will this impact the safety of the Lantern Road elementary school that is right next to the proposed interchange? And lastly, my greatest concern which I've already mentioned is that not one resident of Fishers who attended the public hearing voiced their support. To me, the voices of the people actually living in the community directly impacted should be taken into consideration above all else. Thank you for your time.

Sincerely,  
Shawn Hensley

## Clark, Rickie

---

**From:** Jim Riker [jimrikerca@hotmail.com]  
**Sent:** Monday, October 05, 2015 6:56 PM  
**To:** Greenfield Customer Service; Clark, Rickie; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; weingardtj@fishers.in.us; stevendcillinger@aol.com; county.highway@hamiltoncounty.in.gov  
**Subject:** I-69 Interchange at 106

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Mayor Fadness, Fishers Council members and INDOT,

I oppose this interchange for the following reasons:

- Degradation in quality of life and home values for residents on 106. I bought a house on 106 just over a year ago because of the quiet nature of the area. I chose not to buy in the neighborhoods off 116 precisely because of the 4 lane roads.
- I fear not being able to turn left turn on to 106 out of my subdivision's single entrance point due to constant traffic stream. It's already difficult at certain times of day.
- The off ramp would create excessive/dangerous traffic too close to the elementary school.
- The money would be better spent spread over multiple improvement and maintenance.
- The drive to make this interchange happens appears to put business interests over residents.
- A disproportionate percentage of the the excessive cost will be born by 106 residents in the form of non-compensated drops in property values.

Jim Riker

Resident of Tremont near Cumberland and 106th St.

**Clark, Rickie**

---

**From:** Roger Olson [rnolson@iquest.net]  
**Sent:** Saturday, October 03, 2015 5:24 PM  
**To:** Clark, Rickie  
**Subject:** Proposed I-69 interchange at 106th Street - need to limit semi trailer truck travel on 106th street

**Importance:** High

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Rickie,

If we must have the I-69 interchange at 106th Street, you must limit the travel of semi-trailer trucks on 106th street. These large trucks must not be allowed to travel further West than Crosspoint Blvd, or further East than USA Parkway. The residential parts of 106th street cannot handle them.

As I said before, most Fishers residents are strongly opposed to this interchange. We don't need it or want it.

Roger Olson



## Clark, Rickie

---

**From:** Andy Stuckey [alstucke@gmail.com]  
**Sent:** Friday, October 02, 2015 1:03 PM  
**To:** Clark, Rickie  
**Subject:** I-69 & 106th Street Interchange

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Hello Mr. Clark

I wanted to write and express my thoughts on the proposed interchange at I-69 & 106th Street. I live in the Delaware Crossing neighborhood, just east of Lantern & 106th, and I am opposed to the idea of an interchange at 106th for a number of reasons -

1. There is already an abundance of traffic on 106th Street during peak hours and offloading I-69 traffic onto the street via an interchange will only exacerbate that issue. From my experience, there are cars stretching from the roundabout at Lantern Road and Cumberland Road on most days between 4:30-6:00; adding to that line will not relieve congestion on I-69 and may only add to it as cars back up on the interchange and inevitably onto the interstate.
2. As you know, Lantern Road Elementary is at 106th & Lantern, less than half a mile from the proposed interchange; it seems inappropriate to offload additional highway traffic into a school zone. I saw the response on the official [FAQ page](#), but that only says "...the anticipated increased traffic is during PM peak hours, after school dismissal". Is there a chart showing peak times? If so, is it available to the public?
3. After reading the INDOT documentation, I fail to see how an interchange will reduce congestion on I-69. I'm sure specific congestion points were identified, but after I reviewed typical traffic patterns during rush hour periods (Google Maps offers this functionality), it doesn't appear as though the heaviest congestion is occurring between the 96th and 116th exits, but past them. During the morning rush hour, most congestion on SB I-69 appears to occur toward 96th street and further south; during evening rush hour, most congestion on NB I-69 occurs after 116th street. Is INDOT saying that most accidents occurring between 96th and 116th are drivers that live in between those two streets? If so, why would they not get off on the earliest exit (e.g. I live off 106th, so in the evening I get off at 96th)?
4. In the [Area Crash Summary](#), it's stated "More than half of the crashes (58 percent) that occurred in the 96th Street and 116th Street interchange areas during 2010-12 were rear-end crashes." Can you help me understand how many crashes that was? Also, what is the significance of that statistic and how does an interchange at 106th reduce these rear-end crashes?
5. [Operation Indy Commute I-69](#) focused on widening the highway to reduce bottlenecks, is that not an option again? It seems that addresses the heart of the issue (i.e. bottlenecks), rather than adding an interchange that may or may not have any effect.

Thank you for taking the time to read and consider my questions/concerns; I hope to hear back from you.

Andy Stuckey  
[alstucke@gmail.com](mailto:alstucke@gmail.com)

**Clark, Rickie**

---

**From:** DENNIS ROYALTY [dgroyalty@att.net]  
**Sent:** Friday, October 02, 2015 10:10 AM  
**To:** mayorfadness@fishers.in.us  
**Cc:** Clark, Rickie  
**Subject:** I-69 interchange

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Hi Scott:

The proposed I-69 interchange at 106th Street will change the character of our part of Fishers forever, and in a profoundly negative way. I'm writing to plead that you and the council stop this project before it's too late.

My wife and I moved our young family from south side Indianapolis to the Berkley Grove neighborhood (106th and Hague) 25 years ago. We did so because of the town and schools. We wanted the opportunity to raise children in the safe, quiet, welcoming environment of Fishers and its families.

Berkley Grove and the surrounding neighborhoods have retained that environment despite the massive growth of our town/now city. Moving an interstate exit to within a couple of hundred yards of these neighborhoods will bring an awful impact:

**Crime:** Increasingly over the years there have been instances of hit-and-run intrusions into neighborhood garages and homes. This has been taking place even without a next-door interchange that will make an even-easier escape route for wrongdoers. I am sure your police leadership will confirm this.

**Congestion:** This one is obvious, of course. Do we really want a giant roundabout carrying oceans of traffic so near to Lantern Road Elementary School, let alone what have been quiet neighborhoods where residents will be virtually unable to get in and out of their neighborhoods?

**Commercial explosion:** It's inevitable there will be more fast food outlets and gas stations drawn to the area because of the interstate exits. Do we really need more of that given there is so much of it already at 96th and 116th? Must all of "older Fishers" become riddled with more pavement, 24-hour drive-throughs, and the glare of towering business light stands?

Scott, I can understand why state transportation officials want the project. They're looking at the issue of traffic flow with little consideration of the people impact. It's up to the local officials to protect us, to recognize the damage that will be done to quality of life to the many thousands of us who moved to Fishers for just that reason. Instead you are partnering in this fiasco. Is this the legacy that you and our other elected officials want to have?

It's not too late. Come and walk the neighborhoods to see what damage will be done. Visualize how this sizable interchange will alter an already cramped area. Talk to the residents of Berkley Grove, Berkley Ridge, Burberry, Timber Springs and others nearby.

Find another way to improve traffic flow at places (96th and 116th) that already are positioned for expansion that could cope with increased traffic. Preserve rather than irreparably damage a good thing. Don't tear down the fabric of this part of Fishers.

Stop this project before it's too late.

Dennis Royalty  
Berkley Grove resident  
Fishers

cc Indiana Department of Transportation



## Clark, Rickie

---

**From:** Gale, James [JGale@ecomunity.com]  
**Sent:** Wednesday, September 30, 2015 3:33 PM  
**To:** Clark, Rickie  
**Subject:** proposed intersection at I-69 and 106th

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Your money would be better spent if you made an exit at 126<sup>th</sup> and I-69 instead. Between 96<sup>th</sup> and 116<sup>th</sup>, Northbound I-69 at 5pm-7pm is terrifying with cars speeding past on the left while you are slowing down fast or stopped in the right two lanes. That is how that guy got killed a few months back when the speeding truck plowed into his stopped car in line. I always point my car to the right when I stopped, so in case I get hit in the line from behind, I will get shoved into the other backed up lane to the right – instead of the speeding semi coming on the left.

Also, Northbound people who don't want to wait, crowd in front of you and slam on their brakes from 60mph to 0mph doing it. Why? Because the traffic backs up to the south from the 126<sup>th</sup> and 37 light. When that backup meets the backup at 116<sup>th</sup>, then the backup can go all the way south to 82<sup>nd</sup> St. quickly. It can take 30 minutes or more to go 4 miles.

Fix the northbound backup at 126<sup>th</sup> and 37 and you'll have less crashes and shorter backup lines. This could happen if North Fishers/East Noblesville northbound traffic had the option of getting off at I-69 and 126<sup>th</sup> instead of being forced into the line in the right two lanes of I-69 --- just so they can either exit at 116<sup>th</sup> or wait out the light at 126<sup>th</sup> and 37.

The problem reverses itself in the morning. Southbound 37 takes forever between 146<sup>th</sup> and 126<sup>th</sup> because 37 south is the only way to get on I-69 from Noblesville or North Fishers.

Give it a try one day northbound at 5:30pm.

An exit at 106<sup>th</sup> would help, but not as much as solving the problem caused by the traffic light at 126<sup>th</sup> and 37.

Jim



Jim Gale  
Sr. Reimbursement Analyst | Network Revenue Advisory Services  
8180 Clearvista Parkway, Suite 200, Indianapolis, IN 46256  
Ph. 317 355-4186 | [JGale@ecomunity.com](mailto:JGale@ecomunity.com)  
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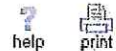
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**[INDOT] Public hearing regarding a proposed new interchange at I-69  
and 106th Street in Hamilton County**

**Start Date:** 9/10/2015 **Start Time:** 6:00 PM

**End Date:** 9/10/2015 **End Time:** 8:00 PM



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**Entry Description**

**The Indiana Department of Transportation (INDOT) will hold a public hearing on Thursday, September 10<sup>th</sup>, 2015 at the Fishers City Hall Auditorium, One Municipal Drive, Fishers, Indiana 46038, the public hearing will begin at 6:00 p.m.**



INDOT, in coordination with the City of Fishers and Hamilton County as partners, intends to construct a new I-69 interchange at the 106<sup>th</sup> Street overpass located within the City of Fishers in Hamilton County, Indiana. The interchange configuration will be a two-lane, oval-shaped roundabout centered over the I-69 centerline. The existing 106<sup>th</sup> Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure). The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.

The project will acquire approximately 10 acres of right-of-way and will impact approximately 0.6 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated.

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Department of

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

Reducing congestion at the existing I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street;  
Improving traffic safety within the project study area; and  
Providing direct access between I-69 and 106<sup>th</sup> Street to serve existing land uses and growth patterns.

The environmental document and related project documentation are available for viewing at the following locations:

Hearings Examiner, Room N642, Indiana  
Government Center North, 100 North  
Senate Avenue, Indianapolis, Indiana 46204-2216,  
Phone # (317) 232-6601 (8am to 5pm)

Fishers Public Library, 5 Municipal Drive, Fishers,  
Indiana 46038; (317) 579-0300

INDOT website at <http://www.in.gov/indot/2704.htm>  
Greenfield District Page

The tentative timetables for construction will be discussed during the formal

presentation. The proposed maintenance of traffic plan will be presented as part of the formal presentation. Public statements for the record will be accepted as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: INDOT Office of Public Involvement, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

With advance notice, INDOT can arrange accommodations for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should accommodation be needed in regards to the attendance and participation during the public hearing, and/or access to project related documents, please contact the Office of Public Involvement at (317) 232-6601, or email [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

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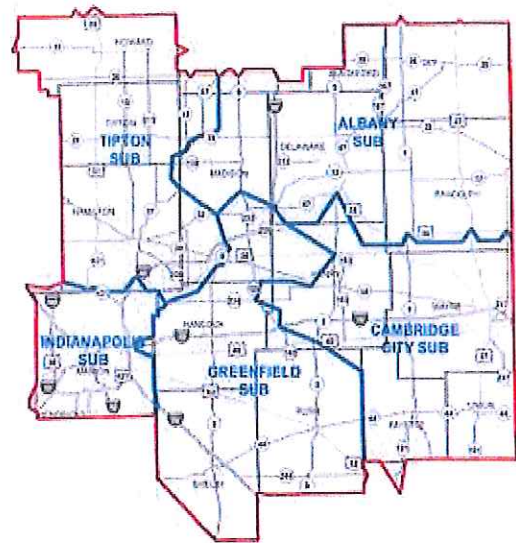
## Indiana Department of Transportation

## Welcome to the Greenfield District



Michael Smith, District Deputy Commissioner

INDOT Greenfield District  
 32 South Broadway  
 Greenfield, IN 46140  
 Toll Free-1-855-463-6848 - 24 hour dispatch  
 Fax: 317-462-7031  
[eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov)



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The Greenfield District is responsible for maintaining 4,375 lane miles of state roads, 1,300 lane miles of interstate, 1,366 large culverts, 1,133 state bridges, 194 snow routes, 539 traffic signals, 146 flashers, 51,500 road signs, and 1,500 panel signs.

There are five sub-districts (Albany, Cambridge, Greenfield, Indianapolis and Tipton) and 15 counties (Delaware, Fayette, Hamilton, Hancock, Henry, Howard, Jay, Madison, Marion, Randolph, Rush, Shelby, Tipton, Union and Wayne) within the East Central District.

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- [Major Moves 2020](#)
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- [I-70/Mt. Comfort Road to S.R. 9](#)
- [Operation Indy Commute](#)
- [South Split](#)
- [U.S. 31 Hamilton County](#)
- [U.S. 31 Kokomo Corridor](#)
- [U.S. 31 & S.R. 28 \(Tipton\)](#)
- [U.S. 31 and S.R. 28 New Interchange Tipton County](#) (03/19/2015)
- [U.S. 31 and S.R. 28 New Interchange Tipton County](#) (04/07/2015)
- [S.R. 26 Pavement Replacement in Jay County](#)
- [I-65 Added Travel Lanes in Johnson and Marion County Transportation Conformity Requirements](#)
- [I-65 Added Travel Lanes in Johnson and Marion County Legal Notice](#) (June 2014)
- [Legal Notice of Public Hearing for proposed I-69 Interstate Expansion Project](#) (03/19/2015)
- [I-69 Expansion Project](#) (Hamilton County)
- [I-69 Interchange Modification at Exit 210](#) (Hamilton County)
- [I-69 Interstate Expansion with Interchange Modification](#)
- [U.S. 31 at S.R. 28 New Interchange public comments](#)

- [New I-69 Interchange at 106th Street](#)
- [I-69 Added Travel lanes Project with Interchange Modification in Hamilton County](#)
- [106th Street & I-69 Interchange](#)

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- [INDOT Local Public Agency Section Page](#)
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## Indiana Department of Transportation

# 106th Street & I-69 Interchange

INDOT, with active support and financial partnership from the city of Fishers and Hamilton County, is proposing to construct a new interchange at 106th Street where it crosses over I-69, north of Indianapolis.

The preferred design consists of a two-lane, oval-shaped roundabout on 106th Street over I-69 and ramps to and from both directions of the interstate. The existing 106th Street bridge over I-69 will be removed and replaced with two separate two-lane bridges that will each carry one direction of traffic. The bridge carrying westbound traffic on the north side of 106th Street is designed to accommodate pedestrians. The project limits will extend between Crosspoint Boulevard and USA Parkway.

The proposed contract letting date for the project is March 2016. Construction could begin in April 2016 and extend through June 2017. Through traffic on 106th Street would be detoured onto Hague and Lantern Roads and across 96th Street during construction.

Fishers and Hamilton County will collectively contribute up to \$12 million toward the estimated \$34 million cost of building the new interchange.

## Purpose and Need

The purpose and need of the project is to increase safety and mobility along the congested I-69 corridor in Fishers:

- Reduce congestion at the existing I-69 interchanges at 96th and 116th streets
- Improve traffic safety and reduce crashes in the area
- Provide direct access between I-69 and 106th Street to serve existing commercial and residential destinations and accommodate development and population growth in the area

## Area Crash Summary

More than half of the crashes (58 percent) that occurred in the 96th Street and 116th Street interchange areas during 2010-12 were rear-end crashes. The next highest crash type was side-swipe crashes (17 percent). The high frequency of rear-end crashes along I-69 is likely due to high traffic volumes and congestion, with vehicles forced to make sudden stops. Side-swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate.

More than 75 percent of all crashes took place during dry, daylight conditions. Peak travel times are during the day, and high traffic volumes were likely the primary cause. More than 80 percent of rear-end crashes occurred during dry, daylight conditions, which shows congestion was likely to blame for the majority of these crashes.

## Direct Access and Future Growth

Direct access at I-69 and 106th Street is needed to support the existing traffic volumes and the anticipated future growth of this section of Hamilton County. Motorists currently use the interchanges at 96th and 116th streets, which experience high congestion and are not easily





expanded. Further expansion is cost prohibitive due to right-of-way impacts in these commercially developed areas.

Fishers has seen tremendous growth over the previous three decades and is currently the 8th most populated community in Indiana. U.S. Census data reports that Fishers had an approximate population of 2,000 in 1980, 7,200 in 1990, and 77,000 in 2010. Growth has been both residential and commercial in nature. The area near the proposed 106th Street interchange is currently experiencing development activity that is expected to create additional traffic.

### Stay Informed

The public can subscribe to receive INDOT text and email alerts about this project. For updates on social media, follow @INDOT\_ECentral on Twitter and INDOTEastCentral on Facebook

### Project Photos & Maps

- [Project Location Map](#)
- [Project Detour Route](#)

### Related Documents & Links

- [Notice of Public Hearing](#)
- [Public Hearing News Release](#)

### Contact Information

Greenfield District Customer Service  
Indiana Department of Transportation  
32 South Broadway  
Greenfield, IN 46140  
1-855-463-6848  
[eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov)

## Clark, Rickie

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**From:** Indiana Department of Transportation [indot@subscriptions.in.gov]  
**Sent:** Tuesday, August 25, 2015 2:05 PM  
**To:** Watts, Nira; Clark, Rickie  
**Subject:** Courtesy Copy: Public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County

**This is a courtesy copy of an email bulletin sent by Rickie Clark.**

**This bulletin was sent to the following groups of people:**

Subscribers of DOT - Public Meetings & Hearings (1926 recipients)

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INDOT website at <http://www.in.gov/indot/2704.htm> Greenfield District Page

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**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Tuesday, August 25, 2015 2:27 PM  
**To:** Bosma, Brian; House District 24; House District 37; House District 29; House District 39; House District 32; Senate District 21; Senate District 29; Senate District 20; Senate District 31; 's30@in.gov'  
**Cc:** Alderman, Robert; Poturalski, Jim; Riggs, Nathan W  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
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**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Tuesday, August 25, 2015 2:44 PM  
**To:** 'mayorfadness@fishers.in.us'; 'pethtele@fishers.in.us'; 'Hill, Jeff'; 'christine.altman@hamiltoncounty.in.gov'; 'mark.heirbrandt@hamiltoncounty.in.gov'; 'steve.dillinger@hamiltoncounty.in.gov'; 'james.neal@hamiltoncounty.in.gov'; 'bradley.davis@hamiltoncounty.in.gov'; 'bob.davis@hamiltoncounty.in.gov'  
**Cc:** Riggs, Nathan W; Peters, Kimberlee  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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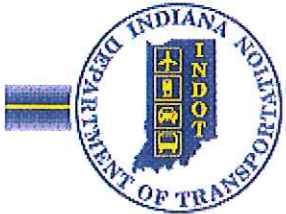
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**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Tuesday, August 25, 2015 2:58 PM  
**To:** 'mccog@heartlandmpo.org'  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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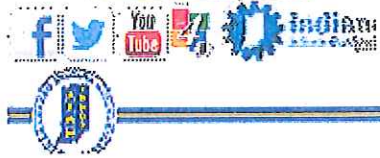
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Clark, Rickie

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**From:** Clark, Rickie  
**Sent:** Tuesday, August 25, 2015 2:59 PM  
**To:** 'lmiser@indygov.org'  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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**Clark, Rickie**

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**Sent:** Tuesday, September 01, 2015 1:51 PM  
**To:** Clark, Rickie  
**Subject:** Public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County

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**Clark, Rickie**

---

**From:** Clark, Rickie  
**Sent:** Tuesday, September 01, 2015 1:53 PM  
**To:** Bosma, Brian; House District 24; House District 37; House District 29; House District 39; House District 32; Senate District 21; Senate District 29; Senate District 20; Senate District 31; 's30@in.gov'  
**Cc:** Alderman, Robert; Poturalski, Jim; Riggs, Nathan W  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



## INDIANA DEPARTMENT OF TRANSPORTATION

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The project will acquire approximately 10 acres of right-of-way and will impact approximately 0.6 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated.

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96<sup>th</sup> Street and 116<sup>th</sup> Street
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Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)





**Clark, Rickie**

---

**From:** Clark, Rickie  
**Sent:** Tuesday, September 01, 2015 1:53 PM  
**To:** 'mayorfadness@fishers.in.us'; 'pethtele@fishers.in.us'; 'Hill, Jeff'; 'christine.altman@hamiltoncounty.in.gov'; 'mark.heirbrandt@hamiltoncounty.in.gov'; 'steve.dillinger@hamiltoncounty.in.gov'; 'james.neal@hamiltoncounty.in.gov'; 'bradley.davis@hamiltoncounty.in.gov'; 'bob.davis@hamiltoncounty.in.gov'  
**Cc:** Riggs, Nathan W; Peters, Kimberlee  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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**Clark, Rickie**

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**From:** Indiana Department of Transportation [indot@subscriptions.in.gov]  
**Sent:** Wednesday, September 09, 2015 3:16 PM  
**To:** Watts, Nira; Clark, Rickie  
**Subject:** Courtesy Copy: Public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County

**This is a courtesy copy of an email bulletin sent by Rickie Clark.**

**This bulletin was sent to the following groups of people:**

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**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Wednesday, September 09, 2015 3:10 PM  
**To:** Bosma, Brian; House District 24; House District 37; House District 29; House District 39; House District 32; Senate District 21; Senate District 29; Senate District 20; Senate District 31; 's30@in.gov'  
**Cc:** Alderman, Robert; Riggs, Nathan W; Smith, Michael J  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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Office of Public Involvement / Central Office Communications  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)





**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Wednesday, September 09, 2015 3:11 PM  
**To:** 'mayorfadness@fishers.in.us'; 'pethtele@fishers.in.us'; 'Hill, Jeff'; 'christine.altman@hamiltoncounty.in.gov'; 'mark.heirbrandt@hamiltoncounty.in.gov'; 'steve.dillinger@hamiltoncounty.in.gov'; 'james.neal@hamiltoncounty.in.gov'; 'bradley.davis@hamiltoncounty.in.gov'; 'bob.davis@hamiltoncounty.in.gov'  
**Cc:** Riggs, Nathan W; Peters, Kimberlee  
**Subject:** INDOT to host public hearing regarding a proposed new interchange at I-69 and 106th Street in Hamilton County



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Greenfield District Page

Please visit the project page at: <http://www.in.gov/indot/3399.htm>



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Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)





1-50

# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD

①

**Clark, Rickie**

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**From:** Riggs, Nathan W  
**Sent:** Friday, September 11, 2015 9:55 AM  
**To:** David Cleveland; Richardson, Jeromy  
**Cc:** Clark, Rickie  
**Subject:** Kincaid Drive access design

We received this comment via Facebook:

"I don't see anything in the plans addressing Kincaid Dr. It looks like the plan is to restrict it to entrance-only from intersection traffic. But what about exit traffic from the south and those office buildings? Are you forcing them to use Park Central Dr and try to make a left turn on to Lantern Rd? Horrible idea. Unfortunately I won't be able to make the hearing..."

Is the proposal to make access to Kincaid Drive entrance-only from 106<sup>th</sup> Street? If so, will northbound traffic on Kincaid be directed to Lantern Road via Park Central Drive?

Thanks,

**Nathan Riggs**

*Public Information Director*

*INDOT East Central District*

32 South Broadway

Greenfield, IN 46140

**Office:** (317) 467-3479 (x14838)

**Cell:** (317) 771-0520

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





Clark, Rickie

---

**From:** Prasad, Pushpa [Pushpa.Prasad@navient.com]  
**Sent:** Friday, September 11, 2015 7:35 AM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** 106th street interchange I-69

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This is not a good idea to open this interchange from 106<sup>th</sup> street to I-69 due to the following reason –

1. 106<sup>th</sup> street cannot sustain the traffic. As it is now if we have heavy rain the road will be closed due to flood. So what is the point of opening this interchange.
2. It is a residential area not a commercial area.
3. The elementary school will be right on exit. Where is the safety for our children.
4. This is a school bus route and we don't want school buses run with heavy tractor trailers. If so where is the safety for our children?? Are we thinking about our kids safety or just to reduce the traffic congestion. Which one is our priority?? Need to think twice.
5. Instead of wasting tax payers money like this I think we need to think before we start anything twice. I know it is an easy money but always remember we all work so hard to pay our taxes. I am sure you are doing the same and know that. Please do not take irresponsible decision and be sure to think twice about tax payers and their kids safety.

Hopefully you will not do this and if we build this interchange it will show how irresponsible and careless we are.

Thanks for listening to me.

Pushpa

Kind regards,  
Pushpa Prasad  
Navient  
11100 USA Parkway, Fishers, IN 46037  
317-578-6759  
[Pushpa.prasad@navient.com](mailto:Pushpa.prasad@navient.com)

"Working hard and working smart sometimes can be two different things".

**Byron Dorgan**

Clark, Rickie

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**From:** Robin Roach [hopkinsrobin@hotmail.com]  
**Sent:** Thursday, September 10, 2015 10:14 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** I69/106th street

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Dear Rickie/INDOT Greenfield District Office Customer Service Center,

I want to first thank you for the information at the hearing on Sept 10th regarding the proposed I69 Exit at 106th Street in Fishers. As a resident close to this project and also a member of the Hickory Woods HOA, I have questions that I was unable to get answered at the meeting. I did submit those at the meeting.

With the September 25th deadline looming, I would very much appreciate a return e-mail addressing these questions by Sept 14th, so that I may share them with our neighborhood. My questions are:

*What is the estimate of how many vehicles are expected to exit and enter via the 106<sup>th</sup> Street exit? Where do you anticipate those vehicles exiting I69 to go (i.e. which streets will see increase traffic and how much)? How many of those vehicles do you expect to be semi/commercial trucks?*

*How will this exit affect the three elementary schools in the area and busing for those schools?*

*Are there plans to improve school zones (Fishers Elementary, Lantern Road Elementary and St. Louis De Montfort) so that children and parents can safely and in a timely manner access the schools at all times of the day?*

*How will you handle increase traffic on Hague and 106<sup>th</sup> Street West (Lantern to Allisonville)? Those roads are already busy and not made for large trucks or heavy traffic. Currently, Hague Road is backup at rush hour making it difficult to exit several of the neighborhoods south of 116<sup>th</sup> street.*

*As a resident on Hague Road how will the increase traffic affect my quality of life, safety, home values and walkability of the area?*

Also, do you have representatives that would meet with our neighborhood/board and address our concerns?

Sincerely,

Robin C. Roach  
7505 Hickory Woods Drive  
Fishers, IN 46038  
(317) 596-9291 home (317) 250-8736 cell

4

**Clark, Rickie**

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**From:** Dan Halverstadt [dhalverstadt@outlook.com]  
**Sent:** Thursday, September 10, 2015 10:11 PM  
**To:** Clark, Rickie  
**Subject:** 69/106 interchange

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

Me. Clark,

I am writing you in concern of the proposed change to the 106. I work on the other side of the the 69 and one of the reason we bought our house here in Fishers, Masthead subdivision (last month) was how great the 106 is. With both of my children's school off of 106--one at Lantern Road and one at Riverside Jr High--this news is crushing to hear about these proposed plans. Almost everyone we have met here raves about how the 106 is the only way out of Fishers because when the 69 backs up the 96 and the 116 become impassable during peak periods. Adding more access to the 69 won't help the fact the 69 grinds to a stop, it will just mean there will be no way around it for those of us that don't need access to the 69. When it comes to traffic safety I would be much more in favor of fixing the uncontrolled railroad tracks between Hauge Road and Lantern Road. I hope this decision has not been made completely and that there is a chance of not going ahead with these plans. This will cause major issues to traffic cause total nightmares and when complete, will leave us with just as many. Thank you for taking time to read this.

Thank you,  
Dan Halverstadt



57

**Clark, Rickie**

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**From:** Steve Abbott [swenabbo@gmail.com]  
**Sent:** Tuesday, September 15, 2015 11:51 AM  
**To:** Clark, Rickie  
**Cc:** Senate District 30; h37@iga.in.gov; David George; Ben Conner  
**Subject:** Concerns regarding the proposed new interchange at I-69 & 106th St.

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Dear Mr. Clark,

My compliments to you and your staff on a thorough and professional presentation of the design for the new interchange at 106th street. All of you from INDOT seemed to have a very good grasp of your project and were very helpful and forthcoming in your description of it.

I'm writing on behalf of the Overlook at Beaver Ridge Homeowners Association. Beaver Ridge is located between Lantern and Cumberland on the south side of 106th street. We have many concerns about the impact of the new interchange, but there are two in particular I would like to bring to your attention at this time:

1. If the City of Fishers goes forward with their announced plan to install a roundabout at Lantern Rd. and 96th street in 2016 while your project is also going on and the bridge over I-69 is closed, rush hour congestion on 106th will simply become a nightmare. As it is right now, I have witnessed traffic at a complete standstill from the roundabout at USA Parkway all the way to Cumberland at certain points in the evening rush hour. Those of us in OBR who need to enter 106th during morning or evening rush hours are forced to wait interminably and/or put ourselves at risk to gain access to the street. Closure of 106th will only compound this problem geometrically.
2. If the commercial zoning along the newly opened access permits convenience stores and gas stations, our property values are going to suffer and we will be threatened with the same kinds of opportunity crimes that have become a frequent occurrence at 116th and I-69.

I know that neither of these issues falls within INDOT's direct jurisdiction. But both are a direct consequence of the proposed interchange and since you will be fielding these and other concerns in fulfillment of your responsibilities, I am asking you to be sure they are shared with the other jurisdictions and addressed as you move forward with the project.

It was very clear as the public hearing progressed that the plan INDOT proposed was complete in itself, but that it was not at all integrated with the need to drastically improve the safety and efficiency of 106th to handle all the changes the interchange will create. I am encouraging you to work with the City of Fishers on the timing issues needed to see to it that this project does not become a net negative for all of us who must live with the results.

Thank you for your professionalism and thank you for your attention to our concerns.

--  
Steve Abbott  
OBR Liaison to the City of Fishers  
317.903.9319

6

**Clark, Rickie**

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**From:** G Young [gyoungchow@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 1:59 PM  
**To:** Clark, Rickie  
**Subject:** 106th Street Interchange

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

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Dear Mr.Clark/INDOT

Please reconsider the 106th Street Interchange project!!

106th Street can Not handle anymore traffic especially during the evening rush hours. The northbound lane on Cumberland Road and Hoosier Road is backed up with traffic from 116th Street all the way to 106th street as it is, adding the 106th street interchange is going to bring more traffic onto 106th Street and adding to this terrible traffic congestion. We would like to ask INDOT to please reconsider this project and help us to ease this daily traffic jam.

Thank you for your consideration.

Sincerely,  
Gloria Young

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Tuesday, September 15, 2015 1:22 PM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: 106th-I69 exchange

IQ# 972902

-----Original Message-----

**From:** Stephanie [<mailto:stephanie.m.dearing@gmail.com>]  
**Sent:** Tuesday, September 15, 2015 1:03 PM  
**To:** Greenfield Customer Service  
**Subject:** 106th-I69 exchange

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

I just wanted to voice that I do not agree with this change and think it will cause far too much traffic and actually could be a hazard as it would be incredibly close to my son's elementary school. I feel this is a very poor and unsafe decision. I am not at all pleased hearing about this and know of many other parents that agree.

-Stephanie Dearing

Sent from my iPhone



8

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Tuesday, September 15, 2015 1:28 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: I-69 and 106th Street Interchange Fishers

IQ# 972904

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**From:** Rob Murray - Personal [<mailto:udflyers98@gmail.com>]  
**Sent:** Tuesday, September 15, 2015 1:20 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** I-69 and 106th Street Interchange Fishers

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

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I am a resident of Fishers that lives in a neighborhood right off of 106th and Hague Road. The idea of another exit off of I-69 between 96th and 116th is a bad plan especially with the number of neighborhoods that are located exactly in this area. We have no issues with the two exits currently off of I-69 and we do not see a need for a third exit into a residential area of Fishers.

If you think this will help with traffic all you have to do is come to Hague road between 106th and 116th at 5:30/6p tonight and see how backed up it is now. Traffic is at a stand still between the two roads and this would only make it worse.

Please do not move forward with this idea. You should be looking at mass transit i.e. a railway. Not additional roads.

Rob Murray  
10801 Bittersweet Lane  
Fishers, IN 46038

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Tuesday, September 15, 2015 1:49 PM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: I-69 Question

IQ# 972911

---

**From:** Amy Perry [<mailto:Amy.Perry@usafunds.org>]  
**Sent:** Tuesday, September 15, 2015 1:41 PM  
**To:** Greenfield Customer Service  
**Subject:** I-69 Question

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

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Hello,

I commute from Pendleton to Fishers for work every day. I know that INDOT plans to create a new exchange on 106<sup>th</sup> street with construction potentially starting next summer. I thought there was also discussion that I-69 will be expanded from two lanes to three lanes from 116<sup>th</sup> to Exit 214 (Lapel/Fortville/Ingalls) exit. (Although I'm not sure why the three lanes will end at that exchange since the traffic is horrendous all the way up to the second Anderson exchange, especially since the new Love's truck stop was built.) My question is can you tell me when this construction is due to start? I don't find any information on your website concerning this phase of the commuter project.

Thank you,  
Amy Perry

PLEASE NOTE: The information contained in this email may be legally privileged and confidential, and is intended only for the use of the individual(s) or entity named above. If you have received this communication in error, please immediately notify us by reply email and delete the original message. If you are not the intended recipient of this message, please be aware that any unauthorized access, disclosure, copying, distribution, or use of any parts of the contents of this message or any of the information contained herein is strictly prohibited by federal law.

**Clark, Rickie**

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**From:** Rob Murray - Personal [udflyers98@gmail.com]  
**Sent:** Tuesday, September 15, 2015 1:20 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** I-69 and 106th Street Interchange Fishers

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

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I am a resident of Fishers that lives in a neighborhood right off of 106th and Hague Road. The idea of another exit off of I-69 between 96th and 116th is a bad plan especially with the number of neighborhoods that are located exactly in this area. We have no issues with the two exits currently off of I-69 and we do not see a need for a third exit into a residential area of Fishers.

If you think this will help with traffic all you have to do is come to Hague road between 106th and 116th at 5:30/6p tonight and see how backed up it is now. Traffic is at a stand still between the two roads and this would only make it worse.

Please do not move forward with this idea. You should be looking at mass transit i.e. a railway. Not additional roads.

Rob Murray  
10801 Bittersweet Lane  
Fishers, IN 46038



11  
Clark, Rickie

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**From:** County Highway [County.Highway@hamiltoncounty.in.gov]  
**Sent:** Tuesday, September 15, 2015 10:49 AM  
**To:** Clark, Rickie  
**Cc:** Bradley J. Davis  
**Subject:** FW: Proposed I-69 and 106th Street Interchange

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

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*Brandi Tarner*

Public Service Representative

Hamilton County Highway Department

[Brandi.Tarner@hamiltoncounty.in.gov](mailto:Brandi.Tarner@hamiltoncounty.in.gov)

317-773-7770

**From:** Steve M [<mailto:mathys.steve@gmail.com>]  
**Sent:** Tuesday, September 15, 2015 10:43 AM  
**To:** County Highway  
**Subject:** Proposed I-69 and 106th Street Interchange

Good morning Director Davis,

I'm writing today to tell you that I am not in favor of the 106th street interchange project. I am a resident of Fishers, drive on I-69 and 106th street daily, and feel there is no need for this project. I think the money that is planned for this could be better spent in other ways, such as adding more pedestrian and bike routes (to reduce the perceived need to drive everywhere), changing the traffic patterns at the existing 96th and 116th street interchanges, and promoting better driving through additional or changed driver education courses.

I do not think adding more exits for drivers from I-69 is the way to go. The project is intended to reduce accidents, but in the September 10 public meeting presentation there is no mention of whether this will reduce overall accidents. I suspect it will not. Instead of reducing overall accidents, I fear more driving lanes will attract more drivers. Often drivers are distracted and poorly trained, causing accidents not because there are too many cars, but because there are too few safe drivers. I see this all the time: texting, makeup, eating, talking on the phone. I think Indiana, Hamilton County, and the City of Fishers will receive a better return on their investment of \$34,000,000 if they spend that money in making the existing (and future) drivers safer, rather than making more places for them to recklessly operate their 2,000 pound death machines.

In addition, money could be spent to re-engineer existing interchanges to make them more efficient and safer. As an example, I drive north on I-69 to 116th street often. In the afternoon "rush hour", the exit lanes are often backed up with people wishing to turn right (eastbound) onto 116th street. This is a problem then and only then, because there is only one turn lane to the east. There are 2 to the west. What's a good solution? Perhaps a multi-use lane which allows both right and left turns in the middle. Or even a dynamic one with a switching signal, so that there can be 2 left turn lanes at high-volume left turn times, and 2 right turn lanes at high-volume right turn times. Either one of these would be an improvement over the current status, and would probably require no

more than a few thousand dollars to install the light and repaint the interchange. Both of these would also reduce right-turn congestion in the afternoon, for much less money than is planned to be spent on the 106th street interchange project. Why are these alternatives not considered?

The project is based on a projection of cars on the road in 2035. That's 20 years away. In the next 2 decades, I believe we could significantly improve the driving habits of not only the existing drivers but those who will be driving there in the future through education, awareness, enhanced driver training courses, tighter limits on distracted driving, and safer cars. Any of these would return benefits not only for the 96th to 116th street corridor of I-69, but across all of Indiana's highways, state roads, county roads, and local traffic patterns.

In conclusion, I sincerely hope that this project is not a done deal. I hope that you and everyone involved will take a step back and consider whether the old solution of new construction is really a good way to solve today's problem. I suspect there are other alternatives, and I would be willing to provide you with additional thoughts should you be inclined to ask. I hope you will hear from other residents of Fishers and Hamilton County and understand that what we need is not a new interchange, construction project, and debt. We need better drivers and better use of the existing infrastructure. We can make that happen. And we should.

Sincerely,

Steve Mathys  
Fishers



Clark, Rickie

**From:** Briar, Deborah  
**Sent:** Tuesday, September 15, 2015 11:20 AM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: Proposed I-69 and 106th Street Interchange, Hamilton County

IQ# 972877

**From:** Steve M [<mailto:mathys.steve@gmail.com>]  
**Sent:** Tuesday, September 15, 2015 10:27 AM  
**To:** Greenfield Customer Service  
**Subject:** Proposed I-69 and 106th Street Interchange, Hamilton County

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

I'm writing today to tell you that I am not in favor of the 106th street interchange project. I am a resident of Fishers, drive on I-69 and 106th street daily, and feel there is no need for this project. I think the money that is planned for this could be better spent in other ways, such as adding more pedestrian and bike routes (to reduce the perceived need to drive everywhere), changing the traffic patterns at the existing 96th and 116th street interchanges, and promoting better driving through additional or changed driver education courses:

I do not think adding more exits for drivers from I-69 is the way to go. The project is intended to reduce accidents, but in the September 10 public meeting presentation there is no mention of whether this will reduce overall accidents. I suspect it will not. Instead of reducing overall accidents, I fear more driving lanes will attract more drivers. Often drivers are distracted and poorly trained, causing accidents not because there are too many cars, but because there are too few safe drivers. I see this all the time: texting, makeup, eating, talking on the phone. I think Indiana, Hamilton County, and the City of Fishers will receive a better return on their investment of \$34,000,000 if they spend that money in making the existing (and future) drivers safer, rather than making more places for them to recklessly operate their 2,000 pound death machines.

In addition, money could be spent to re-engineer existing interchanges to make them more efficient and safer. As an example, I drive north on I-69 to 116th street often. In the afternoon "rush hour", the exit lanes are often backed up with people wishing to turn right (eastbound) onto 116th street. This is a problem then and only then, because there is only one turn lane to the east. There are 2 to the west. What's a good solution? Perhaps a multi-use lane which allows both right and left turns in the middle. Or even a dynamic one with a switching signal, so that there can be 2 left turn lanes at high-volume left turn times, and 2 right turn lanes at high-volume right turn times. Either one of these would be an improvement over the current status, and would probably require no more than a few thousand dollars to install the light and repaint the interchange. Both of these would also reduce right-turn congestion in the afternoon, for much less money than is planned to be spent on the 106th street interchange project. Why are these alternatives not considered?

The project is based on a projection of cars on the road in 2035. That's 20 years away. In the next 2 decades, I believe we could significantly improve the driving habits of not only the existing drivers but those who will be driving there in the future through education, awareness, enhanced driver training courses, tighter limits on distracted driving, and safer cars. Any of these would return benefits not only for the 96th to 116th street corridor of I-69, but across all of Indiana's highways, state roads, county roads, and local traffic patterns.



In conclusion, I sincerely hope that this project is not a done deal. I hope that you and everyone involved will take a step back and consider whether the old solution of new construction is really a good way to solve today's problem. I suspect there are other alternatives, and I would be willing to provide you with additional thoughts should you be inclined to ask. I hope you will hear from other residents of Fishers and Hamilton County and understand that what we need is not a new interchange, construction project, and debt. We need better drivers and better use of the existing infrastructure. We can make that happen. And we should.

Sincerely,

Steve Mathys  
Fishers

15

Clark, Rickie

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From: Steve M [mathys.steve@gmail.com]  
Sent: Tuesday, September 15, 2015 10:24 AM  
To: Clark, Rickie  
Subject: I-69 Interchange at 106th Street, Fishers, Hamilton County project

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

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Hi Mr. Clark,

I'm writing today to tell you that I am not in favor of the 106th street interchange project. I am a resident of Fishers, drive on I-69 and 106th street daily, and feel there is no need for this project. I think the money that is planned for this could be better spent in other ways, such as adding more pedestrian and bike routes (to reduce the perceived need to drive everywhere), changing the traffic patterns at the existing 96th and 116th street interchanges, and promoting better driving through additional or changed driver education courses.

I do not think adding more exits for drivers from I-69 is the way to go. The project is intended to reduce accidents, but in the September 10 public meeting presentation there is no mention of whether this will reduce overall accidents. I suspect it will not. Instead of reducing overall accidents, I fear more driving lanes will attract more drivers. Often drivers are distracted and poorly trained, causing accidents not because there are too many cars, but because there are too few safe drivers. I see this all the time: texting, makeup, eating, talking on the phone. I think Indiana, Hamilton County, and the City of Fishers will receive a better return on their investment of \$34,000,000 if they spend that money in making the existing (and future) drivers safer, rather than making more places for them to recklessly operate their 2,000 pound death machines.

In addition, money could be spent to re-engineer existing interchanges to make them more efficient and safer. As an example, I drive north on I-69 to 116th street often. In the afternoon "rush hour", the exit lanes are often backed up with people wishing to turn right (eastbound) onto 116th street. This is a problem then and only then, because there is only one turn lane to the east. There are 2 to the west. What's a good solution? Perhaps a multi-use lane which allows both right and left turns in the middle. Or even a dynamic one with a switching signal, so that there can be 2 left turn lanes at high-volume left turn times, and 2 right turn lanes at high-volume right turn times. Either one of these would be an improvement over the current status, and would probably require no more than a few thousand dollars to install the light and repaint the interchange. Both of these would also reduce right-turn congestion in the afternoon, for much less money than is planned to be spent on the 106th street interchange project. Why are these alternatives not considered?

The project is based on a projection of cars on the road in 2035. That's 20 years away. In the next 2 decades, I believe we could significantly improve the driving habits of not only the existing drivers but those who will be driving there in the future through education, awareness, enhanced driver training courses, tighter limits on distracted driving, and safer cars. Any of these would return benefits not only for the 96th to 116th street corridor of I-69, but across all of Indiana's highways, state roads, county roads, and local traffic patterns.

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16

Sincerely,

Steve Mathys  
Fishers



Clark, Rickie

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**From:** Ron & Nisha Cuellar [rcuellarfamily@sbcglobal.net]  
**Sent:** Monday, September 14, 2015 9:02 PM  
**To:** Clark, Rickie  
**Subject:** Proposed Interchange at 106th and I69

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

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I just wanted to take the opportunity to voice some concerns regarding the proposed interchange at 106th Street and I69. We are residents of the Windermere community, so this construction will have significant impact to our family. Here are some concerns that we would appreciate being addressed during this decision making process in reviewing the impact of constructing an interchange at this location:

1. There is a significant cost for this project to both Fishers and Hamilton County. It seems like an excessive amount for our community to bear, when we are already so strapped for cash. With our schools severely hurting, couldn't this money be better used to help our students? My daughter has 29 kids in her class, and the desks are crammed in so tightly that there isn't even enough room to walk between the desks. Her education is suffering as a result.
2. This will be a significant disruption to our routes to school and work, for over 12 months. This is part of our daily drive for EVERY member of our family. 106th Street needs to remain open except, possibly, during the summer. Otherwise, our family routine will come to a complete stop. 14 months is too long! It is very far out of the way to detour to 96th Street or 116th Street to go west. My daughter attends Riverside Intermediate, so would have an extremely long bus ride with 106th Street closed. Isn't there a way to keep the existing bridge open while the two outer/round-about bridges are constructed?
3. 106th Street already has significant traffic. If there is going to be an interchange feeding into it, then it will need to be made 4 lanes all the way from Cumberland Road to Allisonville Road. Otherwise, there will be too much traffic for the current roads to handle. It does not appear that the current plans include this.
4. This will have a negative impact to Lantern Road Elementary School, which will sit right at this busy interchange.

We appreciate your consideration.

Thank you.

--Nisha Cuellar

Clark, Rickie

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**From:** Anne Eisinger [acetchmt@gmail.com]  
**Sent:** Monday, September 14, 2015 3:18 PM  
**To:** Clark, Rickie  
**Subject:** 106th Interchange Concern

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Please take note of the following concerns:

consideration of whether widening of 116th and 96th would suffice in lieu of making a new exit at 106th

decrease in property values of surrounding neighborhoods, should the 106th interchange be created

proximity of the proposed 106th interchange to Lantern Road Elementary School

increased traffic by the school and additional enforcement of school zone speed

flashing lights on school zone sign, especially since more non-local traffic is bound to be coming through

if 106th exit is created, then widening of 106th BEFORE interchange is made operable

timing of project compared to 96th roundabout construction, allowing Windermere residents access to westbound 96th or 106th

Thank you,  
Anne Eisinger

Clark, Rickie

---

**From:** Leslie and David Morgan [dlsmorgan@att.net]  
**Sent:** Friday, September 11, 2015 3:34 PM  
**To:** Clark, Rickie  
**Cc:** Greenfield Customer Service  
**Subject:** Fishers 106th and 69 interchange

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

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The building of this entrance/exit ramp is just wrong, negligent and morally misguided.

Nobody is looking at how an 18 wheeler will negotiate 106th street and Hague Road. Or either roundabout. Or the 106th railroad crossing.

Or how far regular traffic will back up at the railroad crossing, at Hague Road light, or even trying to get out of Kincaid.

Nobody is thinking here for the people of Fishers. Nobody. Especially INDOT. INDOT is being totally irresponsible to outside the intersection.

\$34 Million of our hard earned tax money to kill the neighborhoods and city.

INDOT has to look PAST the project area into the roads that CAN'T HANDLE the traffic now!!!

Purpose and Need refutes: It will NOT reduce congestion at existing interchanges, it will bring more traffic to I-69. You are wrong.

It will reduce traffic safety--traffic will back up from the 106th roundabouts INTO the exit/entrance ramps, especially when an 18 wheeler can't get around the roundabout.

You will send SO much traffic onto the narrow 106th street that there will be rear end collisions, utter gridlock, cars and semis into the grass, roads and lives destroyed.

106th MUST be improved before you obliterate a presently bad area into a complete disaster area with an exit from I-69.

Please -

David Morgan



**Clark, Rickie**

---

**From:** Mike B [mbmike29@gmail.com]  
**Sent:** Friday, September 11, 2015 3:41 PM  
**To:** Greenfield Customer Service; Clark, Rickie  
**Cc:** petersonp@fishers.in.us; weingardtj@fishers.in.us; blockr@fishers.in.us;  
 coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us;  
 zimmermant@fishers.in.us; stollers@fishers.in.us; mayorfadness@fishers.in.us  
**Subject:** Comments in regards to the 106th Street and I-69 Interchange

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

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Greenfield District Customer Service  
 Indiana Department of Transportation  
 32 South Broadway  
 Greenfield, IN 46140

RE: 106<sup>TH</sup> Street and I-69 Interchange

To whom it may concern:

I would like these comments added to the public record. I am hopeful they will have some influence before plans are finalized.

One of the largest benefactors of the new interchange at I-69 and 106<sup>th</sup> Street would be the new and existing businesses along Kincaid Drive south of 106<sup>th</sup> street in Fishers. In your plan you do not allow for "north bound" access to 106<sup>th</sup> street from Kincaid Drive. This is a huge mistake and should be revisited – even if you only allow "right turn only" access to 106<sup>th</sup> Street.

Without access to 106<sup>th</sup> street, employees leaving the existing two large office buildings or customers leaving the yet to be built Sinking Brewery who want to access I-69 will have to either go south and continue to burden the 96<sup>th</sup> street interchange, (i.e. no offload of traffic from the 96<sup>th</sup> Street interchange to I-69, one of your stated goals), or force that traffic to try to turn left on to Lantern Rd at Sunlight Dr (formerly Park Central Drive) or North by Northeast Blvd. At rush hour today it's nearly impossible to turn left onto Lantern Rd at either of those two intersections– so it's only going to get exponentially worse once you block access to 106<sup>th</sup> from Kincaid Drive.

I respectfully request that you reconsider your plan to not allow any access to 106<sup>th</sup> Street when traveling north from Kincaid Dr as you propose. At the very least please allow for "Right Turn Only" traffic to proceed from

Kincaid Drive onto east bound 106<sup>th</sup> Street. Kincaid traffic wishing to access I-69 could then U-turn via the roundabout at USA Parkway & 106<sup>th</sup> Street and then have direct access to the interchange at 106<sup>th</sup> and I-69.

Thank you for your time and consideration,

Mike Berisford.

CC: Fishers Mayor

CC: Fishers City Council Members

Clark, Rickie

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**From:** Alyssa Anderson [awhitesi@comcast.net]  
**Sent:** Friday, September 11, 2015 10:29 PM  
**To:** Clark, Rickie  
**Subject:** 106th / 69 Interchange

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

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To whom it may concern:

I am writing in regards to the proposed plan for I-69 Interchange at 106th Street in Fishers, Indiana. I am not in favor of this proposed project. We live off 106th Street and my children attend Lantern Road Elementary very near the proposed site. I feel adding this additional interchange will only cause more congestion on I-69 due to the numerous exits already within the 5 miles at mm 201-205. Adding another exit will only complicate right lane traffic and direct higher congestion to the 106th Street area.

There are also two major elementary schools nearby that will be affected by the road closures during construction. Family activities and sport functions will also be displaced if this interchange happens. Fishers is known for its family centric qualities. Adding more access from public traffic to schools and the smaller town roads of our city detracts from that quality. This public traffic will be able to access any future establishments easily using the nearby 96th or 116th Street exits. Currently, the types of establishments in the 106th Street area do not require increased access.

Finally, as a long time Fishers resident I am disappointed at the mass amounts of traffic road changes. I understand improving infrastructure, but this is a change that will only negatively impact the high residential areas near and surrounding 106th Street. We moved to the 106th Street area from northern Fishers. Increased traffic near our previous home was the primary reason for relocation (noise and safety). The amount of unhappy residents who will abandon the City of Fishers if this interchange is added unnecessarily will be high. The \$34 million could also be used in other ways to improve our city rather than creating new problems. Please reconsider this proposal. Adding this interchange will leave a negative impact on community and never solve the problem that is I-69.

Best,  
Alyssa Anderson



Clark, Rickie

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**From:** Michelle Boyd [mdboyd@topnotch.org]  
**Sent:** Saturday, September 12, 2015 7:32 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Project

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

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Hello. I live in Windermere Pointe in Fishers. I am writing to learn more about the I-69 interchange project. I am concerned about increased traffic on 106th.

Can you tell me how far east (toward Geist) 106th will be two lanes once the project is completed?

Michelle Boyd



**Clark, Rickie**

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**From:** Richard Root [theroots@earthlink.net]  
**Sent:** Saturday, September 12, 2015 2:23 PM  
**To:** Clark, Rickie  
**Subject:** News report

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

Rickie,  
We were just told by someone we were talking to that on a news report last night it was stated that the proposed 106 st interchange will be limited to local traffic only. Can you confirm this and clarify if this means no commercial traffic will be allowed to exit or enter I-69 from 106 st?

Thanks  
Rich Root

Sent from my iPhone

**Clark, Rickie**

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**From:** Dayals Dayals [dayals@hotmail.com]  
**Sent:** Saturday, September 12, 2015 7:27 PM  
**To:** Clark, Rickie  
**Subject:** Oppose 1-69 & 106th interchange

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

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Rickie Clark,

We are writing to oppose the construction of an interchange at 106th & 1-69. We live in a neighborhood close proximity of the roads and feel that this will increase truck traffic near our schools and homes and bring down the general security of our area and our property values.

Neera & Akhil Dayal



Clark, Rickie

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**From:** Robin Sawyer [robinl.sawyer@gmail.com]  
**Sent:** Sunday, September 13, 2015 10:00 AM  
**To:** Clark, Rickie  
**Subject:** Objection to the 106th and I-69 interchange

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

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Mr. Clark,

I strongly oppose the proposed 106th and I-69 interchange. This would not only bring increased traffic to neighborhoods, but impact the area in many negative ways. There is no room, this will negatively impact the quality of life and safety of thousands of citizens that live in that corridor in private housing and apartments. This is also extremely close to an elementary school whose needs should be taken into consideration, we need to keep our children safe!

The government needs to seriously rethink this before they act. The better option would be to expand 116th. There is so much new construction on 116th that the new traffic will need to be addressed there. Just expand that road and leave 106th alone and kill two birds with one stone.

For these and many other reason I vehemently urge you to discontinue the interchange discussion at 106th street.

Sincerely,

*Robin L. Sawyer*

Clark, Rickie

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**From:** Rebecca Millar [mrmillar@sbcglobal.net]  
**Sent:** Sunday, September 13, 2015 11:25 AM  
**To:** Clark, Rickie  
**Subject:** Proposed 1-69 interchange at 106th St., Fishers, IN

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

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Dear Mr. Clark:

Consider this e-mail another in the number in your growing list of Fishers residents who are fiercely unhappy with the proposed construction. As stated by many others, 106th is a dead-end street, filled with residences and -- amazingly -- an elementary school!! -- and provides the primary route for many of us to the intermediate & junior high school our children attend; it boggles the mind why another I-69 interchange is deemed appropriate in this area. I drive 96th & 116th and use those roads & the interchanges on a daily basis and see no issues with traffic congestion -- it's busy, but traffic flow moves accordingly and is well planned -- why take a residential area and, like it or not, decrease its home value & its personality by stripping it of its safety? Should this kind of traffic be routed towards an elementary school? Should we have yet another impediment to getting to & from Eller Road and our intermediate/junior high location, which is already burdened by local construction? Is it really worth it, with 96th & 116th readily available? ... It isn't. We know it isn't. I know no one in the area in support of this project, and many of us are saddened by it's proposal, its effects, and INDOT's reasoning. The effect is both disrespectful and suspicious to both the children and the residents of the area, given the availability of successful interchanges so close to 106th that have already been designed -- and are successfully supporting -- the population in need of them.

Sincerely,  
Rebecca Millar  
9767 Woodlands Dr  
Fishers, IN 46037

28  
Clark, Rickie

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**From:** Rich Block [rblock.fishers@gmail.com]  
**Sent:** Sunday, September 13, 2015 2:25 PM  
**To:** Alyssa Anderson  
**Cc:** Clark, Rickie  
**Subject:** Re: 106th / 69 Interchange

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

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Alyssa-

After the meeting this week, I have learned much more about the history of this project. While I was somewhat knowledgeable about the plans, I did not understand all that was involved in the decision and where the funding stood from Fishers perspective. It seems the project was approved by Fishers council in 2013 which was before I was elected to the council. The city has updated the website after the meeting and this is a link with additional information about the project

<http://www.fishers.in.us/index.aspx?NID=642>.

I believe there are several areas that we need to work on in the future to address some of the concerns raised by people including:

1. Communication to the city and parties within the 106th St. area
2. Additional 106th St. improvements to address increased demand
3. Bettering the temporary construction rerouting if possible

I will be working to push for these items from the city's perspective.  
Thank you for your concern.

Richard W. Block  
Fishers City Councilman At-Large  
(M) 317-507-2730  
(W) 317-806-6713  
[rblock.fishers@gmail.com](mailto:rblock.fishers@gmail.com)

On Fri, Sep 11, 2015 at 10:28 PM, Alyssa Anderson <[awhitesi@comcast.net](mailto:awhitesi@comcast.net)> wrote:  
To whom it may concern:

I am writing in regards to the proposed plan for I-69 Interchange at 106th Street in Fishers, Indiana. I am not in favor of this proposed project. We live off 106th Street and my children attend Lantern Road Elementary very near the proposed site. I feel adding this additional interchange will only cause more congestion on I-69 due to the numerous exits already within the 5 miles at mm 201-205. Adding another exit will only complicate right lane traffic and direct higher congestion to the 106th Street area.

There are also two major elementary schools nearby that will be affected by the road closures during construction. Family activities and sport functions will also be displaced if this interchange happens. Fishers is known for its family centric qualities. Adding more access from public traffic to schools and the smaller town roads of our city detracts from that quality. This public traffic will be able to access any future establishments easily



using the nearby 96th or 116th Street exits. Currently, the types of establishments in the 106th Street area do not require increased access.

Finally, as a long time Fishers resident I am disappointed at the mass amounts of traffic road changes. I understand improving infrastructure, but this is a change that will only negatively impact the high residential areas near and surrounding 106th Street. We moved to the 106th Street area from northern Fishers. Increased traffic near our previous home was the primary reason for relocation (noise and safety). The amount of unhappy residents who will abandon the City of Fishers if this interchange is added unnecessarily will be high. The \$34 million could also be used in other ways to improve our city rather than creating new problems. Please reconsider this proposal. Adding this interchange will leave a negative impact on community and never solve the problem that is I-69.

Best,  
Alyssa Anderson

**Clark, Rickie**

---

**From:** Sue Flockenhaus [sue.flockenhaus@gmail.com]  
**Sent:** Sunday, September 13, 2015 6:46 PM  
**To:** Greenfield Customer Service; Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; christine.altman@hamiltoncounty.in.gov; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; h37@iga.in.gov  
**Cc:** county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; Senator.Merritt@iga.in.gov  
**Subject:** 1-69 exit onto 106th St. Fishers, IN

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"Fishers' population has grown from 38,000 in 2000 to 86,000 now, and 106th Street is a main commercial corridor." IndyStar Sept. 5, 2015

Please know 106th Street is a main residential corridor. Overwhelmingly ... residential.

One of my neighbors said it best:

" I am not in favor of the project. I think that it will not help traffic issues and will just shift them to 106th street, Cumberland Rd, Lantern Rd, and USA Parkway. The

traffic on 106th will increase substantially adding to side street gridlock.

The areas that have experienced growth over the last 15 years are not along the 106th street corridor as it has been built out for that long. So drivers who take this option are ultimately trying to go North or East. So they will try to get to 116th street via USA Parkway or Cumberland Rd or Hoosier Rd creating even more havoc on those routes to ultimately end up where they were going to go anyhow exiting on 116th street.

Other drivers will 'bail out' on 106th street to try to weave their way to Cumberland Rd or Lantern Rd to get north to both sides of the Ind 37 corridor. Drivers trying to continue east on 106th will dump into the Hawthorns or Geist to Fall Creek. All of these folks trying to avoid I-69/Ind 37 to get to where they are going will just cause major traffic headaches for those of us who live in the 106th corridor. None of the traffic relief on I-69 will be 106th street corridor residents as we already get off at 96th street to reach our homes.

The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto the road because there are no longer any breaks in traffic going one way in the morning and the other in the evening.

Finally, if you do establish this exit, I implore you to mark it with

restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit. Having large 18 wheelers wondering around 106th street in a residential area, lost, trying to find their way around traffic, will be very unsafe and annoying. This area was not designed for this type of vehicles." Dave Pusateri, Fishers resident

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Creating this interchange will not rid this portion of I-69 of rear end crashes and side swipes. A much less costly, less invasive answer would be to have an "Accident Investigation Site" area where drivers and emergency personnel could safely administer to these events.

As an official for the people of the State of Indiana, please be mindful of the citizens who moved to this area for the amenities it has and the amenities it does not have. This interchange will have an immediate negative impact on those lives and home values.

Thank you.  
Sue Flockenhaus  
10446 Tremont Dr.  
Fishers, IN 46037



**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 8:10 AM  
**To:** nathan@beneficialdesigns.com; Clark, Rickie  
**Subject:** FW: 106th street I69 exit

IQ# 972682

-----Original Message-----

**From:** John Krepper [<mailto:jkrepper@att.net>]  
**Sent:** Saturday, September 12, 2015 8:59 PM  
**To:** Greenfield Customer Service  
**Subject:** 106th street I69 exit

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

I have reviewed the proposed exit for I69 / 106th street and have some real concerns. My wife and I reside in Quaker a Ridge subdivision 10867 Hamilton Pass where we built our house in 1998 so we know the area well. 106th street is closer to a country road than a major highway and is not capable of handling the commercial and increased local traffic. We like to ride our bikes however we feel very isolated due to having to navigate narrow roads with steep shoulders, it just not safe. With the increase of traffic it will become more dangerous for adults and children. I understand that the idea of the exit is to take traffic off of 96 and 116 but to dump it on a country road is adding adding to a safety problem that is already existing. I asked the city of Fishers about the safety of 106th and incomplete side walks and bike paths they advised that they have a fund of \$300,000. For development, really that's a drop in the bucket for what needs to be done here.

Poor planning will only add to the problem and safety for the local community should be the first priority.

John Krepper  
10867 Hamilton Pass  
Fishers, IN

Sent from my iPhone

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 8:28 AM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: 1-69 exit onto 106th St. Fishers, IN  
  
**IQpeopleID:** 7099589  
**IQwfAttach:** E-Mail Message 2015-09-13 06-46PM.html  
**IQworkflowID:** 972686

IQ# 972686

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**From:** Sue Flockenhaus [<mailto:sue.flockenhaus@gmail.com>]  
**Sent:** Sunday, September 13, 2015 6:46 PM  
**To:** Greenfield Customer Service; Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov); [h37@iga.in.gov](mailto:h37@iga.in.gov)  
**Cc:** [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana Economic Development Corporation; [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Subject:** 1-69 exit onto 106th St. Fishers, IN

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

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"Fishers' population has grown from 38,000 in 2000 to 86,000 now, and 106th Street is a main commercial corridor."  
 IndyStar Sept. 5, 2015

Please know 106th Street is a main residential corridor. Overwhelmingly ... residential.

One of my neighbors said it best:

"I am not in favor of the project. I think that it will not help traffic issues and will just shift them to 106th street, Cumberland Rd, Lantern Rd, and USA Parkway. The

increase substantially adding to side street gridlock. traffic on 106th will

The areas that have experienced growth over the last 15 years are not along the 106th street corridor as it has been built out for that long. So drivers who take this option are ultimately trying to go North or East. So they will try to get to 116th street via USA Parkway or Cumberland Rd or Hoosier Rd creating even more havoc on those routes to ultimately end up where they were going to go anyhow exiting on 116th street.

Other drivers will 'bail out' on 106th street to try to weave their way to Cumberland Rd or Lantern Rd to get north to both sides of the Ind 37 corridor. Drivers trying to continue east on 106th will dump into the Hawthorns or Geist to Fall Creek. All of these folks trying to avoid I-69/Ind 37 to get to where they are going will just cause major traffic headaches for those of us who live in the 106th corridor. None of the traffic relief on I-69 will be 106th street corridor residents as we already get off at 96th street to

reach our homes.

**The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto the road because there are no longer any breaks in traffic going one way in the morning and the other in the evening.**

Finally, if you do establish this exit, I implore you to mark it with restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit. Having large 18 wheelers wondering around 106th street in a residential area, lost, trying to find their way around traffic, will be very unsafe and annoying. This area was not designed for this type of vehicles." Dave Pusateri, Fishers resident

---

Creating this interchange will not rid this portion of I-69 of rear end crashes and side swipes. A much less costly, less invasive answer would be to have an "Accident Investigation Site" area where drivers and emergency personnel could safely administer to these events.

As an official for the people of the State of Indiana, please be mindful of the citizens who moved to this area for the amenities it has and the amenities it does not have. This interchange will have an immediate negative impact on those lives and home values.

Thank you.  
Sue Flockenhaus  
10446 Tremont Dr.  
Fishers, IN 46037



Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 8:38 AM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: Against i69 exit ramp at 106th street

-----Original Message-----

From: Tina Thompson [<mailto:tinathompson15@gmail.com>]  
Sent: Saturday, September 12, 2015 11:25 AM  
To: Greenfield Customer Service  
Subject: Against i69 exit ramp at 106th street

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

I am strongly against the exit ramp at i69 and 106th street. That road cannot support the increased traffic a exit ramp would bring to it. The intersection at 106 and Cumberland is always extremely backed up at rush hour and that will greatly increase with more people getting off the highway there. This would not be a good change for the community. It would only increase more issues.

Tina Thompson

Sent from my iPhone

Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 8:43 AM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: 106th / 69 Interchange

IQ# 972695

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**From:** Alyssa Anderson [<mailto:awhitesi@comcast.net>]  
**Sent:** Friday, September 11, 2015 9:39 PM  
**To:** Greenfield Customer Service  
**Subject:** 106th / 69 Interchange

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

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To whom it may concern:

I am writing in regards to the proposed plan for I-69 Interchange at 106th Street in Fishers, Indiana. I am not in favor of this proposed project. We live off 106th Street and my children attend Lantern Road Elementary very near the proposed site. I feel adding this additional interchange will only cause more congestion on I-69 due to the numerous exits already within the 5 miles at mm 201-205. Adding another exit will only complicate right lane traffic and direct higher congestion to the 106th Street area.

There are also two major elementary schools nearby that will be affected by the road closures during construction. Family activities and sport functions will also be displaced if this interchange happens. Fishers is known for its family centric qualities. Adding more access from public traffic to schools and the smaller town roads of our city detracts from that quality. This public traffic will be able to access any future establishments easily using the nearby 96th or 116th Street exits. Currently, the types of establishments in the 106th Street area do not require increased access.

Finally, as a long time Fishers resident I am disappointed at the mass amounts of traffic road changes. I understand improving infrastructure, but this is a change that will only negatively impact the high residential areas near and surrounding 106th Street. We moved to the 106th Street area from northern Fishers. Increased traffic near our previous home was the primary reason for relocation (noise and safety). The amount of unhappy residents who will abandon the City of Fishers if this interchange is added unnecessarily will be high. The \$34 million could also be used in other ways to improve our city rather than creating new problems. Please reconsider this proposal. Adding this interchange will leave a negative impact on community and never solve the problem that is I-69.

Best,  
Alyssa Anderson

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 8:52 AM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: Comments in regards to the 106th Street and I-69 Interchange

**IQpeopleID:** 7099596  
**IQwfAttach:** E-Mail Message 2015-09-11 03-40PM.html  
**IQworkflowID:** 972697

IQ# 972697

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**From:** Mike B [<mailto:mbmike29@gmail.com>]  
**Sent:** Friday, September 11, 2015 3:41 PM  
**To:** Greenfield Customer Service; Clark, Rickie  
**Cc:** [petersonp@fishers.in.us](mailto:petersonp@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [cblec@fishers.in.us](mailto:cblec@fishers.in.us); [easley@fishers.in.us](mailto:easley@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [moellere@fishers.in.us](mailto:moellere@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [stollers@fishers.in.us](mailto:stollers@fishers.in.us); [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us)  
**Subject:** Comments in regards to the 106th Street and I-69 Interchange

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Greenfield District Customer Service  
 Indiana Department of Transportation  
 32 South Broadway  
 Greenfield, IN 46140

RE: 106<sup>TH</sup> Street and I-69 Interchange

To whom it may concern:

I would like these comments added to the public record. I am hopeful they will have some influence before plans are finalized.

One of the largest benefactors of the new interchange at I-69 and 106<sup>th</sup> Street would be the new and existing businesses along Kincaid Drive south of 106<sup>th</sup> street in Fishers. In your plan you do not allow for "north bound" access to 106<sup>th</sup> street from Kincaid Drive. This is a huge mistake and should be revisited – even if you only allow "right turn only" access to 106<sup>th</sup> Street.

Without access to 106<sup>th</sup> street, employees leaving the existing two large office buildings or customers leaving the yet to be built Sunking Brewery who want to access I-69 will have to either go south and continue to burden



the 96<sup>th</sup> street interchange, (i.e. no offload of traffic from the 96<sup>th</sup> Street interchange to I-69, one of your stated goals), or force that traffic to try to turn left on to Lantern Rd at Sunlight Dr (formerly Park Central Drive) or North by Northeast Blvd. At rush hour today it's nearly impossible to turn left onto Lantern Rd at either of those two intersections— so it's only going to get exponentially worse once you block access to 106<sup>th</sup> from Kincaid Drive.

I respectfully request that you reconsider your plan to not allow any access to 106<sup>th</sup> Street when traveling north from Kincaid Dr as you propose. At the very least please allow for "Right Turn Only" traffic to proceed from Kincaid Drive onto east bound 106<sup>th</sup> Street. Kincaid traffic wishing to access I-69 could then U-turn via the roundabout at USA Parkway & 106<sup>th</sup> Street and then have direct access to the interchange at 106<sup>th</sup> and I-69.

Thank you for your time and consideration,

Mike Berisford.

CC: Fishers Mayor

CC: Fishers City Council Members

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Monday, September 14, 2015 9:00 AM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: Fishers 106th and 69 interchange  
  
**IQpeopleID:** 7099597  
**IQwfAttach:** E-Mail Message 2015-09-11 03-34PM.html  
**IQworkflowID:** 972698

IQ# 972698

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**From:** Leslie and David Morgan [<mailto:dlsmorgan@att.net>]  
**Sent:** Friday, September 11, 2015 3:34 PM  
**To:** Clark, Rickie  
**Cc:** Greenfield Customer Service  
**Subject:** Fishers 106th and 69 interchange

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

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The building of this entrance/exit ramp is just wrong, negligent and morally misguided.

Nobody is looking at how an 18 wheeler will negotiate 106th street and Hague Road. Or either roundabout. Or the 106th railroad crossing.

Or how far regular traffic will back up at the railroad crossing, at Hague Road light, or even trying to get out of Kincaid.

Nobody is thinking here for the people of Fishers. Nobody. Especially INDOT. INDOT is being totally irresponsible to outside the intersection.

\$34 Million of our hard earned tax money to kill the neighborhoods and city.

INDOT has to look PAST the project area into the roads that CAN'T HANDLE the traffic now!!!

Purpose and Need refutes: It will NOT reduce congestion at existing interchanges, it will bring more traffic to I-69. You are wrong.

It will reduce traffic safety--traffic will back up from the 106th roundabouts INTO the exit/entrance ramps, especially when an 18 wheeler can't get around the roundabout.

You will send SO much traffic onto the narrow 106th street that there will be rear end collisions, utter gridlock, cars and semis into the grass, roads and lives destroyed.

106th MUST be improved before you obliterate a presently bad area into a complete disaster area with an exit from I-69.

Please -

David Morgan

Clark, Rickie

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**From:** Stanley Brown [stanley.brown@sbcglobal.net]  
**Sent:** Friday, September 11, 2015 12:32 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** I69 and 106th street project and 37 roundabout project

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

I have been a Noblesville resident since 1992. I use the 37 69 corridor every week day from 191st and SR 37. Both Noblesville and Fishers long ago gave up any shot at improving that route for better traffic flow. Allowing drug stores, car dealers, empty restaurants, you name it, to be built on top of the intersections, all for the elusive tax dollar, we commuters are now stuck with driving as if we are in Kokomo, before their new bypass opened. I grew up near Kokomo. I never wanted to have a commute like Kokomo used to give people. But I do now, due to lack of planning and foresight by Hamilton County and INDOT.

It is a MISERABLE commute every day, morning and night. MISERABLE.

And the proposal is to put a new interchange in the middle of the 69 part of said miserable commute? That is crazy. The new interchange(s) need put in north of 116th street, not right on top of it at 106th.

69 at the north end of Ft Wayne was the site of a new interchange to recognize that particular area's growth in population. Why has 69 north in Hamilton County not been as fortunate? There should have been 2 interchanges built in the last 20-25 years between 116th and HTC.

As for the 37 upgrade talks, no it doesn't need 9 Keystone Parkway type bridges and roundabouts. Nor does it need Michigan left hand turns.

What it needs is for INDOT, Fishers and Noblesville government officials to recognize and take action upon the fact that there are 10, 20, 50, 100? times more vehicle traffic going north and south on 37 at any point in time ALL DAY and NIGHT than vehicles going east and west on ANY intersecting street.

That means, yes, the stoplights at every intersection need reevaluated and adjusted to be green much longer for north and south 37 traffic than the side streets. Right now, I would bet that every stoplight on 37 between 191st and 126th have the green light divided equally among NS and EW, and in a few cases, EW traffic has it longer.

That is not how it should be during peak traffic times.

The timing on every stoplight is so wrong, and has gotten progressively worse - by INDOT and the 2 cities design in all likelihood - in the last few months that it has made a miserable commute even worse. There used to be a small window of time in the morning commute, say prior to 7 am, where 37 traffic actually flowed southbound just fine. Those days have disappeared in the last few months. Why is that? There isn't that much more traffic at 6:30 in the morning to back up 37 to 135th street, the newest light that has no business even being there.

Does anyone from INDOT ever go out and look at how traffic crawls on 37? It is the timing of the lights. They obviously have been changed recently, all the way from 191st to 126th. Why is that?



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Stan Brown  
Noblesville, IN

42

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Friday, September 11, 2015 2:22 PM  
**To:** Riggs, Nathan W; Clark, Rickie  
**Subject:** FW: 106th St & I-69 Interchange

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**From:** James Box [<mailto:james@theboxes.us>]  
**Sent:** Friday, September 11, 2015 12:04 PM  
**To:** Greenfield Customer Service  
**Subject:** 106th St & I-69 Interchange

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

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Please let me know if this is not the correct method of comment submission; it is not clear from the website.

I do not have strong opinions over whether the interchange should be built or not, however, I am concerned about the current plans for the 106th St & Kincaid Rd junction if it is built.

The current plan, as provided by your website, shows this junction as only allowing a single right turn from eastbound to southbound.

As the junction is now, a lot of traffic has trouble turning left, northbound to westbound, especially at rush hour. For this reason it is a good idea to remove the left turn option.

However, by removing the right turn, northbound to eastbound, you are forcing traffic to use Park Central Drive to Lantern Road, and creating a left-turn issue at that junction. It will also increase traffic going past the front of Lantern Road Elementary.

I recommend that the plans are changed to allow the right turn, from northbound to eastbound, at the 106th St & Kincaid Rd junction. This will allow Kincaid Rd office traffic access to I-69 and westbound 106th St, by turning right and then turning around at the 106th St/Lantern Rd/USA Parkway roundabout and heading back to the interchange, which is a lot less inconvenient than using Park Central Drive.

Thanks  
James Box  
Local Resident

Greetings and good day!

I writing you as a concerned citizen. I have worked and traveled to and from Fishers for many years. The recent news about the changes to the 106th st exit has grabbed my attention. I have family that has lived in Fishers for quite some time now and this road has become my main route.

My main concern is thinking about what this change could mean for the neighborhoods down 106th. My worry is it will turn into another 116th st. I'm no engineer, but as I said before I'm familiar with the Fishers area.

Has there been any consideration or thought about the 126th st overpass? The road has already been expanded to four lanes and has a traffic light at Hoosier Rd/Promise Rd. Like I said, I'm no engineer, but it seems like that road would already be set up to handle the traffic and the there is land for access ramps. It would be a great access point for drivers going to the nearby park or Fishers High School.

I know I'm just one citizen, but I feel the need to voice my opinion. I thank you for taking the time to hear my thoughts and hope you consider them; along with the others like me.

Best Regards,  
Jordan Kendall  
Concerned Traveler



100

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LIBRARY  
OF THE  
MUSEUM OF  
NATURAL  
HISTORY  
OF THE  
CITY OF  
NEW YORK

INDOT Office of Public Involvement  
IGCN Room N642  
100 N Senate Ave  
Indianapolis, IN 46204

10609 + 10609

[illegible]

ANNUAL REPORT

44

**Clark, Rickie**

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**From:** David Schroeder [davidaschroeder@yahoo.com]  
**Sent:** Tuesday, September 29, 2015 6:45 AM  
**To:** Clark, Rickie  
**Subject:** Very concerned about the 106th Street/I69 Interchange

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I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to my satisfaction nor has adequate justification been presented to our community for this project.

Thank you,  
 Dave Schroeder

**Clark, Rickie**

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**From:** Jeff Hicks [jahicks1@gmail.com]  
**Sent:** Tuesday, September 29, 2015 10:15 AM  
**To:** Clark, Rickie  
**Subject:** 106th exit and design

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I strongly support both the addition of an I69 exit at 106th street, and its proposed design.



Clark, Rickie

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**From:** bsaur16@gmail.com  
**Sent:** Monday, September 28, 2015 11:30 AM  
**To:** Clark, Rickie  
**Subject:** I 69 project

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

Dear Mr. Clark,

I would like to express my concern regarding the proposed project on I 69. I have been a resident of Fishers since 1988. One of the deciding factors in moving to Fishers was, that even so, close to Indianapolis, it provided to me and my family the feel of "country living". It has been hard to adjust to the immense growth Fishers experienced over the years. The I 69 project, is just another step to take away some of qualities Fishers has left to offer. It seems, that every square foot available for development, will be developed. The exit ramps on 96 th street, as well as on 116 th street ,filter in mostly non-residential areas with shops and strip malls, as well as already existing 4 lane streets.

106 th street is already congested during peak hours and will not be able to absorb additional traffic. It is also one of the last areas, where you can see some " nature". We do have the fortune to still see crane, Hawks etc..

I truely hope, that you can look at all the concerns residents along 106 th street have. There are other options available, and I hope, that it does not have to come to a decision where a highway is more important than nature. That is the one thing, which cannot be reversed.

Sincerely ,  
Brigitte Saur

Sent from my iPad

Clark, Rickie

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**From:** James Bobian [james.bobian@yahoo.com]  
**Sent:** Monday, September 28, 2015 11:42 AM  
**To:** Clark, Rickie  
**Subject:** Fw: Petition against 1-69 and 106th street interchange  
**Attachments:** petition against 1-69 and 106th interchange 2.pdf

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Hi Rickie. Attached are 2 additional petition signatures against the 1-69 and 106th street interchange. thank you

James Bobian 317-331-9975 [james.bobian@yahoo.com](mailto:james.bobian@yahoo.com)  
[www.linkedin.com/in/jbobian](http://www.linkedin.com/in/jbobian)

----- Forwarded Message -----

**From:** James Bobian <[james.bobian@yahoo.com](mailto:james.bobian@yahoo.com)>  
**To:** Rickie Clark <[rclark@indot.in.gov](mailto:rclark@indot.in.gov)>  
**Sent:** Friday, September 25, 2015 7:27 AM  
**Subject:** Petition against 1-69 and 106th street interchange

Hi Rickie. Please read the attached petition against the 1-69 and 106<sup>th</sup> street interchange. Please let me know if you would like me to mail you the original signed copy in addition to the attached scan. Thank you

James Bobian 317-331-9975 [james.bobian@yahoo.com](mailto:james.bobian@yahoo.com)  
[www.linkedin.com/in/jbobian](http://www.linkedin.com/in/jbobian)

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Petition summary and background	A new interchange at 1-69 and 106 <sup>th</sup> has been proposed.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders not to construct an interchange at 1-69 and 106 <sup>th</sup> for the following reasons: child safety hazards due to increased traffic near Lantern Elementary school, significantly increased traffic on already busy 106 <sup>th</sup> , reduced home/property values off 106 <sup>th</sup> near interchange, other changes will be spawned to address resulting 106 <sup>th</sup> traffic problems (adding lanes, more roundabouts, sidewalk movement or elimination, reduced green space along street, etc), use of tax money in a manner that doesn't benefit nearby residents, entry and exit traffic problems for Eastern Star church members.

[illegible]



570

**i**

4



51- 100

# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD

September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 – 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
2. Creating another interchange does not improve **Safety**. The traffic on I-69 is too "fast". The cars and trucks are going 65+ mph (at a minimum) and then have to stop for traffic lights at the top of each of the exit ramps. Add to this the factors of cell phone usage/texting and you have a situation ripe for accidents. We suggest fixing 96<sup>th</sup> and 116<sup>th</sup> interchanges for continuous off-ramp flow (no traffic lights) and it will result in less congestion and fewer accidents. Other considerations/suggestions:
  - Widen 106<sup>th</sup> street or add extra lanes to disperse the increased traffic using this interchange. Otherwise, where is all of this extra traffic going to go?
  - Move the interchange south about 1/4 - 1/3 of a mile where there is vacant land on both sides of I-69.
  - Keep the bridge on 106<sup>th</sup> Street to use as a pedestrian/bike bridge or wait until the project is finished to demolish it.
3. We have concerns that the new interchange will create a huge "**Bottleneck**". Currently, there are backups in both directions on 106<sup>th</sup> especially in the evenings going East-bound. Over the last couple of years, there are backups at rush hour from Cumberland Road west, almost to Lantern Road. (before adding increased traffic?)
4. The existing **roundabouts** on 106<sup>th</sup> will face high traffic flow possibly to the extent that it will require traffic lights in the roundabout (similar to those in Boston, MA) which was necessary so traffic has a 'chance' to enter the roundabout.
5. Personally, we think that inconveniencing residents who will not be able to use 106<sup>th</sup> Street over ramp across I-69 for 1 ½ years is going to have serious repercussions. We will probably move out of Fishers as many others have talked about. The elected Fishers officials in favor of this plan will also experience repercussions.

Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper



10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
Fall Creek Township  
(317) 842-9341



52

Clark, Rickie

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**From:** Becky van Slidrecht [disneychic30@aol.com]  
**Sent:** Friday, September 25, 2015 11:43 PM  
**To:** Clark, Rickie  
**Subject:** Proposed Interchange at I69 and 106th Street

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To whom it may concern,

I am writing to ask a few questions and to provide feedback on the proposed interchange at I69 and 106th street.

I only recently learned of the proposed interchange and am interested in knowing if 106th street on either the west or east side of the interchange will expand to four lanes?

Are changes to 96th Street and 116th Street being considered?

When will a decision be made as to whether or not the project will continue?

Please forgive me if the above questions have been answered in public forums or other written communications. Again, I only recently learned of the proposed interchange.

I am concerned with the effect the proposed interchange will have on property values in this area. Currently, I am not a homeowner, however, my husband and I recently decided it is time to consider purchasing a home in the Fishers area. We moved from Wisconsin three years ago and find the area between 96th and 116th Street unique, one that fits our family's needs, and one that we believe offers minimal risk of a drop in property/home values.

I look forward to hearing from you and, if you're willing, would welcome your thoughts and opinion as it relates to my concern.

Thank you for your time!

Becky van Slidrecht  
12747 Redskins Ave., Fishers  
262-416-3029

Clark, Rickie

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**From:** Jan Maci [1janmaci@gmail.com]  
**Sent:** Saturday, September 26, 2015 12:09 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Exit proposed for 106th street

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This proposed exit may be handy for many people but it will forever eradicate the calm residential area sandwiched between 96th and 116th, two very busy commercial areas. Why not explore other modifications at those two locations? I believe it would less costly and faster to modify BOTH of those current exits by adding another northbound exit lane and southbound entrance lane. Why hasn't this been publicly discussed or explained? Because Fishers has a vested interest, (and they probably think, a fiduciary duty) to develop the open land around the 106th street bridge to bring in more tax \$\$\$\$. I hate that they are in such a hurry to get that extra \$\$ that they are willing to sacrifice the entire atmosphere here and make it much harder for people to access their homes. This will eventually bring multiple additional stoplights along 106th, especially eastward. How very sad!! this area is gradually being developed and does NOT need an exit.

THANKS FOR SHOVING THIS DOWN OUR THROATS while camouflaging your true priorities.  
Jan Maci, Fishers resident since 1990

Clark, Rickie

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**From:** Harold Cowan [bcowan08@att.net]  
**Sent:** Saturday, September 26, 2015 11:51 AM  
**To:** Clark, Rickie  
**Subject:** Intersection at 106th St & I-69

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Dear INDOT,

My wife and I are totally in opposition to the idea of a 106th st exit/entrance for I-69. We live off 106th St near Cumberland and find it next to impossible to get out of our subdivision during peak traffic hours. We cannot imagine how difficult it would be to exit our subdivision if the traffic increases even more. At this point, it is dangerous at best to exit our subdivision. Currently, we do not find it an inconvenience to use the 96th or 116th streets exits/entrances of I-69.

We just found out about the comments and hope you can include ours.

Harold & Barbara Cowan  
1061 East 106th Street  
Fishers, IN 46037



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



55

Clark, Rickie

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**From:** scheidlerm@comcast.net  
**Sent:** Saturday, September 26, 2015 12:01 PM  
**To:** Clark, Rickie  
**Subject:** 106th x I-69 Interchange

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I was unable to attend the town meeting in Fishers on Sep 10th, but I want to register my strong support for this interchange. I live just off 106th and Eller, and whenever I'm going to or from I-69, I use the 96th interchange regardless of my direction of travel on I-69 because the 116th area is always congested and slow. I believe this new interchange will be used primarily by individuals who's ultimate destination is along the 106th corridor. I don't see those heading East on 116th as major users because there are no wide fast connector roads from 106th to 116th on the East side.

I'm also in favor of this interchange because of the inevitable development on the Kincaid property to the South and the open area to the North of 106th along the I-69 corridor. Although there is no formal press on it, I know many people in City government and in various Chambers who have indicated that an IKEA complex is slated for that area between 106th and 116th on the East side of I-69. If this comes to fruition, that store will attract many, many shoppers who today must travel far North or to Cincinnati to an IKEA. And that additional traffic would bring the current 96th and 116th interchanges to standstills.

I'm sure many of the detractors were from the subdivisions just East of the I-69 along 106th. They have a history of strong disagreements with anything that affects their lifestyle - from Hamilton Southeastern Schools redistricting changes over the last 2 decades I've been here to now this interchange.

Progress is inevitable and if you have ever waited in the traffic queue at 96th or worse at 116th during rush hour, you know that this interchange is a necessary part of progress.

One item for consideration is Kincaid Avenue where it joins 106th between Lantern and I-69. With the round-about at 106th and Lantern, turning out of this street can take some time for an opening. However, since many of those cars may be coming off I-69 at 96th and going north up his road to head East on 106th, this interchange may well alleviate much of that wait - at least for Eastbound traffic.

Thanks for considering my input.

Mark A. Scheidler  
6322 Columbia Circle  
Fishers, IN 46038

Clark, Rickie

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**From:** Mary Ann [maryann.crugnale@yahoo.com]  
**Sent:** Saturday, September 26, 2015 12:31 PM  
**To:** Clark, Rickie  
**Cc:** 'maryann.crugnale@yahoo.com'  
**Subject:** I-68 interchange in 106th St, Fishers

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Dear INDOT

I am a homeowner in Windermere at the cross streets of 106th and Hoosier Rd. I was unable to attend the meeting this month as I was out of town for work.

However, I most definitely want to weigh in on the discussion of constructing an I 69 interchange on 106th St.

An exchange of this nature would truly hold all homeowners in the 106th St corridor hostage as we would not be able to get out of our communities .

96th St is a nightmare as well as 116th St. To create this type of congestion on 106th St would make it impossible to leave!

What made me realize this was a horrible idea was when the construction was going on at 116th and I69. It took me 3 hours to get to the North west side of the city ( as compared to 45 minutes) because of the traffic which was forced through 106th St as well as through my Windermere neighborhood.

Even semi trucks were cutting through the residential areas, hitting trees and curbs along the way.

I would be happy to discuss in greater detail.

Thank you for your time and please consider rectifying the issues we have with the 96th St and 116th St exchanges instead of creating yet another horrific traffic issue on 106th St and in the residential neighborhoods along 106th.

Thank you!

Best regards,

Mary Ann Crugnale

Sent from my iPhone

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Clark, Rickie

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**From:** Diana Nelson [indyjeweler4di@yahoo.com]  
**Sent:** Saturday, September 26, 2015 1:43 PM  
**To:** Clark, Rickie  
**Subject:** I69 & 106th St. Interchange

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The new interchange at 106th St & I69 is NOT necessary. There already is an exit one mile North and one mile South of that location. The current traffic on Hague Road is busy. To add commercial traffic for 16 months only adds to the danger to the school children and residents alike.

Please note my objection to this project.

Diana Nelson  
11550 Hague Rd.

[Sent from Yahoo Mail for iPad](#)



Clark, Rickie

**From:** Jason & Lindsey Schiesser [jschiesserj@gmail.com]  
**Sent:** Friday, September 25, 2015 6:39 PM  
**To:** Clark, Rickie  
**Subject:** Feedback on 106th & I-69 Interchange

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

As a resident of Fishers that frequents 96th, 106th, 116th, and I-69 and that has a child at Lantern Road Elementary School, I am extremely concerned about the proposed I-69 interchange at 106th and the short-sided analysis and alternatives considered. I understand that purpose of the interchange is to reduce congestion at the current 96th and 116th interchanges, reducing crashes in the area, and allowing direct access to 106th. The reasons provided as support of this interchange are actually even stronger reasons against the interchange. I'll elaborate on that and explain more reasons as to why the proposed interchange does not accomplish the desired goal and is not in line with the traffic flow, population, and needs of our growing community of Fishers, IN

1. I've heard your explanations of the common types of crashes on I-69 and that rear ending accidents are caused by the stop and go congestion and side swipe accidents are caused by improper lane changes and cars existing and entering the interstate. Adding another interchange in the highly congested 3 mile stretch of I-69 located on the WEST side of Fishers will simply add an additional exit and entrance ramp each direction significantly increasing the amount of cars exiting and entering and changing lanes in the the already congested area, which as you said, leads to more side swipe crashes. It will also created additional back up and congestion overflow to the interstate as 106th and surrounding roundabouts back up and can not take on the additional volume. This will create additional stop and go traffic on I-69 resulting in an increase of rear ending crashes.
2. 106th Street is not a main thoroughfare and does not have capacity for any more volume. Multiple recent construction projects and updates continue to treat it as a 2 land side street. 106th is 2 lanes with limited turn lanes and lots of back up. The back up heading east on 106th between I-69 and Cumberland Road often is visible from Lantern Road in the evenings. Where are more cars going to go? The roundabouts at Lantern Road and Crosspoint Blvd keep traffic flowing, kind of, and are two lanes each direction. However, the cars immediately merge into one lane each direction, and the back ups can be rather lengthy. This could very easily result in backup onto I-69, further complicating the problem.
3. 106th is a road to no where. It's existence is a mere 5.5 miles connecting numerous neighborhoods, a couple of schools, a number of parks, a fire station and a number of apartment and town home communities. There is only a little commercial development, most of which is not high traffic and not retail or hospitality related. There is some land available, but not much. And what is there is just as easily accessed from 96th and 116th street. If people are trying to travel to the main corridors of Fishers - Downtown, 116th street, Allisonville Road, Olivo Road, Hamilton Town Center - this is not a desirable alternative. The only desirable alternative this creates for Fishers' residents is for the people that are actually going somewhere on 106th. And an astounding majority of those people are strongly against this proposal.
4. 106th Street can not safely accommodate additional traffic volume or an interstate interchange. The road has an ungated railroad crossing very close to I-69. There are almost no sidewalks or bike paths on this road. Events at Lantern Road always result in parking on the grass off the streets and across the street at the church. Additional traffic volume will be incredibly dangerous to the pedestrians in the area including the school children and parents. The parking at events for the 700+ student population school at Lantern Road will create safety issues and traffic jams you haven't considered. And then there are the



traffic back ups caused by school dismissal when 106th is stopped to allow all buses to exit timely, or when the car rider line are spilling onto the road.

5. THE SCHOOL. LANTERN ROAD ELEMENTARY SCHOOL. Where else do we have an interchange for a major interstate LESS THAN 1/4 mile from an elementary school? LESS THAN 1/4 mile from where our youngest children play outside daily. We don't - because it would be against the best interest of protecting our children. Our schools and children are one of the most valuable assets of this community and what makes it a desirable place to live.
6. The Fishers population isn't growing in this area. Yes, the traffic is increasing. Yes, the population is growing. But it is predominately on the EAST side of Fishers. 106th street DOES not get you to the areas of growth. The increasing traffic and residents trying to these growing areas, to get home during rush hour or to the schools for practices and games aren't going to use an exit at 106th because it won't get them there. 96th gets them across the reservoir. 116th gets them all the way through town either way. 106th gets them stuck in neighborhoods or on 2 lane roads with already long backups and delays trying to get out to 96th or 116th Streets.

**I urge you to remove this proposal and do further analysis considering the entire city of Fishers not just the 1/8 mile radius of the interchange.** Consider the existing infrastructure, the location of schools, the destination of the traffic on I-69, the ABSOLUTE NIGHTMARE AND CRASHES AND ISSUES the unreasonable detour - complete shut down of 106ths for 10 months - will cause. Don't focus so much on a few details that you lose sight of the big picture of improving our community.

Please consider alternatives. Alternatives are not different shapes of an interchange. Alternatives are different means to dealing with the traffic flow issues on I-69 - additional lanes, additional exit/entrance lanes, other interchanges toward the east where Fishers is growing.

Call it what it is. If you are seeking public opinion and approval of a plan and say you consider alternatives, then actually consider alternatives. If the primary or only goal of this project is to generate tax dollars developing the small amount of available land that remains near 106th and I-69 then say that is the reason. Don't mask your plans for the commercial development by trying to say it will help with our traffic, reduce crashes, or be positive for our community. We are smarter than that. We cannot be fooled. And we know this will not fix the traffic issues or crashes, it will likely make them worse and or move them to a different locations - on the side streets in our neighborhoods and school. And it will not benefit our community as a whole.

Sincerely,  
Lindsey Schiesser

Clark, Rickie

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**From:** Richard Lattimer [rlattimer@alumni.nd.edu]  
**Sent:** Friday, September 25, 2015 6:50 PM  
**To:** Clark, Rickie  
**Subject:** Comments on I-69 and 106th Street Interchange

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My name is Rick Lattimer and I live off Hague Road, north of 106<sup>th</sup> Street. I am commenting on the proposed I-69 and 106<sup>th</sup> Street interchange and am opposed to the project.

One of the main reasons presented for the interchange was based on crash studies and I argue that this data is no longer valid. The traffic crash studies reflect a time period when I-69 was under periodic construction that widened it from 3 lines each direction to ultimately 5 lanes between 82<sup>nd</sup> Street and 116<sup>th</sup> Street. In addition, the rebuilding of the 116<sup>th</sup> Street/Highway 37 interchange (milepost 205) also caused an extensive period of road construction. This period of road construction resulted in daily extensive backups and a large increase in traffic accidents, including several with fatalities.

These completed projects have now greatly improved travel on I-69. The bottlenecks now occur at the ends of the stretch between IN-37/116<sup>th</sup> Street and I-465. Northbound, the main choke point consists of the stop light on IN-37 and 126<sup>th</sup> Street, which causes evening rush hour northbound backups on the feeder ramps over and parallel to I-69 and sometimes all the way back to I-69 itself. Backups exiting at 96<sup>th</sup> Street do occur on occasion but generally only when I-69 itself is backed up to that point from the area of 116<sup>th</sup> Street. I argue that the number of crashes on I-69 northbound have decreased due to the well-designed completed projects. Southbound I-69 will continue to have daily backups until the new I-465 interchange is completed but have incrementally improved with the already completed ramp widening of several years ago. Working in downtown Indianapolis, I have experienced far fewer delays on the I-69 north bound stretch and exiting at 96<sup>th</sup> Street westbound since the I-69 construction was completed.

Though I may use the 106<sup>th</sup> Street interchange because I live close by, it would not save me that much time because it actually increases my route by about a mile. I am very concerned that the City of Fishers has not improved 106<sup>th</sup> Street to accommodate the increased traffic that the interchange will generate. This would be a primary reason I would not use the new interchange routinely. As others pointed out in the public meeting earlier this month, 106<sup>th</sup> Street is very narrow and cannot accommodate semi-trucks that inevitably will use it as a short cut. If semi-truck traffic is banned from using that exit then I would be less in opposition to the project. I believe that the number of people benefiting from the proposed interchange is greatly reduced from your projections because of the safety factor of 106<sup>th</sup> Street.



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A new interchange at 106<sup>th</sup> Street will not solve the current bottleneck caused by the IN-37/126<sup>th</sup> Street intersection. I believe a much better use of highway money would be spent by adding an interchange at 126<sup>th</sup> Street halfway in-between 116<sup>th</sup> Street and Southeastern Parkway (exit 210). 126<sup>th</sup> Street was recently widened to four lanes and is much more capable of handling exiting interstate traffic than 106<sup>th</sup> Street would be. This would also assist those living in the eastern part of Fishers, which is the fast-growing region of Fishers today. They could then avoid either the 116<sup>th</sup> Street ramp or the IN-37 ramp with an eventual right turn at 126<sup>th</sup> or 131<sup>st</sup> Streets.

Thank you for consideration of these comments.

Richard E Lattimer  
Fishers, IN

62  
**Clark, Rickie**

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**From:** tamara.arive@gmail.com  
**Sent:** Tuesday, September 29, 2015 8:21 PM  
**To:** Clark, Rickie  
**Subject:** Fishers' 106th proposal, PLEASE Share

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

To all whom it may concern:

Please take into consideration the fact that thousands of families in the Fishers area are very much against this outlandish proposal to add an I69 Exit at 106th Street. Perhaps many have been too busy with their lives and families to realize what the city is up to, but be assured that those of us who are forever affected by this decision are Not in agreement. Spending Millions to increase traffic, congestion, and accidents in Fishers is not a good steward of our taxes. It is redundant to add another I69 exit at 106th, when there is already one at 96th & 116th. There are currently back ups during rush hour near that location, at 106th St at Kincaid and at the Lantern Rd and Crosspoint intersections. New roundabouts have improved some of these areas, but backups would increase dramatically with the increase of traffic that an additional exit would create. This will not solve any current problems, it will only create more. There are 2 Elementary Schools within 1 mile of this that will be also be negatively affected by the increase congestion of an interstate exit. Perhaps the current exits could be better constructed to allow an easier flow exiting off of I69- such as... When exiting north to 96th St, there is one long left lane where there could be two; the one left lane merges into the two needed only at the very end. One of the right lanes could possibly be shared since the right lanes go much quicker. I'm sure there are other possible solutions like the further implementation and encouragement of mass transit or carpooling that our society just isn't used to. I just know that the 106th proposal would cause more problems in our already congested Northside. If implemented, I will Not be making the regular morning and evening trips to the stores, restaurants and businesses in that area that add to our booming economy. Thank you for listening to the Voice of the people and not only to those who are looking to gain from unneeded plans that will have a negative effect on one of the top places to live and raise a family in the country.

With sincerity and hope,

Tamara Arive  
10 year Resident of Berkley Grove, Fishers

Sent from my iPad

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**Clark, Rickie**

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**From:** Gary Moon [gem74@sbcglobal.net]  
**Sent:** Friday, September 25, 2015 11:09 PM  
**To:** Clark, Rickie  
**Subject:** INDOT Public Meeting Response 9-25-15.docx  
**Attachments:** INDOT Public Meeting Response 9-25-15.docx

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9-25-15

INDOT  
100 N. Senate Ave  
Room N642  
Indianapolis, IN 46204

Attn: Rickie Clark

Re: New Interchange at I-69 and 106<sup>th</sup> St. in Fishers, Hamilton County  
Public Hearing September 10, 2015

Dear Mr. Clark,

We oppose this interchange for the following reasons:

- 1 106th will carry much of 116th & 96th St traffic -
  - a because there will be no stop lights on 106th St after the Cumberland Rd roundabout is built ( currently in the works) until Brooks School Road and 116th St, this will be perceived as path of least resistance
  - b result will be an overloaded 106th St and Cumberland Rd and much traffic through Hamilton Proper
- 2 Dumping interstate traffic into residential areas both east and west of I-69 is inappropriate -
  - a if road widening is needed to accommodate the increased traffic, four lane roads will cut through these residential areas
  - b unlike the residential areas along 116th and 96th streets, the 106th St residences existed before the widening of roads
  - c homes along 106th St aren't set back like 96th and 116th streets
- 3 The commercial areas Fishers is interested in developing with this "proposed" exit could be accessed from the 96th and 116th street exits. When upgrades to these exits were done, this should have been considered. Why wasn't it?
- 4 96th St interchange is not that bad at rush hour -
  - a Longer lights and widening 96th to 4 lanes would alleviate slow traffic  
Adding an additional eastbound turn lane to the 96th northbound off ramp would eliminate back up on I-
  - b 69
- 5 Access to undeveloped land along I-69 is not that inaccessible with current roads -
  - a Access via 96th is currently being used by Walmart, Fry's and Freedom Mortgage, among others
  - b Current roads and intersections are built for semi truck traffic
  - c Exist 5 is currently built for semi truck traffic
  - d Two traffic lights after exiting I-69 at 116th St and you are inside Exit 5

- 65
- 6 Better decision would be to spend Fishers' & Hamilton County's \$12mil on the projects below -
    - a Add on and off ramps to the existing 4 lane bridge at 126th St - future growth is to the north and east of 116th St. This would cost much less and greatly relieve 116th traffic
    - b Widen 96th St from Lantern to Mollenkomf - cost shared with Marion County
    - c 96th & Lantern Roundabout - in the works
    - d Cumberland Roundabout - in the works
    - e Better sync 96th St lights during evening rush hour - mornings are not bad
    - f Better sync 116 St lights and /or station police at the intersection during evening rush hour
    - g Roundabout at Cumberland and 116th St

In addition, we make the following observations:

1. In INDOT's publication titled *How a Project Becomes a Project*, the following is noted
  - a. In the Planning Steps box, public input is to be considered in steps 3 & 9 of 12 steps
  - b. Step 11 enters the project into the INDOT production schedule
  - c. Step 12 – Project development begins

In April of this year (2015) we attended a district public meeting because we had recently heard of the 106<sup>th</sup> interchange project. A representative told us after checking the project list that the interchange was not on the list and that typically two (2) years is required to get a project on the production schedule (Step 11). Then project development begins. It has been six (6) months and the project has been designed and is set to go to construction early 2016. This doesn't seem right.

2. The power point slide titled "Project Development Process" shows a public hearing during the preliminary design phase. The plans we saw at the meeting didn't look like preliminary design drawings. Please confirm the plans we saw are preliminary.

Sincerely,

Gary and Gail Moon  
gem74@sbcglobal.net

66

Clark, Rickie

---

**From:** SHARON\_BRENNAN\_878@comcast.net  
**Sent:** Friday, September 25, 2015 5:58 PM  
**To:** Clark, Rickie  
**Subject:** Interchange at I69 and 106th Street Fishers

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This is my statement for the official hearings transcript:  
I attended the public hearing of September 10, 2015. It was standing room only for a good reason. The affected citizens were not notified that the Town of Fishers had even voted to pursue this interchange in 2013. Most of us heard about the meeting on the local news stations.

**Purpose and Need** - The statement said that the new interchange would increase safety and reduce rear-end accidents. The accidents along I69 mostly happen because vehicles are at a high rate of speed and try to cut in at the last minute across multiple lanes of traffic. It would seem that another interchange will just cause more lane switching, thus more rear-end accidents. In reality, the interchange for 116th Street should be reconfigured to make drivers commit to the exit earlier. As an example, the interchange on I465 and 56th street (and Shadeland Ave) on the Indianapolis eastside had many accidents and much congestion until drivers were required to commit to the exit well in advance for both 56th street and Shadeland Avenue.

The point about providing direct access to serve existing commercial and residential is not currently needed. The residents have not requested this access, and as you could see from the comments expressed at the hearing, the underdeveloped roads on either side of the roundabouts at Lantern Road and Crosspoint, are totally inadequate for even the smallest traffic increase. These areas are also totally residential and there is no non-residential land for development to the east of Crosspoint, and there is very little land for commercial development to the west of Lantern Road.

**Future Growth** - The residential areas cannot grow further because there is no land. So who are you really trying to serve here? To us residents, it would appear that this interchange is solely for the purpose of commercial development in the unoccupied land next to the interchange location.

Does anyone realize that at 5:00 every week night, eastbound 106th Street is backed up to the roundabout and around the corner of Lantern Road going back to 96th Street? This will become a complete nightmare when an interchange allows more vehicles direct access to 106th Street.

Growth in Fishers is really 116th Street and north. What happened to the proposed interchange at I69 and Cynthia Road?

Sharon Brennan  
10717 Emery Way  
Fishers, IN 46037  
317-407-3177  
[Sharon\\_brennan\\_878@comcast.net](mailto:Sharon_brennan_878@comcast.net)



67

Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:28 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: I-69 Input  
**Attachments:** I-69 Input.pdf

---

**From:** Sandy Cropper [<mailto:sandycropper14@gmail.com>]  
**Sent:** Thursday, September 24, 2015 8:09 PM  
**To:** Sandy Cropper  
**Subject:** I-69 Input

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September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 – 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
2. Creating another interchange does not improve **Safety**. The traffic on I-69 is too "fast". The cars and trucks are going 65+ mph (at a minimum) and then have to stop for traffic lights at the top of each of the exit ramps. Add to this the factors of cell phone usage/texting and you have a situation ripe for accidents. We suggest fixing 96<sup>th</sup> and 116<sup>th</sup> interchanges for continuous off-ramp flow (no traffic lights) and it will result in less congestion and fewer accidents. Other considerations/suggestions:
  - Widen 106<sup>th</sup> street or add extra lanes to disperse the increased traffic using this interchange. Otherwise, where is all of this extra traffic going to go?
  - Move the interchange south about 1/4 - 1/3 of a mile where there is vacant land on both sides of I-69.
  - Keep the bridge on 106<sup>th</sup> Street to use as a pedestrian/bike bridge or wait until the project is finished to demolish it.

3. We have concerns that the new interchange will create a huge "**Bottleneck**". Currently, there are backups in both directions on 106<sup>th</sup> especially in the evenings going East-bound. Over the last couple of years, there are backups at rush hour from Cumberland Road almost to Lantern Road. (before adding increased traffic?)
4. The existing **roundabouts** on 106<sup>th</sup> will face high traffic flow possibly to the extent that it will require traffic lights in the roundabout (similar to those in Boston, MA) which was necessary so traffic has a 'chance' to enter the roundabout.
5. Personally, I think that inconveniencing residents who will not be able to use 106<sup>th</sup> Street over ramp across I-69 for 1 ½ years is going to have serious repercussions. We will probably move out of Fishers as many others have talked about. The elected Fishers officials in favor of this plan will also experience repercussions.

Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper

10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
(317) 842-9341

[Sandycropper14@gmail.com](mailto:Sandycropper14@gmail.com)

[dcropper@midamerica-at.com](mailto:dcropper@midamerica-at.com)

September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 – 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
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3. We have concerns that the new interchange will create a huge "**Bottleneck**". Currently, there are backups in both directions on 106<sup>th</sup> especially in the evenings going East-bound. Over the last couple of years, there are backups at rush hour from Cumberland Road west, almost to Lantern Road. (before adding increased traffic?)
4. The existing **roundabouts** on 106<sup>th</sup> will face high traffic flow possibly to the extent that it will require traffic lights in the roundabout (similar to those in Boston, MA) which was necessary so traffic has a 'chance' to enter the roundabout.
5. Personally, we think that inconveniencing residents who will not be able to use 106<sup>th</sup> Street over ramp across I-69 for 1 ½ years is going to have serious repercussions. We will probably move out of Fishers as many others have talked about. The elected Fishers officials in favor of this plan will also experience repercussions.

Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper



10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
Fall Creek Township  
(317) 842-9341



Clark, Rickie

---

**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:28 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: Proposed 106th Interchange

---

**From:** Shawn Hensley [<mailto:sehensley22@gmail.com>]  
**Sent:** Thursday, September 24, 2015 9:02 PM  
**To:** Greenfield Customer Service  
**Subject:** Proposed 106th Interchange

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Greetings,

I'm a Fishers resident who lives just east of Lantern Rd on 106th. I recently heard about the plans for the new I-69 interchange at 106th street and the summary of the public hearing in which not a single resident who spoke supported this plan. I must say that I am in agreement and am very concerned about the impact this will have on our community on an already busy road during rush hour. I know there has been talk of expanding 106th to 4 lanes as well, but this only takes away more from people's property and green spaces. I take I-69 from 96th street to and from work every day and I feel since the new exit lane was built, this has greatly eased congestion and hardly ever have traffic issues on 96th anymore. In actuality, 106th is always more congested than either 96th or 116th when I come home and I feel like adding an interchange at 106th will only horribly exacerbate this problem. I don't understand the purpose of significantly increasing traffic congestion on one road just to ease congestion in two other areas that has already been improved and can be further improved with simple things such as better timing of traffic lights, encouragement of carpooling, and plans for better public transportation. I feel that since I drive this area every day of the week, the much bigger issue that our tax money should be put towards is the I-69 and 465 interchange which is ALWAYS congested. Also, how will this impact the safety of the Lantern Road elementary school that is right next to the proposed interchange? And lastly, my greatest concern which I've already mentioned is that not one resident of Fishers who attended the public hearing voiced their support. To me, the voices of the people actually living in the community directly impacted should be taken into consideration above all else. Thank you for your time.

Sincerely,  
Shawn Hensley

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**Clark, Rickie**

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**From:** Angie Six [amsix006@yahoo.com]  
**Sent:** Friday, September 25, 2015 4:42 PM  
**To:** fadnesss@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; peteronp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** 106th St and I-69 Interchange Project

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I'm writing you today about the proposed project to make 106th Street an exit off I-69.

After much consideration, I'd like to voice my opposition to this project. My initial reaction was a positive one. As a Fishers resident, I understand and have been frustrated with the traffic congestion along I-69, as well as at 116th and 96th Streets. I live in the Hickory Woods neighborhood off of Hague Rd. in between 116th and 96th, and have often thought about how nice it would be to have an additional exit in which to avoid either of those congested spots.

However, when I think about the effect this interchange will have along 106th and Hague Rd, I feel strongly that more work and research needs to be done to satisfy the concerns my neighbors and I have about this project. I'm specifically concerned about the impact on Ritchey Woods, increased traffic and noise pollution, and the safety of pedestrians on 106th and Hague - areas which my children and I walk, ride and cross frequently.

In addition to my thoughts above, I'd like to include a statement from my HOA that accurately reflects my concerns as well:

"We strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.

- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project.”

I hope you will take the time to truly consider the voices and concerns of Fishers residents living along this project corridor. I've never taken the time to write or email my representatives, but my concerns about this issue were strong enough that I felt compelled to communicate with you.

Sincerely,

Angie Six

Blogger | Freelance Writer

[Just Like The Number](#)

Twitter: [AngieSix](#)



**Clark, Rickie**

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**From:** Michael Breach [michael.breach@gmail.com]  
**Sent:** Friday, September 25, 2015 5:14 PM  
**To:** Clark, Rickie  
**Subject:** Proposed New Interchange at I-69 and 106th Street, Fishers, Hamilton County  
**Attachments:** 150925.FBPAC.I-69 & 106th Street Comments.pdf

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Dear Mr. Clark:

Thank you for this opportunity to comment on the proposed I-69 interchange at 106th Street. I am a member of the Fishers Bicycle and Pedestrian Advocacy Committee (FBPAC) whose purpose is to promote facilities for bicyclist and pedestrian and improve connectivity across the Fishers community. Currently the 106th Street overpass is major bicycle route across I-69 as there are so few crossings of I-69 and SR 37 that are bicycle and pedestrian friendly.

FBPAC would prefer accommodations for all bicyclists in the form of striped bicycle lane, one in each direction located in the outside lane of the proposed oval-shaped roundabout intersection. Providing a striped bicycle lane will provide accommodation for novice riders currently using the existing facility to cross the interstate while providing some additional margin of safety from increased traffic generated by the interchange. The seasoned "road warrior" bicyclist will continue to use travel lanes whether a striped bike is provided or not, which is the right under motor vehicle laws.

In addition the proposed pedestrian access that is limited to the north side of the interchange is inadequate. The proposed design does not have any pedestrian crossings across 106th Street and the existing crossings are one half mile apart. The lack of adequate pedestrian facilities will lead to accidents and deaths. We understand pedestrian crossings of the NB off ramp and the SB on ramp will impact operational characteristics of the circulating roadway. However a multi-use path should be provided along the south side of 106th Street with crossings provided at the triangular islands separating EB 106th Street and the circulating roadway and continuing across WB 106th Street to access the proposed crossing planned for the north side bridge spanning I-69. traffic alternative transportation.

It is apparent from the narrowly defined, 3-item, purpose and need statement prepared for the NEPA environmental document and the interchange justification report that the Department's only purpose is to solve its need for congestion relief. Along with the City of Fishers desires to provide access for growth of undeveloped land immediately adjacent to I-69. No one apparently gave any thought to the overall needs of the thousands of nearby residents all along 106th Street from Eller Road to the

west to Geist Road to the east that rely on the 106th Street crossing as their "back-door" access for safe travel across the interstate as the conduct their daily activities. Travel along 106th Street has always been centered on residents' school and recreational activities centered on the numerous schools, churches and parks along the corridor.

At a minimum, the purpose and need statement must be revisited and re-evaluated to adequately address the needs of 106th Street residents and others such as the bicycling community who depend on the 106th Street crossing of I-69. Once the re-evaluation is complete, the design should be changed to better address the results of a more community-centric purpose and need for this project.

Sincerely,

Michael Breach  
Fishers Resident and Member,  
Fishers Bicycle Pedestrian Advocacy Committee  
8846 Lambert Court  
Fishers, IN 46038

[Attached is a .pdf copy of the above letter]

**FISHERS**

September 25, 2015

Mr. Rickie Clark  
Office of Public Involvement  
Indiana Department of Transportation  
100 N. Senate Avenue, Room N642  
Indianapolis, IN 46204

**Re: Proposed New Interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County**

Dear Mr. Clark:

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76  
**FISHERS**



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At a minimum, the purpose and need statement must be revisited and re-evaluated to adequately address the needs of 106th Street residents and others such as the bicycling community who depend on the 106th Street crossing of I-69. Once the re-evaluation is complete, the design should be changed to better address the results of a more community-centric purpose and need for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Breach".

Michael Breach  
Fishers Resident and Member,  
Fishers Bicycle Pedestrian Advocacy Committee  
8846 Lambert Court  
Fishers, IN 46038

MPB/mb

September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 - 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
2. Creating another interchange does not improve **Safety**. The traffic on I-69 is too "fast". The cars and trucks are going 65+ mph (at a minimum) and then have to stop for traffic lights at the top of each of the exit ramps. Add to this the factors of cell phone usage/texting and you have a situation ripe for accidents. We suggest fixing 96<sup>th</sup> and 116<sup>th</sup> interchanges for continuous off-ramp flow (no traffic lights) and it will result in less congestion and fewer accidents. Other considerations/suggestions:
  - Widen 106<sup>th</sup> street or add extra lanes to disperse the increased traffic using this interchange. Otherwise, where is all of this extra traffic going to go?
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Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper



10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
Fall Creek Township  
(317) 842-9341

Clark, Rickie

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**From:** saj299@gmail.com on behalf of Sandy Jacobs [saj299@att.net]  
**Sent:** Friday, September 25, 2015 3:42 PM  
**To:** Clark, Rickie  
**Subject:** Protesting I-69 interchange on 106th

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This is a very poor idea to have an interchange at 106th. I thought we were supposed to have engineers who knew what they were doing.

why don't you improve the existing interchange

The cost for putting more traffic on 106th is too much. An interchange here will cause more problems Then it helps.

Where is the common sense?

Please reconsider.

Sandy Jacobs

Sec/treas of Runnymede Estates



Clark, Rickie

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**From:** saj299@gmail.com on behalf of Sandy Jacobs [saj299@att.net]  
**Sent:** Friday, September 25, 2015 3:46 PM  
**To:** Clark, Rickie  
**Subject:** Protesting I-69 Interchange

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Dear INDOT,

Building the interchange at I-69 and 106 will not solve the problems Fishers sets out to address. It appears the 2 main objectives are to alleviate traffic congestion and increased traffic safety. Let me address the first objective. The traffic coming off I-69 is traveling 55+mph and in 1 block headed either direction, they encounter a roundabout. Following this short distance headed East, you encounter a school district speed zone of 20 mph. Currently, Lantern Road Elementary requires Fishers PD to direct traffic because these buses are unable to enter or exit the school without assistance. Parents of Lantern Road Elementary also report increased wait times due to increased traffic congestion. Cumberland Park's entrance is also difficult to maneuver in and out due to the traffic headed eastbound. Residents on 106th currently have difficulty entering onto 106th during peak traffic times. So the plan is to off load interstate traffic onto a street that has already reached its capacity for traffic? All of these examples will only be exacerbated due to increased traffic flow from the interstate. Both 116th and 96th street have either 5 or 6 lanes of traffic to deal with this capacity from the interstate and even these are congested. How can we expect less congestion on a 2 lane road? This simply does not match the intended purpose, nor fulfill it's sole objective.

The proposed changes will only increase congestion, therefore leading to decreased traffic safety. I am no expert, but I have an inclination that traffic congestion and traffic safety are negatively correlated. Increased traffic within the same space equals more traffic accidents, more displeased drivers and Fishers residents footing the bill for something they adamantly oppose. Off loading high speed interstate traffic on top of a school is simply not safe. Offloading an interstate onto a 2 lane residential road with no additional turn lanes, only further congests traffic, decreases safety and will surely lead to more accidents. More accidents equal increased traffic times. While the interchange itself may be brilliantly designed, the location is less than desirable. 106th is not designed to handle anymore traffic than it already has. The only logical step to make this plan work is to widen 106th street in both directions to deal with the increased capacity. This will place the road virtually on top of Lantern Road Elementary, Cumberland Park and encroach on many residential homes along 106th. This was not included in the original \$34 million budget. If the current plan goes into action and the current assumptions only yield the opposite results of increased congestion and decreased traffic safety, what then? The next logical step to make sure the \$34 million dollars was not a complete waste of money would be to widen 106th street, therefore only increasing the costs to our city and its people.

Decreasing congestion and increasing traffic safety in Fishers is a noble and justified cause. However, the proposed interchange at 106th and I-69 does not solve the proposed objectives.

Klynt Brummett, ChFC

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Clark, Rickie

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**From:** David Puckett [hoosierhusker@live.com]  
**Sent:** Friday, September 25, 2015 4:11 PM  
**To:** Clark, Rickie  
**Subject:** 106th st and I69 in Fishers IN

**Importance:** High

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Recently I read an article in Fishers Current Newspaper about all the people complaining about 106 th Street intersection plan. and my opinion .. full speed ahead. I show the boys drilling soil samples last night. when I came home to work at 230 am .. go for it . the people that are complaining are the 1950's crowd that think 106th is residential. and it is not anymore . it is a big throughfare to S.E. Fishers and Giest. again full speed ahead and D--- the torpedoes . !!!

David W. Puckett

Job 28:12 But where shall wisdom be found? and where is the place of understanding?  
Job 28:23 God understands the way thereof, and he knows the place thereof.



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**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:26 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: Proposed I-69/37 - 106th Street Interchange

-----Original Message-----

From: Betsy Lackey [<mailto:bbmisso@aol.com>]  
Sent: Thursday, September 24, 2015 10:45 AM  
To: Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us);  
[hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us);  
[peterpson@fishers.in.us](mailto:peterpson@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us);  
[stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mar.heirbrandt@hamiltoncounty.in.gov](mailto:mar.heirbrandt@hamiltoncounty.in.gov);  
[christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [county.highway@hamilton.in.gov](mailto:county.highway@hamilton.in.gov), [iedc@iedc.in.gov](mailto:iedc@iedc.in.gov),  
[h37@iga.in.gov](mailto:h37@iga.in.gov), [senator.merrit@iga.in.gov](mailto:senator.merrit@iga.in.gov)  
Subject: Proposed I-69/37 - 106th Street Interchange

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

Hello!

This letter is written to ask you to reconsider and reject the proposed interchange at I-69/37 and 106th St. This interchange is just asking for trouble to 106th St and the streets off 106th street to the east and west of 69. In no way are ANY of these streets equipped to handle traffic off an interstate. These are 2 lane roads meant to handle light local traffic. Anyone looking to enter on 69 can easily divert to 96th St and/or 116th St. These roads are 4+ lanes and are readily & easily available to drivers coming into or out of Fishers. The back ups and traffic on these roads is not overwhelming or over crowded at rush hour or any other time of day, which in and of itself eliminates the need for another highway interchange. There are a number of roundabouts along 106th street that are already wreaking havoc with backed-up traffic along this corridor at rush hour. If you were to throw semi-trailers into this mix, the result would be disastrous. Neighborhoods along 106th are already extremely difficult to exit out of at these times of day. By adding this it will become nearly impossible!

While there are vacant parcels of land that are looking to be developed, adding an interchange is not the only solution to making it convenient to the masses. Directing traffic to these locations from 96th and/or 116th is a simple and easy alternative without destroying a road that is meant, built and developed for light local traffic. Not to mention the amount of crime you're inviting by adding an interchange directly accessing Fishers subdivisions that are currently tucked into a safe haven. We have already experienced some horrific local crime that has come from within our community. We beg you not to invite others from outside to invade Fishers with even easier access to quiet neighborhoods that were developed and purchased by homeowners because of the safe and quiet location. There are currently 3 interchanges off 69 that accommodate traffic very well. A 4th is just asking for trouble all the way around!

Please reconsider this and reject going forward with this project. The future of Fishers - safety, traffic control and road quality is all at stake! This is an absolute horrible proposition!

Most sincerely,



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Betsy Lackey  
Sent from my iPad

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:26 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: Comments on Proposed I-69/106th Street Interchange

-----Original Message-----

From: Andy Kurtz [<mailto:andy.kurtz@gmail.com>]  
 Sent: Thursday, September 24, 2015 2:57 PM  
 To: Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us);  
[hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us);  
[peterpson@fishers.in.us](mailto:peterpson@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us);  
[stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov);  
[christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana  
 Economic Development Corporation; [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
 Subject: Comments on Proposed I-69/106th Street Interchange

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I want to express my concerns about the I-69/106th street Interchange project.

I, and the other residents of the area I have spoken with, do not believe an interchange at 106th street would benefit the residents of the 106th street corridor or the people who currently exit at 116th street.

The majority of people who would use a new 106th street exit would be people who normally exit at 116th street since people who live near 106th street currently exit at 96th street and I at least would continue to do so. Currently, 106th street east bound backs up to Lantern Rd at rush hour given the current traffic volume. Adding an interchange at 106th street would make that worse. There is a park at Cumberland and 106th street that is difficult to get in/out of given the current traffic and additional traffic would make it even more hazardous.

I think that most people who would use a 106th street interchange would be trying to get to the northeast out 116th street so their goal at exiting at 106th street would be to take surface streets to 116th street or Olio Rd. 106th street and the surrounding streets are not built for the increase in traffic that would result from a 106th street exit. Can you imagine Hoosier road being backed up from 116th to 106th? I can.

What about people who get off at 106th street and are unfamiliar with the area and expect 106th street to be a major east/west street (as an I-69 exit would imply) then they end up in the residential streets east of Geist Rd. I'm sure the folks who live there would love to have their property values drop because of all the additional traffic going through their neighborhood.

Given 106th street's hills and tree cover, visibility during the day is not that great. At night high speed traffic would be terribly dangerous. I know that people exiting at 106th street with their only goal being to get to 116th street as fast as possible will not pay attention to speed limits. That will make getting in/out of the neighborhoods off 106th street very difficult and dangerous. It is already difficult to cross 106th street from Hoosier Rd to Windermere because of the current level of traffic and the lack of visibility to the east from the intersection.

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No one that I have heard express an opinion about this interchange thinks it is a good idea. Please consider the opinions of the residents not just the developers.

Thanks for reading my comments.

Sincerely,

Andrew Kurtz, PhD  
10378 Muirfield Trace  
Fishers, IN 46037



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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:27 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: 106th street interchange

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**From:** Rosemarie [<mailto:indyonerose@yahoo.com>]  
**Sent:** Thursday, September 24, 2015 4:42 PM  
**To:** Greenfield Customer Service; Clark, Rickie  
**Subject:** 106th street interchange

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Would like to enter my comments against the building of this interchange. I agree that the 116th street interchange does back up and there are a high number of congestion related accidents. However, this congestion is not going to be alleviated with an additional exit at 106th street. People getting off at 116th street want to head north from there. If they wanted to go between 96th street and 116th street they would exit at 96th street to avoid the back up. Also 106th is a one lane road that is not a major east/west road in Fishers. There are also no major streets heading north/south off of 106th close by. Roundabouts and railroad tracts (that require you to stop) within a half mile of the exit will limit traffic flow once off the exit. The best way to alleviate congestion at 116th would be an additional exit farther north on I69. An additional exit at 126th would allow traffic better access to a major east/west (already 4 lanes) street. Allowing people to get where they really want to go.

Hopefully you will take into account what helps the everyday drivers and citizens of Indiana.

Rosemarie Horak  
10152 Windward Pass  
Fishers, IN 46037  
317-748-5312

[Sent from Yahoo Mail for iPad](#)

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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Friday, September 25, 2015 4:27 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: 106th & I69 Exit OBJECTION

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**From:** Jules Yahoo [<mailto:julesrdale@yahoo.com>]  
**Sent:** Thursday, September 24, 2015 6:48 PM  
**To:** Greenfield Customer Service  
**Cc:** Mark Dale; Julie Dale  
**Subject:** 106th & I69 Exit OBJECTION

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I have reviewed the proposed exit for I69 / [106th street](#) and have some real concerns. My husband and I reside in Quaker Ridge subdivision 10105 Quaker Ridge Court where we been in our house since 2000 so we know the area well. [106th street](#) is closer to a country road than a major highway and is not capable of handling the commercial and increased local traffic. We like to ride our bikes however we feel very isolated due to having to navigate narrow roads with steep shoulders, it just not safe.

With the increase of traffic it will become more dangerous for adults and children. I understand that the idea of the exit is to take traffic off of 96 and 116 but to dump it on a country road is adding to a safety problem that already exist.

I asked the city of Fishers about the safety of 106th and incomplete side walks and bike paths and they advised that they have a fund of \$300,000. For development, really that's a drop in the bucket for what needs to be done here.

Poor planning will only add to the problem and safety for the local community should be the first priority.

Julie and Mark Dale  
10105 Quaker Ridge Court  
Fishers, IN

Julie Dale  
317-500-1967  
Sent from my iPhone

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Clark, Rickie

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**From:** Larry Gerstein [lhgerstein@gmail.com]  
**Sent:** Friday, September 25, 2015 3:02 PM  
**To:** Clark, Rickie  
**Cc:** Larry Gerstein  
**Subject:** I-69 106th st exit & entrance

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Dear INDOT,

My wife and I are totally in opposition to the idea of a 106th st exit/entrance for I-69. We live off 106th St near Cumberland and find it next to impossible to get out of our subdivision during peak traffic hours. We cannot imagine how difficult it would be to exit our subdivision if the traffic increases even more. At this point, it is dangerous at best to exit our subdivision. Currently, we do not find it an inconvenience to use the 96th or 116th streets exits/entrances of I-69.

Yours, Lawrence H. Gerstein, Ph.D.

George & Frances Ball Distinguished Professor of Psychology-Counseling (Ball State University)

10713 Wildwood Drive  
Fishers, In 46037



**Clark, Rickie**

**From:** Pedersen, Erica [epedersen@hse.k12.in.us]  
**Sent:** Friday, September 25, 2015 2:27 PM  
**To:** Clark, Rickie  
**Subject:** 106th interchange

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I strongly agree with Mr. Brummett regarding the 106<sup>th</sup> street project. One point that he failed to mention is the complete, unnecessary impact closing 106<sup>th</sup> during construction will cause busses and parents alike as they travel to Riverside School on Eller Road. If you close 106<sup>th</sup> street, more traffic will be on 96<sup>th</sup>, 116<sup>th</sup> and Cumberland Road (as there will be no other route to get to school)! The safety of our children will then be at stake. Please consider other options.

-Erica Pedersen (teacher at Lantern Road Elementary and parent of a Riverside student)

Dear INDOT,

Building the interchange at I-69 and 106 will not solve the problems Fishers sets out to address. It appears the 2 main objectives are to alleviate traffic congestion and increased traffic safety. Let me address the first objective. The traffic coming off I-69 is traveling 55+mph and in 1 block headed either direction, they encounter a roundabout. Following this short distance headed East, you encounter a school district speed zone of 20 mph. Currently, Lantern Road Elementary requires Fishers PD to direct traffic because these buses are unable to enter or exit the school without assistance. Parents of Lantern Road Elementary also report increased wait times due to increased traffic congestion. Cumberland Park's entrance is also difficult to maneuver in and out due to the traffic headed eastbound. Residents on 106th currently have difficulty entering onto 106th during peak traffic times. So the plan is to off load interstate traffic onto a street that has already reached its capacity for traffic? All of these examples will only be exacerbated due to increased traffic flow from the interstate. Both 116th and 96th street have either 5 or 6 lanes of traffic to deal with this capacity from the interstate and even these are congested. How can we expect less congestion on a 2 lane road? This simply does not match the intended purpose, nor fulfill it's sole objective.

The proposed changes will only increase congestion, therefore leading to decreased traffic safety. I am no expert, but I have an inclination that traffic congestion and traffic safety are negatively correlated. Increased traffic within the same space equals more traffic accidents, more displeased drivers and Fishers residents footing the bill for something they adamantly oppose. Off loading high speed interstate traffic on top of a school is simply not safe. Offloading an interstate onto a 2 lane residential road with no additional turn lanes, only further congests traffic, decreases safety and will surely lead to more accidents. More accidents equal increased traffic times. While the interchange itself may be brilliantly designed, the location is less than desirable. 106th is not designed to handle anymore traffic than it already has. The only logical step to make this plan work is to widen 106th street in both directions to deal with the increased capacity. This will place the road virtually on top of Lantern Road Elementary, Cumberland Park and encroach on many residential homes along 106th. This was not included in the original \$34 million budget. If the current plan goes into action and the current assumptions only yield the opposite results of increased congestion and decreased traffic safety, what then? The next logical step to make sure the \$34 million dollars was not a complete waste of money would be to widen 106th street, therefore only increasing the costs to our city and its people.

Decreasing congestion and increasing traffic safety in Fishers is a noble and justified cause. However, the proposed interchange at 106th and I-69 does not solve the proposed objectives.

Klynt Brummett, ChFC

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**Clark, Rickie**

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**From:** Ben Brodhead [bhbroadhead@gmail.com]  
**Sent:** Friday, September 25, 2015 2:50 PM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** Proposed I-69/106th St Interchange

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I am wanting to comment on this proposed changed to 106th St. There is no way that this will help clear up any traffic or back ups that you see exiting off of 96th St or 116th St. I have been on 106th during rush hour, and during this time it gets back up enough near the round about at Latern rd, usually all the way from the light at Cumberland. If any more traffic is added (it would most likely be people trying to take a short cut to get to 116th) it will be a disaster. 106th street only goes for a few miles east before it goes into Hamilton Proper, why would you close a road for over a year and build an exit for residents of that road, that's just a few miles long. West on 106th you only have a couple of neighborhoods, but you are almost to Allisonville at that point. Again, where 106th ends at Eller rd.

From Eller Rd to Giest rod, its only 3.5 miles. It doesn't seem logical to spend all that money and time for a few neighborhoods on a 3.5 mile road.



Clark, Rickie

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From: Judy Mansi [judy\_mansi@hotmail.com]  
 Sent: Friday, September 25, 2015 12:36 PM  
 To: Clark, Rickie  
 Subject: FW: 106th St & I69 Interchange

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From: [judy\\_mansi@hotmail.com](mailto:judy_mansi@hotmail.com)  
 To: [fadness@fishers.in.us](mailto:fadness@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [easley@fishers.in.us](mailto:easley@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [moellere@fishers.in.us](mailto:moellere@fishers.in.us); [peterpsonp@fishers.in.us](mailto:peterpsonp@fishers.in.us); [stollers@fishers.in.us](mailto:stollers@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [rclark@indot.gov](mailto:rclark@indot.gov)  
 Subject: 106th St & I69 Interchange  
 Date: Fri, 25 Sep 2015 12:31:16 -0400

I had the disappointing opportunity to attend the presentation regarding the above subject which was presented on September 10th. I found the presentation to be disappointing from two aspects:

First, if I understood correctly, the City of Fishers is to provide \$12 million of the total \$34 million of the cost of the "proposed" project, yet no one from the City spoke at the presentation. But most disappointing neither the Mayor nor any member of his staff was even present. Or if they were, they did not acknowledge their presence when invited to do so by Mr. Clark. True 4 or five of the Council Members were present, but again not a word was spoken by any of them.

Second, it was obvious that a great deal of time and money has already been spent on the study for this project, but I found the extent of the study to have been extremely short sighted. There appeared to have been no consideration given to the effects on 106th street beyond the two existing roundabouts to the East and West of the "proposed" interchange. As many of the speakers commented, beyond those roundabouts, there is nothing but residential property.

There is currently a detour in place that directs traffic onto Hague Rd between 106th Street and 116th Street because of the closing of 106th Street West of Hague Rd. Any attempt to exit one of the half dozen or so housing developments along Hague Rd during rush hour has become a frustrating and at times almost life threatening issue. And this detour is only for a 2 to 3 week period. The proposed use of Hague Rd as a detour during the year long or longer period of the Interchange construction project will have effects that can only be described as horrendous.

As a long time resident of the Timber Springs Development, I strongly oppose the "proposed" project. The Timber Springs Development has only 1 way in and out. It is on Hague Rd. With the significant increase of traffic that I feel will result from the "proposed" project, any attempt to enter or leave the Timber Springs Development will be a very hazardous undertaking.



I fail to see how the construction of the "proposed" project is going to significantly reduce the current congestion on I-69. There may be some reduction in the short term, but as those motorists who use the "proposed" interchange will soon find out, once having exited at 106th St, there is no place to go. They are being shunted off into residential neighborhoods whose streets are not at all equipped to have any additional traffic.

I am sure that you have already received numerous comments voicing strong objections to this "proposed" project. I can only second those objections. There are numerous factors which, I feel, have not been taken into consideration. Not the least of these are:

The overall safety of the area - 106th St can not in any way be considered the equivalent of 96th or 116th street in terms of their ability to safely handle additional traffic flow.

The negative impact of the additional traffic on home values and the increased noise pollution.

The negative environmental impact on the Nature Preserve and the entire area.

I could go on; but I am sure that you have already received a litany of such negatives.

Once again, I fail to see any significant benefit in terms of reducing the existing congestion on I-69 and strongly oppose the "proposed" project.

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Clark, Rickie

**From:** Laura Gorman [ltrulock@hotmail.com]  
**Sent:** Friday, September 25, 2015 1:00 PM  
**To:** Clark, Rickie; Greenfield Customer Service; 'mayorofadness@fishers.in.us'; 'hillj@fishers.in.us'; 'blockr@fishers.in.us'; 'coblec@fishers.in.us'; 'zimmermant@fishers.in.us'; 'petersonp@fishers.in.us'; 'weingardtj@fishers.in.us'; 'george@fishers.in.us'; 'stevencdillinger@aol.com'; 'mark.heirbrandt@hamiltoncounty.in.gov'; 'christine.altman@hamiltoncounty.in.gov'; 'county.highway@hamiltoncounty.in.gov'; Indiana Economic Development Corporation; 'h37@iga.in.gov'; 'Senator.Merritt@iga.in.gov'  
**Subject:** Subject: Proposed I-69/106th Street Interchange

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To whom it may concern,

I want to submit my comments concerning the I-69/106th street Interchange project. I am fully against the project proceeding. I do not feel like the opinions and impacts, most of all safety, to the residents of 106th street have been adequately solicited or discussed.

The residential areas south of 116th street and along the 106th street corridor have been essentially built out for 15 years. The traffic in this area is mainly local since 106th street essentially disappears into neighborhoods at Geist Rd. and Allisonville Rd, Hauge, and Lantern Rd provide ample access to the west. Residents coming from the south during high traffic times conveniently exit I-69 at 96th street. For the most part, residents of the 106th street corridor are therefore not adding to congestion on I-69 north of 96th street. So, that leaves folks that are trying to get to 116th street, north to the Ind 37 corridor, or those heading far east to the Olio Rd corridor remaining who will be the target users of the proposed interchange, all essentially trying to avoid I-69 and offloading interstate traffic to the local streets. Ultimately, many of the folks will be trying to get back to 116th street to head east and west. So this exit will add additional load to the local 106th street corridor streets only to land people back to where they were going, 116th street. None of the streets in the 106th corridor are designed to handle interstate traffic. Already, at rush hour, 106th street east bound backs up to Lantern Rd at times. Giving drivers the option to 'bail out' at 106th street during high peak times will just make this area even more congested.

Traffic is one issue that will increase. But so will aggressive drivers due to the gridlock, potential crime due to the easy off, easy on access to residential neighborhoods, and the risk of damage to roads due to inappropriate traffic on residential roads. Imagine a wreck on I-69. "Oh, here is the 106th street exit", says a harried, long-haul trucker. "Let's take that to go around and get back on the interstate north of the wreck!" And whoops they end up going through the Hawthorns (because Cumberland Rd is so backed up), after almost getting stuck at the little roundabout at Geist Rd. Think this scenario is unlikely? Hardly.

I am concerned that this project is proceeding to benefit developers who want to help market their properties that have been slow to develop. They have complained that "if only we had interstate access, companies would want to build in North-by-Northeast or Crosspoint or Exit 5." Maybe so, but that is just one aspect. These developments have been here for years and were designed with the existing exits in mind. If they were poorly designed, that is not the residential residents fault. A few thousand existing 106th street residents (and voters) that are impacted are more important than a few developers interests.

The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto the road because there are no longer any breaks in traffic going one way in the morning and the other in the evening.

Finally, if you do establish this exit, I implore you to mark it with restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit.

Hopefully you have heard from a lot of people on this issue. No one that I have spoken with is in favor of the project. Please re-think this interchange.

Sincerely,  
Laura Gorman  
11003 Fairway Ridge Lane  
Fishers, IN 46037



94

**Clark, Rickie**

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**From:** Julie Emery [empowerspeech@gmail.com]  
**Sent:** Friday, September 25, 2015 1:10 PM  
**To:** Clark, Rickie; fadnesss@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us  
**Subject:** I oppose the interchange at 106th & 69

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I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As a resident living within close proximity to the proposed interchange, there will be many impacts imposed by the project to my neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along [106th street](#) and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current [96th Street](#) and [116th Street](#) exits. [106th street](#) is not designed as a primary arterial road, like those of 116th and [96th street](#). Can [106th street](#) handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on [106th street](#) between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at [106<sup>th</sup> Street and Hague Road](#).
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project.

Thank you for considering halting this plan as it is of detriment to our neighborhood,

Julie Emery

**Clark, Rickie**

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**From:** Ellen Pusateri [ellenpusateri@gmail.com]  
**Sent:** Friday, September 25, 2015 1:17 PM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendcillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** Strong Objection to the proposal to change the intersection of I-69 and 106th street in Fishers Indiana

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I am responding to the state's proposal concerning the I-69/106th street Interchange project. I strongly object to this proposal as it negatively affects the residents along 106<sup>th</sup> street in Fishers. Additionally, the opinions and concerns of the residents have not been adequately solicited or discussed.

The reasons this proposal is inappropriate are as follows:

- 106<sup>th</sup> street is a narrow 2-lane road that is already congested and cannot support additional traffic.
- 106<sup>th</sup> street contains many sections that do not have road-shoulders, sidewalks or bike paths. Adding additional traffic to this crumbling road will increase the danger to the residents who live, bike and walk along 106<sup>th</sup> street.
- 106<sup>th</sup> street cannot safely handle semi-truck traffic because the road is narrow and contains narrow roundabouts
- 106<sup>th</sup> street empties into Hamilton Proper (residential neighborhood) and subsequently ends at Brooks School Road – where there are no traffic lights to handle the increased traffic AND not enough room for a semi-truck to make the turn.
- Lantern Road Elementary is within 100 yards of the proposed interchange. Adding significant traffic to a school zone endangers the students.

I have not found even one person in favor of adding additional traffic to this road! I would like to know who is in favor of this project.

Access to the east side of Fishers is already provided via 96th street and 116<sup>th</sup> street. These are each 4 to 6 lane roads with sidewalks and road shoulders AND extensive bike paths. There are no provisions in the proposal to upgrade 106<sup>th</sup> street to those same standards. How is 106<sup>th</sup> street going to handle this significant traffic increase with narrow roads?

If I-69 is the problem, the proposal should focus on fixing it without endangering residents and voters along 106<sup>th</sup> street. The problem is NOT related to 106<sup>th</sup> street. The problem is NORTH of 106<sup>th</sup> street. The committee should consider widening I-69 instead of dumping non-local traffic onto 106<sup>th</sup> street.

I am also concerned that this project is proceeding to benefit developers who want to market their properties that have been slow to develop. They have complained that "if only we had interstate access, companies would want to build in North-by-Northeast or Crosspoint or Exit 5." These developments have been here for years and were designed with the existing exits in mind. If they were



poorly designed, it is inappropriate to improve the property value to a few business owners at the expense of the quality of life for thousands of TAX-PAYING and VOTING residents.

The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto 106<sup>th</sup> street because there are no longer any breaks in traffic in the morning and in the evening. Left turns will become particularly dangerous.

I strongly encourage the state to cancel the proposed change, as it add SIGNIFICANT SAFETY RISKS to the residents is NOT SUPPORTED BY THE RESIDENTS.

Sincerely,  
Ellen Pusateri  
10886 Hamilton Pass  
Fishers, IN 46037



**Clark, Rickie**

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**From:** Bill Mills [bill@billmillsworld.com]  
**Sent:** Friday, September 25, 2015 11:11 AM  
**To:** Clark, Rickie  
**Subject:** Re: Proposed I69 and 106th Interchange

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Thank you for your quick response

So just a couple of follow ups. I did read your material via the links you provided. Thank you. I did not see anything discussing alternatives with other interchange locations other than 106th Street. Can you point me to where Cumberland, or 126th or even a new overpass between 116th and SE Pkwy were considered. Also, your principle reasons for the project seem to be in conflict. On point one, a valid point about the current congestion and crashes on I 69 in the area, but point three is to assist with future growth in the I69/106 area. This latter point will not help the immediate issue on the current congestion. I appreciate the future thinking about how this area might be developed, but the problem is with the current congestion and having an exit here I still don't see how this will help. It will only clog up the side roads around this area. Yes less crashes i I69 perhaps, but more on 106th and pedestrians, bicyclist and school crossing accidents will increase.

Thank you for your reply in advance,  
 Bill

On Fri, Sep 25, 2015 at 10:33 AM, Clark, Rickie <[RCLARK@indot.in.gov](mailto:RCLARK@indot.in.gov)> wrote:

Good Morning Mr. Mills,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

In regards to your inquiry, INDOT is planning an I-69 interstate expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (State Roads 9 and 109 in Anderson), in Hamilton County and Madison Counties.....this expansion will be broken into multiple projects. INDOT has an interchange modification project under development for the Campus Parkway/Southeastern Parkway (Exit 210). The interchange modification project would modify the existing interchange into double-crossover diamond (DCD) interchange. A DCD interchange, also referred to as a diverging diamond (DDI) interchange, "twists" or shifts crossroad traffic in the core of the interchange so that the left-turn and through movements will be relocated to the opposite side of the road. The interchange will require two traffic signals, but this shift eliminates the left turning signal phase at the intersection.

In regards to the proposed interchange at 106<sup>th</sup> and I-69, as was made evident during the September 10<sup>th</sup> public hearing at Fishers City Hall, and also demonstrated through comments submitted directly to INDOT, the

community has expressed varying opinions, thoughts and concerns regarding this proposal. INDOT will perform its due diligence as consideration of the interchange proposal continues.

In addition, INDOT looks forward to continuing a dialogue with the City of Fishers, community stakeholders and local officials regarding this proposal.

INDOT will prepare a transcript at the conclusion of the comment period (9/25/15) which will include the verbal comments presented during the public hearing and e-mails / written comments submitted during the comment period. Your e-mail and comments have been entered into the transcript which will be reviewed, evaluated and considered by INDOT officials as part of a decision making process.

Information regarding the interchange proposal has been posted to the project web page:  
<http://www.in.gov/indot/3399.htm>.

In regards to 106<sup>th</sup> Street beyond the general vicinity of the proposed interchange, the City of Fishers has posted information regarding the local road network on their website:

<http://www.fishers.in.us/index.aspx?NID=642>

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Thank you again for sharing your comments and we look forward to continuing public engagement as this project proposal is considered.

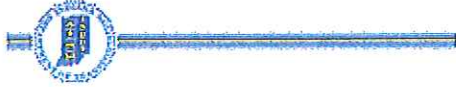
Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204



Phone: [\(317\) 232-6601](tel:(317)232-6601)

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




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**From:** Bill Mills [mailto:[bill@billmillsworld.com](mailto:bill@billmillsworld.com)]  
**Sent:** Friday, September 25, 2015 9:48 AM  
**To:** Clark, Rickie  
**Subject:** Proposed I69 and 106th Interchange

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Good morning

I live just north of 106<sup>th</sup> Street off of Hague Road in the Hickory Woods subdivision. I am concerned about the proposed intersection at I69 and 106<sup>th</sup> Street. I realize that there is a lot of congestion on I69 between 96<sup>th</sup> and 116<sup>th</sup>, but really this problem goes from 96<sup>th</sup> to Southeastern Parkway. Having 3 exits in a 3 mile stretch may really not help with the real problem. I'm sure you are aware there is no exit between 116<sup>th</sup> and SE Pkwy, a 5 mile stretch. Did you consider adding an interchange in this area as an alternative?

Just adding an exit, without doing a survey on where people really want to go when they do get off is premature. Most of the growth in Fishers is North and East of the city. A survey might indicate people really want to go in that direction. Adding an exit South will not help. I can just see the congestion added going through the "cut throughs" – Lantern to 116<sup>th</sup> or USA Parkway to 116<sup>th</sup> or Cumberland to 116<sup>th</sup>. Lantern will just jam up downtown Fishers even more (plus it goes by an elementary school and is nearly all a 25 mph road). Cumberland and 106<sup>th</sup> and at 116<sup>th</sup> already is overloaded with traffic. On Kincaid to 96<sup>th</sup> or Cumberland to 96<sup>th</sup> all adding to traffic congestion that is already overloaded also.

Why not add an exit between 116<sup>th</sup> and SE Parkway? There are current bridges over I69 at Cumberland and at 126<sup>th</sup> Street. For Cumberland, you are in an industrial area and having a ramp system direct to 126th street would get people on a major E-W artery (126<sup>th</sup> was upgraded a few years ago from a small 2 lane country road



to a 4 with a curb medium). This would help people who want to go N and E. Even an exit at I69 and 126<sup>th</sup> would help with direct access to 126th St.

Compare 126<sup>th</sup> with 106<sup>th</sup>... The latter has 2 lanes. It has an elementary school just 200 yards away from the proposed interchange, a 25 mph zone. Plus most of the road is 30 or 35 mph. Increased traffic by this school will raise safety concerns for the kids going to this school. It has major utility poles that will need to be relocated. Plus this has a rail road crossing without gates. Requiring all traffic to stop. And the grade up and over the RR crossing is steep. An upgrade to this crossing is just more expense. More traffic by Richie Woods means more deer will be hit. The deer are out along 106<sup>th</sup> every morning and night. 106<sup>th</sup> Street is one of the last roads that makes Fishers feel like a small town. Is the next plan to make 106<sup>th</sup> look like 126<sup>th</sup>? That would be a terrible idea.

Why not use a road already built for heavy traffic like 126<sup>th</sup> and it will likely serve the people better.

Thank you for your consideration

Bill Mills

7527 Broad Leaf Lane

Fishers,

(312) 543-0859

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Bill Mills

Email: [bill@billmillsworld.com](mailto:bill@billmillsworld.com)

Professional Profile: <http://www.linkedin.com/in/billmills>

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Bill Mills

Email: [bill@billmillsworld.com](mailto:bill@billmillsworld.com)

Professional Profile: <http://www.linkedin.com/in/billmills>



101-151

# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD

Clark, Rickie

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**From:** Eric & Suzanne Olson [parrolson@sbcglobal.net]  
**Sent:** Thursday, September 24, 2015 8:36 PM  
**To:** Clark, Rickie  
**Subject:** New interchange at 106th and 69

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Hello! We live in the Delaware Pointe neighborhood off 106th Street just east of Lantern Road. We moved here 2 years ago from Indianapolis and one of the reasons we bought a house in this neighborhood is the quiet, open areas nearby. We STRONGLY OPPOSE the construction of an entrance/exit ramp onto I-69 from 106th Street.

We have several reasons for opposing this new interchange. Most importantly, our children go to school at Lantern Road Elementary, very near the proposed interchange. We are very upset at the idea of our children suddenly going to school next to a very busy street with easy access to a major highway. This seems like a dangerous choice to make for our community's children. Right now they go to school in a bucolic, suburban setting with plenty of open space. It saddens me to envision them surrounded by increased traffic, auto fumes, and businesses. Additionally, increased traffic and commercial properties so close to our homes will lower the value of the homes in all of our neighborhoods and make it easier for homes to be burglarized. We can imagine the next step, when traffic increases enough, will be to widen the road, reducing green space and further turning our once quiet street into a busy, city thoroughfare. If we wanted to live on a busy, city street we would have stayed in Indianapolis.

We appreciate the need to accommodate Fishers' growing population and increased traffic. Please consider improving current entrance/exit ramps to help traffic flow better through those congested areas. Adding another exit at 106th Street will only cause yet another congested area. Is there money to be made in the surrounding areas from businesses and increased traffic? Absolutely. I am sure it is one of the compelling reasons, along with trying to lessen traffic on 96th and 116th Streets. I think you must know, as an expert in the field of transportation, that increasing the number of entrance/exits on 69 in Fishers will just increase traffic overall, particularly if new businesses are built around the new interchange.

We would be happy to discuss my concerns with you or any other committee member. We feel very strongly that this interchange is the wrong choice for Fishers.

Thank you for your time and attention.

Sincerely,  
Suzanne and Eric Olson



Clark, Rickie

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**From:** Sandy Cropper [sandycropper14@gmail.com]  
**Sent:** Thursday, September 24, 2015 8:09 PM  
**To:** Sandy Cropper  
**Subject:** I-69 Input  
**Attachments:** I-69 Input.pdf

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September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 – 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
2. Creating another interchange does not improve **Safety**. The traffic on I-69 is too "fast". The cars and trucks are going 65+ mph (at a minimum) and then have to stop for traffic lights at the top of each of the exit ramps. Add to this the factors of cell phone usage/texting and you have a situation ripe for accidents. We suggest fixing 96<sup>th</sup> and 116<sup>th</sup> interchanges for continuous off-ramp flow (no traffic lights) and it will result in less congestion and fewer accidents. Other considerations/suggestions:
  - Widen 106<sup>th</sup> street or add extra lanes to disperse the increased traffic using this interchange. Otherwise, where is all of this extra traffic going to go?
  - Move the interchange south about 1/4 - 1/3 of a mile where there is vacant land on both sides of I-69.
  - Keep the bridge on 106<sup>th</sup> Street to use as a pedestrian/bike bridge or wait until the project is finished to demolish it.
3. We have concerns that the new interchange will create a huge "**Bottleneck**". Currently, there are backups in both directions on 106<sup>th</sup> especially in the evenings going East-bound. Over the last couple of years, there are backups at rush hour from Cumberland Road almost to Lantern Road. (before adding increased traffic?)
4. The existing **roundabouts** on 106<sup>th</sup> will face high traffic flow possibly to the extent that it will require traffic lights in the roundabout (similar to those in Boston, MA) which was necessary so traffic has a 'chance' to enter the roundabout.

5. Personally, I think that inconveniencing residents who will not be able to use 106<sup>th</sup> Street over ramp across I-69 for 1 ½ years is going to have serious repercussions. We will probably move out of Fishers as many others have talked about. The elected Fishers officials in favor of this plan will also experience repercussions.

Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper

10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
(317) 842-9341

[Sandycropper14@gmail.com](mailto:Sandycropper14@gmail.com)

[dcropper@midamerica-at.com](mailto:dcropper@midamerica-at.com)

September 24, 2015

To Whom It May Concern:

Thank you for your willingness to hear the concerns of your constituents. We organized our concerns and suggestions into five areas:

1. The main reason given publicly for building the new interchange at 106<sup>th</sup> Street is to relieve congestion on I-69 and reduce accidents. My belief is that it will increase traffic on 106<sup>th</sup> Street causing severe backups since this street is only a 2-lane road. Plus, having back-to-back ramps at 96<sup>th</sup>, 106<sup>th</sup> and 116<sup>th</sup> will also **increase congestion**. This is similar to the "test" system for interchanges put into Knoxville, Tennessee in the early sixties. This system led to "10 – 15" mile backups on I-75 and I-40 coming into Knoxville from the south.
2. Creating another interchange does not improve **Safety**. The traffic on I-69 is too "fast". The cars and trucks are going 65+ mph (at a minimum) and then have to stop for traffic lights at the top of each of the exit ramps. Add to this the factors of cell phone usage/texting and you have a situation ripe for accidents. We suggest fixing 96<sup>th</sup> and 116<sup>th</sup> interchanges for continuous off-ramp flow (no traffic lights) and it will result in less congestion and fewer accidents. Other considerations/suggestions:
  - Widen 106<sup>th</sup> street or add extra lanes to disperse the increased traffic using this interchange. Otherwise, where is all of this extra traffic going to go?
  - Move the interchange south about 1/4 - 1/3 of a mile where there is vacant land on both sides of I-69.
  - Keep the bridge on 106<sup>th</sup> Street to use as a pedestrian/bike bridge or wait until the project is finished to demolish it.
3. We have concerns that the new interchange will create a huge "**Bottleneck**". Currently, there are backups in both directions on 106<sup>th</sup> especially in the evenings going East-bound. Over the last couple of years, there are backups at rush hour from Cumberland Road west, almost to Lantern Road. (before adding increased traffic?)
4. The existing **roundabouts** on 106<sup>th</sup> will face high traffic flow possibly to the extent that it will require traffic lights in the roundabout (similar to those in Boston, MA) which was necessary so traffic has a 'chance' to enter the roundabout.
5. Personally, we think that inconveniencing residents who will not be able to use 106<sup>th</sup> Street over ramp across I-69 for 1 ½ years is going to have serious repercussions. We will probably move out of Fishers as many others have talked about. The elected Fishers officials in favor of this plan will also experience repercussions.

Thank you for taking time to review our concerns and suggestions.

Sincerely,

David & Sandra Cropper



10876 Hamilton Pass,  
Fishers, IN 46037  
Quaker Ridge, Legends at Geist  
Fall Creek Township  
(317) 842-9341



1057

**Clark, Rickie**

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**From:** Melissa Cornwell [misspacer@aol.com]  
**Sent:** Thursday, September 24, 2015 8:37 PM  
**To:** Clark, Rickie  
**Subject:** Comments on I69/106th interchange

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

Dear INDOT-

I wanted to give my comments for the proposed I69/106th street interchange. I think this is a wonderful idea! I currently work near 106th and Lantern Road. I come from the Speedway area and my commute is quite long. If I'm lucky and there is no traffic it's 45 minutes but most days it's an hour. Having this interchange would shave at least 15 minutes off my commute. Not only would it decongest I-69 but I would no longer have to detour to 96th street and work my way up to 106th.

I sincerely hope this project goes through. The population in Fishers is growing and so is the congestion. The more bypasses and lane expansions you can have, the better off the traffic flow will be.

Thanks for reading my comments.

Sincerely,

Melissa Cornwell  
317-997-2115

106

Clark, Rickie

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**From:** Ken Rummel [kenrum@yahoo.com]  
**Sent:** Thursday, September 24, 2015 9:55 PM  
**To:** Clark, Rickie  
**Subject:** I oppose to 106th street interchange with I-69 (Fishers)

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To whom this may concern,

Thanks for taking my comments.

I do realize that Fishers offers many challenges regarding growth management.

However, the article I read from Sept. 22 Current in Fishers did not mention any other options to counter traffic flow on 96th and 116th streets. Why is there no other proposals addressing traffic flow that avoid a new interchange?

When I moved to Fishers 8 years ago, I specifically chose the "old" part of Fishers in order to avoid being caught up in growth issues. Isn't there any way to increase lanes with 116th or 96th street instead as those streets are already industrialized already.

Thanks for your time and consideration.

Ken Rummel  
Concerned Fishers resident since 2008.

Clark, Rickie

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**From:** Brummett, Klynt [kbrummett@financialguide.com]  
**Sent:** Thursday, September 24, 2015 10:02 PM  
**To:** Clark, Rickie  
**Subject:** No interchange at I-69 and 106th

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Dear INDOT,

Building the interchange at I-69 and 106 will not solve the problems Fishers sets out to address. It appears the 2 main objectives are to alleviate traffic congestion and increased traffic safety. Let me address the first objective. The traffic coming off I-69 is traveling 55+mph and in 1 block headed either direction, they encounter a roundabout. Following this short distance headed East, you encounter a school district speed zone of 20 mph. Currently, Lantern Road Elementary requires Fishers PD to direct traffic because these buses are unable to enter or exit the school without assistance. Parents of Lantern Road Elementary also report increased wait times due to increased traffic congestion. Cumberland Park's entrance is also difficult to maneuver in and out due to the traffic headed eastbound. Residents on 106th currently have difficulty entering onto 106th during peak traffic times. So the plan is to off load interstate traffic onto a street that has already reached its capacity for traffic? All of these examples will only be exacerbated due to increased traffic flow from the interstate. Both 116th and 96th street have either 5 or 6 lanes of traffic to deal with this capacity from the interstate and even these are congested. How can we expect less congestion on a 2 lane road? This simply does not match the intended purpose, nor fulfill it's sole objective.

The proposed changes will only increase congestion, therefore leading to decreased traffic safety. I am no expert, but I have an inclination that traffic congestion and traffic safety are negatively correlated. Increased traffic within the same space equals more traffic accidents, more displeased drivers and Fishers residents footing the bill for something they adamantly oppose. Off loading high speed interstate traffic on top of a school is simply not safe. Offloading an interstate onto a 2 lane residential road with no additional turn lanes, only further congests traffic, decreases safety and will surely lead to more accidents. More accidents equal increased traffic times. While the interchange itself may be brilliantly designed, the location is less than desirable. 106th is not designed to handle anymore traffic than it already has. The only logical step to make this plan work is to widen 106th street in both directions to deal with the increased capacity. This will place the road virtually on top of Lantern Road Elementary, Cumberland Park and encroach on many residential homes along 106th. This was not included in the original \$34 million budget. If the current plan goes into action and the current assumptions only yield the opposite results of increased congestion and decreased traffic safety, what then? The next logical step to make sure the \$34 million dollars was not a complete waste of money would be to widen 106th street, therefore only increasing the costs to our city and its people.

Decreasing congestion and increasing traffic safety in Fishers is a noble and justified cause. However, the proposed interchange at 106th and I-69 does not solve the proposed objectives.

Klynt Brummett, ChFC  
Proud Fishers Resident



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Clark, Rickie

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**From:** Molly Mudra [mollymudra@gmail.com]  
**Sent:** Thursday, September 24, 2015 10:29 PM  
**To:** Greenfield Customer Service; Clark, Rickie; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; weingardtj@fishers.in.us; stevendcillinger@aol.com; county.highway@hamiltoncounty.in.gov  
**Subject:** STOP THE I-69 Interchange at 106th STREET

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INDOT, Mayor Fadness and Council members of the Town of Fishers,

I am writing to request that you **STOP THE I-69 AT 106 ST INTERCHANGE!** As a resident of Fishers who lives off 106<sup>th</sup> St, I have significant concerns about this project. I hope you will seriously consider the areas of concern that I have listed below.

1. **106<sup>th</sup> Street does not have the infrastructure to handle any additional traffic!** 106<sup>th</sup> Street is NOT a 4-lane road and can't even handle the traffic it receives on a daily basis now. Currently at evening rush hour, 106<sup>th</sup> St is a complete log jam of back to back car going eastbound between Cumberland and Hoosier Rd. A highway interchange will only add more problems to this situation. At times, it takes me 15 minutes to turn onto 106<sup>th</sup> out of my subdivision during peak hours due to all traffic on 106<sup>th</sup> St. **BEFORE any interchange should even be considered, the following intersections need to be improved:**
  - a. Cumberland at 106<sup>th</sup> – this intersection needs right hand turn lanes or a roundabout
  - b. Cumberland at 116<sup>th</sup> – this intersection also needs right hand turn lanes on Cumberland both north and south of 116<sup>th</sup>. This intersection also backs up at least half a mile during rush hour with residents trying to head North from 106<sup>th</sup> to 116<sup>th</sup>. Again, additional traffic will only exacerbate this problem.
  - c. Cumberland at 96<sup>th</sup> St – again, this intersection is a nightmare at rush hour. I strongly believe that if this intersection were improved, it would ease the I-69 traffic problems as more people would be willing to exit at 96<sup>th</sup> St and head North to neighborhoods off 106<sup>th</sup>.
2. **I am concerned about having an interchange in such close proximity to one of the district's largest Elementary Schools.** While I understand that the majority of traffic will be during 'off school' hours, it still provides easy access for criminals to one of our schools.
3. **It will ABSOLUTELY affect the quality of life and home values of those who live off 106<sup>th</sup> Street.** Much of the value and uniqueness of the neighborhoods off 106<sup>th</sup> St is that they are NOT off a major Fishers thoroughfare. They are more quiet, more quaint and therefore, very highly sought after neighborhoods. There are not many unique, 'Carmel-like' neighborhoods in Fishers and you will ruin what little charm Fishers has with this interchange.
4. **In addition, this interchange will also corrupt the ONLY pathway for cars, but more importantly bicyclists, runners and pedestrians, to get across Fishers (east-west direction) without having to cross a major intersection (either I-69 or IN 37).** Again, this is a quality of life issue! I want Fishers to be a place where families can bike together safely to downtown and the proposed intersection would permanently destroy this for many Fishers residents.

**TAKE THIS OPPORTUNITY TO STOP THIS PROJECT**

and s  
 how that you truly care about the PEOPLE of Fishers, not just the "claimed" business opportunities.

**PROVE that this is NOT just another example of government proposing a plan and seeking last minute feedback from residence which is ignored.**

Don't proceed with this plan!

Spent the money to fix

the intersections that I've listed in point #1 above and then conduct another study to truly determine if an interchange is viable and necessary. **It is irreprehensible for the**

**Fishers**

**government to spend millions of dollars to only create**

**MORE problems and if you proceed, the chaos that this will cause will be on your hands.**

Concerned Resident of Fishers & 106th St,

Molly Mudra

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Clark, Rickie

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**From:** Heidi Clarke [hhclarke@yahoo.com]  
**Sent:** Thursday, September 24, 2015 10:33 PM  
**To:** Clark, Rickie  
**Cc:** mayorfadness@fishers.in.us  
**Subject:** 106th Street Exit

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Hello -

I'm writing to you with concerns about the effect the new 106th street exit will have on those of us who live nearby and, more importantly, whose children attend school nearby.

I would like to know what plans are being put in place to ensure (1) the increased traffic on Hague Road during the exit construction will be actively managed to ensure the safety of the children who attend St. Louis de Montfort Catholic School - and their parents who have to carpool them to and from school - and (2) how the commercial traffic that will inevitably mix in with us locals (once the exit is active) will be handled - especially in areas around Lantern Road Elementary and St. Louis de Montfort, at the railroad crossing, at the lights on Hague/106th and Hague/116th, etc.

I have heard A LOT about how much this exit will help traffic on I-69 but I haven't heard anything about how the tax-paying residents of Fishers who live near the exit will be taken care of. As stated above, I would like to know the plans for how the traffic exiting I-69 will be handled once it is mixing in with the locals.

We are concerned enough about this situation that we are considering moving to another location, either in Fishers or in Carmel or Noblesville. We believe the addition of this exit will negatively impact the lives of many local residents.

I appreciate your attention to this matter.

Kind Regards,  
Heidi Clarke

112

Clark, Rickie

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From: syacuk@iquest.net  
Sent: Thursday, September 24, 2015 8:39 PM  
To: Clark, Rickie  
Subject: I69 interchange

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I was unaware of the public meeting regarding the new interchange at 106th Street. I live on Eller Road at 106th Street. I agree with those alarmed that it will become even more impossible to exit our driveways. In my case, the problem is compounded as Fishers and the county encourage people to run the stop sign thus eliminating any break that would allow me to exit.

I hope that you can appreciate that it is very frustrating for those of us who are greatly impacted by these projects. This is not a campaign against progress as many would suggest. The powers that be have determined that it is more important for SOME people to have timely use of the roads at the expense of the rest of us. I suggest you consider the degree of anger and frustration sweeping across the country. Your action contributes to this. Why is it that you don't decide to put access points in front of their houses? In some cases, the county has added stop lights to assist egress. This, of course, slows down those already on the road. As an aside, I suspect that it is many of the same people to whom you are catering that like to ride their bikes on the roads... but certainly NOT in their neighborhoods. Much better to go out on 106th Street and disrupt those folks as they don't have a neighborhood association making sure that things stay tidy for the anointed ones.

Undoubtedly you can see that I am angry and frustrated by the total lack of consideration for those of us who thought we were going to be living in a peaceful, country setting. This doesn't even begin to address the bike races that these same jerks like to do on Saturday mornings. Why is it necessary to shut down streets so people can run, walk, and bike in the streets? Go over on the Monon and pedal all day and leave the streets open for cars... you know, the ones who pay the gas taxes to support these.

The Keystone and 96th street intersection is another interesting project. Why would anyone think that a roundabout makes sense there? People coming off of the interstate have enough trouble determining which lane to use without forcing them into a circle. I suggest that one thing that would easily improve the area is to block off the traffic entering and exiting at McDonald's. There is a stop light a few car lengths east of there. Use it instead of driving out into traffic, stopping, and waiting for someone to let them in. My observation is that this is what causes many traffic issues. The same situation exists at 96 and Brandt Road. Cars can easily use the light yet many CHOOSE to come up to the stop sign and force their way onto 96th Street. It may save them a few seconds but it messes up the traffic flow.

Shirley Yacuk

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This message was sent using IMP, the Internet Messaging Program.



113

Clark, Rickie

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**From:** Susan Sales [lesgem39@gmail.com]  
**Sent:** Friday, September 25, 2015 6:50 AM  
**To:** Clark, Rickie  
**Cc:** muirwoods09@sbcglobal.net  
**Subject:** Concerns regarding 106th interchange

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Dear Rickie,

I am writing to express extreme concern regarding the interchange proposal at 106th and I69. I live in Muir Woods just east of the current round about at Lantern and 106th. Since this round about was placed, traffic flow has significantly gotten worse for homeowners that live off 106th street. During rush hour, morning and evening, it is not uncommon to wait exceedingly long times for a break in traffic to safely get onto 106th street. In the morning, my only saving grace to pull onto 106th is the school speed zone that is immediately happening. I know I can pull out, potentially in front of an approaching car, because they should be slowing to 25mph and I can get up to that relatively fast.

In the evening, you can see the photo I attached below. Traffic backs up down to Cumberland Road, where a traffic signal is. Last night traffic was backed up all the way around the round about completely with two lanes of traffic having to merge into one in a very short amount of space.

If I need to leave my neighborhood, Muir Woods, I have to hope someone is kind enough to leave a space and allow me to exit, and hope no one is coming west, because it is next to impossible to see around the car blocking view to the east.

There are many neighborhoods with active pedestrians on the pathways, trying to cross from the neighborhoods on the south to the path on the north. Crossing at the roundabout nearly got me hit, as cars do not give way to pedestrians.

With traffic as bad as it is now, I can not imagine what it would be like with an entrance/exit to I69. There are exits to commercial roads immediately before and after the overpass, the way many of us get home at night. I do not know how you could safely keep access to these commercial roads and neighborhoods with the proposed construction.

I am including my HOA, as I was unable to attend the open forum regarding this improvement. While I understand Hamilton County is growing with leaps and bounds, I have considerable concerns with this improvement.

Daily, I wait to be hit leaving or entering my neighborhood as a walker or driver. When that happens, I will definitely bring suit against the Town of Fishers for poor road planning and lack of care for safety of residents that live off 106th St.

Thank you for reading my concerns. I feel very unheard, as I have reported my worries to the Town of Fishers after the main roundabout was constructed and traffic became worse.

Best,



114



(I am immediately to the left of Lantern Road Elementary, just coming off the RAB. Traffic was queued up behind me all directions, waiting to enter the RAB.)

Best,  
Jody Sales  
[lesgem39@gmail.com](mailto:lesgem39@gmail.com)

11.57

Clark, Rickie

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**From:** James Bobian [james.bobian@yahoo.com]  
**Sent:** Friday, September 25, 2015 7:28 AM  
**To:** Clark, Rickie  
**Subject:** Petition against 1-69 and 106th street interchange  
**Attachments:** petition against 1-69 and 106th interchange.pdf

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Hi Rickie. Please read the attached petition against the 1-69 and 106<sup>th</sup> street interchange. Please let me know if you would like me to mail you the original signed copy in addition to the attached scan. Thank you

James Bobian 317-331-9975 [james.bobian@yahoo.com](mailto:james.bobian@yahoo.com)  
[www.linkedin.com/in/jbobian](http://www.linkedin.com/in/jbobian)

# Petition to Oppose Proposed Interchange at I-69 and 106th

## Petition Summary and background

A new interchange at 1-69 and 106<sup>th</sup> has been proposed.

## Action petitioned for

We, the undersigned, are concerned citizens who urge our leaders not to construct an interchange at 1-69 and 106<sup>th</sup> for the following reasons: child safety hazards due to increased traffic near Lantern Elementary school, significantly increased traffic on already busy 106<sup>th</sup>, reduced home/property values off 106<sup>th</sup> near interchange, other changes will be spawned to address resulting 106<sup>th</sup> traffic problems (adding lanes, more roundabouts, sidewalk movement or elimination, reduced green space along street, etc), use of tax money in a manner that doesn't benefit nearby residents, entry and exit traffic problems for Eastern Star church members.

Printed Name	Signature	Address	Comment	Date
James Bobian	<i>James Bobian</i>	10737 Gateway Drive Fishers, IN 46037		9/22/15
MICHAEL NOWACKI	<i>AS Nowacki</i>	9301 MARYLAND CT FISHERS, IN 46037		9/22/15
MARTIN ZLOBECKI	<i>M. Zlobeki</i>	9446 OLD OAK DR. FISHERS IN 46038		9/22/15
Mary Biberdorf	<i>Wendy Biberdorf</i>	10736 Gateway Dr. Fishers IN 46037		9/23/15
Rebecca Biberdorf	<i>Rebecca Biberdorf</i>	10736 Gateway Dr. Fishers, IN 46037		9/24/15
Kathy Peck	<i>Kathy Peck</i>	9206 Oak Knoll Fishers IN 46037		9/22/15
James Kevin	<i>James Kevin</i>	10727 Gateway Drive Fishers IN 46037		9-22-15
MARCIA Levin	<i>MARCIA Levin</i>	10727 Gateway Drive Fishers IN 46037		9-22-15
Pam Hoskins	<i>Pam Hoskins</i>	9157 Pointe St Fishers, IN 46037		9-22-15
Kathryn Myers	<i>Kathryn Myers</i>	12504 Traverse Place Fishers, IN 46038		9-22-15
JOHN PEELE	<i>John Pele</i>	9206 OAK KNOLL LN FISHERS IN 46037		9/22/15



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120

**From:** Linda H <linda.hamm@sbcglobal.net>  
**To:** James Bobian <james.bobian@yahoo.com>  
**Sent:** Tuesday, September 22, 2015 6:22 PM  
**Subject:** Re: Delaware Pointe - Petition to Oppose Interchange at I-69 and 106th

In addition to all valid objections stated, this will make our neighborhoods more vulnerable to criminal activity due to easy access; I have seen it before!

*Sent from my Verizon Wireless 4G LTE DROID*

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## Petition to Oppose Proposed Interchange at I-69 and 106th

### Petition summary and background

A new interchange at I-69 and 106<sup>th</sup> has been proposed.

### Action petitioned for

We, the undersigned, are concerned citizens who urge our leaders **not** to construct an interchange at I-69 and 106<sup>th</sup> for the following reasons: child safety hazards due to increased traffic near Lantern Elementary school, significantly increased traffic on already busy 106<sup>th</sup>, reduced home/property values off 106<sup>th</sup> near interchange, other changes will be spawned to address resulting 106<sup>th</sup> traffic problems (adding lanes, more roundabouts, sidewalk movement or elimination, reduced green space along street, etc), use of tax money in a manner that doesn't benefit nearby residents, entry and exit traffic problems for Eastern Star church members.

Printed Name Signature Address Comment Date

Angie Neal Angie Neal 9/23/15  
9318 Oak Knoll Ln.

This interchange is very drastic for being near an elementary school & will only make traffic worse in this area, making safety compromised.

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We, the undersigned, are concerned citizens who urge our leaders **not** to construct an interchange at 1-69 and 106<sup>th</sup> for the following reasons: child safety hazards due to increased traffic near Lantem Elementary school, significantly increased traffic on already busy 106<sup>th</sup>, reduced home/property values off 106<sup>th</sup> near interchange, other changes will be spawned to address resulting 106<sup>th</sup> traffic problems (adding lanes, more roundabouts, sidewalk movement or elimination, reduced green space along street, etc), use of tax money in a manner that doesn't benefit nearby residents, entry and exit traffic problems for Eastern Star church members.

Printed Name	Signature	Address	Comment	Date
Public Program Coordinator	Mindy Foster	9178 Doe Lane Fowler 46037	Advisory committee, & A members write up reporter findings.	9-23-2018



123

Clark, Rickie

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**From:** Laura Stwalley [laura5155@hotmail.com]  
**Sent:** Friday, September 25, 2015 7:46 AM  
**To:** Clark, Rickie  
**Cc:** administration@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; stollers@fishers.in.us; zimmermant@fishers.in.us; mayorfadness@fishers.in.us  
**Subject:** Proposed 106th Street Interchange

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Dear INDOT,

As a resident of Fishers, I feel strongly compelled to express to you my concerns regarding the proposal for a new I-69 interchange at 106th Street. I strongly believe that adding another interchange at 106th Street just one mile between the existing 116th Street and the 96th Street interchanges will actually add to the I-69 congestion vs. relieving it as merging onto or exiting off the interstate seems to be the greatest challenge for most drivers with the current interchanges. Adding another interchange approximately one mile between the two existing ones will cause an even greater bottleneck and it will feel as if we are all driving in downtown Chicago.

Each morning I access I-69 at 116th Street and it seems to me that a great deal of the morning backup is actually due to drivers trying to access northbound I-465 which is slow moving all the way back to the 56th Street or Pendleton Pike interchanges. Adding a new interchange at 106th Street will simply add to the stopped or slow traffic on I-69, possibly even backing traffic up on 106th Street.

In my opinion, the funding would be better spent adding a second exit lane at 116th Street and reconfiguring where the left lane of northbound I-69 ends just beyond the 116th Street exit. It seems to me that northbound traffic gets bottlenecked there because the left lane ends just as traffic from 116th Street or S.R. 37 is merging in from the right. It might also bear for INDOT to investigate why northbound I-465 becomes so backed up that it impacts the traffic flow on I-69 each morning.

Thank you for your consideration!

Laura Stwalley

124

Clark, Rickie

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**From:** Tom B. Slick [THOMAS.Slick@allisontransmission.com]  
**Sent:** Friday, September 25, 2015 8:02 AM  
**To:** Clark, Rickie  
**Subject:** I60 / 106th Street

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Dear Mr. Clark,

My family and I are opposed the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th.

We live close to the proposed interchange, and the changes proposed will impact my neighborhood and quality of life.

The following areas have not been fully addressed in the proposed plan, explanation is expected by your voters and taxpayers:

What is the impact to traffic volume and road conditions along 106th street and intersecting collector roads.

The transportation study, referenced on the City website, projects diverting 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits.

106th street is not designed as a primary arterial road, like 116th and 96th street.

What will be the impact to Hague and Lantern Roads?

What measures will be put in place for pedestrian crossings at 106<sup>th</sup> Street and Hague Road, to ensure safety?

What about the increase in traffic to three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.

What balance of mixed use development does the City envision in the current PUDC overlay section of the project?

Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it follow the light industry and commercial uses currently in place.

My concern for quality of life is focused on:

Increased traffic in the area, with a focus on safety of pedestrians and bicyclists.

Increased commercial and semi-truck traffic in residential areas, that will deteriorate the roads and congest the area.

Decreased home values of those near, or within the increased traffic areas

Increased noise pollution from the added traffic and they type of vehicles.

The environmental impact to Ritchey Woods Nature Preserve.

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The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project."

Tom Slick  
10854 Thistle Ridge  
Fishers, IN 46038  
317-409-7037



126

Clark, Rickie

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**From:** Brian Culp [BCulp@CeladonTrucking.com]  
**Sent:** Friday, September 25, 2015 8:09 AM  
**To:** Clark, Rickie  
**Subject:** Protesting new I-69 interchange

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Good morning -

Two concerns:

1. My children attend school at 106th & Lantern.....Short term, running a detour through a school zone does not help with traffic safety. Longer term, dumping traffic eastbound after the project is completed into a roundabout adjacent to a school also seems to be a safety concern. How can accurately forecast the risk for more crashes at this interchange ?
2. How can you also accurately forecast the risk of crashes along the driveways and neighborhood entrances on 106th with the added traffic volumes ? Does it make sense to potentially pull them off I-69, but move them to 106th ?

I get off the interstate NB everyday at 96th st... The backup does not affect my exiting there. If this interchange is implemented, then I envision the problem between 106th & 116th will now slide down as well to 96th. You will create a merging issue for vehicles entering I-69 from 96th

Thank you for listening to my concerns.

Brian

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**Clark, Rickie**

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**From:** Doug Stout [STOUT@BowenEngineering.com]  
**Sent:** Friday, September 25, 2015 8:21 AM  
**To:** mayorfadness@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** Proposed 106th Street / I-69 Interchange  
**Importance:** High

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To whom it may concern,

I would like to echo what you have no doubt already heard from several of my 106<sup>th</sup> Street area neighbors. To say that I am just opposed to the 106<sup>th</sup> Street / I-69 interchange would be an understatement. This project is being sold as a cure for the ills of 96<sup>th</sup> and 116<sup>th</sup> Streets but that claim has not been proven in any way. In reality, the proposed plan will create as many issues as it is claimed to solve. The issues at 96<sup>th</sup> and 116<sup>th</sup> will turn into a worse problem for 106<sup>th</sup> and the surrounding areas and I-69 will still be the same mess that it is today. Eventually, the traffic on 96<sup>th</sup> and 116<sup>th</sup> will increase again and we'll be back where we started and have ruined 106<sup>th</sup> street in the process.

I did not attend the "public" meeting on September 10<sup>th</sup> because I didn't hear about it until it was already over. It was so well advertised that I don't know how I missed the numerous announcements. I was able to get a briefing from someone who did attend. They summarized the issues with the proposal that need further explanation as follows:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi-truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

I did further research into the proposal and have a few more items to mention and one that I would like to reiterate.



- It is absolutely ridiculous that anyone could come to the conclusion that adding 13% more cars to 106<sup>th</sup> Street is anything but insane. That road is in no way designed to handle more traffic than it already does. It is an extremely busy, narrow, two lane road that at times is a parking lot due to the current traffic.
- The only alternatives shown for this interchange are alternate versions of the layout at the same location. If the problems are at 96<sup>th</sup> and 116<sup>th</sup>, why were those locations not the first focus? Also, 126<sup>th</sup> Street has recently been expanded to a four lane thoroughfare. It has the infrastructure already in place to handle added traffic. It would no doubt relieve traffic from 116<sup>th</sup> Street, could possibly help 96<sup>th</sup> Street and would also likely take traffic off of SR 37.
- There doesn't appear to be any discussion about the added traffic issues caused by 106<sup>th</sup> Street being closed at the same time a roundabout is being constructed at 96<sup>th</sup> and Cumberland. Lantern Road and 116<sup>th</sup> Street will be a wreck during that time.
- It was stated above that the new interchange would alleviate 18% of the traffic on 96<sup>th</sup> and 116<sup>th</sup> Streets. I was never able to find anything that stated that. Is that an average of 9% on each road or 18% on each road?

Lastly, I would like to say that I am extremely disappointed with the manner in which this whole project has been approached. It has been handled in a similar manner as previous unpopular proposals where there was a result that the City/Board wanted and every step along the way was slanted to make sure that option was the only possible result, public opinion be damned. Very little information has been made available until very recently and that information was difficult to find. If this is such a great project that will alleviate so many problems why is it not being trumpeted from every media outlet available?

When you cut through all of the bologna in the sales pitch, this boils down to one thing...money. This project is more about tax revenue than traffic. The City wants a carrot to attract development in the farm fields straddling 106<sup>th</sup> Street. I also have a hunch that some of the decision makers in this process have a financial stake in these plots of land that could be developed. If that's the case, they'd do well to recuse themselves.

Sincerely,

**Doug Stout**  
**Senior Estimator**  
**Bowen Engineering Corporation**  
**8802 North Meridian St.**  
**Indianapolis IN 46260**  
**Phone: 317-596-4654**  
**Mobile: 317-691-5257**  
[www.BowenEngineering.com](http://www.BowenEngineering.com)

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Clark, Rickie

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**From:** Sam Bridegroom [sam@bridegroomtech.com]  
**Sent:** Friday, September 25, 2015 9:19 AM  
**To:** Clark, Rickie  
**Subject:** Comments RE: Proposed I-69 & 106th Street Interchange

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I would like to submit comments regarding the proposed I-69/106th interchange - and to clearly state that **I am strongly opposed to the project**. It benefits no one other than the commercial developers in the Kincaid office park that is situated between I-69 and Lantern Road, and punishes the people like myself who have lived in Fishers 20+ years.

It's clear that the individuals who have worked on this effort don't live in Fishers, and that there has been no communication with the planners in Fishers. The detour route chosen will not only choke already heavy traffic in Fishers, it will destroy the roads that are already handling more traffic than they were designed to handle. So when this project is done, the detours and construction will continue as the detour route will need to be repaired/rebuilt.

That aside, this project will collide with the efforts that are already on the schedule for 2016. Based on media reports, your press releases and minutes from the City of Fishers meetings, here are the scheduled efforts for next year:

- Construction of a new roundabout at 106th Street and Cumberland Road. These are typically 8 to 12 week projects, and this bids in March 2016.
- A proposed addition of a travel lane on 116th Street from I-69 to Cumberland Road. It's on the drawing board, not sure when bids are, but there's an extremely high chance of overlap. What frustrates me here is that no less than two years ago, the 116th Street interchange was rebuilt and expanded to accommodate higher traffic. Now we're working on it again, and again taking a ridiculous traffic toll on the residents and businesses of Fishers.
- New construction on 96th St at Lantern Road, to expand to 4 lanes to Cumberland/Mud Creek - the contracts are done, and the project is slated to begin early 2016. This includes roundabouts at both the 96th/Lantern and 96th/Cumberland intersections.

Please make a clear note of the last one - it's also your detour route. That detour route also passes directly in front of an elementary school; I see nothing good about that.

The last time this area was in upheaval was for the construction of a roundabout at 106th & Crosspoint Blvd. At the same time, the westbound 116th Street off ramp was also under construction to add a travel lane. I had a morning appointment in the Crosspoint Office Park during that time, and what would normally be a seven-minute drive took 50 minutes. That's simply unacceptable. You are asking residents to endure this for 16 months; that's unreasonable.

If the intent of this is to relieve congestion and accommodate growth, then you're building in the wrong place. There is very little growth opportunity in the area, it's 95% built out. If you want to accommodate growth, build an interchange at I-69/Cynthianne Road.

What this project does is simply spread two problem interchanges to three. It will solve nothing. In the process, it will isolate me and hundreds of my neighbors from traveling to western portions of the city. It will also create the kind of gridlock in Fishers that will not only be a deterrent to new businesses and residents, but will give many existing businesses and residents the kind of stress and headaches that beg the question "is it worth being here anymore?" You can count me in that group.

Regards,

Sam Bridegroom  
 10741 Hoosier Road  
 Fishers, IN 46037

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Clark, Rickie

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**From:** Jwhowerton68 [jwhowerton68@aol.com]  
**Sent:** Friday, September 25, 2015 9:37 AM  
**To:** Clark, Rickie  
**Subject:** Re: Will there be a bike path on the proposed I69 interchange

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Thanks Rickie that is great to hear!

Have a great weekend!

John

-----Original Message-----

**From:** Clark, Rickie <RCLARK@indot.IN.gov>  
**To:** Jwhowerton68 <jwhowerton68@aol.com>  
**Sent:** Wed, Sep 23, 2015 3:51 pm  
**Subject:** RE: Will there be a bike path on the proposed I69 interchange

Good Afternoon Mr. Howerton,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

In regards to your inquiry, the proposed interchange contains two separate two-lane bridges over I-69, one to the south and the other to the north. The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway.

Kind Regards,

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



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**From:** Jwhowerton68 [<mailto:jwhowerton68@aol.com>]  
**Sent:** Wednesday, September 23, 2015 8:08 AM  
**To:** Clark, Rickie  
**Subject:** Will there be a bike path on the proposed I69 interchange

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Good morning,

I was reading about the proposed I-69 interchange at 106th St. in Fishers. One thing I don't see in what I have read is whether there will be a bike/pedestrian path to cross over I69 on 106th St. That area right now has a lot of bikes and pedestrians utilizing the bridge which in my opinion is a much safer route to take than 96th St or 116th St. Are there plans for a bike path on the new proposed bridge?

Thank you,

John Howerton



132

Clark, Rickie

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**From:** Bill Mills [bill@billmillsworld.com]  
**Sent:** Friday, September 25, 2015 9:48 AM  
**To:** Clark, Rickie  
**Subject:** Proposed I69 and 106th Interchange

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Good morning

I live just north of 106<sup>th</sup> Street off of Hague Road in the Hickory Woods subdivision. I am concerned about the proposed intersection at I69 and 106<sup>th</sup> Street. I realize that there is a lot of congestion on I69 between 96<sup>th</sup> and 116<sup>th</sup>, but really this problem goes from 96<sup>th</sup> to Southeastern Parkway. Having 3 exits in a 3 mile stretch may really not help with the real problem. I'm sure you are aware there is no exit between 116<sup>th</sup> and SE Pkwy, a 5 mile stretch. Did you consider adding an interchange in this area as an alternative?

Just adding an exit, without doing a survey on where people really want to go when they do get off is premature. Most of the growth in Fishers is North and East of the city. A survey might indicate people really want to go in that direction. Adding an exit South will not help. I can just see the congestion added going through the "cut throughs" – Lantern to 116<sup>th</sup> or USA Parkway to 116<sup>th</sup> or Cumberland to 116<sup>th</sup>. Lantern will just jam up downtown Fishers even more (plus it goes by an elementary school and is nearly all a 25 mph road). Cumberland and 106<sup>th</sup> and at 116<sup>th</sup> already is overloaded with traffic. On Kincaid to 96<sup>th</sup> or Cumberland to 96<sup>th</sup> all adding to traffic congestion that is already overloaded also.

Why not add an exit between 116<sup>th</sup> and SE Parkway? There are current bridges over I69 at Cumberland and at 126<sup>th</sup> Street. For Cumberland, you are in an industrial area and having a ramp system direct to 126<sup>th</sup> street would get people on a major E-W artery (126<sup>th</sup> was upgraded a few years ago from a small 2 lane country road to a 4 with a curb medium). This would help people who want to go N and E. Even an exit at I69 and 126<sup>th</sup> would help with direct access to 126<sup>th</sup> St.

Compare 126<sup>th</sup> with 106<sup>th</sup>... The latter has 2 lanes. It has an elementary school just 200 yards away from the proposed interchange, a 25 mph zone. Plus most of the road is 30 or 35 mph. Increased traffic by this school will raise safety concerns for the kids going to this school. It has major utility poles that will need to be relocated. Plus this has a rail road crossing without gates. Requiring all traffic to stop. And the grade up and over the RR crossing is steep. An upgrade to this crossing is just more expense. More traffic by Richie Woods means more deer will be hit. The deer are out along 106<sup>th</sup> every morning and night. 106<sup>th</sup> Street is one of the last roads that makes Fishers feel like a small town. Is the next plan to make 106<sup>th</sup> look like 126<sup>th</sup>? That would be a terrible idea.

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Why not use a road already built for heavy traffic like 126<sup>th</sup> and it will likely serve the people better.

Thank you for your consideration

Bill Mills

7527 Broad Leaf Lane

Fishers,

(312) 543-0859

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Bill Mills

Email: [bill@billmillsworld.com](mailto:bill@billmillsworld.com)

Professional Profile: <http://www.linkedin.com/in/billmills>

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Clark, Rickie

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**From:** Stacey Raifsnider [rs.raifsnider@comcast.net]  
**Sent:** Thursday, September 24, 2015 6:53 PM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** I69 and 106th Street Interchange - PLEASE DO NOT MOVE FORWARD

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We are residents of Fishers and object to the I69 / 106<sup>th</sup> interchange. I pray that we can still influence this project and its direction.

We have lived in our house near 106<sup>th</sup> and Cumberland Road for over 20 years. We have seen a lot of wonderful change and growth. We welcome the roundabouts and agree these are great improvements to traffic flow. We look forward to the 106<sup>th</sup>/Cumberland Road round-about!

However, we do not see value for Fishers for the I69/106<sup>th</sup> street interchange. We do not see value for ANY of the residents. The only benefit we see is for the potential businesses that will spring up at that exit, of which we DO NOT NEED given all of the wonderful choices at 96<sup>th</sup> Street and 116<sup>th</sup> Street exists.

As you know,

- 1) This interchange would be scarily close to one of our Elementary Schools. Safety is a concern.
- 2) 106<sup>th</sup> street is not built to support this additional traffic / or size of semi-trailors. Safety is a concern.
- 3) Heading E or W takes travelers to neighborhoods! For safety, we DO NOT need more traffic heading towards residential areas.
- 4) The interchanges makes on/off too easy for potential criminals. Safety is a concern.

Please reconsider! Please eliminate this project and discuss other very worthy projects for this large sum of money.

Sincerely,  
Stacey and Rawson Raifsnider  
Quaker Ridge  
10801 Pine Valley Court  
Fishers, IN 46037



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**Clark, Rickie**

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**From:** Glenn Kant [glennkant@aol.com]  
**Sent:** Thursday, September 24, 2015 6:25 PM  
**To:** Clark, Rickie  
**Subject:** I-69 and 106th St. Interchange

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To Whom It May Concern,

My name is Glenn Kant and I live at 10416 Cumberland Ridge Ct. Fishers IN 46037. I am totally against building the new I - 69 interchange at 106th St. My house is within eyesight of the intersection of 106th and Cumberland Road and it is already a busy, noisy place without all the additional traffic this interchange will bring. You do realize that 106th St. is a two lane road right? How in the world will it handle any more traffic? It is already backed up a long way at rush hour. This interchange will make it just that much worse. 96th is 6 lanes and 116th is 4 lanes. Why when you spent all that money reworking 116th St. didn't you actually change anything to make it able to handle more traffic? Sending more cars down 106th St. will not solve the problem, it will only make living here more of a hassle. We are considering leaving the area if this proposed roadwork is oked and that is not something to be taken lightly. Please consider this my vote against this interchange. Thank you for your time. Glenn R Kant

Sent from my iPad

**Clark, Rickie**

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**From:** b2e2@sbcglobal.net  
**Sent:** Thursday, September 24, 2015 6:16 PM  
**To:** Clark, Rickie  
**Subject:** Regarding the proposed New Interchange at I-69 and 106th Street in Fishers

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Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N 642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

These are some items to be considered in your making a final decision to provide a new interchange at I-69 and 106th street in Fishers, IN.

We live in **Delaware Pointe**, a single-entrance, 45-home community located north of 106th midway between Lantern Road and Cumberland Rd. The entrance is on knoll so that one has be very cautious in getting onto 106th from the subdivision.

We are in opposition to the proposed I-69 and 106th St interchange for the following reasons:

- 1) Lantern Road Elementary, a highly-populated public school, is located near the intersection of Lantern Road and 106th St. The increase in traffic will add to an already crowded intersection resulting in a less safe environment for the students, busses and public traffic.
- 2) An increase in traffic in front on Delaware Pointe would make it more difficult to exit our neighborhood. At the present, there exists a hazard.
- 3) An Increase of traffic in front of our neighborhood will make our community less attractive to potential home buyers and will have a negative affect on the value of our homes.
- 4) Located in the northeast corner of 106th and Lantern Road is a very large church (Eastern Star). During entrance and exit times on Sunday mornings there is very heavy traffic to and from the church parking lot.
- 5) It is our understanding that the widening of 106th street in front of Delaware Pointe to four lanes in being considered. If this project is done, there will be a reduction in green space in front of our neighborhood and have a negative impact our nice sidewalk along 106th.

We appreciate your invitation for public comments.

Bernard & Marcene Biberdorf  
10726 Gateway Drive  
Fishers, IN 46037  
Tel: 578-7434



Clark, Rickie

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**From:** Chandler M Preston [M.Preston.Chandler@irs.gov]  
**Sent:** Thursday, September 24, 2015 4:43 PM  
**To:** Clark, Rickie  
**Cc:** james.bobian@yahoo.com; Chandler M Preston  
**Subject:** I-69 Interchange @ 106th Street

**Sensitivity:** Confidential

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Hello, Mr. Clark...

As a resident of Fishers, and someone who often travels the I-69 corridor, I am most adamantly opposed to an additional interchange exit that is under consideration for 106<sup>th</sup> Street. There is already an existing interchange exit @ 96<sup>th</sup> Street, and another @ 116<sup>th</sup> Street, and while traffic may be congested at some times, those interchange exits are more than sufficient and adequate to address the traffic in that area...

I do live off of 106<sup>th</sup> Street and travel this one-lane street each direction daily. Most of us bought or built our homes in this area because it was quiet, somewhat secluded and suburban. Many others moved here because it was a safe environment in which to rear children; a location with wide sidewalks bordering 106<sup>th</sup> Street, which allow for walking, running and bicycling. Wal-Mart and Meijer are both located on 96<sup>th</sup> Street, and there are numerous retail establishments all along 116<sup>th</sup> Street, but there is no realistic way that 106<sup>th</sup> Street can be turned into a major east-west corridor: it's entirely residential. There is a large grade school, Lantern Road Elementary, located less than 3 blocks east of I-69, which is bordered directly by a round-about, and any change whatsoever in this area will directly negatively impact the school. The safety of the children must be considered of paramount importance here.

Both directions of 106<sup>th</sup> Street, both east and west of I-69, are narrow one-lane each direction streets. In the instant situation, these roads cannot absorb all of the potential additional traffic, and any efforts to widen the streets will remove much-needed land and buffer zones that create the neighborhoods that line it. Numerous homes border this street, and any major road construction will have a tremendously negative effect on the value of these residences, not to mention the safety and security of the residents.

*M Preston Chandler, Esq.*

**SBSE NQRS Program Director**

**Telephone: 317-685-7566**

**Fax: 317-685-7850**



Cellphone: 317-945-2006

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**Clark, Rickie**

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**From:** Andy Kurtz [andy.kurtz@gmail.com]  
**Sent:** Thursday, September 24, 2015 2:57 PM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorofadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevencdillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** Comments on Proposed I-69/106th Street Interchange

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I want to express my concerns about the I-69/106th street Interchange project.

I, and the other residents of the area I have spoken with, do not believe an interchange at 106th street would benefit the residents of the 106th street corridor or the people who currently exit at 116th street.

The majority of people who would use a new 106th street exit would be people who normally exit at 116th street since people who live near 106th street currently exit at 96th street and I at least would continue to do so. Currently, 106th street east bound backs up to Lantern Rd at rush hour given the current traffic volume. Adding an interchange at 106th street would make that worse. There is a park at Cumberland and 106th street that is difficult to get in/out of given the current traffic and additional traffic would make it even more hazardous.

I think that most people who would use a 106th street interchange would be trying to get to the northeast out 116th street so their goal at exiting at 106th street would be to take surface streets to 116th street or Ohio Rd. 106th street and the surrounding streets are not built for the increase in traffic that would result from a 106th street exit. Can you imagine Hoosier road being backed up from 116th to 106th? I can.

What about people who get off at 106th street and are unfamiliar with the area and expect 106th street to be a major east/west street (as an I-69 exit would imply) then they end up in the residential streets east of Geist Rd. I'm sure the folks who live there would love to have their property values drop because of all the additional traffic going through their neighborhood.

Given 106th street's hills and tree cover, visibility during the day is not that great. At night high speed traffic would be terribly dangerous. I know that people exiting at 106th street with their only goal being to get to 116th street as fast as possible will not pay attention to speed limits. That will make getting in/out of the neighborhoods off 106th street very difficult and dangerous. It is already difficult to cross 106th street from Hoosier Rd to Windermere because of the current level of traffic and the lack of visibility to the east from the intersection.

No one that I have heard express an opinion about this interchange thinks it is a good idea. Please consider the opinions of the residents not just the developers.

Thanks for reading my comments.

Sincerely,

Andrew Kurtz, PhD  
10378 Muirfield Trace  
Fishers, IN 46037

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Clark, Rickie

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**From:** Michal Nowacki [michal.nowacki@gmail.com]  
**Sent:** Thursday, September 24, 2015 6:58 PM  
**To:** Clark, Rickie  
**Subject:** Regarding the proposed New Interchange at I-69 and 106th Street in Fishers

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Hi. My name is Michal Nowacki. I live in Delaware Crossing off 106th between Lantern and Cumberland.

Do you plan to increase the number of lanes on 106thstreet between Lantern and Cumberland?

With additional traffic coming on and off of the new interchange, how much do you expect the traffic on 106thstreet between Lantern and Cumberland to increase?

Coming home from work, driving East on 106th between Lantern and Cumberland currently gets backed up because of the lights on 106th/Cumberland intersection. The traffic backs up past the roundabout at 106/Lantern Rd. I'm concerned that this will be worse with added traffic if there are no plans to change the 106/Cumberland intersection.

How do you plan to support the added traffic on 106th between Lantern and Cumberland and avoid traffic back ups?

Currently along 106th between Cumberland Rd and Lantern Rd there are very safe sidewalks, separated by grass from 106th that my children use to bike to the playground available at Lantern Road Elementary School. Are you going to tear down those sidewalks making the playground no longer accessible? What about pedestrian crossings around the 106th/Lantern roundabout? Are those going to be removed as well?

What about Lantern Road Elementary School students safety? Will the increased traffic on 106th not cause issues for students arriving and departing from school in school buses and parents cars?

I'd prefer that traffic not get backed up in front of Delaware Crossing and I'd also prefer that we don't lose the pretty green space in front of our neighborhood for the addition of more East/West lanes.

Why not to use public money on decongesting traffic on IN-37 at 126th, 131st and 141st? It would be nice to see solution like on Keystone Av in Carmel. Adding the IN-37/I-69 ramp didn't solve the issues of traffic congestion there.

Thank you for taking my opinion into consideration,  
Michal Nowacki

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Clark, Rickie

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**From:** Joel Proffitt [proffitt4@sbcglobal.net]  
**Sent:** Thursday, September 24, 2015 1:44 PM  
**To:** Clark, Rickie  
**Subject:** I 69 and 106th street proposal

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Dear Rickie Clark:

We live in the subdivision of Delaware Pointe in Fishers, Indiana. Our neighborhood is located approximately 1.75 miles east of I 69 on 106th street. We are very much opposed to the proposed 106<sup>th</sup> St. Interchange project. This will have a very negative effect on our area. We are all registered voters and will cast our votes accordingly.

Sincerely,

Joel and Teresa Proffitt  
9269 Oak Knoll Lane  
Fishers, IN 46037

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Clark, Rickie

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**From:** Carl Lowry [carlowry077@gmail.com]  
**Sent:** Thursday, September 24, 2015 2:02 PM  
**To:** Clark, Rickie  
**Subject:** I-69 Interchange

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If INDOT, Fishers and Hamilton county go ahead with the I-69 interchange they will create a serious traffic and accident potential problem for people like myself who live in Muir Woods. The residents of Muir Woods will need a roundabout or a traffic light at the entrance to Muir Woods on 106th St if they are ever going to be able to enter and exit the development. There is no other way in or out of Muir Woods other than the 106th St entrance.

Please take this issue into account in your considerations.

Carl W Lowry  
9190 Huxley Court  
Muir Woods  
Fishers, IN 46037  
317 674 0065



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Clark, Rickie

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**From:** Rosemarie [indyonerose@yahoo.com]  
**Sent:** Thursday, September 24, 2015 4:42 PM  
**To:** Greenfield Customer Service; Clark, Rickie  
**Subject:** 106th street interchange

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Would like to enter my comments against the building of this interchange. I agree that the 116th street interchange does back up and there are a high number of congestion related accidents. However, this congestion is not going to be alleviated with an additional exit at 106th street. People getting off at 116th street want to head north from there. If they wanted to go between 96th street and 116th street they would exit at 96th street to avoid the back up. Also 106th is a one lane road that is not a major east/west road in Fishers. There are also no major streets heading north/south off of 106th close by. Roundabouts and railroad tracts (that require you to stop) within a half mile of the exit will limit traffic flow once off the exit. The best way to alleviate congestion at 116th would be an additional exit farther north on I69. An additional exit at 126th would allow traffic better access to a major east/west (already 4 lanes) street. Allowing people to get where they really want to go.

Hopefully you will take into account what helps the everyday drivers and citizens of Indiana.

Rosemarie Horak  
10152 Windward Pass  
Fishers, IN 46037  
317-748-5312

[Sent from Yahoo Mail for iPad](#)

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Clark, Rickie

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**From:** Jennifer Lash [vlarunner@yahoo.com]  
**Sent:** Thursday, September 24, 2015 6:53 PM  
**To:** Clark, Rickie  
**Subject:** Re: 106th street I-69 interchange

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Thank you for your time. Jennifer

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**From:** "Clark, Rickie" <RCLARK@indot.IN.gov>  
**To:** Jennifer Lash <vlarunner@yahoo.com>  
**Sent:** Thursday, September 24, 2015 3:48 PM  
**Subject:** RE: 106th street I-69 interchange

Good Afternoon Jennifer,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

In regards to your inquiry, the proposed interchange contains two separate two-lane bridges over I-69, one to the south and the other to the north. The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106<sup>th</sup> Street for the entire project length, with crosswalks across 106<sup>th</sup> Street at Crosspoint Boulevard and USA Parkway.

Kind Regards,

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



-----Original Message-----

**From:** Jennifer Lash [<mailto:vlarunner@yahoo.com>]  
**Sent:** Thursday, September 24, 2015 8:01 AM  
**To:** Clark, Rickie  
**Subject:** 106th street I-69 interchange

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I saw the plans for the above mentioned which effects me more than 99.99 percent of the Fishers since I live in the Apartments on Lantern Road and work on the corner where the construction will take place and I run in the area. The current bridge at 106th is built to allow runners and bicyclist to get across I-69. Will the new bridge allow for pedestrian traffic or will we forced to go to cross 96th or the 116th st bridge? I look forward to hearing from you. Jennifer



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**Clark, Rickie**

**From:** Sherri L. Holm [sherri@holmdesign.biz]  
**Sent:** Thursday, September 24, 2015 9:01 AM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** 106 & I 69 Interchange

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Fishers Officials & INDOT,

We are (21) year residents of Fishers and have watched the town, now city grow substantially over the years. Some of the growth has been very positive and other items relating to the growth are very negative. A huge new negative is the 106th and I 69 interchange that is being proposed. Not only is it detrimental to the older neighborhoods of Fishers along 106th street corridor, it is taking away the safety and quietness that our street provides. The infrastructure for the interchange is not in place to support the interchange. At 5:30 in the evening if a person would like to pull out onto 106th street from the North side and go East, it is virtually impossible to make that turn due to the non-stop traffic currently...can you imagine adding an interchange to send more vehicles on to this street? It is (2) lanes and there is not room to add (2) additional lanes in some areas. Semis not realizing the nature of the road and the constrictions will be a true hazard. There are not continuous sidewalks in place for bikes or walkers to stay off the street. This is a huge safety issue for the residents of Fishers.

Currently, police officers and neighborhood Crime Watch captains have stressed the drug (heroin) problem the Hamilton County schools are fighting. The drug pipeline from North to South...I 69. Do we really want to provide another outlet off the interstate for drug traffic? The side streets/neighborhoods off 106th don't want drug traffic, crime or additional traffic not to mention the safety issue of the residents. There are woods and parks and schools along 106th street, do you really want to do this to the children of Fishers?

When this interchange was proposed in a town council meeting it was not publicized to the public and then rules were changed in the same meeting to allow voting on the proposed interchange. This is illegal to do without communication to the public. I may have a few of the issues incorrect but the officials involved know they crossed a line to satisfy the commercial property owners at 106th and I 69. The commercial property owners were aware when they bought the properties that there was not an interchange.

As a tax payer in Hamilton county for (21) years, I'm asking you to put yourself in the position of 106th street residents...would you want this to happen to you? We have supported growth, dealt with unbelievable road closures and now you would like to close our back way out of the area for 1.5 years. Just because the federal government is offering a large sum of money to fund...which they do not have...it does not mean the officials of Fishers or INDOT should be so financially irresponsible. There are neighborhoods that have not been paved, sidewalks not built and trails to no-where that need completed before this project should ever be brought before the public to vote on and decide whether it is truly beneficial to the residents of Fishers.

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Fishers has such a great school system, friendly people and so many positives...please do not change the public's view of our great city. Let's focus on ways to improve what we have before putting the cart before the horse and building an unnecessary interchange.

Sherri L. Holm

**HOLM DESIGN**

10735 Hamilton Pass

Fishers, Indiana 46037

317.407.0530

[sherri@holmdesign.biz](mailto:sherri@holmdesign.biz)



**Clark, Rickie**

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**From:** Maurice Heitzman [mheitzman1@gmail.com]  
**Sent:** Thursday, September 24, 2015 11:51 AM  
**To:** Clark, Rickie  
**Subject:** FW: Proposed interchange on I-69 at 106th Street in Fishers, IN -- Public Hearing and Environmental Document Public Comments.

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**From:** Maurice Heitzman [mailto:mheitzman1@gmail.com]  
**Sent:** Thursday, September 24, 2015 11:40 AM  
**To:** 'rclark@indot.in.gov'  
**Subject:** FW: Proposed interchange on I-69 at 106th Street in Fishers, IN -- Public Hearing and Environmental Document Public Comments.

Please reply with acknowledgement of receipt of my comments. At least one of my two prior attempts came back as not deliverable.

Thank you  
 Maurice Heitzman

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**From:** Maurice Heitzman [mailto:mheitzman1@gmail.com]  
**Sent:** Thursday, September 24, 2015 11:38 AM  
**To:** 'rclark@indot.in.gov'  
**Subject:** Proposed interchange on I-69 at 106th Street in Fishers, IN -- Public Hearing and Environmental Document Public Comments.

#### Public Hearing Comments

I have the following comments I would like to have included in the environmental document and be considered for revising the plans for the above referenced project regarding the 106<sup>th</sup> Street Interchange on I-69 at Fishers, Indiana; the public hearing for which was held on September 10, 2015 at the Fishers City Hall Auditorium.

While I am in favor of the project as it will relieve traffic congestion some at the 96<sup>th</sup> Street and 116<sup>th</sup> street interchanges with Interstate 69, I believe that a significant portion of the problem is due to inadequate access to thousands of residences, business, and institutions well east of I-69 between 136<sup>th</sup> street more or less to the north, and 96<sup>th</sup> street (or more accurately Fall Creek Road) to the South. The traffic trying to access the portions of Fishers east of Cumberland Road or Fall Road and east to Olivo Road and beyond, would likely be better served with a similar project along I-69 between Cumberland Road and Brooks School Road (possibly near 126<sup>th</sup> street overpass), which would also relieve traffic currently using the 96<sup>th</sup>, 116<sup>th</sup>, and Campus Boulevard/Southeastern Parkway (Exit 210) interchanges trying to get to areas between Cumberland Road and Olivo Road. Traffic from the North/East overload Exits 210 and 205 for the entire area between Cumberland Road and the County Line including Fortville, McCordsville, Geist Area both in Marian and Hamilton County (Lawrence, McCordsville, Fortville, Fishers, etc.) as well as the currently unincorporated area in Southeast Hamilton County, Southwest Hancock County, and if there is any left, in Northeast Marion County. Pre-emptive design and R/W acquisition is needed now before development makes this option non-feasible, as this project was proposed many years ago but apparently fell on deaf ears of those who thought the area would not develop out the way it has.

Directly in the 106<sup>th</sup> Street Interchange project, I have the following concerns and comments:



1. I am opposed to the unnecessary curves in the ramps and approaches particularly as follows:
  - a. The axis of the parabolic shape of the roundabout needs to be aligned with 106<sup>th</sup> street to avoid the left deflection/curve followed by the longer right curve where eastbound and westbound 106<sup>th</sup> street. If absolute alignment with 106<sup>th</sup> street is not practical, then the deflection in the angle between the two should be minimized. The line tangent to the roundabout lanes at their intersection with the I-69 should be as close to parallel with 106<sup>th</sup> street's existing centerline rather than 25-30 degrees from it or potentially more.
  - b. The SB exit ramp from I-69 to 106<sup>th</sup> street angles away from I-69 and then curves left and then right for traffic to either use the roundabout to go east or to go west on 106<sup>th</sup> street. I would suggest an MSE wall to allow a straight or nearly straight ramp with curves to the right at the top of the ramp and allow the drivers to watch for approaching traffic rather than to try to keep in their lanes while watching for traffic – this is one of 4 areas where side impact crashes are most likely (each of four locations where ramp traffic crosses the through traffic lanes for 106<sup>th</sup> street to use the roundabout for through or left turn maneuvers.
  - c. The same comments apply regarding the northbound exit ramp from I-69 to 106<sup>th</sup> street.
  - d. The eastbound bridge as per the plans that were at the hearing showed a 3'-4" to 4'-4" (variable) raised shoulder which was labeled as a sidewalk on the plan view which the design consultant stated when asked was in error that it is an area on the bridge outside of the intended travel way and shoulder that is raised similar to a sidewalk. It is ridiculous to expect pedestrians or bicyclist or others using the sidewalk and multi-user path system to have to cross 106<sup>th</sup> street to get to the north side and then cross back over 106<sup>th</sup> street to the south side to get to and from the Southeast and Southwest quadrants of the intersection. Particularly with Ritchey Woods Nature Area at 106<sup>th</sup> west of Hague Road (entrance on Hague Road), Lantern Road Elementary School at 106<sup>th</sup> east of the project (southeast of 106<sup>th</sup> Street and USA Parkway Boulevard on Lantern Road). I contend that adding at least 2 feet and preferable 4 feet of area to this no-use area will provide for safer pedestrian traffic and in winter could provide for some snow storage area which currently is not provided for on either bridge.
  - e. Furthermore, by realigning the proposed bridges to effectively parallel the existing bridge, then one or both proposed bridges could be constructed before detouring traffic from the existing bridge thus minimizing the duration of detours to already congested roadways which include segments that are already in poor condition and impose hazards at the railroad grade crossing.
2. The project should be extended to the west to provide a safe railroad crossing at or over the track used for the State Fair Train using either a grade separation or an at-grade crossing with crossing arms. This crossing has been in bad condition for more than the 41 years I have lived in Fishers and used 106<sup>th</sup> street, not counting the time I drove in Fishers prior to moving here.
3. I would encourage INDOT officials and Hamilton County officials to use their influence to encourage the City of Fishers to develop 106<sup>th</sup> Street into a safe roadway corridor both east and west of this project. 106<sup>th</sup> street is too narrow for the current traffic types and volumes using the roadway and the roadway bed has been in poor condition in several places for many years and the drainage along and under the roadway is inadequate resulting in periodic "High Water" signs being placed as ad-hoc road closures. These impediments to the use of 106<sup>th</sup> street will eventually result in traffic being backed up into this project area putting the users more at risk.
4. I believe for the improvements for this section of the I-69 corridor to function, it is imperative to preserve the lane (not within the through traffic area of southbound I-69, or the collector distributor lanes currently existing for traffic exiting to State Road 37 or going from the collector distributor to northbound I-69 on the northbound side of the project).
5. It is a forgone conclusion that areas from Lantern road/USA Parkway and west along 106<sup>th</sup> street to at least the Railroad crossing along the north-side of the project is being further developed for either industrial, commercial, or multi-family housing units, the same is true for the south-side of the 106<sup>th</sup> street from Lantern Road/USA parkway east of the project and westward to Allisonville Road and potentially beyond. While some people at the Public Hearing for this project think this project will bring the increased traffic, it is my opinion that the traffic is going to go where the destinations are (and will be developed with or without this project) and trying to

handle that traffic with inadequate and poor roadways, with regards to poor structural integrity and even poorer geometrics will put the existing and future users of these corridors at increased risk.

6. It seems that if this project were being funded at the typical 80% - 20% basis between FHWA and the LPA(s) jointly paying the 20%, then the City of Fishers would have roughly \$4.2M to apply to needed improvements beyond this projects limits along the 106<sup>th</sup> Street Corridor to correct drainage and capacity problems.

Maurice Heitzman

[mheitzman1@gmail.com](mailto:mheitzman1@gmail.com)

11156 Meadows Drive

Fishers, IN 46038



152-200

# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD



152

Clark, Rickie

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**From:** M Abbasi [jrabbasi@gmail.com]  
**Sent:** Thursday, September 24, 2015 11:38 AM  
**To:** Clark, Rickie  
**Subject:** RE: I-69 Interchange at 106th St Fishers

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Hi there,

I am a Fishers resident and in a great favor of this interchange. This will definitely reduce some traffic load on 96th and 116th St.

Thank you

Best,  
Moe Abbasi

153

Clark, Rickie

**From:** Maurice Heitzman [mheitzman1@gmail.com]  
**Sent:** Thursday, September 24, 2015 11:38 AM  
**To:** Clark, Rickie  
**Subject:** Proposed interchange on I-69 at 106th Street in Fishers, IN -- Public Hearing and Environmental Document Public Comments.

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#### Public Hearing Comments

I have the following comments I would like to have included in the environmental document and be considered for revising the plans for the above referenced project regarding the 106<sup>th</sup> Street Interchange on I-69 at Fishers, Indiana; the public hearing for which was held on September 10, 2015 at the Fishers City Hall Auditorium.

While I am in favor of the project as it will relieve traffic congestion some at the 96<sup>th</sup> Street and 116<sup>th</sup> street interchanges with Interstate 69, I believe that a significant portion of the problem is due to inadequate access to thousands of residences, business, and institutions well east of I-69 between 136<sup>th</sup> street more or less to the north, and 96<sup>th</sup> street (or more accurately Fall Creek Road) to the South. The traffic trying to access the portions of Fishers east of Cumberland Road or Fall Road and east to Olivo Road and beyond, would likely be better served with a similar project along I-69 between Cumberland Road and Brooks School Road (possibly near 126<sup>th</sup> street overpass), which would also relieve traffic currently using the 96<sup>th</sup>, 116<sup>th</sup>, and Campus Boulevard/Southeastern Parkway (Exit 210) interchanges trying to get to areas between Cumberland Road and Olivo Road. Traffic from the North/East overload Exits 210 and 205 for the entire area between Cumberland Road and the County Line including Fortville, McCordsville, Geist Area both in Marian and Hamilton County (Lawrence, McCordsville, Fortville, Fishers, etc.) as well as the currently unincorporated area in Southeast Hamilton County, Southwest Hancock County, and if there is any left, in Northeast Marion County. Pre-emptive design and R/W acquisition is needed now before development makes this option non-feasible, as this project was proposed many years ago but apparently fell on deaf ears of those who thought the area would not develop out the way it has.

Directly in the 106<sup>th</sup> Street Interchange project, I have the following concerns and comments:

1. I am opposed to the unnecessary curves in the ramps and approaches particularly as follows:
  - a. The axis of the parabolic shape of the roundabout needs to be aligned with 106<sup>th</sup> street to avoid the left deflection/curve followed by the longer right curve where eastbound and westbound 106<sup>th</sup> street. If absolute alignment with 106<sup>th</sup> street is not practical, than the deflection in the angle between the two should be minimized. The line tangent to the roundabout lanes at their intersection with the I-69 should be as close to parallel with 106<sup>th</sup> street's existing centerline rather than 25-30 degrees from it or potentially more.
  - b. The SB exit ramp from I-69 to 106<sup>th</sup> street angles away from I-69 and then curves left and then right for traffic to either use the roundabout to go east or to go west on 106<sup>th</sup> street. I would suggest an MSE wall to allow a straight or nearly straight ramp with curves to the right at the top of the ramp and allow the drivers to watch for approaching traffic rather than to try to keep in their lanes while watching for traffic – this is one of 4 areas where side impact crashes are most likely (each of four locations where ramp traffic crosses the through traffic lanes for 106<sup>th</sup> street to use the roundabout for through or left turn maneuvers.
  - c. The same comments apply regarding the northbound exit ramp from I-69 to 106<sup>th</sup> street.
  - d. The eastbound bridge as per the plans that were at the hearing showed a 3'-4" to 4'-4" (variable) raised shoulder which was labeled as a sidewalk on the plan view which the design consultant stated when asked was in error that it is an area on the bridge outside of the intended travel way and shoulder that is



raised similar to a sidewalk. It is ridiculous to expect pedestrians or bicyclist or others using the sidewalk and multi-user path system to have to cross 106<sup>th</sup> street to get to the north side and then cross back over 106<sup>th</sup> street to the south side to get to and from the Southeast and Southwest quadrants of the intersection. Particularly with Ritchey Woods Nature Area at 106<sup>th</sup> west of Hague Road (entrance on Hague Road), Lantern Road Elementary School at 106<sup>th</sup> and Lantern East of the project (southeast of 106<sup>th</sup> Street and USA Parkway Boulevard on Lantern Road). I contend that adding at least 2 feet and preferable 4 feet of area to this no-use area will provide for safer pedestrian traffic and in winter could provide for some snow storage area which currently is not provided for on either bridge.

- e. Furthermore, by realigning the proposed bridges to effectively parallel the existing bridge, then one or both proposed bridges could be constructed before detouring traffic from the existing bridge thus minimizing the duration of detours to already congested roadways which include segments that are already in poor condition and impose hazards at the railroad grade crossing.
2. The project should be extended to the west to provide a safe railroad crossing at or over the track used for the State Fair Train using either a grade separation or an at-grade crossing with crossing arms. This crossing has been in bad condition for more than the 41 years I have lived in Fishers and used 106<sup>th</sup> street, not counting the time I drove in Fishers prior to moving here.
3. I would encourage INDOT officials and Hamilton County officials to use their influence to encourage the City of Fishers to develop 106<sup>th</sup> Street into a safe roadway corridor both east and west of this project. 106<sup>th</sup> street is too narrow for the current traffic types and volumes using the roadway and the roadway bed has been in poor condition in several places for many years and the drainage along and under the roadway is inadequate resulting in periodic "High Water" signs being placed as ad-hoc road closures. These impediments to the use of 106<sup>th</sup> street will eventually result in traffic being backed up into this project area putting the users more at risk.
4. I believe for the improvements for this section of the I-69 corridor to function, it is imperative to preserve the lane (not within the through traffic area of southbound I-69, or the collector distributor lanes currently existing for traffic exiting to State Road 37 or going from the collector distributor to northbound I-69 on the northbound side of the project).
5. It is a foregone conclusion that areas from Lantern road/USA Parkway and west along 106<sup>th</sup> street to at least the Railroad crossing along the north-side of the project is being further developed for either industrial, commercial, or multi-family housing units, the same is true for the south-side of the 106<sup>th</sup> street from Lantern Road/USA parkway east of the project and westward to Allisonville Road and potentially beyond. While some people at the Public Hearing for this project think this project will bring the increased traffic, it is my opinion that the traffic is going to go where the destinations are (and will be developed with or without this project) and trying to handle that traffic with inadequate and poor roadways, with regards to poor structural integrity and even poorer geometrics will put the existing and future users of these corridors at increased risk.
6. It seems that if this project were being funded at the typical 80% - 20% basis between FHWA and the LPA(s) jointly paying the 20%, then the City of Fishers would have roughly \$4.2M to apply to needed improvements beyond this project's limits along the 106<sup>th</sup> Street Corridor to correct drainage and capacity problems.

Maurice Heitzman  
[mheitzman1@gmail.com](mailto:mheitzman1@gmail.com)  
 11156 Meadows Drive  
 Fishers, IN 46038



155

Clark, Rickie

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**From:** Betsy Lackey [bbmisso@aol.com]  
**Sent:** Thursday, September 24, 2015 10:44 AM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendillinger@aol.com; mar.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamilton.in.gov, iedc@iedc.in.gov, h37@iga.in.gov, senator.meritt@iga.in.gov  
**Subject:** Proposed I-69/37 - 106th Street Interchange

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

Hello!

This letter is written to ask you to reconsider and reject the proposed interchange at I-69/37 and 106th St. This interchange is just asking for trouble to 106th St and the streets off 106th street to the east and west of 69. In no way are ANY of these streets equipped to handle traffic off an interstate. These are 2 lane roads meant to handle light local traffic. Anyone looking to enter on 69 can easily divert to 96th St and/or 116th St. These roads are 4+ lanes and are readily & easily available to drivers coming into or out of Fishers. The back ups and traffic on these roads is not overwhelming or over crowded at rush hour or any other time of day, which in and of itself eliminates the need for another highway interchange. There are a number of roundabouts along 106th street that are already wreaking havoc with backed-up traffic along this corridor at rush hour. If you were to throw semi-trailers into this mix, the result would be disastrous. Neighborhoods along 106th are already extremely difficult to exit out of at these times of day. By adding this it will become nearly impossible!

While there are vacant parcels of land that are looking to be developed, adding an interchange is not the only solution to making it convenient to the masses. Directing traffic to these locations from 96th and/or 116th is a simple and easy alternative without destroying a road that is meant, built and developed for light local traffic. Not to mention the amount of crime you're inviting by adding an interchange directly accessing Fishers subdivisions that are currently tucked into a safe haven. We have already experienced some horrific local crime that has come from within our community. We beg you not to invite others from outside to invade Fishers with even easier access to quiet neighborhoods that were developed and purchased by homeowners because of the safe and quiet location. There are currently 3 interchanges off 69 that accommodate traffic very well. A 4th is just asking for trouble all the way around!

Please reconsider this and reject going forward with this project. The future of Fishers - safety, traffic control and road quality is all at stake! This is an absolute horrible proposition!

Most sincerely,  
Betsy Lackey  
Sent from my iPad

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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Thursday, September 24, 2015 10:23 AM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: Proposed I-69/106th Street Interchange

IQ# 973898

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**From:** Teresa L Chapin [[mailto:chapin\\_teresa@lilly.com](mailto:chapin_teresa@lilly.com)]  
**Sent:** Thursday, September 24, 2015 10:11 AM  
**To:** Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [peterpsonp@fishers.in.us](mailto:peterpsonp@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov); [christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana Economic Development Corporation; [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Cc:** Teresa L Chapin  
**Subject:** Proposed I-69/106th Street Interchange

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To everyone whom it should concern:

I want to share with you that Fishers residents are not pleased with this project proceeding. I've been a resident of Fishers since 1987 when we bought our first home in Sunblest. Since we've lived in River Ridge off of 116<sup>th</sup> Street then finally in Quaker Ridge off of 106<sup>th</sup> Street. We are not in favor of this project proceeding. I do not believe the opinions and impacts to the residents of 106th Street and surrounding areas have been adequately considered.

I work at Eli Lilly and Company and drive almost to the area where the interchange will be added to turn onto Kincaid Drive to N by NE Blvd to get onto I69. When I head into work in the morning, 106<sup>th</sup> Street is usually backed up headed west sometimes all the way to my addition, Quaker Ridge. Adding the interchange will not help this because the backup is not related to getting to I69 but instead is due to the light at Cumberland and the slow area in front of Lantern Elementary School, along with the roundabout. The continued route to Kincaid and N by NE Blvd flows well, meaning the 106<sup>th</sup> interchange isn't needed. The drive home is congested once I get off of I69 but 106<sup>th</sup> is already so backed up that I instead take 96<sup>th</sup> Street to Cumberland to get home. I have tried to take Kincaid to 106<sup>th</sup> Street many times, but the traffic is currently so heavy at rush hours that it takes forever to turn right off of Kincaid due to the high traffic on 106<sup>th</sup> Street. If this is the case now, I would never get off at the 106<sup>th</sup> interchange, as it will be a complete standstill going east on 106<sup>th</sup> Street. How is adding more congestion to 106<sup>th</sup> Street east going to help anyone?

Based on the published reasoning for this project, I am the person you say you are trying to make things better for, but I can assure you that you are not helping me.

Since it is clear the 106<sup>th</sup> interchange is not to help the residents, then it must be political and related to the businesses immediately off of 106<sup>th</sup> Street. I understand that these businesses may be easier to get to IF there is an exit from I69, but they are easily accessed from the 96<sup>th</sup> Street exit. Yes, their employees can get there 5 minutes quicker with the 106<sup>th</sup> Street exit, but is it really worth benefiting these few at the expense of the residents of Fishers who have supported the town for so many years?

In addition, do you really want 16 wheelers on the city roads? 106<sup>th</sup> Street and surrounding roads are not designed to carry these large trucks who will get off at any interstate exit. Were our roundabouts on 106<sup>th</sup> Street intended to



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support these large trucks on a regular basis? Of course not. There are no roundabouts on 116<sup>th</sup> Street and 96<sup>th</sup> Street for a reason.

I know you have received letters and emails from many Fishers residents and only hope that you will consider what we have said before making the final decision to proceed with this project.

Sincerely,

Teresa L. Chapin  
Consultant, US Benefit Design and Strategy  
**Eli Lilly and Company**  
Lilly Corporate Center, Indianapolis IN 46285 USA  
317.433.0167 (office)  
[tlchapin@lilly.com](mailto:tlchapin@lilly.com) | [www.lilly.com](http://www.lilly.com)



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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Thursday, September 24, 2015 10:19 AM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: 106 & I 69 Interchange

IQ# 973897

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**From:** Sherri L. Holm [<mailto:sherri@holmdesign.biz>]  
**Sent:** Thursday, September 24, 2015 9:01 AM  
**To:** Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [peterpsonp@fishers.in.us](mailto:peterpsonp@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov); [christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana Economic Development Corporation; [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Subject:** 106 & I 69 Interchange

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Fishers Officials & INDOT,

We are (21) year residents of Fishers and have watched the town, now city grow substantially over the years. Some of the growth has been very positive and other items relating to the growth are very negative. A huge new negative is the 106th and I 69 interchange that is being proposed. Not only is it detrimental to the older neighborhoods of Fishers along 106th street corridor, it is taking away the safety and quietness that our street provides. The infrastructure for the interchange is not in place to support the interchange. At 5:30 in the evening if a person would like to pull out onto 106th street from the North side and go East, it is virtually impossible to make that turn due to the non-stop traffic currently...can you imagine adding an interchange to send more vehicles on to this street? It is (2) lanes and there is not room to add (2) additional lanes in some areas. Semis not realizing the nature of the road and the constrictions will be a true hazard. There are not continuous sidewalks in place for bikes or walkers to stay off the street. This is a huge safety issue for the residents of Fishers.

Currently, police officers and neighborhood Crime Watch captains have stressed the drug (heroin) problem the Hamilton County schools are fighting. The drug pipeline from North to South...I 69. Do we really want to provide another outlet off the interstate for drug traffic? The side streets/neighborhoods off 106th don't want drug traffic, crime or additional traffic not to mention the safety issue of the residents. There are woods and parks and schools along 106th street, do you really want to do this to the children of Fishers?

When this interchange was proposed in a town council meeting it was not publicized to the public and then rules were changed in the same meeting to allow voting on the proposed interchange. This is illegal to do without communication to the public. I may have a few of the issues incorrect but the officials involved know they crossed a line to satisfy the commercial property owners at 106th and I 69. The commercial property owners were aware when they bought the properties that there was not an interchange.

As a tax payer in Hamilton county for (21) years, I'm asking you to put yourself in the position of 106th street residents...would you want this to happen to you? We have supported growth, dealt with unbelievable road

closures and now you would like to close our back way out of the area for 1.5 years. Just because the federal government is offering a large sum of money to fund...which they do not have...it does not mean the officials of Fishers or INDOT should be so financially irresponsible. There are neighborhoods that have not been paved, sidewalks not built and trails to no-where that need completed before this project should ever be brought before the public to vote on and decide whether it is truly beneficial to the residents of Fishers.

Fishers has such a great school system, friendly people and so many positives...please do not change the publics' view of our great city. Let's focus on ways to improve what we have before putting the cart before the horse and building an unnecessary interchange.

Sherri L. Holm  
**HOLM DESIGN**  
10735 Hamilton Pass  
Fishers, Indiana 46037  
317.407.0530  
[sherri@holmdesign.biz](mailto:sherri@holmdesign.biz)



**Clark, Rickie**

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**From:** Teresa L Chapin [chapin\_teresa@lilly.com]  
**Sent:** Thursday, September 24, 2015 10:10 AM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendcillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Cc:** Teresa L Chapin  
**Subject:** Proposed I-69/106th Street Interchange

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To everyone whom it should concern:

I want to share with you that Fishers residents are not pleased with this project proceeding. I've been a resident of Fishers since 1987 when we bought our first home in Sunblest. Since we've lived in River Ridge off of 116<sup>th</sup> Street then finally in Quaker Ridge off of 106<sup>th</sup> Street. We are not in favor of this project proceeding. I do not believe the opinions and impacts to the residents of 106th Street and surrounding areas have been adequately considered.

I work at Eli Lilly and Company and drive almost to the area where the interchange will be added to turn onto Kincaid Drive to N by NE Blvd to get onto I69. When I head into work in the morning, 106<sup>th</sup> Street is usually backed up headed west sometimes all the way to my addition, Quaker Ridge. Adding the interchange will not help this because the backup is not related to getting to I69 but instead is due to the light at Cumberland and the slow area in front of Lantern Elementary School, along with the roundabout. The continued route to Kincaid and N by NE Blvd flows well, meaning the 106<sup>th</sup> interchange isn't needed. The drive home is congested once I get off of I69 but 106<sup>th</sup> is already so backed up that I instead take 96<sup>th</sup> Street to Cumberland to get home. I have tried to take Kincaid to 106<sup>th</sup> Street many times, but the traffic is currently so heavy at rush hours that it takes forever to turn right off of Kincaid due to the high traffic on 106<sup>th</sup> Street. If this is the case now, I would never get off at the 106<sup>th</sup> interchange, as it will be a complete standstill going east on 106<sup>th</sup> Street. How is adding more congestion to 106<sup>th</sup> Street east going to help anyone?

Based on the published reasoning for this project, I am the person you say you are trying to make things better for, but I can assure you that you are not helping me.

Since it is clear the 106<sup>th</sup> interchange is not to help the residents, then it must be political and related to the businesses immediately off of 106<sup>th</sup> Street. I understand that these businesses may be easier to get to IF there is an exit from I69, but they are easily accessed from the 96<sup>th</sup> Street exit. Yes, their employees can get there 5 minutes quicker with the 106<sup>th</sup> Street exit, but is it really worth benefiting these few at the expense of the residents of Fishers who have supported the town for so many years?

In addition, do you really want 16 wheelers on the city roads? 106<sup>th</sup> Street and surrounding roads are not designed to carry these large trucks who will get off at any interstate exit. Were our roundabouts on 106<sup>th</sup> Street intended to support these large trucks on a regular basis? Of course not. There are no roundabouts on 116<sup>th</sup> Street and 96<sup>th</sup> Street for a reason.

I know you have received letters and emails from many Fishers residents and only hope that you will consider what we have said before making the final decision to proceed with this project.

Sincerely,



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Teresa L. Chapin  
Consultant, US Benefit Design and Strategy  
**Eli Lilly and Company**  
Lilly Corporate Center, Indianapolis IN 46285 USA  
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Clark, Rickie

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**From:** Sawyer, John W. [jwsawyer@indesign-llc.com]  
**Sent:** Thursday, September 24, 2015 9:15 AM  
**To:** Clark, Rickie  
**Subject:** Fishers - 69 at 106th Street

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

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INDOT,

As a property owner in Fishers, near the Highway 69 and 106<sup>th</sup> Street intersection, I am opposed to the proposed new interchange.

I am biased, of course, but as I look at 106<sup>th</sup> Street to the East and West of 69, that road is 2 lanes and is not able to handle any large volume of traffic.

I worry about the church and more importantly the school that are one roundabout intersection east of the interchange. I worry about the no-signal railroad crossing just to the west of the interchange.

I've always thought that the biggest problem on 69 in that area was northbound 69 to 116<sup>th</sup> Street/Highway 37 exit. This proposal would seem to make that situation at least worse, and possibly much worse. Northbound cars from 106<sup>th</sup> merging with exiting cars onto 116<sup>th</sup>? That sounds like a disaster...

Mostly I worry that increased traffic will reduce interest in residential property in the immediate area, and reduce the value of my home. Does INDOT have a way to study that – and helping the affected get an associated property tax reduction?

I know it's a heavily traveled area and there are no perfect solutions. I don't envy your responsibilities. But my biased viewpoint seems to think that adding this interchange creates a 3<sup>rd</sup> problem in the area, rather than minimizing the 2 that exist.

Thank you for your time.

**John W. Sawyer**  
Indesign, LLC | 8225 E 56th Street, Indianapolis, IN 46216 | Office: 317.377.5442  
[jwsawyer@indesign-llc.com](mailto:jwsawyer@indesign-llc.com) | [www.indesign-llc.com](http://www.indesign-llc.com) | [LinkedIn](#) | [Facebook](#)

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Clark, Rickie

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**From:** Carol Malloy-Wiber [cmwdolan@icloud.com]  
**Sent:** Thursday, September 24, 2015 9:45 AM  
**To:** Clark, Rickie  
**Subject:** Proposed Interchange at 106th Street and Interstate 69

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

I cannot fathom why anyone would consider this proposal. The impact on homes along 106th Street would be a complete nightmare also neighboring areas. Residents would be greatly affected by the additional traffic. Property values will be significantly reduced. Try making a left or right onto 106th Street from Mollenkoph in the am or pm. Now add the additional traffic and it will be impossible. 106th Street is a two lane road from Eller into Hamilton Proper--just imagine the impact with the additional traffic. Then add a cyclist to that mix!! Also consider that the exits from I-69 onto 96th and 116th Streets are commercial areas whereas 106th is strictly residential. I cannot believe this is the right move for the residents in that area compared to the commuters. Also consider this proposal will allow access to a contingent of a less than desirable element into private residential areas. This would increase the crime rate in the area. Allowing this access to numerous private residential areas--thank you very much but NO NO NO.

Take the \$34 million and put it elsewhere. Educate people with alternate routes instead of the cattle call mentality. This proposal would not reduce accidents on I-69, that will only be accomplished with the non use of cell phones--texting in particular then add shaving, make-up application, reading, eating, etc. Next Revisit the area of 116th Street by Municipal Drive. What a lovely area that has become NOT!!!

Just curious are these the same people responsible for the round about at Fall Creek and Brooks School Road? Now that is fun in rush hour.

Again, please consider the residents in this area of Fishers (tax payers) compared to commuters. I think we should be the most important factor!!

Thank you

cmwdolan

Sent from my iPad



164

Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 23, 2015 3:41 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: proposed 106th/I69 interchange

**IQpeopleID:** 7100282  
**IQwfAttach:** E-Mail Message 2015-09-21 03-43PM.html  
**IQworkflowID:** 973827

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**From:** Erica Robinson [<mailto:ericarobinson@mac.com>]  
**Sent:** Monday, September 21, 2015 3:44 PM  
**To:** Greenfield Customer Service  
**Subject:** proposed 106th/I69 interchange

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Dear Mr. Riggs,

I'm writing today to tell you that I am not in favor of the proposed 106th street and I69 interchange project. I am a resident of Fishers, have lived here for 20 years and drive on I-69 and 106th street daily. Creating an interchange at this particular area seems to be planned for one intention-to benefit a few developers in that area and to help market their properties that have been slow to develop at that particular interchange. I see no benefit in traffic patterns by adding an exit from I69 at this location. In fact, I see nothing but problems with this project.

For those that live along 106th Street, this project will greatly increase traffic patterns on the two lane road. The intersection at Mollenkopf and 106th Street already has poor visibility, backups, and quite a few accidents with the current traffic conditions. The intersection of Windermere Blvd/Hoosier Road and 106th Street currently faces the same dilemma. By adding an interchange at 106th and I69, this project will encourage even more traffic along this route and increase the current traffic issues. Furthermore, this exit would do nothing more than dump traffic into a residential neighborhood (Hamilton Proper) when heading East. How does this help traffic patterns?

In addition, Lantern Road Elementary School is also very close to your proposed interchange. Increased traffic patterns in this area is of no benefit to our young children.

In conclusion, I oppose this project. I encourage you personally to drive along 106th street during different hours of the day, noting the traffic patterns in the morning and in the evening, to see just how congested this road already is without the added extra traffic an interchange would bring.

Sincerely,

Erica Robinson  
Fishers

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Clark, Rickie

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**From:** Jwhowerton68 [jwhowerton68@aol.com]  
**Sent:** Wednesday, September 23, 2015 8:08 AM  
**To:** Clark, Rickie  
**Subject:** Will there be a bike path on the proposed I69 interchange

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Good morning,

I was reading about the proposed I-69 interchange at 106th St. in Fishers. One thing I don't see in what I have read is whether there will be a bike/pedestrian path to cross over I69 on 106th St. That area right now has a lot of bikes and pedestrians utilizing the bridge which in my opinion is a much safer route to take than 96th St or 116th St. Are there plans for a bike path on the new proposed bridge?

Thank you,

John Howerton

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**Clark, Rickie**

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**From:** Kate Lopez [kl.eyedr@att.net]  
**Sent:** Wednesday, September 23, 2015 1:58 PM  
**To:** Clark, Rickie  
**Subject:** Proposed 106th st. Exit from I 69

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

Mr. Clark,

I am writing to express my strong opposition to the proposed exit onto 106th st. I am a resident of Quaker Ridge subdivision. As this exit would certainly create additional traffic in my neighborhood, of course I am opposed to it. It will lower the value of my home, create much more traffic noise, and make it more difficult to leave my subdivision in the morning. But besides making things worse for me personally, I fail to see the benefit of this proposal. The street is all residential, and very few people would take 106th street directly from I 69 to their homes. Most would need to drive south to 96th or north to 116th in order to reach their homes as 106th dead ends in Hamilton proper. This makes no sense to me. Why not improve the existing interchanges? You want to have a major interchange right by an elementary school? Of course a detour which will keep me from accessing home that would last over a year is unacceptable. Please reconsider this proposal.

Thank you,  
Katherine Lopez

Sent from my iPad



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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 23, 2015 1:43 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: 106th street / I69

**IQpeopleID:** 7100264  
**IQwfAttach:** E-Mail Message 2015-09-21 06-39PM.html  
**IQworkflowID:** 973799

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**From:** [suzbs123@gmail.com](mailto:suzbs123@gmail.com) [<mailto:suzbs123@gmail.com>]  
**Sent:** Monday, September 21, 2015 6:40 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** 106th street / I69

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I am not in favor of making 106th street an interchange off of I69. 106th street can't handle the traffic it has now, there is no way it will be less congested with so many who will try to use that exit. This is all residential out here and a 2 lane road with no easement can't handle the type of volume a major thoroughfare like I69 will generate. It is a horrible idea, I do not support this.

Susan Specht  
11712 Gulfstream Drive  
Fishers IN 46037

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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 23, 2015 1:26 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: 106th Street exit ramp on I69- request for reconsideration

-----Original Message-----

From: linda yager [<mailto:lindayager1@yahoo.com>]  
Sent: Tuesday, September 22, 2015 3:23 PM  
To: Greenfield Customer Service; Clark, Rickie  
Subject: 106th Street exit ramp on I69- request for reconsideration

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

Dear INDOT -

As an Indiana resident and Fishers resident, I request the 106th street exit ramp be reconsidered. The 106th street is a residential area (with an elementary school on the exit), not a commercial area. The exit will change the traffic dynamic of this residential area significantly and pose a traffic safety issue for the Lantern Road Elementary School.

As an alternative, expansion (or just completion) of Allisonville road should be consider. This would divert the heavy north/south I69 traffic and provide alternatives for east/west traffic north of 106th.

Thanks in advance for your reconsideration.

Regards,  
Linda & Ron Reed  
10574 Tremont Circle  
Fishers, IN 46037  
(317) 250-6094

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Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 23, 2015 1:19 PM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: I-69 & 106 St. Interchange

**IQpeopleID:** 7100260  
**IQwfAttach:** E-Mail Message 2015-09-22 03-52PM.html  
**IQworkflowID:** 973794

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**From:** Toni Giffel [<mailto:tgiffel@comcast.net>]  
**Sent:** Tuesday, September 22, 2015 3:52 PM  
**To:** Greenfield Customer Service  
**Subject:** I-69 & 106 St. Interchange

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I know it is a "done" deal, but I live off of 106<sup>th</sup> Street and it is already IMPOSSIBLE to make a left-hand turn out of my neighborhood and I dread the upcoming roundabout at 106<sup>th</sup> & Cumberland which will only make it more difficult with Cumberland Park traffic at rush hour times. There will be NO "back" roads for residents to get to Fishers from west of I-69 if you add the interchange at 106<sup>th</sup> Street. The roundabout added west of I-69 on 106<sup>th</sup> Street has greatly helped the flow of traffic at that location. Not to mention the proximity to businesses, Lantern Road Elementary School and Eastern Star Church. Granted, Hamilton County/Fishers did not properly plan for the growth the past few decades; however, adding more concrete, congestion and traffic will not ease the situation and will endanger our children and residents. Enough is enough. Widen I-69 even more instead of adding another interchange. I vote no.



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Clark, Rickie

From: Lynn Brown [lynnmcbrown@gmail.com]  
Sent: Wednesday, September 23, 2015 11:30 AM  
To: Clark, Rickie  
Subject: Letter of Remonstrance regarding proposed off ramp at 106th and I69

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

Dear Mr. Clark,

I am writing today to advise you of my family's strong opposition to the on / off ramp / interchange at 106<sup>th</sup> St and I69. Has anyone on the committee ever even driven on 106<sup>th</sup> Street during rush hour? If you have you had, you never would consider this an option. 106<sup>th</sup> Street cannot handle the current traffic so how will it handle even more traffic? Here lists just some of our concerns.

- 96<sup>th</sup> and 116<sup>th</sup> Street are both 4 lane roads and 106<sup>th</sup> Street is only a two lane road
- All roads around 106<sup>th</sup> street are 2 lane roads and none can accommodate the additional traffic. Hague/Cumberland Road/Mollenkopf/Windermere Blvd/Hoosier Rd are all 2 lane roads and CANNOT handle the additional traffic
- 106<sup>th</sup> Street ends at the Hamilton Proper Neighborhood. These individuals live in a high end community and pay A LOT in property tax and they should not have to be the ones burdened with all the unnecessary traffic driving through their community
- Lantern Road Elementary School is a safe school now but I fear if an On/Off Ramp is built it will no longer be as safe as it currently is. The kids are out for recess on the North side of the school thus right along 106<sup>th</sup> street. The safety of our kids should be of most concern and this MUST BE A PRIORITY.
- Eastern Star Church every Sunday has traffic officers helping direct traffic into and out of the church every single Sunday. If this is needed every Sunday for one single Church since 106<sup>th</sup> Street cannot handle the church / community traffic then why would one ever think it would be a good idea to add additional traffic to 106<sup>th</sup> every day of the week?
- You CANNOT compare Keystone and 106<sup>th</sup> Street or Hazel Dell and 106<sup>th</sup> Street to I69 and 106<sup>th</sup> Street as the number of cars that drive Keystone and Hazel Dell nowhere compare to the amount of traffic on I69 every day.
- Bikers and residential walking and running? We want Fishers to continue to be one of the best places to live. I thought we wanted to be a community that prided ourselves on being a bike friendly city and currently there are A LOT of bikers on 106<sup>th</sup> Street. You are concerned with fatalities on I69 but are you not concerned with fatalities of walkers/bikers/runners on 106<sup>th</sup> Street with the increase in traffic?
- Every evening I drive 106<sup>th</sup> Street between 4:30-6:30pm and most evenings I am at a complete stop and sitting in front of Lantern Road Elementary School and Eastern Star Church trying to get home. It typically takes me 10 minutes to get to from Lantern Road to Cumberland Road. When this becomes an on / off ramp will my drive not be another 30 minutes to go 1 mile? OUTRAGEOUS!
- What about the property values of all these houses within a 5 mile radius of this interchange? Does spending this kind of money on this project that causes the property values of homes to decrease thus decrease in Fishers income benefit the growth of Fishers in the long run?

Please, PLEASE reconsider your plans. You need to consider an on / off ramp at either I69 and Cumberland Road or I69 and 131 St and not 106<sup>th</sup> St. As these are the neighbors that need the on/off ramp thus they should have the interchange in their neighborhood. In addition you MUST have a minimum of a 4 lane road before you DUMP traffic off an Interstate.

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Sincerely,  
Lynn McCrory Brown

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Clark, Rickie

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**From:** Jim Cerone [jimcerone@jimcerone.com]  
**Sent:** Wednesday, September 23, 2015 10:47 AM  
**To:** Clark, Rickie  
**Subject:** 106th Street

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Dear Mr. Clark,

Please add our voices to those opposing the proposed 106th Street interchange.

Drivers already have trouble merging in the space between the 96th Street and 116th Street interchanges. Squeezing a 3rd interchange between them will only worsen that and increase the number of accidents.

106th Street is a very narrow 2 lane road east and west of I69 that simply cannot handle the volume of traffic an interchange would generate. Therefore, we can only assume that the proposed 2 bridge interchange would only be Stage 1. Stage 2 would be required to widen and improve all of 106th Street, adding years of construction headaches and many millions of dollars.

The proposed \$34 million interchange at 106th Street is a bad idea and we add our voices to other citizens in Fishers who oppose the project.

At your service,

Jim Cerone  
317.845.0749 (9am-9pm)  
317.507.1049 (mobile/text)



Clark, Rickie

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**From:** venkat.aggarwal@gmail.com  
**Sent:** Wednesday, September 23, 2015 10:16 AM  
**To:** Clark, Rickie  
**Subject:** Feedback for proposed 106/i69 interchange

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Hello Mr Clark

I am a resident of Fishers, and would like to provide feedback on the proposed interchange for i69 and 107 St. As someone who commutes regularly on i69, I don't see the need for this interchange. This project might help commercial interests down the line, but doesn't do enough for Fishers residents currently.

Can I propose updates to i69/37 corridor? Even after the changes to that intersection, we see regular traffic congestion there. The reason is the amount of traffic that 37 has to take. We have a long signal at 126 and 37 which backs up the traffic onto i69. Ideally we should have 126 bridge over 37, so that traffic can keep flowing on 37. I have seen proposal on this before, but didn't see any update on this. Is this something you can take up instead of the 106 St interchange?

Regards  
Venkat Sahai

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Clark, Rickie

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**From:** sarah [sarahkron@hotmail.com]  
**Sent:** Wednesday, September 23, 2015 9:56 AM  
**To:** Clark, Rickie  
**Subject:** Fishers I-69

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Hello,

I am a Fisher's resident and wanted to voice my opinion AGAINST opening I-69 at 106th street. My concerns are the same as others (safety of the elementary school right there, horribly increased traffic on 106th street, increased crime, etc). I am sorry there is congestion on I-69 but money has already been spent to solve the problem. Opening a residential street up to this much traffic is NOT what the people of Fishers desire. Please...for the safety of our children and our residents DO NOT PUT AN EXIT AT 106TH STREET.

Sincerely,

Sarah Kronland

175  
**Clark, Rickie**

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**From:** glograce1978 [glograce1978@aol.com]  
**Sent:** Tuesday, September 22, 2015 5:48 PM  
**To:** Clark, Rickie  
**Subject:** I69 106th St interchange

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You cannot begin construction on this interchange while the roundabouts at 96th and Lantern and 96th and Cumberland are under construction next year. Talk about a nightmare. Please wait. There also is a problem with the roundabout at Lantern and 106th street while travelling north on Lantern Road. The traffic going east and west on 106th street is already too much and too fast making it too difficult to navigate the roundabout. This interchange would make it nearly impossible to negotiate the roundabout going north and south on Lantern Road.

Thanks,  
Gloria Grace

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone



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Clark, Rickie

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**From:** treece9758@aol.com  
**Sent:** Tuesday, September 22, 2015 9:24 PM  
**To:** Clark, Rickie  
**Subject:** Interchange at I69 and 106th in Fishers

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I live in Delaware Pointe on 106th Street in Fishers and I don't understand why the state would put an interchange at I69 and 106th street.

1. There is an ELEMENTARY SCHOOL right where the cars would be getting off. **Children who are 5-10 years old** would be directly effected - **5-10 years old children.** The kids play baseball in the summer and soccer in the Fall at that school.

2. The interchange would come right into residential areas, where people live. It's not commercial. Where the residents of Indiana play, ride bikes, play sports.

3. We already have a hard time getting out on my neighborhood and this would make it that much worse. 96th and 116th are both so hard to get thru already and now the state wants to make 106th the same way?

4. Property Values would decrease and recently widowed (May, 2015) I can't afford to lose money on my house because of the state.

5. Plus the state will want to add more lanes so we would have a street right up next to our neighborhood so trees and green space would be coming down.

I just hope the State and INDOT cares enough about it's residents to reconsider. Most of us moved to Fishers for the neighborhoods and you will be taking that away.

PLEASE RECONSIDER!  
Karen Reece

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**Clark, Rickie**

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**From:** Brown, David (Test Dept) [doc.brown@Rolls-Royce.com]  
**Sent:** Wednesday, September 23, 2015 8:00 AM  
**To:** Clark, Rickie  
**Subject:** Letter of Remonstrance regarding proposed off ramp at 106th and I69  
**Attachments:** 106th1.jpg; 106th2.jpg

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

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Mr. Clark,

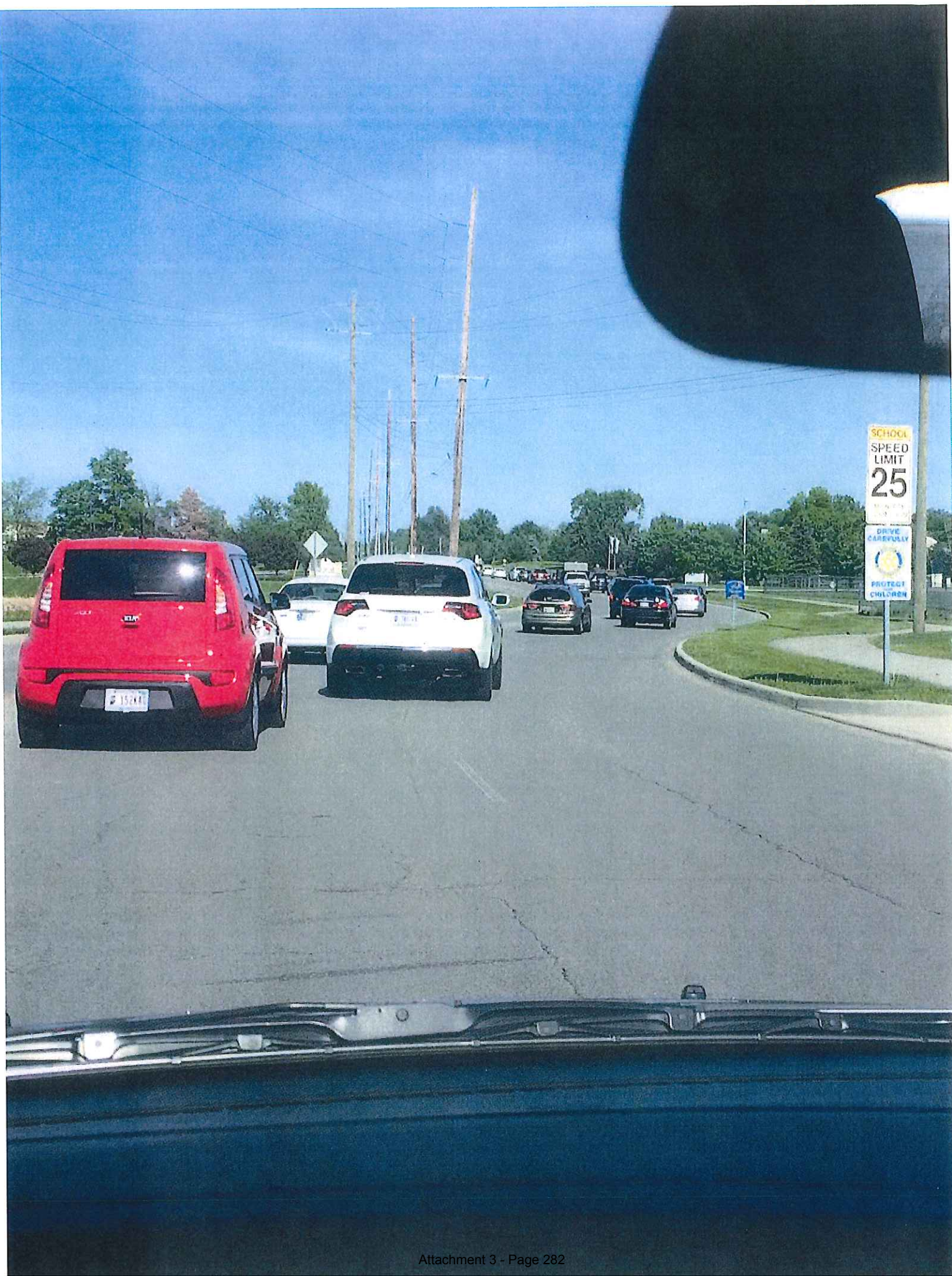
My family stands opposed to the proposed exit at 106th and I69. 106th street itself CANNOT accommodate the traffic at that location. See attached pictures of traffic at the existing roundabout of Lantern Rd. and 106th St. If an exit is created, where is the additional traffic going to go??? It is bloody likely that both the Lantern Rd. roundabout and the new exit roundabout will be locked up tighter than a drum every rush hour. True I69 has issues, but dumping traffic into the residential areas of 106th St. is not the solution. The other issue is that there is an Elementary school right off 106th and Lantern Rd. This exit is dangerous for the children, and detrimental to the entire residential area. GO BACK TO THE DRAWING BOARD! To cut taxes and do nothing is better than doing this.

Sincerely,

**David Brown**  
10625 Glenn Cairn Ct.  
Fishers, IN 46037  
317.753.9752

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**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Wednesday, September 23, 2015 3:57 PM  
**To:** 'dzedonis'; David Zedonis  
**Subject:** RE: 106th Street I 69 interchange

Good Afternoon Mr. Zedonis,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

As was made evident during the September 10<sup>th</sup> public hearing at Fishers City Hall, and also demonstrated through comments submitted directly to INDOT, the community has expressed varying opinions, thoughts and concerns regarding this proposal. INDOT will perform its due diligence as consideration of the interchange proposal continues.

In addition, INDOT looks forward to continuing a dialogue with the City of Fishers, community stakeholders and local officials regarding this proposal.

INDOT will prepare a transcript at the conclusion of the comment period (9/25/15) which will include the verbal comments presented during the public hearing and e-mails / written comments submitted during the comment period. Your e-mail and comments have been entered into the transcript which will be reviewed, evaluated and considered by INDOT officials as part of a decision making process.

Information regarding the interchange proposal has been posted to the project web page:  
<http://www.in.gov/indot/3399.htm>.

In regards to 106<sup>th</sup> Street beyond the general vicinity of the proposed interchange, the City of Fishers has posted information regarding the local road network on their website:  
<http://www.fishers.in.us/index.aspx?NID=642>

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Thank you again for sharing your comments and we look forward to continuing public engagement as this project proposal is considered.

Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rlark@indot.in.gov](mailto:rlark@indot.in.gov)



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-----Original Message-----

From: dzedonis [mailto:dzedonis@att.net]  
Sent: Wednesday, September 23, 2015 3:52 PM  
To: Clark, Rickie; David Zedonis  
Subject: 106th Street I 69 interchange

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

Hello,

I want to place my objection to your plans to add an interchange at 106th and I69.

I agree that the interchanges at 96th and 116th streets have issues at peak times. I avoid these places at peak times. There are backups on the interstate to the south a peak times from both 116th street and 96th Street so the 106th street interchange would not benefit that flow direction. Northbound is mostly OK from either so this should not be a factor to need benefiting.

The approaches to the 96th and 116th Street interchanges are horrible too with all the traffic signals so close to them. Just using the overpasses to cross the interstate I avoid at peak times. This is when I joyfully use the centrally located 106th street! The traffic signal timing coordination has benefited the through flow on a Fishers city center thoroughfare on 116th street ..... thank god.....

106th Street is a small road that gets crazy congested in itself during peak times as it is too. So putting added traffic onto it is not a good solution on the two lane road. At least 96th and 116th have 4 lanes or more feeding the interchanges.

Certainly the bigger picture we need to efficiently get cars out of the overgrown Fishers east of the interstate. The 106th plan seems ill advised, not solving a significant enough problem for the hefty cost and creating more problems in itself..

How about a 4 lane fall creek or an extra center lane addition that can be used for the heavy flow direction to offload some of the I69 southbound traffic? There are few other choices.....How about an interchange around 126th street instead - so we can get some dispersion and separation of the entering traffic flow ?

Dave Zedonis PE  
10699 Evergreen Point  
Fishers, IN 46037



182  
**Clark, Rickie**

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**From:** Jeff&Deb [jjhulecki@sbcglobal.net]  
**Sent:** Tuesday, September 22, 2015 2:09 PM  
**To:** Clark, Rickie  
**Cc:** james@youarecurrent.com; petersonp@fishers.in.us; zimmermant@fishers.in.us; weingardtj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in; george@fishers.in; moeller@fishers.in; stollers@fishers.in  
**Subject:** Interchange at I-69 and 106th street

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

To Whom It May Concern,

My family and I have lived in our same home at 106th Street and Hague Road in Fishers Indiana 46038 since November 1989, when there was only 1 zip code. We love our city, home, neighborhood, school district, shopping and current access to interstate ramps. Prior to moving to Fishers, my husband and I searched for 2 years, in hopes that we would find a community we could call home, and raise a family. We chose Fishers for many reasons. The most important reason was the sense of community. We knew eventually the town would grow, and many people would find our safe haven. The growth has been wonderful to watch, as it is continuously changing, while still staying a community.

Our concern is that INDOT, Hamilton County and the City of Fishers, seem to think that in less than a mile from each exit of 96th Street and 116th Street ramps, with the proposed plan in the middle, there will be less accidents and traffic?? The proposed ramps and the round about at I-69 and 106th Street will be similar to the City of Carmel's ramps and roundabouts, supposedly alleviating commercial and commuter traffic along Keystone Avenue. However, the I-69 and 106th Street ramps will have traffic from an INTERSTATE, not a major artery.

Just recently, a round about was situated at 106th Street and Lantern Road, which is about 500 feet from where the proposed ramps and round about will be located. What about the train that runs through Fishers throughout the year for different family venues, on 106th Street? That train track is about 500 feet from the current Lantern Road round about. Less traffic and accidents you think?? Also, more sidewalks were put in place for residents and their families to walk their dogs, roller blade, skate board, jog, run, walk, and push their pride and joy in a stroller. We can't imagine doing all of this with interstate traffic on a current residential (106th) side street. With the proposed 106th interchange plan, what will happen to that sense of community?

The ramps for 96th Street and 116th Street are already in place, and better equipped for heavy duty commuter and commercial traffic. Considering a \$34 million dollar budget, one would think INDOT, Hamilton County Planning Commission and the City of Fishers would have a better plan to develop a long-term solution of increasingly heavy traffic and accident management, while maintaining a sense of community.

This brings me back to November 1989 where there was only 1 zip code. We as a homeowner and resident of this city have seen the growth, so it seems to us that INDOT, Hamilton County and the City of Fishers could foresee the concerns of residents affected and plan more wisely.

Sincerely,  
Jeff and Deb Hulecki  
Fishers, Indiana USA

Sent from my iPad

183

184  
**Clark, Rickie**

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**From:** dzedonis [dzedonis@att.net]  
**Sent:** Wednesday, September 23, 2015 3:52 PM  
**To:** Clark, Rickie; David Zedonis  
**Subject:** 106th Street I 69 interchange

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

Hello,

I want to place my objection to your plans to add an interchange at 106th and I69.

I agree that the interchanges at 96th and 116th streets have issues at peak times. I avoid these places at peak times. There are backups on the interstate to the south a peak times from both 116th street and 96th Street so the 106th street interchange would not benefit that flow direction. Northbound is mostly OK from either so this should not be a factor to need benefiting.

The approaches to the 96th and 116th Street interchanges are horrible too with all the traffic signals so close to them. Just using the overpasses to cross the interstate I avoid at peak times. This is when I joyfully use the centrally located 106th street! The traffic signal timing coordination has benefited the through flow on a Fishers city center thoroughfare on 116th street ..... thank god.....

106th Street is a small road that gets crazy congested in itself during peak times as it is too. So putting added traffic onto it is not a good solution on the two lane road. At least 96th and 116th have 4 lanes or more feeding the interchanges.

Certainly the bigger picture we need to efficiently get cars out of the overgrown Fishers east of the interstate. The 106th plan seems ill advised, not solving a significant enough problem for the hefty cost and creating more problems in itself.

How about a 4 lane fall creek or an extra center lane addition that can be used for the heavy flow direction to offload some of the I69 southbound traffic? There are few other choices.....How about an interchange around 126th street instead - so we can get some dispersion and separation of the entering traffic flow ?

Dave Zedonis PE  
10699 Evergreen Point  
Fishers, IN 46037



1857  
**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Wednesday, September 23, 2015 2:51 PM  
**To:** 'Jeff&Deb'  
**Cc:** james@youarecurrent.com; petersonp@fishers.in.us; zimmermant@fishers.in.us; weingardtj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in; george@fishers.in; moeller@fishers.in; stollers@fishers.in  
**Subject:** RE: Interchange at I-69 and 106th street

Good Afternoon Mr. & Mrs. Hulecki,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

As was made evident during the September 10<sup>th</sup> public hearing at Fishers City Hall, and also demonstrated through comments submitted directly to INDOT, the community has expressed varying opinions, thoughts and concerns regarding this proposal. INDOT will perform its due diligence as consideration of the interchange proposal continues.

In addition, INDOT looks forward to continuing a dialogue with the City of Fishers, community stakeholders and local officials regarding this proposal.

INDOT will prepare a transcript at the conclusion of the comment period (9/25/15) which will include the verbal comments presented during the public hearing and e-mails / written comments submitted during the comment period. Your e-mail and comments have been entered into the transcript which will be reviewed, evaluated and considered by INDOT officials as part of a decision making process.

Information regarding the interchange proposal has been posted to the project web page:  
<http://www.in.gov/indot/3399.htm>.

In regards to 106<sup>th</sup> Street beyond the general vicinity of the proposed interchange, the City of Fishers has posted information regarding the local road network on their website:  
<http://www.fishers.in.us/index.aspx?NID=642>

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Thank you again for sharing your comments and we look forward to continuing public engagement as this project proposal is considered.

Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



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-----Original Message-----

From: Jeff&Deb [mailto:jjhulecki@sbcglobal.net]

Sent: Tuesday, September 22, 2015 2:09 PM

To: Clark, Rickie

Cc: james@youarecurrent.com; petersonp@fishers.in.us; zimmermant@fishers.in.us; weingardtj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in; george@fishers.in; moeller@fishers.in; stollers@fishers.in

Subject: Interchange at I-69 and 106th street

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

To Whom It May Concern,

My family and I have lived in our same home at 106th Street and Hague Road in Fishers Indiana 46038 since November 1989, when there was only 1 zip code. We love our city, home, neighborhood, school district, shopping and current access to interstate ramps. Prior to moving to Fishers, my husband and I searched for 2 years, in hopes that we would find a community we could call home, and raise a family. We chose Fishers for many reasons. The most important reason was the sense of community. We knew eventually the town would grow, and many people would find our safe haven. The growth has been wonderful to watch, as it is continuously changing, while still staying a community.

Our concern is that INDOT, Hamilton County and the City of Fishers, seem to think that in less than a mile from each exit of 96th Street and 116th Street ramps, with the proposed plan in the middle, there will be less accidents and traffic?? The proposed ramps and the round about at I-69 and 106th Street will be similar to the City of Carmel's ramps and roundabouts, supposedly alleviating commercial and commuter traffic along Keystone Avenue. However, the I-69 and 106th Street ramps will have traffic from an INTERSTATE, not a major artery.

Just recently, a round about was situated at 106th Street and Lantern Road, which is about 500 feet from where the proposed ramps and round about will be located. What about the train that runs through Fishers throughout the year for different family venues, on 106th Street? That train track is about 500 feet from the current Lantern Road round about. Less traffic and accidents you think?? Also, more sidewalks were put in place for residents and their families to walk their dogs, roller blade, skate board, jog, run, walk, and push their pride and joy in a stroller. We can't imagine doing all of this with interstate traffic on a current residential (106th) side street. With the proposed 106th interchange plan, what will happen to that sense of community?

The ramps for 96th Street and 116th Street are already in place, and better equipped for heavy duty commuter and commercial traffic. Considering a \$34 million dollar budget, one would think INDOT, Hamilton County Planning Commission and the City of Fishers would have a better plan to develop a long-term solution of increasingly heavy traffic and accident management, while maintaining a sense of community.

This brings me back to November 1989 where there was only 1 zip code. We as a homeowner and resident of this city have seen the growth, so it seems to us that INDOT, Hamilton County and the City of Fishers could foresee the concerns of residents affected and plan more wisely.

Sincerely,

Jeff and Deb Hulecki

Fishers, Indiana USA



Clark, Rickie

187

**From:** Briar, Deborah  
**Sent:** Thursday, September 24, 2015 8:14 AM  
**To:** Clark, Rickie; Riggs, Nathan W  
**Subject:** FW: Proposed I-69/106th Street Interchange

IQ# 973883

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**From:** David Pusateri [<mailto:dpusater@att.net>]  
**Sent:** Wednesday, September 23, 2015 10:07 PM  
**To:** Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [peterpsonp@fishers.in.us](mailto:peterpsonp@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov); [christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana Economic Development Corporation; [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Subject:** Proposed I-69/106th Street Interchange

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

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I want to submit my comments concerning the I-69/106th street Interchange project. First, I hope it is not too late to influence this project. I am not in favor of the project proceeding. I do not feel like the opinions and impacts to the residents of 106th street have been adequately solicited or discussed.

The residential areas south of 116th street and along the 106th street corridor have been essentially built out for 15 years. The traffic in this area is mainly local since 106th street essentially disappears into neighborhoods at Geist Rd. and Allisonville Rd, Hauge, and Lantern Rd provide ample access to the west. Residents coming from the south during high traffic times conveniently exit I-69 at 96th street. For the most part, residents of the 106th street corridor are therefore not adding to congestion on I-69 north of 96th street. So, that leaves folks that are trying to get to 116th street, north to the Ind 37 corridor, or those heading far east to the Olivo Rd corridor remaining who will be the target users of the proposed interchange, all essentially trying to avoid I-69 and offloading interstate traffic to the local streets. Ultimately, many of the folks will be trying to get back to 116th street to head east and west. So this exit will add additional load to the local 106th street corridor streets only to land people back to where they were going, 116th street. None of the streets in the 106th corridor are designed to handle interstate traffic. Already, at rush hour, 106th street east bound backs up to Lantern Rd at times. Giving drivers the option to 'bail out' at 106th street during high peak times will just make this area even more congested.

Traffic is one issue that will increase. But so will aggressive drivers due to the gridlock, potential crime due to the easy off, easy on access to residential neighborhoods, and the risk of damage to roads due to inappropriate traffic on residential roads. Imagine a wreck on I-69. "Oh, here is the 106th street exit", says a harried, long-haul trucker. "Let's take that to go around and get back on the interstate north of the wreck!" And whoops they end up going through the Hawthorns (because Cumberland Rd is so backed up), after almost getting stuck at the little roundabout at Geist Rd. Think this scenario is unlikely? Hardly.

I am concerned that this project is proceeding to benefit developers who want to help market their properties that have been slow to develop. They have complained that "if only we had interstate access, companies would want to build in North-by-Northeast or Crosspoint or Exit 5." Maybe so, but that is just one aspect. These developments have been here for years and were designed with the existing exits in mind. If they were poorly designed, that is not the residential residents fault. A few thousand existing 106th street residents (and voters) that are impacted are more important than a few developers interests.



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The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto the road because there are no longer any breaks in traffic going one way in the morning and the other in the evening.

Finally, if you do establish this exit, I implore you to mark it with restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit.

Hopefully you have heard from a lot of people on this issue. No one that I have spoken with is in favor of the project. Please re-think this interchange.

Sincerely,  
David Pusateri  
10886 Hamilton Pass  
Fishers, IN 46037

Clark, Rickie

189

**From:** John & Cathy [jletsinger9816@comcast.net]  
**Sent:** Tuesday, September 22, 2015 2:19 PM  
**To:** Clark, Rickie  
**Subject:** New I-69-106th Street Intersection

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

Noting that the planned detour route during the construction includes the intersection of 96th street and Lantern Road, I am wondering what the timeline for a roundabout at that intersection is? Also, for 96th Street and Cumberland Road? Hopefully, the roundabouts will be completed before starting the Interchange! Thank you. Cathy Letsinger

Sent from XFINITY Connect Mobile App

Clark, Rickie

190

**From:** John & Cathy [jletsinger9816@comcast.net]  
**Sent:** Wednesday, September 23, 2015 7:03 PM  
**To:** Clark, Rickie  
**Subject:** Re: New I-69-106th Street Intersection

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

Thank you for this information, but my question is related to the planned detour route involving the 96th and Lantern Road. Will this project be completed before the project of the Interchange is started? Same question for the roundabout planned at 96th and Cumberland Road? I do not have an issue with the planned Interchange but can only imagine the nightmare there would be if both projects occur simultaneously! Thank you. Cathy

Sent from XFINITY Connect Mobile App

----- Original Message -----

**From:** Rickie Clark  
**To:** John & Cathy  
**Sent:** September 23, 2015 at 2:58 PM  
**Subject:** RE: New I-69-106th Street Intersection

Good Afternoon Ms. Letsinger,

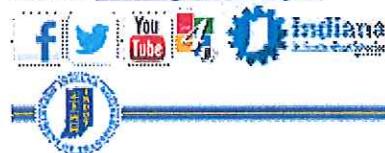
Information regarding the interchange proposal has been posted to the project web page:  
<http://www.in.gov/indot/3399.htm>.

In regards to 106<sup>th</sup> Street beyond the general vicinity of the proposed interchange, the City of Fishers has posted information regarding the local road network and proposed local area improvements on their website:  
<http://www.fishers.in.us/index.aspx?NID=642>

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)





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**From:** John & Cathy [<mailto:jletsinger9816@comcast.net>]

**Sent:** Tuesday, September 22, 2015 2:19 PM

**To:** Clark, Rickie

**Subject:** New I-69-106th Street Intersection

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Noting that the planned detour route during the construction includes the intersection of 96th street and Lantern Road, I am wondering what the timeline for a roundabout at that intersection is? Also, for 96th Street and Cumberland Road? Hopefully, the roundabouts will be completed before starting the Interchange! Thank you. Cathy Letsinger

Sent from XFINITY Connect Mobile App

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Clark, Rickie

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**From:** Jacqueline Dall [jacqueline@att.net]  
**Sent:** Wednesday, September 23, 2015 5:30 PM  
**To:** Clark, Rickie  
**Subject:** Put interchange at Castleton exit I69 & 82nd

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

There is I69 and 37 and 465 and 82nd street Put an interchange at this location Many thanks  
Jacqueline Dall

Sent from my iPad  
??????

Clark, Rickie

193

**From:** David Pusateri [dpusateri@att.net]  
**Sent:** Wednesday, September 23, 2015 10:07 PM  
**To:** Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; christine.altman@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** Proposed I-69/106th Street Interchange

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

I want to submit my comments concerning the I-69/106th street Interchange project. First, I hope it is not too late to influence this project. I am not in favor of the project proceeding. I do not feel like the opinions and impacts to the residents of 106th street have been adequately solicited or discussed.

The residential areas south of 116th street and along the 106th street corridor have been essentially built out for 15 years. The traffic in this area is mainly local since 106th street essentially disappears into neighborhoods at Geist Rd. and Allisonville Rd, Hauge, and Lantern Rd provide ample access to the west. Residents coming from the south during high traffic times conveniently exit I-69 at 96th street. For the most part, residents of the 106th street corridor are therefore not adding to congestion on I-69 north of 96th street. So, that leaves folks that are trying to get to 116th street, north to the Ind 37 corridor, or those heading far east to the Ohio Rd corridor remaining who will be the target users of the proposed interchange, all essentially trying to avoid I-69 and offloading interstate traffic to the local streets. Ultimately, many of the folks will be trying to get back to 116th street to head east and west. So this exit will add additional load to the local 106th street corridor streets only to land people back to where they were going, 116th street. None of the streets in the 106th corridor are designed to handle interstate traffic. Already, at rush hour, 106th street east bound backs up to Lantern Rd at times. Giving drivers the option to 'bail out' at 106th street during high peak times will just make this area even more congested.

Traffic is one issue that will increase. But so will aggressive drivers due to the gridlock, potential crime due to the easy off, easy on access to residential neighborhoods, and the risk of damage to roads due to inappropriate traffic on residential roads. Imagine a wreck on I-69. "Oh, here is the 106th street exit", says a harried, long-haul trucker. "Let's take that to go around and get back on the interstate north of the wreck!" And whoops they end up going through the Hawthorns (because Cumberland Rd is so backed up), after almost getting stuck at the little roundabout at Geist Rd. Think this scenario is unlikely? Hardly.

I am concerned that this project is proceeding to benefit developers who want to help market their properties that have been slow to develop. They have complained that "if only we had interstate access, companies would want to build in North-by-Northeast or Crosspoint or Exit 5." Maybe so, but that is just one aspect. These developments have been here for years and were designed with the existing exits in mind. If they were poorly designed, that is not the residential residents fault. A few thousand existing 106th street residents (and voters) that are impacted are more important than a few developers interests.

The addition of roundabouts at many intersections has and will continue to cause more problems for residents pulling out of their neighborhoods and driveways onto the road because there are no longer any breaks in traffic going one way in the morning and the other in the evening.

Finally, if you do establish this exit, I implore you to mark it with restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit.



194

Hopefully you have heard from a lot of people on this issue. No one that I have spoken with is in favor of the project. Please re-think this interchange.

Sincerely,  
David Pusateri  
10886 Hamilton Pass  
Fishers, IN 46037

195

Clark, Rickie

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**From:** Kevin Smith [khacg05@yahoo.com]  
**Sent:** Wednesday, September 23, 2015 10:50 PM  
**To:** Clark, Rickie  
**Subject:** 106th and 69 Interchange

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

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Mr. Clark,

Concerning the interchange on 106th street and I-69, it is not appropriate to have such an interchange on streets that are not prepared for such traffic. All roads that lead to that interchange are only one-way in each direction. The interchange will also be too close to the 116th and 96th street interchanges. The additional merging to/from the ramps will only increase accidents on the highway (not decrease them) The \$34M would be better spent on expanding the current interchanges or adding/extending existing lanes.

Thanks for your time, Kevin Smith

196  
**Clark, Rickie**

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**From:** Gay Tharp [gtharp@crgdining.com]  
**Sent:** Thursday, September 24, 2015 9:00 AM  
**To:** Clark, Rickie  
**Subject:** Interchange in Fishers

\*\*\*\* 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 off of 106th and do not want an interchange built on I69. The interchange will not help traffic in the 2 miles between 96th and 116th and will negatively affect traffic and the safety of our children in the neighborhoods between 96th and 116th. Property values will decrease by millions for all of us that live between 96th and 116th. One of the major reasons I chose to live off of 106th is because it did not connect to I69.  
Thank you  
Please consider another alternative.

--

**Gay Tharp**  
Pine Bluff Overlook  
317.220.5277 cell



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Clark, Rickie

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From: Jim Minatel [jimminatel@gmail.com]  
Sent: Wednesday, September 23, 2015 9:12 PM  
To: Clark, Rickie  
Subject: 106th St Fishers I69 Public Coments

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

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Dear R. Clark:

I'm a resident of Indianapolis but I work at an office on Crosspoint Blvd in Fishers between 106th and Hague. Given that it seems the new interchange and design is a done deal I won't debate its merits but I will beg for better timing, planning, and detour management during the construction.

During the roundabout construction at 106th and lantern and at 106th and crosspoint, the detour route for Crosspoint traffic to Hague and 96th sts at evening rush hours have been unmanageable. I'd invite your planners to either visit the area on many evenings during "normal" non-detour traffic and see how the backups for the left hand turn lanes to 96th st from Hague back up all the way through Crosspoint with the intersection frequently blocked for all directions. There's a similar problem for 96th east bound at Hague which backs up through the intersection and prevents any traffic from Hague flowing.

The only solution for this would be to budget for traffic police at both 96th at Hague and Hague at Crosspoint for the duration of the project during the evening rush. That's the only way to keep traffic flowing. It will still be awful especially as occupancy increases in all of the new and open office space on crosspoint but it will prevent total gridlock and danger situations.

The timing aspect that I'd ask you to take a hard look at is the Indianapolis 82nd street project from Hague to fall creek that overlaps with this. It doesn't make sense to overload 96th street with detour traffic from 2 major construction projects on the 2 major roads north and south 106th and 82nd- of 96th street at the same time. It seems like this 106th street project can wait until 82nd street is freely flowing again.

Otherwise, you've got a ton of work to do retiming 96th street to handle a load it can't handle. The new project for the smart lights on 96th street apparently did nothing to improve rush hour flow, it's standstill at night.

And on planning, the last roundabout construction project on 106th really missed its schedule. I think it was blamed on utility location but it seems like schedules for these have rarely gone as planned. The 96th street roundabout at cumberland/mudcreek seems way behind in the utility phase. I'd just ask that you be more realistic for planning for the inevitable delays.

Like everyone who attended the pubic meeting, I think turning residential 106th street into major commercial street to relive 116th is a mistake. I don't think Fishers can be talked out of that mistake but I hope you will at least find a way to relieve the detours for those who will have to live through this.

Sincerely,  
Jim Minatel  
Indianapolis

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## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

## COMMENT:

We cannot exit our area onto 106 now at very crucial times. We live in Muir Woods off 106. We have only one exit. Will you be putting a stop light at Muir Lane and 106? 106 is a driving hazard. How can you think that an interchange at I-69 and 106 can help anyone before doing some extensive work on all of very narrow and crumbling 106?

I was shocked that the mayor of Fishers was not at the meeting or even seemed to care.

SIGNATURE:

Howard and Tama Hanson





# INDIANA DEPARTMENT OF TRANSPORTATION

199

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

## COMMENT:

I attended the City Hall meeting tonight and was very alarmed at the attempt to alleviate traffic issues from six lane 96<sup>th</sup> street and four lane 116<sup>th</sup> st.

Unfortunately, traffic on 106<sup>th</sup> st, which is strictly residential, is ill-equipped to handle any increase in commercial or rather simply put non-residential traffic.

I live in the Berkley Grove community of 244 homes. We have grown used to 106<sup>th</sup> flooding and when it rains too hard.

Berkley Ridge is the very next community to us and does border on 106<sup>th</sup> st proper. BtH are bedroom communities. There are no businesses in our immediate vicinity, save for a small Engineering firm and a small Kennel business. There are two churches in the vicinity.

We have 2 elementary schools nearby. Roundabouts were added on 106<sup>th</sup> near the proposed access ramp and they have only created havoc when such heavy traffic from Crosspoint is added to the mix.

I urge the power that be to consider the impact on our quality of life. Hague Rd & 106<sup>th</sup> st are residential and cannot handle a "full turn" from 96<sup>th</sup> to get to 116<sup>th</sup> st. There will be gridlock on 106<sup>th</sup> st as people try to find an alternative to the existing gridlock on 96<sup>th</sup> & 116<sup>th</sup> st.

This will not work. Please reconsider this very shortsighted proposal.

SIGNATURE:

*[Signature]*

— Berkley Grove resident since

2005.





## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

200

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

### COMMENT:

My concerns are that the area around 106<sup>th</sup> and HAGUE are primarily residential and cannot support the traffic from a highway interchange at 106<sup>th</sup> street. I believe this whole project is being done to benefit companies that will ~~the~~ develop commercial properties near the interchange and is not being done to relieve traffic on the highway. It would be better to develop and expand other north/south routes so people would not need to use the highway. Allisonville should have been expanded into a limited access highway with a bypass around Noblesville. To reiterate, the 106<sup>th</sup> interchange is just being done to profit developers ~~who~~ will develop along 106<sup>th</sup> street and near the interchange. This interchange will not relieve traffic on the highway because more people will get on the highway instead of taking local roads.

This project will also destroy the quality of life for the people living near 106<sup>th</sup> and Hague. People jog and walk along 106<sup>th</sup> street and it will become dangerous to do this afterwards. People living along 106<sup>th</sup> street will have to endure excessive noise, school buses travelling along 106<sup>th</sup> street will have to endure excessive traffic, and more accidents will occur near 106<sup>th</sup> and Hague. So in effect a reduction in accidents on the highway will result in more accidents near the 106<sup>th</sup> / Hague intersection.

SIGNATURE:

Karl Szabo



201-250

# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD



201



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

## COMMENT:

We are very concerned about the proposed I-69 interchange at 106<sup>th</sup> St. in Fishers. All this I-69 traffic will be dumped on substandard two lane roads with no shoulders and poor drainage. The area is mostly residential with churches and schools. The roads that would need to be widened and updated with lights and proper drainage are 106<sup>th</sup> St. east & west of the interchange, Lantieri Road north & south, Hager Road north & south, USA Parkway, Kincaid Dr. and the railroad crossing on 106<sup>th</sup> St. just west of the proposed interchange. That railroad crossing is only 2 lane and has only a stop sign! We think the proposed interchange would be better situated north of 106<sup>th</sup> St. where all the traffic is going.

It appears the City of Fishers wants to make 106<sup>th</sup> St. commercial and develop it. We do not need more traffic in that area. We don't need another 96<sup>th</sup> St or 116<sup>th</sup> St. traffic congested thoroughfare. Since Fishers has changed to a city it seems to have forgotten the best interests of the city citizens and wants to develop the entire city like the recent commercial building in downtown Fishers by Town Hall. That area used to be so nice with the green space and now is crammed with buildings and traffic. This is not the Fishers we chose to move to in 1997. Please stop and rethink this interchange proposal and what is best for the community.

SIGNATURE: *Marilee Breimeir*  
Marilee Breimeir

*Philip Breimeir*  
Philip Breimeir



202

Clark, Rickie

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 16, 2015 8:45 AM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: I-69 & 106th street proposed interchange

IQ# 972975

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**From:** Williams Charlie [<mailto:chuckalouie@yahoo.com>]  
**Sent:** Tuesday, September 15, 2015 4:22 PM  
**To:** Greenfield Customer Service; Clark, Rickie; Greenfield Customer Service; [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [stollers@fishers.in.us](mailto:stollers@fishers.in.us); [moellere@fishers.in.us](mailto:moellere@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [easley@fishers.in.us](mailto:easley@fishers.in.us); [christine.altman@hamiltoncounty.in.gov](mailto:christine.altman@hamiltoncounty.in.gov); [stevencdillinger@aol.com](mailto:stevencdillinger@aol.com); [mark.heirbrandt@hamiltoncounty.in.gov](mailto:mark.heirbrandt@hamiltoncounty.in.gov); [county.highway@hamiltoncounty.in.gov](mailto:county.highway@hamiltoncounty.in.gov); Indiana Economic Development Corporation  
**Cc:** [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [petersonp@fishers.in.us](mailto:petersonp@fishers.in.us); [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Subject:** I-69 & 106th street proposed interchange

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

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I am a resident of Quaker Ridge on 106th Street and am firmly not in favor of this proposed construction. I feel strongly that it will in no way benefit the residents who live in near-areas of 106th Street and the I-69 overpass and will, instead, greatly inconvenience them. This will produce not only a very large inconvenience during the implementation of this major change but also a large downgrading of our living experience after the fact.

I feel that 106th Street is in no way ready to accept the volume of traffic that this exit would produce and a proposed widening of the road to create space would be a very unwelcome intrusion on our neighborhoods. I feel quite disregarded that this decision is being force-fed to us without even much, if any, request for opinion of the electorate, particularly those who would be most blatantly affected.

I do not see the dire need for such a change. I feel that the 96th and 116th Street exits suffice just fine for people to reach their intended destinations. And, in fact, the very laudable widening of I-69 over the last few years has worked magically to help curb the rush hour traffic congestion that was once infamous in these parts.

In summary, I feel that this last-minute announcement of such a major change is a poor idea that will offer little to no benefit over what is already in place but will massively devalue the livelihood of the populace living near the affected change-site. This will devalue our quality of life but will also, no doubt, devalue the financial property values of our homes. Please re-think this idea and use better judgement to possibly enhance exits already in place.

Thank you for your time,

Charles J. Williams  
10163 Quaker Ridge Court  
Fishers IN 46037  
317-363-4226

203

Clark, Rickie

**From:** County Highway [County.Highway@hamiltoncounty.in.gov]  
**Sent:** Wednesday, September 16, 2015 8:01 AM  
**To:** Sandy Cropper  
**Cc:** Clark, Rickie  
**Subject:** RE: Opposition to 106th Street Exit

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

Good morning, Cropper's.

Thank you for voicing your concerns. I have forwarded your email to Rickie Clark, ([rclark@indot.in.gov](mailto:rclark@indot.in.gov)) with INDOT. Your comments / concerns will be added to public record for this project.

Have a great day,

***Brandi Tarner***

Public Service Representative  
Hamilton County Highway Department  
[Brandi.Tarner@hamiltoncounty.in.gov](mailto:Brandi.Tarner@hamiltoncounty.in.gov)  
317-773-7770

**From:** Sandy Cropper [<mailto:sandycropper14@gmail.com>]  
**Sent:** Wednesday, September 16, 2015 7:27 AM  
**To:** Sandy Cropper  
**Subject:** Opposition to 106th Street Exit

Dear Public Official:

We are 17 year residents of the 106th Street area east of I-69. We want to voice our concerns and hope it is not too late to stop construction of this interchange.

All of the other exits off I-69 are onto 4-lane roads. So, adding more traffic to 106th Street which is a two-lane road, would only cause more traffic problems and create bottlenecks.

Adding an exit at 106th Street will not help the backups on I-69. Plus, it would cause unreasonably high volume of traffic on 2-lane roads going north and east should drivers try to take alternate roads. These roads are already heavily traveled at rush hours.

As our Representatives, we hope you consider these issues and concerns before committing our tax dollars to a project that may negatively impact our home values, not solve the traffic issues and make the traffic worse.

Sincerely,

David & Sandra Cropper

10876 Hamilton Pass  
Fishers, IN 46037

204

Quaker Ridge, The Legends at Geist  
(317) 842-9341



2057

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 16, 2015 8:33 AM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: Opposition to 106th Street Exit

IQ# 972971

---

**From:** Sandy Cropper [<mailto:sandycropper14@gmail.com>]  
**Sent:** Wednesday, September 16, 2015 7:28 AM  
**To:** Sandy Cropper  
**Subject:** Opposition to 106th Street Exit

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

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Dear Public Official:

We are 17 year residents of the 106th Street area east of I-69. We want to voice our concerns and hope it is not too late to stop construction of this interchange.

All of the other exits off I-69 are onto 4-lane roads. So, adding more traffic to 106th Street which is a two-lane road, would only cause more traffic problems and create bottlenecks.

Adding an exit at 106th Street will not help the backups on I-69. Plus, it would cause unreasonably high volume of traffic on 2-lane roads going north and east should drivers try to take alternate roads. These roads are already heavily traveled at rush hours.

As our Representatives, we hope you consider these issues and concerns before committing our tax dollars to a project that may negatively impact our home values, not solve the traffic issues and make the traffic worse.

Sincerely,

David & Sandra Cropper  
10876 Hamilton Pass  
Fishers, IN 46037

Quaker Ridge, The Legends at Geist  
(317) 842-9341

206

Clark, Rickie

**From:** County Highway [County.Highway@hamiltoncounty.in.gov]  
**Sent:** Wednesday, September 16, 2015 8:00 AM  
**To:** Williams Charlie  
**Cc:** Clark, Rickie  
**Subject:** RE: I-69 & 106th street proposed interchange

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

Good morning, Mr. Williams.

Thank you for voicing your concerns. I have forwarded your email to Rickie Clark, ([rclark@indot.in.gov](mailto:rclark@indot.in.gov)) with INDOT. Your comments / concerns will be added to public record for this project.

Have a great day,

*Brandi Tarner*

Public Service Representative

Hamilton County Highway Department

[Brandi.Tarner@hamiltoncounty.in.gov](mailto:Brandi.Tarner@hamiltoncounty.in.gov)

317-773-7770

**From:** Williams Charlie [<mailto:chuckalouie@yahoo.com>]  
**Sent:** Tuesday, September 15, 2015 4:22 PM  
**To:** [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov); [rclark@indot.in.gov](mailto:rclark@indot.in.gov); [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov); [mayorfadness@fishers.in.us](mailto:mayorfadness@fishers.in.us); [stollers@fishers.in.us](mailto:stollers@fishers.in.us); [moellere@fishers.in.us](mailto:moellere@fishers.in.us); [weingardtj@fishers.in.us](mailto:weingardtj@fishers.in.us); [george@fishers.in.us](mailto:george@fishers.in.us); [easley@fishers.in.us](mailto:easley@fishers.in.us); Christine Altman; Steve C. Dillinger; Mark Heirbrandt; County Highway; [iedc@iedc.in.gov](mailto:iedc@iedc.in.gov)  
**Cc:** [hillj@fishers.in.us](mailto:hillj@fishers.in.us); [blockr@fishers.in.us](mailto:blockr@fishers.in.us); [coblec@fishers.in.us](mailto:coblec@fishers.in.us); [zimmermant@fishers.in.us](mailto:zimmermant@fishers.in.us); [peterpsonp@fishers.in.us](mailto:peterpsonp@fishers.in.us); [h37@iga.in.gov](mailto:h37@iga.in.gov); [Senator.Merritt@iga.in.gov](mailto:Senator.Merritt@iga.in.gov)  
**Subject:** I-69 & 106th street proposed interchange

I am a resident of Quaker Ridge on 106th Street and am firmly not in favor of this proposed construction. I feel strongly that it will in no way benefit the residents who live in near-areas of 106th Street and the I-69 overpass and will, instead, greatly inconvenience them. This will produce not only a very large inconvenience during the implementation of this major change but also a large downgrading of our living experience after the fact.

I feel that 106th Street is in no way ready to accept the volume of traffic that this exit would produce and a proposed widening of the road to create space would be a very unwelcome intrusion on our neighborhoods. I feel quite disregarded that this decision is being force-fed to us without even much, if any, request for opinion of the electorate, particularly those who would be most blatantly affected.

I do not see the dire need for such a change. I feel that the 96th and 116th Street exits suffice just fine for people to reach their intended destinations. And, in fact, the very laudable widening of I-69 over the last few years has worked magically to help curb the rush hour traffic congestion that was once infamous in these parts.

207

In summary, I feel that this last-minute announcement of such a major change is a poor idea that will offer little to no benefit over what is already in place but will massively devalue the livelihood of the populace living near the affected change-site. This will devalue our quality of life but will also, no doubt, devalue the financial property values of our homes. Please re-think this idea and use better judgement to possibly enhance exits already in place.

Thank you for your time,

Charles J. Williams  
10163 Quaker Ridge Court  
Fishers IN 46037  
317-363-4226



Clark, Rickie

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**From:** Sandy Cropper [sandycropper14@gmail.com]  
**Sent:** Wednesday, September 16, 2015 7:27 AM  
**To:** Sandy Cropper  
**Subject:** Opposition to 106th Street Exit

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---

Dear Public Official:

We are 17 year residents of the 106th Street area east of I-69. We want to voice our concerns and hope it is not too late to stop construction of this interchange.

All of the other exits off I-69 are onto 4-lane roads. So, adding more traffic to 106th Street which is a two-lane road, would only cause more traffic problems and create bottlenecks.

Adding an exit at 106th Street will not help the backups on I-69. Plus, it would cause unreasonably high volume of traffic on 2-lane roads going north and east should drivers try to take alternate roads. These roads are already heavily traveled at rush hours.

As our Representatives, we hope you consider these issues and concerns before committing our tax dollars to a project that may negatively impact our home values, not solve the traffic issues and make the traffic worse.

Sincerely,

David & Sandra Cropper  
10876 Hamilton Pass  
Fishers, IN 46037

Quaker Ridge, The Legends at Geist  
(317) 842-9341

209

**Clark, Rickie**

---

**From:** David George [david.fisherscouncil@gmail.com]  
**Sent:** Wednesday, September 16, 2015 5:46 AM  
**To:** Will Lubs  
**Cc:** fadnesss@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** Re: I-69 and 106th St. project.

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Mr. Lubs,

I received your email. Robin Roach in your neighborhood is setting up a meeting where we can go over in detail.

I am sure she will coordinate the time with you.

Thank you, David

David C. George

Fishers City Council  
District 5 (southwest)

Sent from my iPhone

On Sep 16, 2015, at 12:18 AM, Will Lubs <[willlubs@hotmail.com](mailto:willlubs@hotmail.com)> wrote:

Please see attached.

Will Lubs  
7494 Hickory Woods Dr. S.  
Fishers, IN 46038  
<I-69 and 106th letter.docx>

210

**Clark, Rickie**

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**From:** Will Lubs [willlubs@hotmail.com]  
**Sent:** Wednesday, September 16, 2015 12:19 AM  
**To:** fadnesss@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** I-69 and 106th St. project.  
**Attachments:** I-69 and 106th letter.docx

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Please see attached.

Will Lubs  
7494 Hickory Woods Dr. S.  
Fishers, IN 46038



211

"I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi-truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project."

Sincerely,

Will Lubs

7494 Hickory Woods Dr. S.

Fishers, IN 46038

Clark, Rickie

212

**From:** Kristina Riley [rileys1x3y@gmail.com]  
**Sent:** Tuesday, September 15, 2015 6:11 PM  
**To:** Clark, Rickie  
**Subject:** INDOT proposal for 106th Street in Fishers

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

Dear Mr. Clark,

My husband and I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall on September 10th. As residents living within close proximity to the proposed interchange, the impact on our neighborhood is too great to ignore. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads.

The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary road? What impact will the collector roads of Hague and Lantern Roads incur.

- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.

Our children regularly ride their bicycles here to access Ritchey Woods and the bike path along 106th. Increased traffic here flies in the face of making Fishers a healthier city by limiting the radius in which youth can safely ride/walk/jog.

- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact:
  - What balance of mixed use development does the City envision in the current PUDC overlay section of the project?
  - Will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT have not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project.

As your constituents, we strongly urge you to reconsider this project and answer residents' concerns to satisfaction.

213

Kristina and Tim Riley

Sunblest Countryview homeowners



214

Clark, Rickie

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**From:** Carrie Lannen [casmorro@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 5:41 PM  
**To:** Clark, Rickie  
**Subject:** I69 106th Street Interchange

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

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Mr. Clark,

As a resident of Fishers, I would like to express my STRONG opposition to the proposed interchange at 106th St. and I-69.

I live in Windermere between 106th St. and 96th St. My children used to attend daycare off of 116th St., so I absolutely understand the traffic challenges at rush hour along I-69. However, I do not feel that this is the correct solution. 106th Street is mostly residential and I am concerned at the increase in traffic. It already is quite busy at rush hour and turning west onto 106th St. from Mollenkopf at rush hour is extremely difficult. With the interchange, this is only going to get worse. If you try to head north on Cumberland Rd. or Hoosier Rd. from 106th St. to 116th St. at rush hour, traffic is already backed up at those lights and it takes several light cycles before you can get through the intersection. Again, the interchange is only going to make a bad situation much worse.

My children attend Lantern Road Elementary and they will eventually be going to Riverside (which will cause them to cross over I-69 at 96th St). Their safety is going to be negatively affected with the schools and bus routes being so close to the interchange and the drastic increase in traffic.

I believe it is a much better use of funds for the State of Indiana and the City of Fishers to reinvest this money and create exit ramps/roundabouts along SR 37 north of 116th St - similar to what Carmel has done with Keystone Ave. Getting traffic moving along 37 will eliminate much of the backlog problem on I69.

I truly hope the state and city governments will listen to the majority of Fishers residents. We do NOT want this interchange.

Thank you,  
Carrie Lannen  
10001 Ashbury Cir.  
Fishers, IN 46037

Clark, Rickie

215

**From:** Debra Lloyd [debra\_lloyd@icloud.com]  
**Sent:** Tuesday, September 15, 2015 4:41 PM  
**To:** Clark, Rickie  
**Subject:** Proposed 106th & I-69 Interchange

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

Dear Mr. Clark,

I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along [106th street](#) and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current [96th Street](#) and [116th Street](#) exits. [106th street](#) is not designed as a primary arterial road, like those of 116th and [96th street](#). Can [106th street](#) handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on [106th street](#) between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at [106<sup>th</sup> Street and Hague Road](#).
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

Sincerely,  
Debra Lloyd  
11326 Hickory Woods Drive  
Fishers, IN 46038

Hickory Woods subdivision



Clark, Rickie

---

**From:** Williams Charlie [chuckalouie@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 4:22 PM  
**To:** Greenfield Customer Service; Clark, Rickie; Greenfield Customer Service; mayorfadness@fishers.in.us; stollers@fishers.in.us; moellere@fishers.in.us; weingardtj@fishers.in.us; george@fishers.in.us; easley@fishers.in.us; christine.altman@hamiltoncounty.in.gov; stevendillinger@aol.com; mark.heirbrandt@hamiltoncounty.in.gov; county.highway@hamiltoncounty.in.gov; Indiana Economic Development Corporation  
**Cc:** hillj@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; zimmermant@fishers.in.us; petersonp@fishers.in.us; h37@iga.in.gov; Senator.Merritt@iga.in.gov  
**Subject:** I-69 & 106th street proposed interchange

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I am a resident of Quaker Ridge on 106th Street and am firmly not in favor of this proposed construction. I feel strongly that it will in no way benefit the residents who live in near-areas of 106th Street and the I-69 overpass and will, instead, greatly inconvenience them. This will produce not only a very large inconvenience during the implementation of this major change but also a large downgrading of our living experience after the fact.

I feel that 106th Street is in no way ready to accept the volume of traffic that this exit would produce and a proposed widening of the road to create space would be a very unwelcome intrusion on our neighborhoods. I feel quite disregarded that this decision is being force-fed to us without even much, if any, request for opinion of the electorate, particularly those who would be most blatantly affected.

I do not see the dire need for such a change. I feel that the 96th and 116th Street exits suffice just fine for people to reach their intended destinations. And, in fact, the very laudable widening of I-69 over the last few years has worked magically to help curb the rush hour traffic congestion that was once infamous in these parts.

In summary, I feel that this last-minute announcement of such a major change is a poor idea that will offer little to no benefit over what is already in place but will massively devalue the livelihood of the populace living near the affected change-site. This will devalue our quality of life but will also, no doubt, devalue the financial property values of our homes. Please re-think this idea and use better judgement to possibly enhance exits already in place.

Thank you for your time,

Charles J. Williams  
 10163 Quaker Ridge Court  
 Fishers IN 46037  
 317-363-4226



217

**Clark, Rickie**

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**From:** Briar, Deborah  
**Sent:** Wednesday, September 16, 2015 2:48 PM  
**To:** Clark, Rickie  
**Cc:** Riggs, Nathan W  
**Subject:** FW: 106th Street and 69

IQ# 973052

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**From:** [aleon1737@sbcglobal.net](mailto:aleon1737@sbcglobal.net) [<mailto:aleon1737@sbcglobal.net>]  
**Sent:** Wednesday, September 16, 2015 2:39 PM  
**To:** Greenfield Customer Service  
**Subject:** 106th Street and 69

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I am not in favor of this proposed project. Please leave 106 alone. Traffic is already bad enough and the road is narrow and dangerous for bike riders.  
Audrey Leon

Sent from my Verizon Wireless 4G LTE smartphone

218

Clark, Rickie

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**From:** Ryan Porter [porterdsgr@yahoo.com]  
**Sent:** Wednesday, September 16, 2015 2:21 PM  
**To:** fadnesss@fishers.in.us; Clark, Rickie; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us  
**Subject:** 106th St. - I69 interchange

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Mayor Fadness, Council Members,

My wife and I strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- The intersection of railroad tracks along 106th St does not currently have a crossing signal. Only a stop sign.
- Safety of the pedestrian crossings at 106th Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Increased noise pollution.
- Decreased home values.
- The environmental impact to Ritchey Woods Nature Preserve.
- Past "improvements" have left a nasty sewage smell in this area already that has never been addressed.
- I would only assume that a larger plan to widen 106th street would also be considered to handle the increased traffic. Homes significantly close to the road would be severely impacted.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project. We would like to see/hear more information on this project and why it is being considered a high priority to our city.

Ryan Porter  
10663 Blackthorn Ct.

219



**Clark, Rickie**

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**From:** Jill Steinhauer [jill@jillsteinhauer.com]  
**Sent:** Wednesday, September 16, 2015 2:09 PM  
**To:** Scott Fadness  
**Cc:** blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** Opposition to Interchange on 106th

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"We strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106th Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project."

221

**Clark, Rickie**

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**From:** Jane Alt [jimalt@comcast.net]  
**Sent:** Wednesday, September 16, 2015 5:09 PM  
**To:** fadnesss@fishers.in.us; blockr@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Cc:** Don Alt  
**Subject:** 106 expansion

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As a resident of Hickory Woods, I am concerned about the 106th expansion and it's impact to Hague and 106th street. Currently, because the light is so so short at 116 and Hague, there are cars lined up all the way back past the entrances of our neighborhood during rush hours. If more traffic is going to come down Hague due to the expansion, it soon will be gridlock on Hague and never ending traffic because of all the people who want to cut over on these streets and head to Carmel or Noblesville.

At the SLDM school, children walk across this street daily and it does not seem safe even now. More traffic will make it even more difficult for pedestrians. Hague and 106 are already congested and narrow and shooting additional traffic down these roads will be a disaster.

What are your plans to address this new congestion and pedestrian safety issues this expansion will create?

Jane Alt  
Hickory Woods Resident

222

**Clark, Rickie**

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**From:** Scott Pannicke [scott.pannicke@yahoo.com]  
**Sent:** Thursday, September 17, 2015 7:49 AM  
**To:** Clark, Rickie  
**Subject:** I69/106th Street Interchange

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Mr. Clark:

As an employee of a business located along the 106th street corridor, I fully support the development of the 106th Street interchange to reduce congestion and improve traffic flow.

Most days leaving my office, I am forced to sit through multiple traffic lights in an attempt to get from Lantern Road to 116th Street or Hague Road on to 96th street due to extreme traffic back-ups.

This can be prevalent at most times of the day but especially during the morning and afternoon rush hours.

I look forward to another option for access to I-69.

Scott A.Pannicke



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Clark, Rickie

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**From:** Julie Ohri [julieohri@gmail.com]  
**Sent:** Thursday, September 17, 2015 9:04 AM  
**To:** Clark, Rickie  
**Subject:** 106th St, Fishers

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Dear Rickie Clark,

I am a Fishers resident of 96th & Lantern. I drive the areas that are under discussion every day.

I'm sure you don't have a ton of time to read everyone's emails/comments, so I'll keep it to bullet points:

1. Making 106th St a major artery will ruin the character of the area and I predict will affect home prices in the surrounding neighborhoods. I have no interest in living amidst so much construction/traffic.
2. My kid's elementary school is right there.
3. 96th St IS THE PROBLEM. It caters to strip malls and Walmart shoppers with no good options for through-traffic. There are traffic lights on every corner and I absolutely hate driving there, EVEN when traffic is quiet.

Please, find a way to FIX 96th St, not destroy 106th.

Julie Ohri

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Clark, Rickie

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**From:** Connie O'Connor [constancerussell@msn.com]  
**Sent:** Thursday, September 17, 2015 11:16 AM  
**To:** fadnesss@fishers.in.us; blockr@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** I69&106th Street project-concerned resident

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We strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

- Impact to traffic volume and road conditions along 106th street and intersecting collector roads. The transportation study, as referenced on the City website, projects that the new interchange will divert 18% of the I-69 interchange volume from the current 96th Street and 116th Street exits. 106th street is not designed as a primary arterial road, like those of 116th and 96th street. Can 106th street handle this projected load in its current congested and narrow state, where it is only designated as a secondary arterial? What impact will the collector roads of Hague and Lantern Roads incur?
- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106th Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project

Connie O'Connor

2257

Clark, Rickie

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**From:** Roger Olson [rnolson@iquest.net]  
**Sent:** Thursday, September 17, 2015 1:18 PM  
**To:** Clark, Rickie  
**Subject:** FW: Proposed I-69 interchange at 106th Street  
  
**Importance:** High

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Rickie,

This is a copy of the email that I sent to the Fishers City Government about the proposed I-69 interchange at 106th Street. As you probably gathered from the Sept 10 meeting, most Fishers residents are strongly opposed to this interchange. We don't need it or want it.

Roger Olson

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**From:** Roger Olson [<mailto:rnolson@iquest.net>]  
**Sent:** Wednesday, September 16, 2015 3:07 PM  
**To:** 'fadnesss@fishers.in.us'  
**Cc:** 'blockr@fishers.in.us'; 'coblec@fishers.in.us'; 'easley@fishers.in.us'; 'george@fishers.in.us'; 'moellere@fishers.in.us'; 'petersonp@fishers.in.us'; 'stollers@fishers.in.us'; 'weingardtj@fishers.in.us'; 'zimmermant@fishers.in.us'  
**Subject:** Proposed I-69 interchange at 106th Street  
**Importance:** High

Dear Mayor Fadness and City Council members,

I am a 20 year resident of Fishers. I attended the INDOT presentation on Thursday Sept. 10. The Council Chamber room was packed by attendees, many of whom had to stand. I was shocked that there was no official delegation from the City of Fishers present at this meeting (just three City Council members who were there unofficially).

INDOT gave a good presentation, followed by those in the audience who wished to speak. The speakers were almost all in opposition to the proposed interchange because of the impact on 106th street which is mostly residential (except very close to I-69, and is very narrow.

There will also be a negative impact on Hague Road, which is already carrying too much traffic. I live in the Timber springs subdivision, and my house backs up to Hague Road. My message at the meeting was about the impact the interchange would have on Hague Road, and on 106th street. Northbound Hague road currently backs up severely during the afternoon rush hour. When I left for the meeting, the traffic was backed up to the Timber springs exit to Hague road. Part of the problem is the traffic light at 116th street, which gives far too much favor to the 116th street traffic.

Perhaps an interchange between 116th street, and 146th street would be a better option.

Feel free to contact me on this subject:

Roger N. Olson  
10806 Bittersweet Lane  
Fishers, IN 46038



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My phone number is 317-598-0025

My email address is [RNOlson@iquest.net](mailto:RNOlson@iquest.net)

Clark, Rickie

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**From:** Marji Morosi [mogm@aol.com]  
**Sent:** Thursday, September 17, 2015 4:46 PM  
**To:** Clark, Rickie  
**Subject:** I06th & I-69 Interchange Concerns

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We strongly oppose the 106th & I-69 Interchange project as presented at the Fishers City Hall, on September 10th. As residents living within close proximity to the proposed interchange, there will be many impacts imposed by the project to our neighborhood. The following areas of concern were not adequately addressed in the proposed plan, and warrant further explanation and presentation:

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- Safety at the Nickel Plate railroad crossing on 106th street between Hague and Lantern. The intersection does not have a crossing signal.
- Safety of the pedestrian crossings at 106<sup>th</sup> Street and Hague Road.
- The overall safety impact on three elementary schools (Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort) in the immediate area.
- **Zoning impact: what balance of mixed use development does the City envision in the current PUDC overlay section of the project? Specifically, will retail projects be permitted, such as gas/convenience stores and fast food outlets, or will it mimic the light industry and commercial uses currently in place.**
- Increased commercial and semi truck traffic in residential areas.
- Decreased home values.
- Increased noise pollution.
- The environmental impact to Ritchey Woods Nature Preserve.

The city, Hamilton County and INDOT has not addressed these concerns to our satisfaction nor has adequate justification been presented to our community for this project.

Concerned Fishers Resident,  
 Marji Morosi

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Clark, Rickie

**From:** Mayor Fadness [MayorFadness@fishers.in.us]  
**Sent:** Friday, September 18, 2015 11:11 AM  
**To:** 'Monica Weber'  
**Cc:** City Council; McGrath, Leah; Hill, Jeff  
**Subject:** RE: I 69 and 106th St Project

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Hello Ms. Weber,

Thank you for your email regarding the 106<sup>th</sup> Street Interchange Project. We value your input and appreciate the opportunity to provide answers and information for you.

To provide some history on this project, the 106<sup>th</sup> Street Interchange Project was identified in the 1990s by then-town leaders as an infrastructure improvement needed. In 2012, work on this project began in earnest, as population and traffic volumes continued to increase.

As you know living in Fishers, traffic congestion near the I-69 interchanges at 116<sup>th</sup> St. and 96<sup>th</sup> St. has become an increasing challenge. At AM and PM peak hours, it is not uncommon for commuters on I-69, to experience congestion and sudden stops, which presents public safety issues and negative impacts on quality of life for residents trying to get around.

As population in this region continues to grow and we have more commercial interest along the I-69 corridor, traffic volumes will only continue to increase. We know that doing nothing to address these challenges is not an option. After evaluating possible solutions, INDOT and project partners, Hamilton County and City of Fishers, have proposed a 106<sup>th</sup> St. Interchange project. To inform the project, traffic studies were completed that examined traffic impacts. In February 2013, the Fishers Town Council approved the project in a regularly scheduled council meeting. Since that time, INDOT has proceeded accordingly with the project and plans to begin construction in April 2016, with completion in June 2017.

We have updated the project webpage on the city's website with additional information and a FAQ based on the questions you and others have raised. We hope this is helpful to you. Please visit this webpage at:

<http://www.fishers.in.us/index.aspx?NID=642>

On this page, you will also find links to:

Frequently Asked Questions

Project rendering

INDOT project presentation

**Traffic projections** is another item you will see more about in the FAQ and on the webpage. The following details traffic findings from two independent traffic studies. Data shows projections before and after the project is completed, as well as percent change.

		Daily Total Traffic		
		Before Project	After Project	Percent Change
106th Street	Allisonville to Hague Rd.	11,700	11,900	2%
106th Street	Hague Rd. to Crosspoint Blvd.	11,400	13, 850	21%



106th Street	USA Pkwy to Cumberland Rd.	13,930	15,723	13%
Hague Rd.	N. of 106th St.	9,850	9,476	-4%
Hague Rd.	S. of 106th St.	10,150	11,000	8%
Crosspoint Blvd.	N. of 106th St.	7,400	7,000	-5%
Crosspoint Blvd.	S. of 106th St.	6,650	5,150	-23%

Among the topics you will find in the FAQ, we know schools and construction timing are important. Here are a few excerpts from the FAQ.

- Fishers Elementary and St. Louis de Montfort should see decreased traffic along Lantern Road and Hague Road, respectively, at project completion.
- Lantern Road Elementary School may see increased traffic on 106<sup>th</sup> Street, most notably at the PM peak traffic times, which is after school dismissal. We work closely with the HSE Schools Administration and remain in constant communication throughout the construction process and project completion to ensure our schools are safe and the quality of the learning environment is maintained.
- The City of Fishers has completed the following projects in preparation for the new 106<sup>th</sup> St. interchange:
  - Multi-lane roundabout at 106<sup>th</sup> St. and Crosspoint Boulevard
  - Multi-lane roundabout at 106<sup>th</sup> St. and Lantern Rd.
- In addition, the following future projects are expected to further increase traffic efficiency along 106<sup>th</sup> Street. Please note: timing for these projects will be coordinated with the Interchange Project to ensure detour routes are not disrupted.
  - Addition of westbound right-turn lane at 106<sup>th</sup> St. and Eller Rd.
  - Multi-lane roundabout at 106<sup>th</sup> St. and Cumberland Rd.
  - Railroad Crossing Improvements at 106<sup>th</sup> St. (still securing funding)
- INDOT is planning for construction of the interchange to begin in April 2016 with completion in June 2017. As detailed timelines for road closures and detours are announced, we will communicate that on our city's website. Every Friday, an update on upcoming construction is sent from our Drive Fishers account. To subscribe to this weekly email, please go to: <http://www.fishers.in.us/list.aspx> or follow @DriveFishers on Twitter for updates on current projects.

We appreciate your time and review of the information. If after reading the FAQ and webpage documents you have additional questions and would like to meet with city officials, please let me know.

Sincerely,

**Scott Fadness**

Mayor

P 317.595.3111



[www.fishers.in.us](http://www.fishers.in.us)

**From:** Monica Weber [mailto:mwebsite@aol.com]

**Sent:** Friday, September 18, 2015 10:59 AM

**To:** Mayor Fadness; rclark@indot.in.gov; Senator.Merritt@iga.in.gov; h37@iga.in.gov;

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christine.altman@hamiltoncounty.in.gov; iedc@iedc.in.gov; Hill, Jeff

**Subject:** I 69 and 106th St Project

As a long time resident of Fishers, I implore you to reconsider the I 69 and 106th St Project, including the detour preparation. This will impact and endanger the lives of Fishers residents, including the children at Lantern Road Elementary and the multitude of Fishers residences along the 106th St. corridor. We have seen the fatal effects of the recent detour in Lafayette to roads not equipped to handle freeway traffic. Constructing a 106th St freeway exit ramp changes the dynamics of the residential developments that surround the area, impacting not just quality of life, but safety.

Neal and Monica Weber  
Quaker Ridge

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Clark, Rickie

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**From:** Steve M [mathys.steve@gmail.com]  
**Sent:** Thursday, September 17, 2015 10:12 PM  
**To:** Clark, Rickie  
**Subject:** Re: I-69 Interchange at 106th Street, Fishers, Hamilton County project

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Hi Mr. Clark,

I was looking at the "Legal Notice of Public Hearing" document (PDF of 46 pages) and it mentioned that there was a "detailed travel demand modeling and traffic capacity analysis" included in the Interchange Justification Report (IJ), appendix G. Unfortunately the document does not include Appendix G. Nor, apparently, any of the Appendices C or later. Is there a way those can be posted online so I can view them? Alternatively, if they are already posted, can you point me to the link? I can't seem to find them on the INDOT page.

Thank you.

Steve Mathys

On Tue, Sep 15, 2015 at 11:28 AM, Clark, Rickie <[RCLARK@indot.in.gov](mailto:RCLARK@indot.in.gov)> wrote:

Good Morning Mr. Mathys,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

As was made evident during last week's public hearing at Fishers City Hall, and also demonstrated through comments submitted directly to INDOT, the community has expressed concerns regarding this proposal. INDOT will perform its due diligence as consideration of the interchange proposal continues.

In addition, INDOT looks forward to continuing a dialogue with community stakeholders and local officials regarding this proposal.

INDOT will prepare a transcript at the conclusion of the comment period (9/25/15) which will include the verbal comments presented during the public hearing and e-mails / written comments submitted during the comment period. Your e-mail and comments have been entered into the transcript which will be reviewed, evaluated and considered by INDOT officials as part of a decision making process.



INDOT will continue to post information regarding the interchange proposal on the project web page:  
<http://www.in.gov/indot/3399.htm>.

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Thank you again for sharing your comments and we look forward to continuing public engagement as this project proposal is considered.

Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation

Office of Public Involvement / Central Office Communications Division

100 North Senate Avenue, Room N642

Indianapolis, Indiana 46204

Phone: [\(317\) 232-6601](tel:(317)232-6601)

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



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**From:** Steve M [mailto:[mathys.steve@gmail.com](mailto:mathys.steve@gmail.com)]  
**Sent:** Tuesday, September 15, 2015 10:24 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Interchange at 106th Street, Fishers, Hamilton County project

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Hi Mr. Clark,

I'm writing today to tell you that I am not in favor of the 106th street interchange project. I am a resident of Fishers, drive on I-69 and 106th street daily, and feel there is no need for this project. I think the money that is planned for this could be better spent in other ways, such as adding more pedestrian and bike routes (to reduce the perceived need to drive everywhere), changing the traffic patterns at the existing 96th and 116th street interchanges, and promoting better driving through additional or changed driver education courses.

I do not think adding more exits for drivers from I-69 is the way to go. The project is intended to reduce accidents, but in the September 10 public meeting presentation there is no mention of whether this will reduce overall accidents. I suspect it will not. Instead of reducing overall accidents, I fear more driving lanes will attract more drivers. Often drivers are distracted and poorly trained, causing accidents not because there are too many cars, but because there are too few safe drivers. I see this all the time: texting, makeup, eating, talking on the phone. I think Indiana, Hamilton County, and the City of Fishers will receive a better return on their investment of \$34,000,000 if they spend that money in making the existing (and future) drivers safer, rather than making more places for them to recklessly operate their 2,000 pound death machines.

In addition, money could be spent to re-engineer existing interchanges to make them more efficient and safer. As an example, I drive north on I-69 to 116th street often. In the afternoon "rush hour", the exit lanes are often backed up with people wishing to turn right (eastbound) onto 116th street. This is a problem then and only then, because there is only one turn lane to the east. There are 2 to the west. What's a good solution? Perhaps a multi-use lane which allows both right and left turns in the middle. Or even a dynamic one with a switching signal, so that there can be 2 left turn lanes at high-volume left turn times, and 2 right turn lanes at high-volume right turn times. Either one of these would be an improvement over the current status, and would probably require no more than a few thousand dollars to install the light and repaint the interchange. Both of these would also reduce right-turn congestion in the afternoon, for much less money than is planned to be spent on the 106th street interchange project. Why are these alternatives not considered?

The project is based on a projection of cars on the road in 2035. That's 20 years away. In the next 2 decades, I believe we could significantly improve the driving habits of not only the existing drivers but those who will be driving there in the future through education, awareness, enhanced driver training courses, tighter limits on distracted driving, and safer cars. Any of these would return benefits not only for the 96th to 116th street corridor of I-69, but across all of Indiana's highways, state roads, county roads, and local traffic patterns.

In conclusion, I sincerely hope that this project is not a done deal. I hope that you and everyone involved will take a step back and consider whether the old solution of new construction is really a good way to solve today's problem. I suspect there are other alternatives, and I would be willing to provide you with additional thoughts should you be inclined to ask. I hope you will hear from other residents of Fishers and Hamilton County and understand that what we need is not a new interchange, construction project, and debt. We need better drivers and better use of the existing infrastructure. We can make that happen. And we should.

Sincerely,

Steve Mathys

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Fishers



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Clark, Rickie

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**From:** timberspringsPOA [timberspringspoa@comcast.net]  
**Sent:** Friday, September 18, 2015 1:04 PM  
**To:** fadnessss@fishers.in.us  
**Cc:** blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** Proposed I-69 & 106th St. Interchange

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

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Dear Mayor Fadness and City Council members,

I am the president of Timber Springs Property Owners Association which consists of 101 homeowners. We are located 1/8 of a mile north of 106th off of Hague Rd. After polling our residents I found 97% are opposed to the proposed I-69 Interchange which was the subject of the September 10th public hearing.

We believe this will severely increase the traffic flow on 106th St. which is a narrow 2 lane road and further increase the traffic congestion on Hague Rd. The proposed detour would bring Hague Rd. to a grid lock.

Allisonville Rd. is 4 lanes and better equipped to handle the volume of traffic a detour will create. I have also contacted 4 other Homeowner Associations who are opposed to this project. I suggest you move the interchange further north of I-69 where the residential population is increasing and I would encourage you have another public hearing to address this issue.

Sincerely,  
Mike Schier  
P. O. Box 98  
Fishers, IN. 46038

236

**Clark, Rickie**

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**From:** Edwards, Robert [REdwards@citizensenergygroup.com]  
**Sent:** Friday, September 18, 2015 11:25 AM  
**To:** Clark, Rickie  
**Subject:** Interchange at I-69 and 106th. - Fishers  
**Attachments:** New Interchange at I-69 and 106th. - Fishers.pdf

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Follow up comments from meeting 9-10-15

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## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rcclark@indot.in.gov](mailto:rcclark@indot.in.gov)

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

### COMMENT:

Direct Access and Future growth of this project will cause a major traffic jam on 106th.

between Lantern road and Cumberland road, unless 106th. is increased to a four lane road. Another round about would have to be created at 106th. and Cumberland road and Cumberland road will have to be increased to a four lane road to 116th. street. Now I can access 106th. street from my street Forest Ridge court and maybe enter the street safely heading east. A street light will have to be installed so I can go west. With no street light I will have to wait even longer than I already do which at times is ridiculous. Vehicles pop up over the hill to the east as I am sitting on Forest Ridge court looking north at approximately 50 mph ( this hill needs to be cut down it is very dangerous ) the cost to do this will be outrageous because there are three sewer lines and one water main on this hill that will have to be lowered or relocated. Now the home owners on 106th. between lantern and cumberland roads are now open to all kinds of house break-ins, personal car break-ins, more solicitations, and trespassers.

The accident rate will far exceed any summary already compiled without street improvements in all directions. 106th. I-69 west to Allisonville road - and maybe all the way to Eller road. Hague road improvements - 96th. to 116th. Cumberland road - 96th. to 106th. 106th. - Cumberland to Geist road - and on and on!!!

In the past 30 years I have lived in Fishers there has never been proper planning in place before action to these types of projects. There has been plenty of action to the domino effect problems, lets build it and then deal with the outcome later - Oops more traffic problems - another \$\$\$\$\$\$\$\$ project - Oops more traffic problems another \$\$\$\$\$\$\$\$ project and ON and ON and ON!

Other Problems: Property values decrease / Again Crime rate goes up / Walking, biking, running becomes more dangerous. Lantern Road elementary is not as safe as before! Taxes go up and up to cover the costs of these projects.

SIGNATURE: Robert and Janet Edwards

45 Forest Ridge Court, Fishers IN 46037

[www.in.gov/dot/](http://www.in.gov/dot/)  
An Equal Opportunity Employer





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Clark, Rickie

**From:** Mayor Fadness [MayorFadness@fishers.in.us]  
**Sent:** Friday, September 18, 2015 11:11 AM  
**To:** 'Monica Weber'  
**Cc:** City Council; McGrath, Leah; Hill, Jeff  
**Subject:** RE: I 69 and 106th St Project

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Hello Ms. Weber,

Thank you for your email regarding the 106<sup>th</sup> Street Interchange Project. We value your input and appreciate the opportunity to provide answers and information for you.

To provide some history on this project, the 106<sup>th</sup> Street Interchange Project was identified in the 1990s by then-town leaders as an infrastructure improvement needed. In 2012, work on this project began in earnest, as population and traffic volumes continued to increase.

As you know living in Fishers, traffic congestion near the I-69 interchanges at 116<sup>th</sup> St. and 96<sup>th</sup> St. has become an increasing challenge. At AM and PM peak hours, it is not uncommon for commuters on I-69, to experience congestion and sudden stops, which presents public safety issues and negative impacts on quality of life for residents trying to get around.

As population in this region continues to grow and we have more commercial interest along the I-69 corridor, traffic volumes will only continue to increase. We know that doing nothing to address these challenges is not an option. After evaluating possible solutions, INDOT and project partners, Hamilton County and City of Fishers, have proposed a 106<sup>th</sup> St. Interchange project. To inform the project, traffic studies were completed that examined traffic impacts. In February 2013, the Fishers Town Council approved the project in a regularly scheduled council meeting. Since that time, INDOT has proceeded accordingly with the project and plans to begin construction in April 2016, with completion in June 2017.

We have updated the project webpage on the city's website with additional information and a FAQ based on the questions you and others have raised. We hope this is helpful to you. Please visit this webpage at:

<http://www.fishers.in.us/index.aspx?NID=642>

On this page, you will also find links to:

[Frequently Asked Questions](#)

[Project rendering](#)

[INDOT project presentation](#)

**Traffic projections** is another item you will see more about in the FAQ and on the webpage. The following details traffic findings from two independent traffic studies. Data shows projections before and after the project is completed, as well as percent change.

		Daily Total Traffic		
		Before Project	After Project	Percent Change
106th Street	Allisonville to Hague Rd.	11,700	11,900	2%
106th Street	Hague Rd. to Crosspoint Blvd.	11,400	13,850	21%

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106th Street	USA Pkwy to Cumberland Rd.	13,930	15,723	13%
Hague Rd.	N. of 106th St.	9,850	9,476	-4%
Hague Rd.	S. of 106th St.	10,150	11,000	8%
Crosspoint Blvd.	N. of 106th St.	7,400	7,000	-5%
Crosspoint Blvd.	S. of 106th St.	6,650	5,150	-23%

Among the topics you will find in the FAQ, we know schools and construction timing are important. Here are a few excerpts from the FAQ.

- Fishers Elementary and St. Louis de Montfort should see decreased traffic along Lantern Road and Hague Road, respectively, at project completion.
- Lantern Road Elementary School may see increased traffic on 106<sup>th</sup> Street, most notably at the PM peak traffic times, which is after school dismissal. We work closely with the HSE Schools Administration and remain in constant communication throughout the construction process and project completion to ensure our schools are safe and the quality of the learning environment is maintained.
- The City of Fishers has completed the following projects in preparation for the new 106<sup>th</sup> St. interchange:
  - Multi-lane roundabout at 106<sup>th</sup> St. and Crosspoint Boulevard
  - Multi-lane roundabout at 106<sup>th</sup> St. and Lantern Rd.
- In addition, the following future projects are expected to further increase traffic efficiency along 106<sup>th</sup> Street. Please note: timing for these projects will be coordinated with the Interchange Project to ensure detour routes are not disrupted.
  - Addition of westbound right-turn lane at 106<sup>th</sup> St. and Eller Rd.
  - Multi-lane roundabout at 106<sup>th</sup> St. and Cumberland Rd.
  - Railroad Crossing Improvements at 106<sup>th</sup> St. (still securing funding)
- INDOT is planning for construction of the interchange to begin in April 2016 with completion in June 2017. As detailed timelines for road closures and detours are announced, we will communicate that on our city's website. Every Friday, an update on upcoming construction is sent from our Drive Fishers account. To subscribe to this weekly email, please go to: <http://www.fishers.in.us/list.aspx> or follow @DriveFishers on Twitter for updates on current projects.

We appreciate your time and review of the information. If after reading the FAQ and webpage documents you have additional questions and would like to meet with city officials, please let me know.

Sincerely,

Scott Fadness

Mayor

P 317.595.3111



[www.fishers.in.us](http://www.fishers.in.us)

**From:** Monica Weber [mailto:mwebsite@aol.com]

**Sent:** Friday, September 18, 2015 10:59 AM

**To:** Mayor Fadness; rclark@indot.in.gov; Senator.Merritt@iga.in.gov; h37@iga.in.gov;

christine.altman@hamiltoncounty.in.gov; iedc@iedc.in.gov; Hill, Jeff

**Subject:** I 69 and 106th St Project

As a long time resident of Fishers, I implore you to reconsider the I 69 and 106th St Project, including the detour preparation. This will impact and endanger the lives of Fishers residents, including the children at Lantern Road Elementary and the multitude of Fishers residences along the 106th St. corridor. We have seen the fatal effects of the recent detour in Lafayette to roads not equipped to handle freeway traffic. Constructing a 106th St freeway exit ramp changes the dynamics of the residential developments that surround the area, impacting not just quality of life, but safety.

Neal and Monica Weber  
Quaker Ridge



241

Clark, Rickie

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**From:** Monica Weber [mwebsite@aol.com]  
**Sent:** Friday, September 18, 2015 10:59 AM  
**To:** mayorfadness@fishers.in.us; Clark, Rickie; Senator.Merritt@iga.in.gov; h37@iga.in.gov; christine.altman@hamiltoncounty.in.gov; Indiana Economic Development Corporation; hillj@fishers.in.us  
**Subject:** I 69 and 106th St Project

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As a long time resident of Fishers, I implore you to reconsider the I 69 and 106th St Project, including the detour preparation. This will impact and endanger the lives of Fishers residents, including the children at Lantern Road Elementary and the multitude of Fishers residences along the 106th St. corridor. We have seen the fatal effects of the recent detour in Lafayette to roads not equipped to handle freeway traffic. Constructing a 106th St freeway exit ramp changes the dynamics of the residential developments that surround the area, impacting not just quality of life, but safety.

Neal and Monica Weber  
Quaker Ridge

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Clark, Rickie

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**From:** Robert Guilmette [guilmetter@gmail.com]  
**Sent:** Friday, September 18, 2015 9:10 AM  
**To:** Clark, Rickie  
**Subject:** Proposed 106th Street Interchange

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Mr. Clark:

I am the President of the Wintercove HOA here in Fishers. We are having our Annual Meeting next Tuesday night and I would like to get about 65 copies of the handout from last Thursdays meeting. Are they available?

Bob G.

--  
Bob Guilmette  
Cell: 832-525-9595  
Email: [guilmetter@gmail.com](mailto:guilmetter@gmail.com)

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Clark, Rickie

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**From:** Corneliu Bogdan [adibogdan@hotmail.com]  
**Sent:** Saturday, September 19, 2015 5:30 PM  
**To:** Clark, Rickie  
**Subject:** I69 and 106th street interchange

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Mr. Clark

I am writing you to submit my family's opposition to the construction of the I69 and 106 street interchange in Fishers Indiana. My family and I live in the Timber Springs neighborhood in Fishers and we will be first hand impacted by this project.

The project as proposed and justified by INDOT will not improve any of the congestion I69. The primary reason for the congestion and traffic accidents around I69 and 82nd / 96th / 116th is the frequent lane changing needed in order to exit I69 and enter I469. Only two out of the four lanes on I69 (left two lanes) offer the opportunity to enter I469 and these are the same two lanes where the 82nd / 96th / 116th traffic enters the expressway as well. Adding another 106th interchange will only make the problem worst as even more traffic will enter I69 at the same time, making the congestion worst. At list right now the traffic lights on 119th and 96th meter the traffic and

Please document and consider our opposition to the 106th interchange addition as we are certain the project will only have an adverse effect on the life of the residents who live in the area and ultimately reduce the overall standard of living and property values.

Regards  
Corneliu Bogdan  
10815 Timber Springs Dr E  
Fishers, IN 46038



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**Clark, Rickie**

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**From:** Gary Reynolds [gkreynolds@comcast.net]  
**Sent:** Friday, September 18, 2015 4:07 PM  
**To:** Clark, Rickie  
**Cc:** fadness@fishers.in.us; weingardtj@fishers.in.us  
**Subject:** Opposition to the proposed I-69 and 106th street interchange

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In addition to the talking points already published by the Hickory Woods neighborhood, we offer the following:

1. How is there a need for an additional interchange with existing interchanges already at 96th and 116th streets? We don't need it, and the people don't want it.
2. The funds required to add an interchange would be put to better use maintaining and repairing existing roadways, which are often in poor condition. Adding an unnecessary and unwanted interchange is a waste of tax dollars.
3. It would seem that adding another interstate entrance and exit would compromise safety issues on an already crowded interstate.
4. If the time it has taken to resurface Allisonville Road is any indication, a new interchange would be a 5-6 year project!

Please listen to citizen input and do not approve this needless and costly project.

Thank you.

Gary and Karen Reynolds  
7633 Timber Springs Drive  
Fishers, IN 46038  
317-288-4455

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Clark, Rickie

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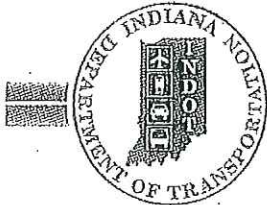
**From:** rochlyn2@comcast.net  
**Sent:** Friday, September 18, 2015 2:40 PM  
**To:** Clark, Rickie  
**Cc:** rochlyn2@comcast.net  
**Subject:** 106th Street Interchange comments  
**Attachments:** SKMBT\_C454e15091813480.pdf

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Attached are my comments. Thank you

Rochelle Dueser



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Brandye L. Hendrickson,  
Commissioner

Thank you for attending this public hearing regarding a proposed new interchange at I-69 and 106<sup>th</sup> Street in Fishers, Hamilton County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, September 25, 2015 for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Thursday, September 10, 2015

### COMMENT:

Your alternative, by adding a new interchange, may alleviate traffic at 96th and 116th streets but will create a new traffic jam at 106th Street. 116th Street is 4 lanes from Hazel Dell Road to Brooks School Road, about 8 miles. 106th Street is 4 lanes from Keystone to Lantern, about 6 miles. 106th Street will be 4 lanes for about 1 - 2 miles and then continue as a two lane street. Traffic will jam at the railroad tracks (will they be putting in a railroad crossing arm to protect the drivers), light at Hague, light at Allisonville Road and when attempting to go from 4 lanes to 2. 106th Street is not capable or prepared for all the new traffic. The neighborhoods will become shortcuts to 96th Street and 116th Streets. In coming to the meeting Hague Road going to 116th Street was backed up so I took a short cut through the neighborhood. People who do not live in the neighborhoods do not pay attention to speed limits. 106th Street is all residential - 96th and 116th is commercial at the interchange and beyond.

106th Street is not ready for the additional traffic and until it is this alternative will only lead to additional backups, accidents, frustration and a new study to decide where to put the next interchange.

SIGNATURE: \_\_\_\_\_

*Rebecca S. Quisenberry*



Clark, Rickie

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**From:** timberspringsPOA [timberspringspoa@comcast.net]  
**Sent:** Friday, September 18, 2015 1:37 PM  
**To:** blockr@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; petersonp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** Proposed I-69 & 106th St. Interchange

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Dear Mayor Fadness and City Council members,

I am the president of Timber Springs Property Owners Association which consists of 101 homeowners. We are located 1/8 of a mile north of 106th off of Hague Rd. After polling our residents I found 97% are opposed to the proposed I-69 Interchange which was the subject of the September 10th public hearing.

We believe this will severely increase the traffic flow on 106th St. which is a narrow 2 lane road and further increase the traffic congestion on Hague Rd. The proposed detour would bring Hague Rd. to a grid lock.

Allisonville Rd. is 4 lanes and better equipped to handle the volume of traffic a detour will create. I have also contacted 4 other Homeowner Associations who are opposed to this project. I suggest you move the interchange further north of I-69 where the residential population is increasing and I would encourage you have another public hearing to address this issue.

Sincerely,  
Mike Schier  
P. O. Box 98  
Fishers, IN. 46038

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Clark, Rickie

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**From:** James Bobian [james.bobian@yahoo.com]  
**Sent:** Friday, September 18, 2015 1:37 PM  
**To:** Clark, Rickie  
**Subject:** Regarding the proposed New Interchange at I-69 and 106th Street in Fishers

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Hi. My name is James Bobian. I live in Delaware Pointe off 106<sup>th</sup> between Lantern and Cumberland.

Do you plan to increase the number of lanes on 106<sup>th</sup> street between Lantern and Cumberland?  
With additional traffic coming on and off of the new interchange, how much do you expect the traffic on 106<sup>th</sup> street between Lantern and Cumberland to increase?

Coming home from work, driving East on 106<sup>th</sup> between Lantern and Cumberland currently gets backed up. I'm concerned that this will be worse with added traffic.

How do you plan to support the added traffic on 106<sup>th</sup> between Lantern and Cumberland and avoid traffic back ups?

I'd prefer that traffic not get backed up in front of Delaware Pointe and I'd also prefer that we don't lose the pretty green space in front of our neighborhood for the addition of more East/West lanes.

Thank you

James Bobian 317-331-9975 [james.bobian@yahoo.com](mailto:james.bobian@yahoo.com)  
[www.linkedin.com/in/jbobian](http://www.linkedin.com/in/jbobian)

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**Clark, Rickie**

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**From:** Judy Burke Yahoo [judyburke46@yahoo.com]  
**Sent:** Monday, September 21, 2015 11:27 AM  
**To:** Clark, Rickie  
**Subject:** I69 and 106th Street

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Mr. Clark,

I am not in favor of an interchange at this location. I live near 106th Street and Lantern Road/USA Parkway and the increase of traffic will only make it more hazardous along 106th Street.

Thank you.  
Judith Burke  
10345 Muir Lane  
Fishers IN 46037

Sent from my iPad



250

Clark, Rickie

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**From:** E Gonzalez [gonzale\_038@yahoo.com]  
**Sent:** Monday, September 21, 2015 10:53 AM  
**To:** Clark, Rickie; delawarecrossinghoa@gmail.com  
**Subject:** New Interchange at I 69 and 106th Street in Fishers, Hamilton County

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Dear Mr. R. Clark,

I am a resident of Fishers, Indiana and I live within miles of the proposed Interchange. I wish to go on record in OPPOSITION to the proposed "New Interchange" at I69 and 106th Street. With all due respect, I believe in progress but not to the detriment of good and hard working citizens with long standing ties to the community, rather than commercial and political agendas.

There are many other viable and less expensive options. For example, improving I69 and 96th Street especially studying the development of multiple one lane roads on the east and west side of I69 and 96th Street. Strategically constructed roundabouts. In my view, commercial interests groups with greater financial and political power over shadow the voices of the community residence giving us a feeling of powerlessness and abandonment!

I respectfully submit my views and opposition praying God's grace prevails by touching the better nature of our angels.

Sincerely,

Edward L. F. Gonzalez  
9303 Maryland Court  
Fishers, Indiana 46037



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# WRITTEN COMMENTS SUBMITTED DURING COMMENT PERIOD

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Clark, Rickie

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**From:** Doug Gebhardt [dmgebhardt@att.net]  
**Sent:** Sunday, September 20, 2015 9:48 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** 106th Street Interchange at I-69

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To Whom It May Concern:

I am writing to express my concern with the planned construction of the 106<sup>th</sup> street interchange at I-69. I understand the necessity of this project from a safety and congestion perspective on I-69 and support the project in principle. My concern is with closing 106<sup>th</sup> street during construction. This has become a key thoroughfare thru Fishers and its closure for a significant period of time would be disastrous from a traffic management perspective. The recent temporary closure of 106<sup>th</sup> between Allisonville and Hague roads has created its own set of headaches. Closing 106<sup>th</sup> street at the bridge over I-69 would be much worse. More consideration needs to be given to a solution that would allow for 106<sup>th</sup> street to remain open with one lane in each direction during construction. Or, at a minimum, limit the total closure at the overpass to a maximum of 60 days. I realize there is a cost to this approach, but there is significant cost to not doing it as well. I urge you give alternatives to the complete closure of 106<sup>th</sup> street serious consideration.

Sincerely,

Doug Gebhardt  
10250 Windward Pass  
Fishers, IN 46037



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Clark, Rickie

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**From:** Duncan, Linda [lduncan@ahepahousing.org]  
**Sent:** Monday, September 21, 2015 12:54 PM  
**To:** Clark, Rickie  
**Subject:** Proposed I69/106th St interchange

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Hello

I work at 10706 Prairie Sky Street in Fishers, just north of the roundabout off Lantern Road and 106th street. I am in favor of the proposed interchange for 106th St. I have to access I69 to go home in the evening. Now I can use the 96th interchange or the 116th ST. exchange. Anyone who has to do this between 4:30 and 6:00pm knows that there clearly is not enough access to cover the demand. It can take 15 - 20 minutes to get through the light to access the off ramp and then the ramp is also backed up. There are times I stay at work for an extra hour or so just to try to miss the traffic. Another interchange is clearly needed.

Please add me to your count of local people in favor of the I69/106th Street interchange.

Linda

--  
Linda Duncan, MSG, CGW  
Gerontologist  
Assistant Vice President  
AHEPA Management Company  
317.849.6119

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Clark, Rickie

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**From:** Kimberly Garvey [kgarvey125@gmail.com]  
**Sent:** Monday, September 21, 2015 12:19 PM  
**To:** fadnesss@fishers.in.us; blockr@fishers.in.us; coblec@fishers.in.us; easley@fishers.in.us; george@fishers.in.us; moellere@fishers.in.us; peteronp@fishers.in.us; stollers@fishers.in.us; weingardtj@fishers.in.us; zimmermant@fishers.in.us; Clark, Rickie  
**Subject:** I69 106th Street Interchange Project.

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My name is Kimberly Garvey and I am opposed to the I69 106th Street Interchange Project. I live in Hickory Woods right on Hague road. Our road already has more traffic than it can handle. Traffic coming from that interchange would back up traffic all the way down to 106th. The light to turn onto 116th street from Hague takes a long time to change and when it finally turns green only lets a few people through. Right now with part of 106th street blocked off between Hague and Allisonville, I cannot make a left hand turn out of my neighborhood anytime after 4.

I understand it is going to take nearly 2 years to finish this project. In the mean time Hague is going to be a backed up mess. I'll never be able to get out of my neighborhood again going either way!

I cannot imagine the big trucks that are going to be exiting at the new interchange travelling down 106th street. Between Hague and Allisonville it's such a narrow road it makes me feel uneasy just passing a car. I understand there are no plans on improving 106th street before or after this project.

We will be putting a ton of traffic down a road next to an elementary school. That doesn't seem safe. How many people will obey the school zone speed limit? I don't think this has been properly thought out and I think it is a horrible idea. 106th street is a nice back road to take to businesses on 96th street. You do this and we will not have any easy way to get anywhere. Traffic will be everywhere.

And one of subject, but kind of related complaint; Why is there no longer an arrow at the stop light turning off of 116th street going onto Hague? During rush hour it is a nightmare trying to turn left.

Thank you for your time and I hope you consider my input.

Kimberly Garvey

254

Clark, Rickie

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**From:** stardustth@aol.com  
**Sent:** Monday, September 21, 2015 12:12 PM  
**To:** Clark, Rickie  
**Subject:** I-69 106 street proposed addition

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IN-DOT's proposed interchange at I-69 and 106th street is a much needed addition to manage future growth and traffic congestion between I-69 and 96th and 116th street exits. As we know, this area can be miserable and any relief is desired. I am a business owner and resident between this area and can add all of my employees, and myself are in support.  
Thank you.



Thomas E. Harris  
President  
Stardust Transportation, LLC  
10735 Sky Prairie St Ste 100  
Fishers, IN 46038  
(317) 915-2000



255

Clark, Rickie

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**From:** Marchelle Berry [mberry532@gmail.com]  
**Sent:** Monday, September 21, 2015 9:41 AM  
**To:** Clark, Rickie  
**Subject:** I69/106th Interchange

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Mr. Clark,

I would like to express my comments concerning the proposed I69 Interchange at 106th Street in Fishers.

As an employee of a company who's office is located near 106th and Lantern, I feel the proposed interchange is essential, not only to relieve the traffic congestion at 96th and 116th streets, but also for the continual economic development of the area. The interchange would assist in bringing new development to the immediate surrounding area and help in addressing the issue of vacancy in the business buildings on Crosspointe Blvd.

Growing pains can hurt at times, however, I believe if the City of Fishers can successfully prepare the current infrastructure to handle the change in traffic flow than the interchange is essential for the City's continual growth.

Sincerely,

Marchelle Berry  
317 509-6778

256

**Clark, Rickie**

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**From:** Judy Burke Yahoo [judyburke46@yahoo.com]  
**Sent:** Monday, September 21, 2015 11:27 AM  
**To:** Clark, Rickie  
**Subject:** I69 and 106th Street

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Mr. Clark,

I am not in favor of an interchange at this location. I live near 106th Street and Lantern Road/USA Parkway and the increase of traffic will only make it more hazardous along 106th Street.

Thank you.  
Judith Burke  
10345 Muir Lane  
Fishers IN 46037

Sent from my iPad

257

Clark, Rickie

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**From:** JR Lynch [jrlynch1@gmail.com]  
**Sent:** Monday, September 21, 2015 11:08 PM  
**To:** Clark, Rickie  
**Subject:** Proposed interchange

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Mr. Clark,

I oppose the propose I-69/106th St. interchange for the following:

- All neighbors and others in surrounding neighborhoods I have spoken with, also oppose the interchange
- Increased traffic adjacent to Lantern Elementary school will establish a less safe environment for children. Currently there is much traffic existing now in the school zone and said interchange will increase a risk not only to children but, also to pedestrians.
- Increased traffic in front of Delaware Pointe neighborhood will make it more difficult for our neighborhood residents to drive to and from our community and even entering and exiting our neighborhood. This currently poses challenges to us and will be much worse and the number of accidents saved on I-69 will likely be replaced on 106<sup>th</sup> St.
- Highway on/off interchanges are generally in retail business areas or heavy commercial districts. This interchange spills out into residential living
- Increased traffic in front of our neighborhood will make our community less attractive to potential home buyers and will negatively affect the value of our homes significantly.
- Increased traffic adjacent to Eastern Star Church will make it more difficult for church attendees to enter and exit the church parking lot.
- We are very concerned that 106th in front of Delaware Pointe will be widened to 2 lanes each direction. This will consume green space in front of our neighborhood, reduce the distance between homes and the busy street, and negatively impact our pedestrian walkway along 106th.
- A suggestion would be to increase police presence and penalties for those drivers who are wreckless in driving. Being consistent in this practice will increase driver safety. And, the awareness of penalties will make drivers consider driving carefully. I rarely see any police monitoring the highway to prevent wreckless driving.
- Use of our tax dollars in a manner that negatively impacts us

Thank you for your time.



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Regards,

J.R. Lynch

9167 Pointe Ct.

Fishers, IN 46037

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**Clark, Rickie**

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**From:** Steve M [mathys.steve@gmail.com]  
**Sent:** Monday, September 21, 2015 10:09 PM  
**To:** Clark, Rickie  
**Subject:** Re: I-69 Interchange at 106th Street, Fishers, Hamilton County project

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Thank you Mr. Clark, I will take a look.

Steve

On Mon, Sep 21, 2015 at 10:28 AM, Clark, Rickie <[RCLARK@indot.in.gov](mailto:RCLARK@indot.in.gov)> wrote:

Good Morning Mr. Mathys,

The document is located under the "related documents and links" portion of the page and is located below the Notice of Public Hearing link. The document should be titled "new I-69 interchange at 106<sup>th</sup> Street" and is about a 400 page document.

<http://www.in.gov/indot/3399.htm>

Please let me know if you are unable to access the document and encounter any problems with the project page.

Have a great day.

Rickie Clark, Indiana Department of Transportation

Office of Public Involvement / Central Office Communications Division

100 North Senate Avenue, Room N642

Indianapolis, Indiana 46204

**Phone:** [\(317\) 232-6601](tel:(317)232-6601)

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





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**From:** Steve M [mailto:[mathys.steve@gmail.com](mailto:mathys.steve@gmail.com)]  
**Sent:** Thursday, September 17, 2015 10:12 PM  
**To:** Clark, Rickie  
**Subject:** Re: I-69 Interchange at 106th Street, Fishers, Hamilton County project

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Hi Mr. Clark,

I was looking at the "Legal Notice of Public Hearing" document (PDF of 46 pages) and it mentioned that there was a "detailed travel demand modeling and traffic capacity analysis" included in the Interchange Justification Report (IJ), appendix G. Unfortunately the document does not include Appendix G. Nor, apparently, any of the Appendices C or later. Is there a way those can be posted online so I can view them? Alternatively, if they are already posted, can you point me to the link? I can't seem to find them on the INDOT page.

Thank you.

Steve Mathys

On Tue, Sep 15, 2015 at 11:28 AM, Clark, Rickie <[RCLARK@indot.in.gov](mailto:RCLARK@indot.in.gov)> wrote:

Good Morning Mr. Mathys,

Thank you very much for expressing your concerns and sharing your thoughts regarding the proposed new interchange project at I-69 and 106<sup>th</sup> Street in Fishers. INDOT sincerely appreciates and welcomes the opportunity to hear from members of the community.

As was made evident during last week's public hearing at Fishers City Hall, and also demonstrated through comments submitted directly to INDOT, the community has expressed concerns regarding this proposal. INDOT will perform its due diligence as consideration of the interchange proposal continues.



In addition, INDOT looks forward to continuing a dialogue with community stakeholders and local officials regarding this proposal.

INDOT will prepare a transcript at the conclusion of the comment period (9/25/15) which will include the verbal comments presented during the public hearing and e-mails / written comments submitted during the comment period. Your e-mail and comments have been entered into the transcript which will be reviewed, evaluated and considered by INDOT officials as part of a decision making process.

INDOT will continue to post information regarding the interchange proposal on the project web page: <http://www.in.gov/indot/3399.htm>.

In regards to the proposed new interchange and 106<sup>th</sup> Street, INDOT and the City of Fishers will continue evaluating this proposal in regards to enhancing safety, mobility and also access for community stakeholders and roadway users.

Thank you again for sharing your comments and we look forward to continuing public engagement as this project proposal is considered.

Have a safe and wonderful day.

Rickie Clark, Indiana Department of Transportation

Office of Public Involvement / Central Office Communications Division

100 North Senate Avenue, Room N642

Indianapolis, Indiana 46204

**Phone:** [\(317\) 232-6601](tel:(317)232-6601)

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



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**From:** Steve M [mailto:[mathys.steve@gmail.com](mailto:mathys.steve@gmail.com)]

**Sent:** Tuesday, September 15, 2015 10:24 AM

**To:** Clark, Rickie

**Subject:** I-69 Interchange at 106th Street, Fishers, Hamilton County project

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Hi Mr. Clark,

I'm writing today to tell you that I am not in favor of the 106th street interchange project. I am a resident of Fishers, drive on I-69 and 106th street daily, and feel there is no need for this project. I think the money that is planned for this could be better spent in other ways, such as adding more pedestrian and bike routes (to reduce the perceived need to drive everywhere), changing the traffic patterns at the existing 96th and 116th street interchanges, and promoting better driving through additional or changed driver education courses.

I do not think adding more exits for drivers from I-69 is the way to go. The project is intended to reduce accidents, but in the September 10 public meeting presentation there is no mention of whether this will reduce overall accidents. I suspect it will not. Instead of reducing overall accidents, I fear more driving lanes will attract more drivers. Often drivers are distracted and poorly trained, causing accidents not because there are too many cars, but because there are too few safe drivers. I see this all the time: texting, makeup, eating, talking on the phone. I think Indiana, Hamilton County, and the City of Fishers will receive a better return on their investment of \$34,000,000 if they spend that money in making the existing (and future) drivers safer, rather than making more places for them to recklessly operate their 2,000 pound death machines.

In addition, money could be spent to re-engineer existing interchanges to make them more efficient and safer. As an example, I drive north on I-69 to 116th street often. In the afternoon "rush hour", the exit lanes are often backed up with people wishing to turn right (eastbound) onto 116th street. This is a problem then and only then, because there is only one turn lane to the east. There are 2 to the west. What's a good solution? Perhaps a multi-use lane which allows both right and left turns in the middle. Or even a dynamic one with a switching signal, so that there can be 2 left turn lanes at high-volume left turn times, and 2 right turn lanes at high-volume right turn times. Either one of these would be an improvement over the current status, and would probably require no more than a few thousand dollars to install the light and repaint the interchange. Both of these would also reduce right-turn congestion in the afternoon, for much less money than is planned to be spent on the 106th street interchange project. Why are these alternatives not considered?

The project is based on a projection of cars on the road in 2035. That's 20 years away. In the next 2 decades, I believe we could significantly improve the driving habits of not only the existing drivers but those who will be driving there in the future through education, awareness, enhanced driver training courses, tighter limits on distracted driving, and safer cars. Any of these would return benefits not only for the 96th to 116th street corridor of I-69, but across all of Indiana's highways, state roads, county roads, and local traffic patterns.

In conclusion, I sincerely hope that this project is not a done deal. I hope that you and everyone involved will take a step back and consider whether the old solution of new construction is really a good way to solve today's problem. I suspect there are other alternatives, and I would be willing to provide you with additional thoughts should you be inclined to ask. I hope you will hear from other residents of Fishers and Hamilton County and understand that what we need is not a new interchange, construction project, and debt. We need better drivers and better use of the existing infrastructure. We can make that happen. And we should.

Sincerely,

Steve Mathys

Fishers



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Clark, Rickie

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**From:** suzbs123@gmail.com  
**Sent:** Monday, September 21, 2015 6:40 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** 106th street / I69

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I am not in favor of making 106th street an interchange off of I69. 106th street can't handle the traffic it has now, there is no way it will be less congested with so many who will try to use that exit. This is all residential out here and a 2 lane road with no easement can't handle the type of volume a major thoroughfare like I69 will generate. It is a horrible idea, I do not support this.

Susan Specht  
11712 Gulfstream Drive  
Fishers IN 46037

265

Clark, Rickie

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**From:** Erica Robinson [ericarobinson@mac.com]  
**Sent:** Monday, September 21, 2015 3:42 PM  
**To:** Clark, Rickie  
**Subject:** proposed 106th Street/I69 interchange

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Dear Mr. Clark,

I'm writing today to tell you that I am not in favor of the proposed 106th street and I69 interchange project. I am a resident of Fishers, have lived here for 20 years and drive on I-69 and 106th street daily. Creating an interchange at this particular area seems to be planned for one intention-to benefit a few developers in that area and to help market their properties that have been slow to develop at that particular interchange. I see no benefit in traffic patterns by adding an exit from I69 at this location. In fact, I see nothing but problems with this project.

For those that live along 106th Street, this project will greatly increase traffic patterns on the two lane road. The intersection at Mollenkopf and 106th Street already has poor visibility, backups, and quite a few accidents with the current traffic conditions. The intersection of Windermere Blvd/Hoosier Road and 106th Street currently faces the same dilemma. By adding an interchange at 106th and I69, this project will encourage even more traffic along this route and increase the current traffic issues. Furthermore, this exit would do nothing more than dump traffic into a residential neighborhood (Hamilton Proper) when heading East. How does this help traffic patterns?

In addition, Lantern Road Elementary School is also very close to your proposed interchange. Increased traffic patterns in this area is of no benefit to our young children.

In conclusion, I oppose this project. I encourage you personally to drive along 106th street during different hours of the day, noting the traffic patterns in the morning and in the evening, to see just how congested this road already is without the added extra traffic an interchange would bring.

Sincerely,

Erica Robinson  
Fishers

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Clark, Rickie

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**From:** Nathan Rues [nrues@hotmail.com]  
**Sent:** Monday, September 21, 2015 3:07 PM  
**To:** Clark, Rickie  
**Subject:** 106 Exit Comments  
**Attachments:** I69\_Proposal.pptm

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Rickie,

I have some comments regarding the proposed exit at 106th. Please see attached for constructive proposals to improve traffic flow regardless of if the exit is built or not.

Let me know if you have questions about any of my slides.

Nathan Rues  
317.250.9118



# 106 Exit Feedback

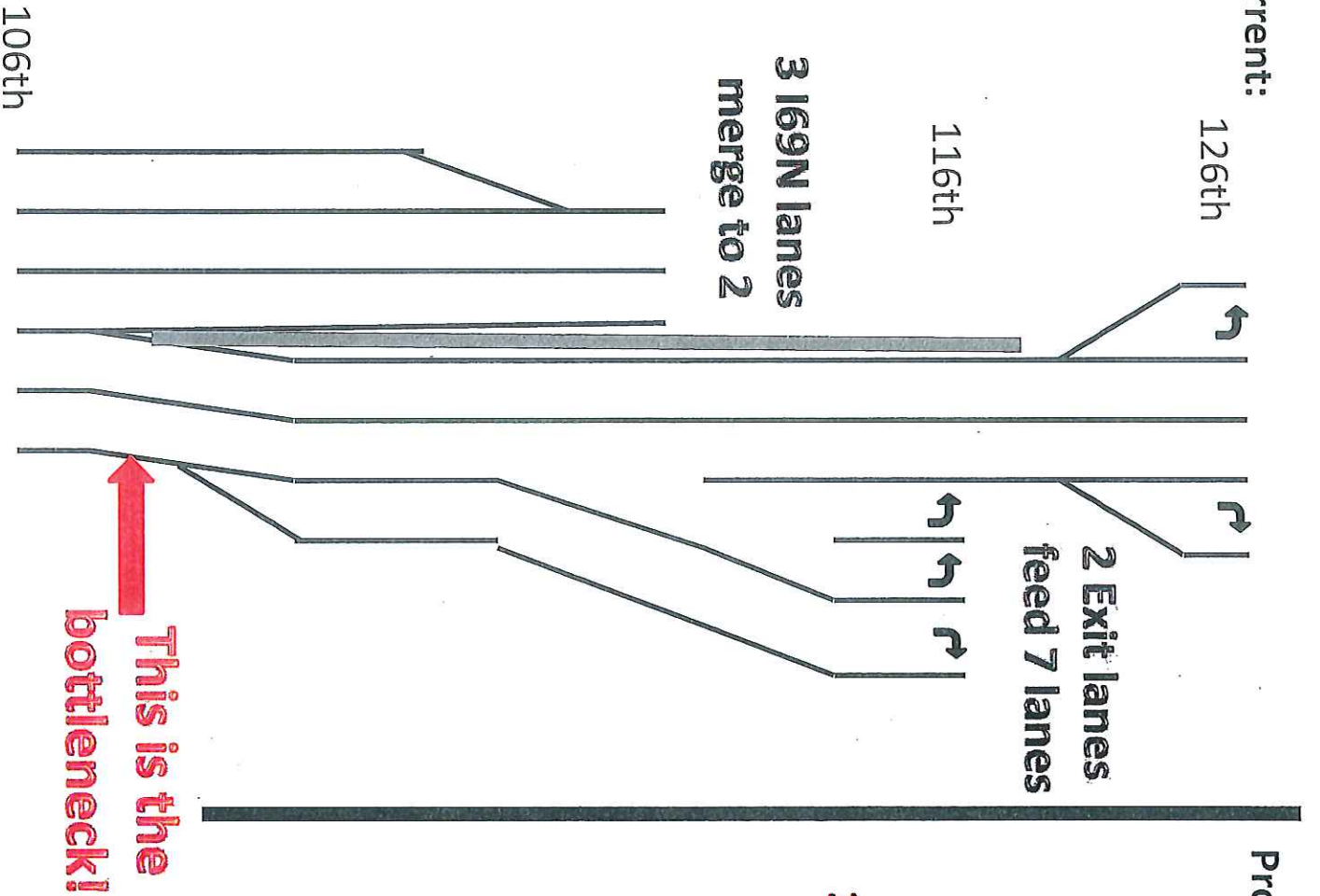
- My background: 12 years of living and working in Fishers. Lived in 3 different homes in Fishers and use all exits. I am a mechanical engineer.
- For the most part, people are all exiting at 116<sup>th</sup> and 37 because the next exit is **5 miles away!** Most people are trying to go north or east from this exit (not back to 106). 169 goes northeast, but is not used because they would then have to backtrack too much.
- There should have been an exit built at 126<sup>th</sup> when it was redone.
- Please build an exit at Cynthianne road before it is developed.
- An exit to Cumberland might get more use than 106<sup>th</sup>.

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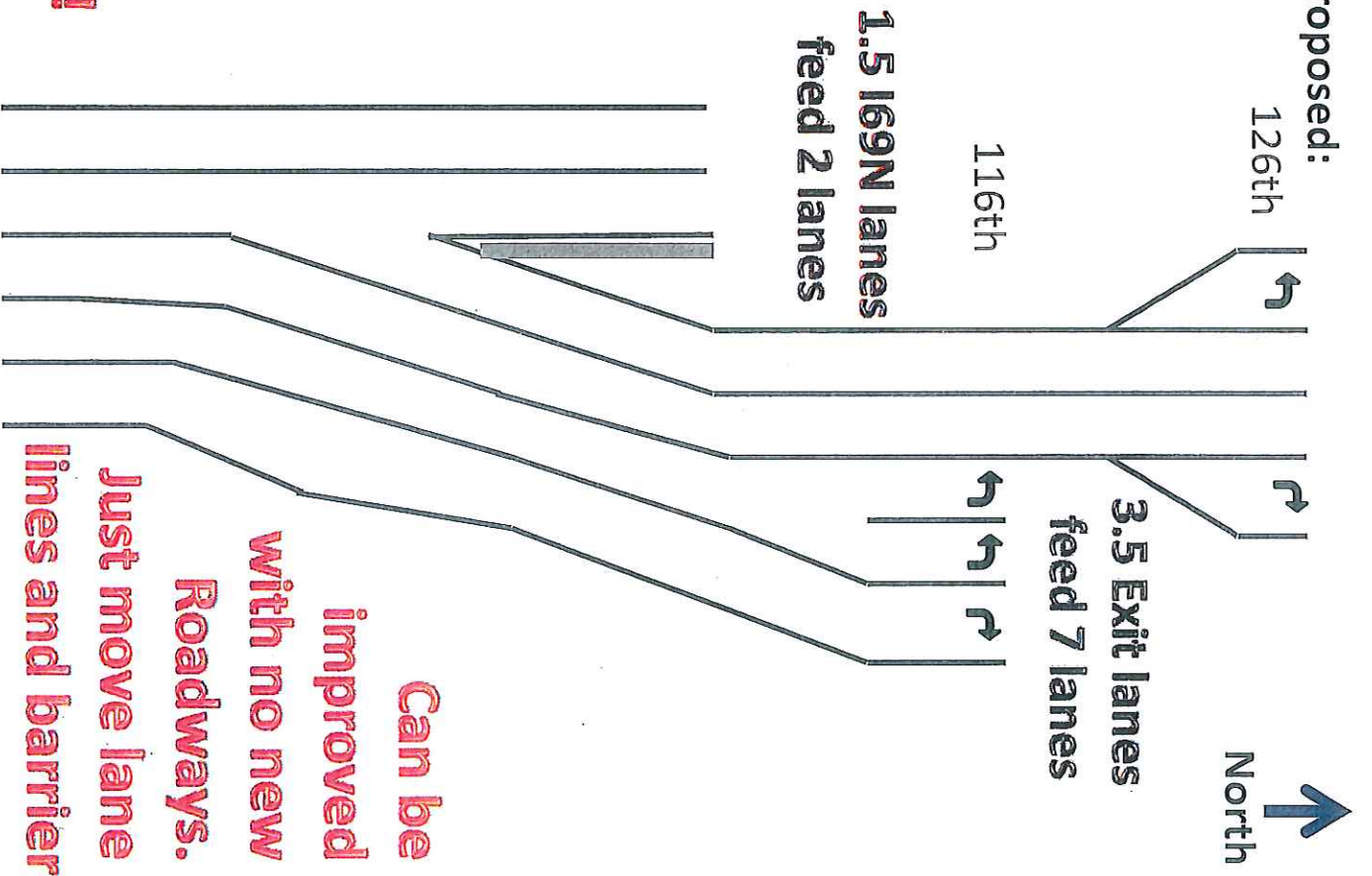
## Improvements needed to exiting exits

- Regardless if a new exit is built at 106<sup>th</sup>, the exits at 169/37N/116 and 169/96<sup>th</sup> can be improved.
- There are lanes of road on 69N and 96<sup>th</sup> St. that are not fully utilized because of poor lane management strategy.
- Current lane design increases amount of lane changes
- Lane changes increase likelihood of an accident, slow traffic flow, and drive back-ups in the most desired lanes.
- Improvements are diagrammed in the following slides

Current:



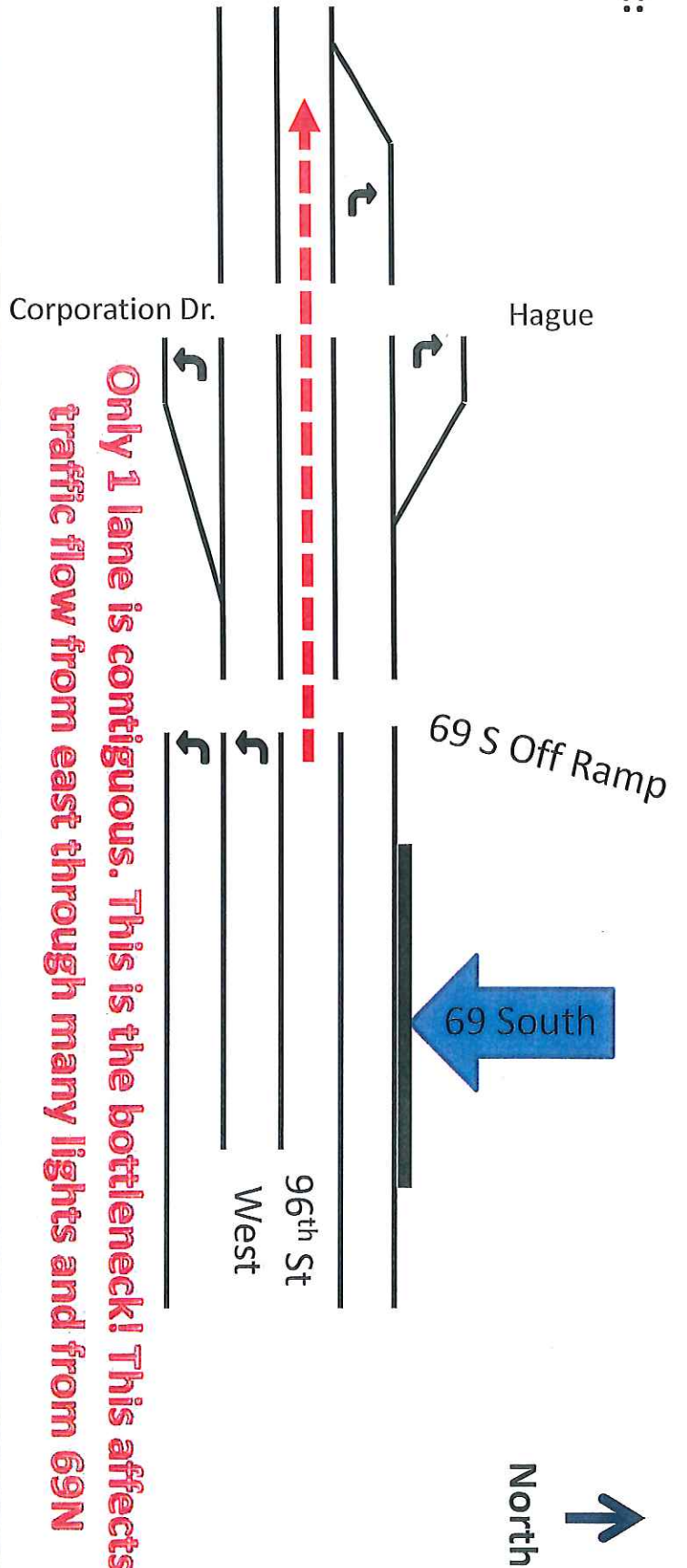
Proposed:



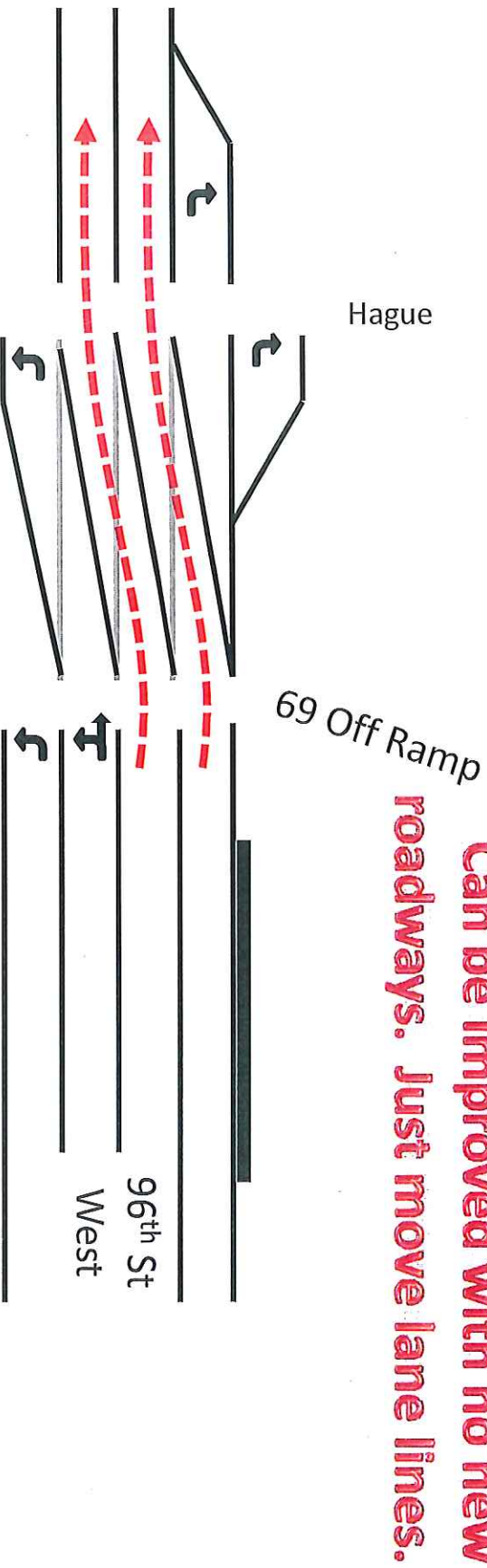
Can be improved with no new Roadways. Just move lane lines and barrier



Current:



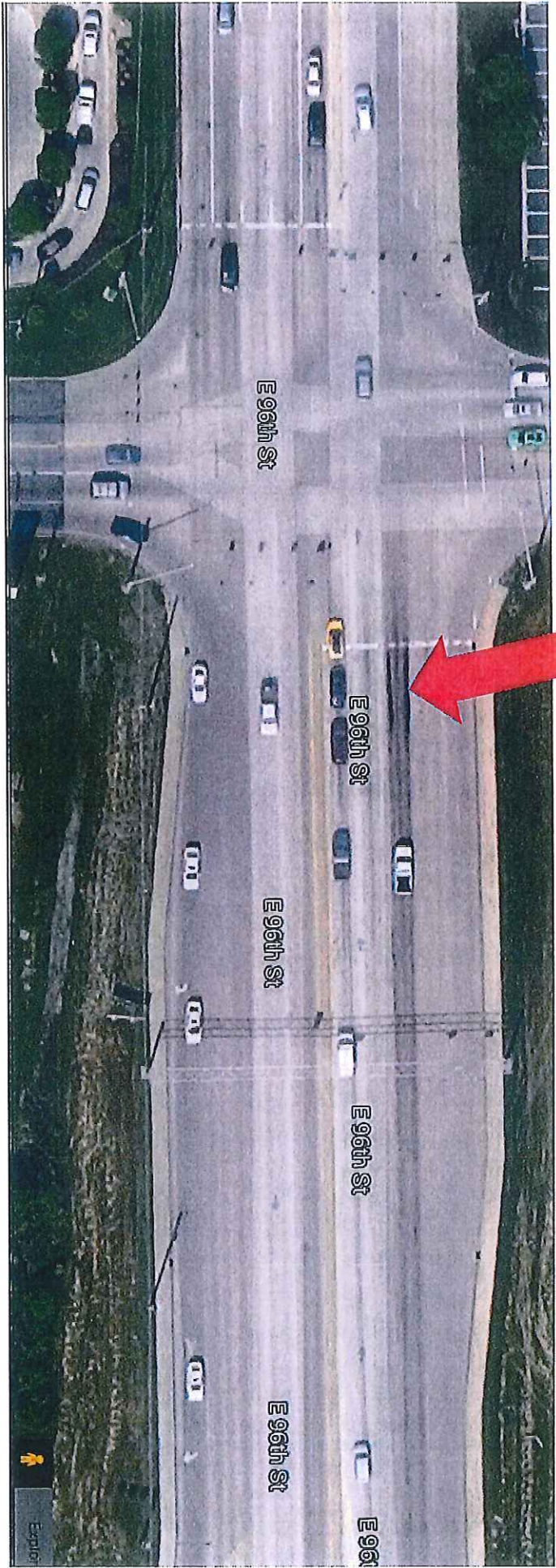
Proposed change:



Only 1 lane is contiguous. This is the bottleneck! This affects traffic flow from east through many lights and from 69N

Can be improved with no new roadways. Just move lane lines.

# 96<sup>th</sup> St. at Hague/Corporation Dr.



Which west bound 96<sup>th</sup> lane is used far more than all the others?

Hint: It is a different color on Google Maps.



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- Please share this information with the appropriate city, county, state people...or tell me who the appropriate people are who can make these changes.

- Feel free to contact me anytime to discuss:

Nathan Rues

[nrues@hotmail.com](mailto:nrues@hotmail.com)

317.250.9118



273

Clark, Rickie

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**From:** Elaine Schultz [e.schultz2@comcast.net]  
**Sent:** Tuesday, September 22, 2015 11:09 AM  
**To:** Clark, Rickie  
**Subject:** Comment Regarding Proposed 106th Street and I-69 Interchange

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Good morning Mr. Clark,

I would like to express my opposition to the proposed I-69 and 106<sup>th</sup> Street interchange. I am concerned about this for several reasons.

For those of us who live east of I-69 between 96<sup>th</sup> Street and 116<sup>th</sup> Street, 106<sup>th</sup> Street is the only road we can travel west on without heavy traffic and numerous lights. Even though 106<sup>th</sup> Street is better than these two streets, traffic has gotten much heavier on 106<sup>th</sup> in recent years, especially at certain times of the day. Many people living in the area do not travel 96<sup>th</sup> Street unless it is necessary. 106<sup>th</sup> Street is not suited for the heavy traffic that would result once an interchange opens. It is a two lane road which is narrow in some areas and has no shoulders.

Having three roundabouts so close together would result in traffic delays during times when traffic is heavy. Roundabouts work well when traffic is light, but when traffic is heavy there are backups and it is difficult to enter the roundabout. Three roundabouts in close proximity would be especially difficult when there are back-ups on the roundabouts during rush hour.

I am also concerned about the proximity of Lantern Road Elementary to the interchange. Buses taking students to this school or to Riverside School on Eller Road might need to navigate the three roundabouts through the increased traffic this interchange would add.

Looking at the traffic projections Fishers has provided, I think that Fishers has underestimated the number of cars that a new interchange would add to daily traffic on 106<sup>th</sup> Street. Eastbound traffic is already quite heavy on 106<sup>th</sup> between Lantern Road and Mollenkopf Road during rush hour. Commercial development that would result once the interchange opens would bring more traffic. If the projections should be correct, though, I question if the projected traffic through the new interchange is great enough to significantly improve the 96<sup>th</sup> and 116<sup>th</sup> Street interchanges and warrant spending \$34 million of state and local tax dollars.

Instead of a new interchange, I would urge INDOT to consider work on the 96<sup>th</sup> Street and/or 116<sup>th</sup> Street interchanges so that the existing interchange(s) could handle more traffic. This would be more cost effective and would allow 106<sup>th</sup> to remain as a good east-west road for those of us who live in the area east of I-69.

I encourage INDOT to consider other options to alleviate the congestion at the existing interchanges. Thank you for your consideration and for the request for public comments on this matter.

Best regards,

Elaine Schultz  
9957 Aegean Road  
Fishers, IN 46037

274

**Clark, Rickie**

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**From:** L. Murphy [murphy9328@gmail.com]  
**Sent:** Tuesday, September 22, 2015 10:32 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Interchange

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Dear Mr. Clark,

I have pulled these public comments from various sites on the internet which I have listed below. Thank you so much for your time.

Lisa Murphy

<http://www.ibj.com/blogs/11-north-of-96th/post/47630-slow-going-for-new-106th-street-exit-on-i-69>

**S** • 8 months ago

This interchange is a BAD idea! I specifically bought my home on 106th St. last year because of how relatively quiet it is. I am sick to death of people who can only see in dollar signs making decisions that affect MANY families without any input from them. As long as the almighty dollar agrees, it appears that anything goes. I'm really not looking forward to living just around the corner from the next hideous strip mall. Ugh!!!

**Frustrated Fisher Resident** • a year ago

Don't make another mistake to clear up an old mistake. They should've built an exit at 126th where they have the room (already 4 lanes) and is likely the place where a lot of the traffic from 69 would go. Plus it would've alleviated the mess at 126th and SR37! Yet another example of poor infrastructure decision making. Hopefully by waiting they will come to their senses.

**Fishers Gal** • a year ago

I too live off of 106th, west of the railroad tracks. I cannot fathom how awful the traffic will be on 106th once a new interchange is built, not to mention the noise. If the powers that be want to improve gridlock around 116th and 96th streets, they should add an interchange between 116th/37 and Exit 210 - THAT would cut down on the congestion even more than trying to wedge an interchange in between 116th and 96th. Please keep stalling this project - we need to stay put until 2018 when our son graduates from high school, then we can get the heck out, hopefully with some remaining property value and reasonable property taxes, both of which seem in peril with our town/city government. In addition, those of us in the area (I've been in Fishers for 18 years) were promised multiple times that since 116th and 96th were the "major thoroughfares" that 106th would never be widened to 4 lanes, largely due to the residential development all along that stretch of road. How quickly people forget their promises when the dollar signs get in their eyes. This is about government greed and power, pure and simple. How did this ever get put into process with NO public input?

**Frustrated in Fishers** • a year ago



I think it's insane that the town would plan for a highway exit that is one block from an elementary school onto a mostly sleepy little road like 106th. This interchange was approved and funds were committed without seeking any public input from residents of Fishers. Imagine that?? My take on the interchange (and almost everyone else I've talked to who uses 106th Street)? We can wait forever. Btw, thanks for the heads-up! This gives us three years to sell and get out.

**willow\_ye** · a year ago

Just going to leave a little excerpt from Andres Duany's book Suburban Nation. It bears reading. "There is, however, a much deeper problem than the way highways are placed and managed. It raises the question of why we are still building highways at all. The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. This paradox was suspected as early as 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roadways, would have no more than a cosmetic effect on Los Angeles' traffic problems. The best it could offer was to tell people to work closer to home, which is precisely what highway building mitigates against."

<http://www.ibj.com/articles/38552-fishers-to-kick-in-8m-toward-new-i-69-interchange>

**Trey1** · 3 years ago

Isn't Scott Faultless a slip and fall lawyer? With I-69 already a tangled up mess all the way from 465 North to 96th Street to 116th Street, it seems like a very bad idea to add another exit right in the middle of this disaster. Clearly, the town of Fishers wants the property tax revenue that will come from this. I wouldn't be surprised if some of the town council members have already locked in some of the involved real estate, which will escalate in value. This is a project that might be good for the town council, but bad for the town residents who will have to put up with the complete traffic gridlock that will result.

**Micah** · 3 years ago

I don't have a strong feeling one way or the other on this new interchange, but I think that it displays a serious issue in transportation funding in Indiana. When mass transit wants to spend \$25 million, it gets probed and prodded and eventually they get \$8M. When a new interchange gets built, it rains dollars like manna from heaven. Incredible how highway projects always seem to be adequately funded (even when grossly unnecessary) but mass transit must make do with the scrapings.

**Pete Kevin** · 3 years ago

Kevin, it does not sound like you have ever driven on 69 in the morning or evening. It is a parking lot and is an embarrassment to the city. Urban sprawl happened a long time ago, probably before you were born. There should also be an exit at 126th street. The 37 N exit is several years too late. Lets get someone with some vision on these boards. I would take light rail downtown if it existed. The commute into and out of the city from the north side is awful and gets worse every year. Make it a priority to make alternate routes to and from downtown and that will help.

<http://www.fishers.in.us/CommunityVoice/SimilarIdeas?fromInitiativeID=4>



**I 69 interchange with 126th St.**

The current I-69 road projects are coming along nicely and will hopefully improve traffic flow. I am seeing articles discussing adding a interchange at 106th St. I understand why the town of Fishers would want this to help traffic flow and alleviate 116th congestion. However, living in south Hamilton county, myself and many residents currently use this corridor to avoid traffic and congestion. Having this exit will only take away this alternate route. It will add congestion to our neighborhoods. I don't think it will have the desired effect. That being said, why when 126th was widened, wasn't a I-69/126th interchange added? Wouldn't this help traffic flow as well? Exactly were it is needed. Plus, this would put I-69 access closer to those on the NE side of Fishers. Please address the problem where it exists and not add more congestion to south Hamilton County. We have enough already!

**Clark, Rickie**

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**From:** L. Murphy [murphy9328@gmail.com]  
**Sent:** Tuesday, September 22, 2015 10:29 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Interchange

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Dear Mr. Clark,

I want to thank you for taking public comments regarding the proposed the interchange at I-69 and 106th Street in Fishers. I oppose it for many reasons.

Reason #1 - An interchange will result in more traffic on I-69, not less. There is a lot of concern for the safety of I-69 between 96th Street. and 116th Street due to the high volume of traffic. An interchange will spur commercial development which will attract more people and result in more traffic.

<http://www.wfyi.org/news/articles/fishers-indot-unveil-plan-for-new-i-69-interchange>

"There's several hundred acres of undeveloped commercial land along that corridor and the 106th Street interchange provides unique access to all of that land," Fadness said.

If the City of Fishers was truly concerned about the safety of I-69 they would have put an interchange in at 126th Street when they replaced the bridge there in 2011. If there had been several hundred acres of undeveloped farmland in the area that would have been an attractive option for the city, as is the case at 106th Street. It's becoming clear that the city's main concern is property tax revenue that new businesses will generate and not the safety or concerns of its residents.

Reason #2 - 106th Street cannot handle the current traffic flow. There is a big concern for the safety of this street with the increase in traffic that an interchange would result in. 106th Street East of Cumberland Road extremely narrow. Rush hour traffic already backs up all the way from Cumberland Road to USA Parkway. I understand that a roundabout is planned for Cumberland Road and that will make it even more difficult for residents to access 106th Street.

Reason #3 - The interchange will be one block away from Lantern Road Elementary! There is a big concern for the safety of our children with the increase in traffic and businesses that will result.

Thank you,  
Lisa Murphy  
Delaware Pointe Resident

Clark, Rickie

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**From:** marcia irvin [marcia\_irvin@att.net]  
**Sent:** Tuesday, September 22, 2015 9:42 AM  
**To:** Clark, Rickie  
**Subject:** I 69 & 106th interchange

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Mr. Clark,

Good morning, I am a resident of Delaware Pointe subdivision, I have lived there since 1998. I have seen much change and growth on and around 106th.

Our subdivision already deals with a large traffic volume in the evening making it difficult to turn east out of our subdivision from 4:45 - 6:30. The turnabout at Lantern Road and 106th did nothing to relieve the congestion. It only aided in aggressive driving through the school zone.

I **am not** in support of the 106th & I-69 interchange, this would only add move traffic to an already badly congested area. Whenever there is an accident on I-69, 106th street already see's increased traffic.

Please do not add any further congestion on 106th. I feel the interchanges at 96th & 116th are sufficient enough for our area.

Thanks

*Marcia M Irvin*



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Clark, Rickie

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**From:** cerarhome@aol.com  
**Sent:** Tuesday, September 22, 2015 10:40 AM  
**To:** Greenfield Customer Service; mayorfadness@fishers.in.us; Clark, Rickie; blockr@fishers.in.us; coblec@fishers.in.us  
**Subject:** Fwd: 106st Street/ I69 Exit Project - Feedback from Resident

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-----Original Message-----

From: cerarhome <[cerarhome@aol.com](mailto:cerarhome@aol.com)>  
To: cerarhome <[cerarhome@aol.com](mailto:cerarhome@aol.com)>  
Sent: Tue, Sep 22, 2015 10:20 am  
Subject: 106st Street Exit Project Feedback

I am not in favor of the project to build a new exit at 106st street in Fishers and I urge you to reconsider this project. It appears that it will not help traffic issues and will just shift them to 106th street, Cumberland Rd, Lantern Rd, and USA Parkway. The traffic on 106th will increase substantially adding to the already side street gridlock that we have now. It is already very difficult to turn out of neighborhoods on 106st street during many times of the day due to the change to roundabouts in this area and no breaks of traffic patterns. I am very concerned about the safety of all of these drivers who will have even more difficulty getting out.

There is an elementary school on 106 and Lantern Rd. as well and we also must be considerate of the noise and safety of many children and parents coming to and from this school. In addition 106st street dead ends into a neighborhood so it is not feasible to add more traffic on this road as a cut through to neighborhoods east of Hoosier Rd. This is a real safety hazard for our Fishers residents.

The areas that have experienced growth over the last 15 years are not along the 106th street corridor as it has been built out for that long. So drivers who take this option are ultimately trying to go North or East. So they will try to get to 116th street via USA Parkway or Cumberland Rd or Hoosier Rd creating even more havoc on those routes to ultimately end up where they were going to go anyhow exiting on 116th street. Other drivers will 'exit on 106th street to try to weave their way to Cumberland Rd or Lantern Rd to get north to both sides of the Ind 37 corridor. Drivers trying to continue east on 106th will dump into the Hawthorns or Geist to Fall Creek. All of these folks trying to avoid I-69/Ind 37 to get to where they are going will just cause major traffic headaches for those of us who live in the 106th corridor. None of the traffic relief on I-69 will be 106th street corridor residents as we already get off at 96th street to reach our homes.

Finally, if you do establish this exit, I implore you to mark it with restrictions prohibiting large trucks and to clearly let drivers know that there are no services at the exit. Having large 18 wheelers wondering around 106th street in a residential area, lost, trying to find their way around traffic, will be very unsafe. This area was not designed for this type of vehicles.

What we really need along 106 street is a bike path to help the health and safety of our residents - not an exit!

Thanks for your consideration.

Sherri Cerar  
[cerarhome@aol.com](mailto:cerarhome@aol.com)  
20 year Fishers resident

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Clark, Rickie

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**From:** Emily Whiteman [ejswwhiteman@gmail.com]  
**Sent:** Tuesday, September 22, 2015 11:38 AM  
**To:** Clark, Rickie  
**Subject:** I-69 Interchange

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Dear Mr. Clark,

Thank you for taking public comments regarding the proposed interchange at I-69 and 106th street. I oppose it for several reasons:

1. The interchange would be one block from Lantern Road Elementary, multiple neighborhoods, a community church and less than a mile from several day care centers! There is already quite a bit of congestion at the round about at 106th and Lantern. Adding additional traffic would result in more congestion, an increase in safety risks for the students and families at the school and those who utilize the walking paths. The safety of the community should be a priority. The Fishers administration should demonstrate that is a concern of theirs as well and opt out of the interchange.
2. 106th cannot handle the current traffic flow and adding additional cars would increase, not minimize safety concerns, risks, etc.
3. Adding an interchange would not decrease traffic on I-69, but it would increase it. The current access to 106 from 96 and 116 could be better utilized to allow for development of the land around 106 without causing additional traffic to a mostly residential street that is 106th.

Thank you for your time and attention to this,  
Emily Whiteman  
Tremont Resident

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Emily J.S. Whiteman  
[ejswwhiteman@gmail.com](mailto:ejswwhiteman@gmail.com)

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**Clark, Rickie**

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**From:** Janice Buddenbaum [jbudd0103@gmail.com]  
**Sent:** Tuesday, September 22, 2015 1:39 PM  
**To:** Clark, Rickie  
**Subject:** Proposed 106th St & I-69 interchange

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I strongly oppose the proposed interchange at 106th and I-69 because:

The increased traffic around our neighborhood elementary school on Lantern Road.

The increase in traffic in front of our Neighborhood which already is bad during the rush hour and this would just make it worse.

106th is mainly neighborhood communities and extra traffic endangers our children and our property value.

Janice Buddenbaum



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Clark, Rickie

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**From:** linda yager [lindayager1@yahoo.com]  
**Sent:** Tuesday, September 22, 2015 3:20 PM  
**To:** Greenfield Customer Service; Clark, Rickie  
**Subject:** 106th Street exit ramp on I69- request for reconsideration

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Dear INDOT -

As an Indiana resident and Fishers resident, I request the 106th street exit ramp be reconsidered. The 106th street is a residential area (with an elementary school on the exit), not a commercial area. The exit will change the traffic dynamic of this residential area significantly and pose a traffic safety issue for the Lantern Road Elementary School.

As an alternative, expansion (or just completion) of Allisonville road should be consider. This would divert the heavy north/south I69 traffic and provide alternatives for east/west traffic north of 106th.

Thanks in advance for your reconsideration.

Regards,  
Linda & Ron Reed  
10574 Tremont Circle  
Fishers, IN 46037  
(317) 250-6094

## David Cleveland

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**From:** Clark, Rickie <RCLARK@indot.IN.gov>  
**Sent:** Friday, September 11, 2015 12:38 PM  
**To:** David Cleveland; Riggs, Nathan W; Richardson, Jeromy  
**Subject:** RE: Kincaid Drive access design

I'll include just the comment and not our correspondence regarding the comment. It's important that the Kincaid Drive access issue be addressed in the final CE document.

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**From:** David Cleveland [<mailto:DCleveland@CORRADINO.com>]  
**Sent:** Friday, September 11, 2015 9:57 AM  
**To:** Riggs, Nathan W; Richardson, Jeromy  
**Cc:** Clark, Rickie  
**Subject:** RE: Kincaid Drive access design

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I defer to Jeromy for the response.

**Rickie** – will you capture this comment with the others or do I need to save it on my directory?

David Cleveland  
Corradino  
1.800.291.8242



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**From:** Riggs, Nathan W [<mailto:NRiggs@indot.IN.gov>]  
**Sent:** Friday, September 11, 2015 9:55 AM  
**To:** David Cleveland; Richardson, Jeromy  
**Cc:** Clark, Rickie  
**Subject:** Kincaid Drive access design

We received this comment via Facebook:

"I don't see anything in the plans addressing Kincaid Dr. It looks like the plan is to restrict it to entrance-only from intersection traffic. But what about exit traffic from the south and those office buildings? Are you forcing them to use Park Central Dr and try to make a left turn on to Lantern Rd? Horrible idea. Unfortunately I won't be able to make the hearing..."

Is the proposal to make access to Kincaid Drive entrance-only from 106<sup>th</sup> Street? If so, will northbound traffic on Kincaid be directed to Lantern Road via Park Central Drive?

Thanks,

**Nathan Riggs**  
*Public Information Director*  
*INDOT East Central District*  
32 South Broadway

Greenfield, IN 46140

**Office:** (317) 467-3479 (x14838)

**Cell:** (317) 771-0520

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





## David Cleveland

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**From:** Riggs, Nathan W <NRiggs@indot.IN.gov>  
**Sent:** Friday, September 11, 2015 12:49 PM  
**To:** Richardson, Jeromy; David Cleveland  
**Cc:** Clark, Rickie  
**Subject:** RE: Kincaid Drive access design

The individual responded that they would submit a comment, which was basically they thought Kincaid should be right-in, right-out and that the roundabout at Lantern Road could be used to access westbound 106<sup>th</sup> Street.

Thank you,

### **Nathan Riggs**

**Public Information Director**  
**INDOT East Central District**

32 South Broadway  
Greenfield, IN 46140

**Office:** (317) 467-3479 (x14838)

**Cell:** (317) 771-0520

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



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**From:** Richardson, Jeromy [<mailto:JeromyR@ucindy.com>]  
**Sent:** Friday, September 11, 2015 10:31 AM  
**To:** David Cleveland; Riggs, Nathan W  
**Cc:** Clark, Rickie  
**Subject:** RE: Kincaid Drive access design

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Nathan,

Yes, Kincaid will be a right-in only, serving eastbound to southbound traffic only. All other movements are restricted. Northbound traffic will have to use other routes. Park Central Drive is the most likely.

Jeromy A. Richardson, P.E.

Project Team Leader

**UNITED CONSULTING**

1625 N. Post Road  
Indianapolis, IN 46219

Ph: 317-895-2585

Fax: 317-895-2596

Cell: 317-339-7117

[www.ucindy.com](http://www.ucindy.com)

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**From:** David Cleveland [<mailto:DCleveland@CORRADINO.com>]  
**Sent:** Friday, September 11, 2015 9:57 AM  
**To:** Riggs, Nathan W <[NRiggs@indot.IN.gov](mailto:NRiggs@indot.IN.gov)>; Richardson, Jeromy <[JeromyR@ucindy.com](mailto:JeromyR@ucindy.com)>  
**Cc:** Clark, Rickie <[RCLARK@indot.IN.gov](mailto:RCLARK@indot.IN.gov)>  
**Subject:** RE: Kincaid Drive access design

I defer to Jeromy for the response.

**Rickie** – will you capture this comment with the others or do I need to save it on my directory?

David Cleveland  
Corradino  
1.800.291.8242



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**From:** Riggs, Nathan W [<mailto:NRiggs@indot.IN.gov>]  
**Sent:** Friday, September 11, 2015 9:55 AM  
**To:** David Cleveland; Richardson, Jeromy  
**Cc:** Clark, Rickie  
**Subject:** Kincaid Drive access design

We received this comment via Facebook:

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Thanks,

**Nathan Riggs**  
*Public Information Director*  
*INDOT East Central District*  
32 South Broadway  
Greenfield, IN 46140  
**Office:** (317) 467-3479 (x14838)  
**Cell:** (317) 771-0520  
**Email:** [nriggs@indot.in.gov](mailto:nriggs@indot.in.gov)



## David Cleveland

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**From:** Clark, Rickie <RCLARK@indot.IN.gov>  
**Sent:** Friday, September 11, 2015 12:04 PM  
**To:** Richardson, Jeromy; Hill, Jeff; David Cleveland; Riggs, Nathan W; Peters, Kimberlee  
**Subject:** FW: I69/106th street

All,

With the comment period ending COB on 9/25/15, as I'm receiving comments from last night, the comment below may require attention at this time. The commenter has several pointed questions and is requesting a member of the project team (INDOT and/or Fishers) attend a Home Owners Association board meeting to talk to residents about the interchange proposal.....could be an opportunity for project communication outreach.

Thanks,

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



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**From:** Robin Roach [<mailto:hopkinsrobin@hotmail.com>]  
**Sent:** Thursday, September 10, 2015 10:14 PM  
**To:** Clark, Rickie; Greenfield Customer Service  
**Subject:** I69/106th street

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Dear Rickie/INDOT Greenfield District Office Customer Service Center,

I want to first thank you for the information at the hearing on Sept 10th regarding the proposed I69 Exit at 106th Street in Fishers. As a resident close to this project and also a member of the Hickory Woods HOA, I have questions that I was unable to get answered at the meeting. I did submit those at the meeting.

With the September 25th deadline looming, I would very much appreciate a return e-mail addressing these questions by Sept 14th, so that I may share them with our neighborhood. My questions are:

*What is the estimate of how many vehicles are expected to exit and enter via the 106<sup>th</sup> Street exit? Where do you anticipate those vehicles exiting I69 to go (i.e. which streets will see increase traffic and how much)? How many of those vehicles do you expect to be semi/commercial trucks?*

*How will this exit affect the three elementary schools in the area and busing for those schools?*



*Are there plans to improve school zones (Fishers Elementary, Lantern Road Elementary and St. Louis De Montfort) so that children and parents can safely and in a timely manner access the schools at all times of the day?*

*How will you handle increase traffic on Hague and 106<sup>th</sup> Street West (Lantern to Allisonville)? Those roads are already busy and not made for large trucks or heavy traffic. Currently, Hague Road is backup at rush hour making it difficult to exit several of the neighborhoods south of 116<sup>th</sup> street.*

*As a resident on Hague Road how will the increase traffic affect my quality of life, safety, home values and walkability of the area?*

Also, do you have representatives that would meet with our neighborhood/board and address our concerns?

Sincerely,

Robin C. Roach  
7505 Hickory Woods Drive  
Fishers, IN 46038  
(317) 596-9291 home (317) 250-8736 cell

10734 Northhampton Dr.

Fishers, IN. 46038

10/24/2015

RE: Proposed INDOT ramp at

I-69 and 106<sup>th</sup> Street in Fishers, IN

Dear Sir:

This will go through a developed residential area and create hazardous conditions for both people and wildlife in Ritchie Woods/ Cheeney Creek Greenway. Plus, there is a legal requirement that the State develop these ramps no closer than some set standard that I'm sure that they are violating. There was no reason for them not to use the proper spacing when they put in the 82<sup>nd</sup>, 96<sup>th</sup> Street, 116<sup>th</sup> Street, State Rd 37, and 141<sup>st</sup> street ramps. Now, that State Road 37 has been fixed, the only traffic problems facing Fishers is the Klipsch Music Center traffic off of 141<sup>st</sup> street in Noblesville, the I-465 traffic in Indianapolis, and Connor Prairie traffic on Allisonville Rd. in Fishers for special events.

The safety of current and future homeowners is jeopardized by this project. The current residents have difficulty exiting their subdivisions during rush hour by the existing traffic that starts at Eller Road and continues East to connect to the bridges over Geist Reservoir along Fall Creek Road. The topography of the area also creates a hazard because you can't physically view approaching cars over small hills between Hague and Allisonville Road along 106<sup>th</sup> Street. This is immediately in front of Ritchie Woods Nature area. In addition, Cheeney Creek runs next to 106<sup>th</sup> Street for two or three blocks at the corner of Hague and 106<sup>th</sup>. It closes the road with "flash floods" quite often and in winter there is the potential to slide into the creek off a large hill while turning left onto 106<sup>th</sup> from Hague Rd. It would be easy to misjudge black ice conditions relative to the existing traffic light and stopped traffic at the base of this hill. This would seem to defeat their purpose for the ramp of lessening traffic accidents. I can't imagine the combination of a semi truck meeting an unexpected stopped school bus along 106<sup>th</sup> Street. The litigation potential against the town for "wrongful death" should not be taken lightly. If a person unfamiliar with the area is stuck in floodwater, it can create a semi truck blockade with nowhere to go.

It will create a police nuisance area. The commercial area along 96<sup>th</sup> Street at an existing ramp has had repeated bank, gas station, and retail robberies. The proposed new "mini" retail area (13 acres) at 106<sup>th</sup> and Hague Rd. will be isolated and vulnerable. This area was part of an estate and the town didn't provide opportunity for public comment. It would be a "**preferred**" robbery destination. A police chase through a residential area won't work with the curved streets in the area. A

distracted teenage driver drove halfway into a house in Northfield Estates at a speed less than 25mph. The fire department had to brace the house to prevent collapse before it could be repaired. All the houses are this type of construction in the nearby subdivisions. Imagine the damage that you could do with excessive speed in a multiple car chase! Lastly, this is not an area to use to fire any weapons!

The subdivisions along 106<sup>th</sup> Street already have car content thefts; this new ramp would guarantee escalation of the seriousness of the crimes. Homeowners would have “quadrupled potential” for armed intruders. The subdivisions are poorly lit since the homeowner associations pay to install their own lights. The properties are larger with larger dark zones for intruders to enter buildings. A new assisted living development along Easy Street that is accessed through Northfield Estates subdivision would have ambulance response time increased or even compromised. The “save rate” now is only 34% for heart attacks (according to the town).

In addition, there would be the potential for abductions from the local elementary school 1 block east and possible rapes or murders in Ritchie Woods 2-3 blocks west with quick escape and police jurisdiction problems. The nearby subdivision youth would be vulnerable at all hours. One of the largest Black congregations in the Indianapolis area is across from the elementary school. If the oldest civil rights church was targeted in another state, I’m sure that anyone can see the potential for hate crimes or vandalism at the largest church. It would be a shame because the church met at the elementary school for years until it could afford to pay for this property and building in full. The membership is 3,000 active members or larger. Do you think there would be national outrage if 3,000 people were attacked? This is hardly a local issue!

Police jurisdiction problems in the area are common. The entire length of 96<sup>th</sup> Street is Indianapolis on one side and either Fishers or Carmel for the other half over a long distance. It is sometimes amusing to see the group effort made by the Fishers Police to catch perpetrators on the expressway before they leave the town limits. It is not unusual to see six police cars involved in a chase on 96<sup>th</sup> Street.

**The livability and disease control of the entire town** will be affected if a vehicle or truck destroys or damages the town’s only two sewage lift stations that are situated 1 mile apart along 106<sup>th</sup> Street at the corners of Hague and Allisonville Road. The cost of rebuilding one or both stations was not figured into their plans. (The town has its own Sewage Treatment Plant along Eller road and the White River.) Also, these stations were never built to handle an 18% increase in town commercial development. The capacity of the lift stations has been a problem in a two-mile stretch along 106<sup>th</sup> Street that subjected residents to “strong stench” for at least 15 of the last 20 years while they experimented with different manufacturing models and sizes of equipment. It was remodeled multiple times. The second station on Allisonville Road was one of those solutions. Pockets of stench can still be smelled at the railroad crossing on 106<sup>th</sup> street.



Our position in the top ten places to live in America would be jeopardized. Ritchie Wood's children's programs contribute to that ambiance. What animals will be left in Ritchie Woods with the increased traffic for the naturalist to discuss in the children's programs? The construction of a mini retail area will also disrupt the flow of Cheeney Creek that is the only source of water for the wildlife in Ritchie Woods. Ritchie Woods has deer, raccoon, fox, coyotes, falcons, hawk, turkey vulture, geese, ducks, turtles, beaver, chipmunks, squirrels, owls, snakes, crabs and more. The fish in the creek are often forced to live in pockets of water during dry weather. At times, animals cross 106<sup>th</sup> Street to drink from the retaining pond in Northfield Estates near the road.

INDOT is also incorrect that there is no "endangered" animal in the area that this will affect. Any animal not on the DNR list of animals for the State of Indiana can be considered "endangered" and there is one of those. Northfield Estates has a sighting of a Fisher Cat (big weasel). I saw a large turtle fleeing for its life from this animal in the retaining pond at Sherborne Rd and 106<sup>th</sup> Street. It also will eat cats and fox. Some nearby subdivisions are complaining of missing cats.

INDOT stated that the purpose of the ramp was to cut down on traffic accidents. I witnessed the worst possible accident on I-69 beneath the bridge for 96<sup>th</sup> Street. A flat bed semi traveling at the speed limit hit another stopped flat bed semi and sliced halfway into its bed. It created a large "boom". The driver at fault was just emerging from the shadows of the bridge into full sunlight. He didn't expect stopped traffic. The problem area is at the split where I-69 becomes Binford Avenue and other lanes break off to either go east or west on I-465. It needs to be redesigned like the ramps in Carmel at Meridian Street or the new I-37 split.

INDOT was not looking at the total cost to the town or **country**. The ramp is only an entry point for Mr. Fadness aspirations to develop 200 acres next to the airport/Ritchie Woods into another Commercial Park. A better use would be a longer runway for private jets. The current runways are too short according to the private jet owners. This alternative hasn't been reviewed in over 20 years. One **medical organ and patient transport service** has been based out of this airport for years. It is very costly (millions) for planes and maintenance. It is also time and reputation dependent to remain competitive. Any additional traffic would cost people their lives or end this interstate business. A plane-viewing park designed for senior citizen's "entertainment" would fill an age discrimination gap. It would also be practical to maintain cropland to feed the wildlife in Ritchie Woods, as there are no fruit or nut trees with no berry bushes of any kind on the property.

The only INDOT meeting was extremely crowded with people wrapped around the room standing 2-3 people deep (150-200 people?). It was not advertized locally. It was in the Indianapolis Star. One person raised their hand in support of the project. Everyone else in the room was against it. The entire Town Council and Mr. Fadness were "no shows". This is an undesirable precedent.

Lastly, this is “***cruel and unusual punishment***” for people living in Northfield Estates and Berkley Ridge subdivisions. There are also homes that aren’t part of subdivisions that are affected too. Fishers is a ***BAD PLACE*** for them to live! They have tolerated too many inconveniences, namely: flash floods/closed streets, stench for 15 out of 20 years, and two (former Gov.) Mitch Daniels declared natural disasters (hail storm). The latter cost my homeowners insurance company roughly \$44,000 in total home damages. They dropped our coverage for too many claims (2) and we now pay roughly \$400 more for a less comprehensive insurance. The prospect of increased crime and perhaps a national newsworthy story related to the large Black congregation at the Fisher’s Campus of the Eastern Star Church is not appealing. It is a tragedy waiting to happen. An 18% increase in commercial property will put many new people in contact with the church from many different areas. Pastor Jeffrey A. Johnson, Jr. is a likeable man. But, he can’t control the “Black Lives Matter” more radical and less discriminatory movement. One man caused Ferguson’s misfortune. Can you imagine the demonstrations and violence associated with a 3,000-member church if anything happens?

There was a luxury charter bus (Miller’s) that was subsidized by the Dept. of Transportation that ran from Fishers to Downtown Indianapolis but it lost favor when the fares increased to \$5 each way. It only served the day shift. It appears that it has been halted now due to lack of interest or funding. The parking lot where it loaded is in disrepair. So, please stop this ridiculous project.

Sincerely,

Elaine Viskant 317-459-8933

Traffic Related Comments		
Sub Topic	General Comment(s)	Response
106th Street	<p>Outside of the project area 106th Street is a two lane road, and it is not capable of handling the additional traffic the new interchange will generate.</p> <p>Is the City of Fishers planning local road improvements to handle any additional traffic generated by the interchange project?</p>	<p>The Indiana Department of Transportation's (INDOT'S) Interchange Justification (IJ) Study for this project documents the pre and post construction traffic forecasts for the project area. The IJ Study details the methodology and travel demand modeling techniques used. The Indianapolis Metropolitan Planning Organization (MPO) travel demand model is the base source of information.</p> <p>The majority of the anticipated traffic increase occurs within the immediate interchange area. The following table details the expected daily traffic volumes along 106<sup>th</sup> Street before and after construction.</p> <p>Forecasted Daily Total Traffic: (Pre-construction/Post-construction)</p> <ul style="list-style-type: none"> <li>• 106th St. Allisonville Rd. to Hague Rd. 11,700/11,900 (2%)</li> <li>• 106th St. Hague Rd. to Crosspoint Blvd. 11,400/13,850 (21%)</li> <li>• 106th St. USA Pkwy to Cumberland Rd. 13,900/15,700 (13%)</li> </ul> <p>The City of Fishers recently completed the following projects in the project area.</p> <ul style="list-style-type: none"> <li>• Multi-lane roundabout at 106th Street and Crosspoint Boulevard.</li> <li>• Multi-lane roundabout at 106th Street and Lantern Road.</li> </ul> <p>In addition, the City of Fishers is planning the additional projects in the area to increase traffic efficiency.</p> <ul style="list-style-type: none"> <li>• Addition of westbound right-turn lane at 106th Street and Eller Road.</li> <li>• Multi-lane roundabout at 106th Street and Cumberland Road.</li> <li>• Railroad Crossing Improvements at 106th</li> </ul>



	Will 106 <sup>th</sup> Street be limited to local traffic only?	Street (still securing funding).  106 <sup>th</sup> Street will remain open to all traffic. As mentioned later in this response to public comments, truck traffic is anticipated to increase only by a minor amount (less than 1%).
I-69	Congestion along I-69 is currently a problem. Adding an interchange at 106 <sup>th</sup> Street will only make it worse.	The IJ Study included traffic capacity analysis for mainline I-69, ramp diverges, ramp merges, and weaving from the 96 <sup>th</sup> Street interchange to the 116 <sup>th</sup> Street interchange, including the 106 <sup>th</sup> Street interchange. This analysis followed <i>Highway Capacity Manual</i> methodology, and was reviewed by INDOT and Federal Highway Administration (FHWA) transportation officials. The analysis found that an interchange can be added at 106 <sup>th</sup> Street without further deteriorating the capacity of I-69 in the area. The analysis demonstrates that some of the congestion at the 96 <sup>th</sup> Street and 116 <sup>th</sup> Street interchanges will be alleviated as a result of the project.
Kincaid	Why is Kincaid Drive a right in only? Drivers cannot access Kincaid Drive from the West.	The exiting northbound Kincaid Drive to westbound 106 <sup>th</sup> Street and the westbound 106 <sup>th</sup> Street to southbound Kincaid Drive left turn lanes were eliminated because they would be too close to the interchange and could result in congestion that affects interchange operations. The existing northbound Kincaid Drive to eastbound 106 <sup>th</sup> Street right turn lane was eliminated because it would create a substandard weaving condition with eastbound 106 <sup>th</sup> Street motorists coming from the interchange. Safety and capacity were the primary reasons for proposing the right-in only at this location. Motorists wanting to make this movement might have to utilize one of the other entrances to the commercial park or possible use one of the roundabouts for a U-turn.

96th Street and 116th Street	Why not improve the adjacent existing interchanges at 96th Street and 106th Street rather than add a new interchange at 106th Street? How will this new interchange affect 96th Street and 106th Street interchanges?	Modifying the existing interchanges at 96th Street and 116th Street was investigated in the IJ Study as one of FHWA's eight policy points for approving an interchange modification to the interstate system. The 96th Street and 116th Street interchanges and adjacent local corridors experience operational challenges today. Conditions are only anticipated to deteriorate as traffic is forecasted to grow in future years. There are already multiple turn lanes at the interchange ramps and multiple left turn lanes on the interchange bridge decks across I-69 at 96 <sup>th</sup> Street and 116 <sup>th</sup> Street. Widening even more is not feasible. Widening the 96th Street and 116th Street interchanges further would result in significant impacts to existing developed areas. Maintaining traffic during an interchange widening at 96th Street or 116th Street would be difficult.
Hague Rd and Crosspoint Blvd	Traffic will become worse on Hague Rd and Crosspoint Boulevard as vehicles try to get to 96th Street and 116th Street.	<p>The IJ Study provided traffic forecasting for Hague Road and Crosspoint Boulevard (Lantern Road) both north and south of 106th Street. A summary is listed below. Traffic on Hague Road north of 106th Street is forecast to decrease post-construction and traffic on Crosspoint Boulevard, north and south of 106th Street, is also forecast to decrease post-construction. A summary is below.</p> <p>Forecasted Daily Total Traffic: (Pre-construction/Post-construction)</p> <ul style="list-style-type: none"> <li>• Hague Rd. North of 106th St. 9,850/9,475 (-4%).</li> <li>• Hague Rd. South of 106th St. 10,150/11,000 (8%).</li> <li>• Crosspoint Blvd. North of 106th St. 7,400/7,000 (-5%).</li> <li>• Crosspoint Blvd. South of 106th St. 6,650/5,150 (-23%).</li> </ul>
126th Street	Why wasn't 126th Street at US 37 or at I-69 considered for an interchange instead of 106th Street? Most of the traffic is heading that way already.	A new interchange at 126 <sup>th</sup> Street would not meet the purpose and need of the project.

FONSI Responses to public comments

Construction/Detour	Will the roundabout at 96th Street and Cumberland Road be complete before the interchange at 106th begins? This is along the planned detour route. Construction is only going to create longer delays everywhere else.	The 106 <sup>th</sup> Street interchange project is scheduled to begin in Spring 2016. The needs of the detour route, and coordination with other local projects, will be further investigated during final design.
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Public Commenters on Traffic		
Jennifer Lynn	Judy Burke	John & Cathy Letsinger
Greg Purvis	Kimberly Garvey	Dave Zedonis
Glen Jacobs	Doug Gebhardt	Jeff & Deb Hulecki
Mark Tappas	Edward Gonzalez	Dave Brown
William Haas	James Bobian	Karen Reece
Duane O'Donnell	Pochille Dueser	Gloria Grace
LeAnne Heckman	Gary & Karen Reynolds	Sarah Kronland
David Morgan	Corneliu Bogdan	Venkat Sahai
Charlie Park	Rober & Janet Edwards	Jim Cerone
Shama Prasad	Mike Schier	Lynn Brown
Leslie Mooney	Steve Mathys	Toni Giffel
Karl Evert	Neal & Monica Weber	David Pusateri
Susan Lilek	Marji Morosi	Charlie Williams
Donna Szabu	Connie O'Connor	Linda & Ron Reed
Brian Massey	Julie Ohri	Katherine Lopez
Jennifer Baker	Scott Pannicke	Erica Robinson
Betty Sturtevant	Jane Alt	Carol Malloy-Wiber
Claire Root	Jill Steinhauer	John Sawyer
Richard Root	Roger Porter	Teresa Chapin
Linda Yager	Debra Lloyd	Betsy Lackey
Janice Buddenbaum	Carrie Lannen	Maurice Heitzman
Emily Whiteman	Kristina Riley	Sherri Holm
Sherri Cerar	Will Lubus	Rosemarie Horak
Marcia Irvin	Philip & Marilee Breimeir	Carol Lowry
Lisa Murphy	Karl Szabo	Joel & Teresa Proffitt
Elaine Schultz	C. Snaho	Michal Nowacki
Nathan Rues	Howard & Tamee Hanoon	Andy Kurtz
Erica Robinson	Jim Minatel	Chandler Preston
Susan Specht	Gay Tharp	Glenn Kant
Brian Culp	Stanley Brown	Ken Rummel
Tom Slick	Tina Thompson	Suzanne & Eric Olson



## FONSI Responses to public comments

<p>Laura Stwalley Susan Sales Shirley Yacuk Heidi Clarke Molly Mudra Kyle Brummet Larry Gerstein Sandy Jacobs Sharon Brennan Gary &amp; Gail Moon Tamara Arive Richard Lattimer Jason &amp; Lindsey Schiesser Diana Nelson Mary Ann Crugnale Harold &amp; Barbara Cowan David &amp; Sandra Cropper</p>	<p>Sue Flockenhaus Richard Block Robin Sawyer Rich Root Alyssa Anderson Mike Berisford Brigitte Saur David Schroeder Jordan Kendall Shawn Hensley Rob Murray Stephanie Dearing Gloria Young Steve Abbott Dan Halverstadt Robin Roach Pushpa Prasad</p>	<p>Ellen Pusateri Julie Emery Laura Gorman Judy Mansi Ben Brodhead Erica Pedersen Leslie &amp; David Morgan Nisha Cuellar Amy Perry Elaine Viskant Jim Gale Dennis Royalty Andy Stuckey Roger Olson Jim Riker</p>
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Safety Related Comments		
Sub Topic	General Comment(s)	Response
Crashes	The additional interchange and roundabouts will only create more crashes along I-69. More vehicles on 106th Street will cause more crashes.	<p>The IJ Study discusses safety as well as traffic operations. While providing an interchange at 106<sup>th</sup> Street is forecast to increase traffic and exposure along 106<sup>th</sup> Street, most significantly with in the immediate interchange area, it is also forecast to alleviate traffic growth and exposure along the 96<sup>th</sup> Street and 116<sup>th</sup> Street corridors.</p> <p>There has been much study in recent years regarding the safety benefits of roundabouts. The information below found on the <i>Federal Highway Administration</i> website section titled "Roundabouts: A Safer Choice" has shown that roundabouts typically achieve:</p> <ul style="list-style-type: none"> <li>• A 35% reduction in overall collisions.</li> <li>• A 76% reduction in injury</li> </ul>

		<p>collisions.</p> <ul style="list-style-type: none"> <li>• A 90% reduction in fatality collisions.</li> <li>• A 40% reduction in pedestrian collisions.</li> </ul> <p>There are several reasons why roundabouts help reduce the likelihood and severity of collisions, as summarized below.</p> <ul style="list-style-type: none"> <li>• <b>Low travel speeds</b> – Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The collisions that occur in roundabouts are typically minor and cause less injuries since they occur at such low speeds.</li> <li>• <b>No light to beat</b> – Roundabouts are designed to promote a continuous, circular flow of traffic. Drivers need only yield to traffic before entering a roundabout; if there is no traffic in the roundabout, drivers are not required to stop. Because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and "beat the light," like they might at a traditional intersection.</li> <li>• <b>One-way travel</b> – Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.</li> </ul>
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Schools/Children	Adding an interchange next to a school endangers the children.	<p>Schools in the general area include Lantern Road Elementary, Fishers Elementary and St. Louis de Montfort.</p> <p>For Fishers Elementary and St. Louis de Montfort, as noted above, traffic along Hague Road and Crosspoint Boulevard (Lantern Road) north of 106th Street is projected to decrease.</p> <p>Lantern Road Elementary School may see increased traffic; however, the anticipated increased traffic is during PM peak hours, after school dismissal.</p> <p>The City of Fishers Department of Engineering will work closely with the Director of Transportation for HSE Schools and will continue to be in constant communication throughout the construction process and project completion to ensure our schools are safe and the quality of the learning environment is maintained.</p>
Pedestrians/Bicyclist	Increased traffic will endanger pedestrians and bicyclist along 106th Street.	There will be a multipurpose lane along 106 <sup>th</sup> Street and pedestrian crossings to safely cross.
Trucks	106 <sup>th</sup> Street is a residential corridor, and the project will turn 106 <sup>th</sup> Street into a “truck corridor” creating an unsafe environment for motorists and pedestrians.	<p>Per the IJ Study, truck traffic along 106<sup>th</sup> Street is forecasted to only increase by approximately 1%. It is likely that many of these trucks will be delivery type trucks such as UPS or FedEx.</p> <p>The neighborhood areas of concern are fully developed areas. The only large tracts of developable ground left in this area are adjacent to the interchange. There are existing commercial/office park tracts still available for development.</p> <p>Commercial/office uses typically do not generate a large amount of truck traffic. For truck traffic to significantly increase in the neighborhood area, the neighborhoods would have to be re-developed into a use that generates truck traffic. There would have to be a need for the trucks to travel the corridor. These neighborhoods are comprised of individual lots owned by</p>



FONSI Responses to public comments

		individual property owners. There are no plans for this type of redevelopment.  The travel demand model used in the analysis in the IJ Study includes base data such as land use, employment, and census data.
Crime	Creating an access point at 106th Street welcomes criminal activity.	There is no data that substantiates this claim.

Public Commenters on Safety		
Elaine Viskant Jim Gale Dennis Royalty Andy Stuckey Jim Riker Deborah Briar Greg Purvis Mark Tappas Duane O'Donnell Leslie Mooney Karl Evert Brian Massey Jennifer Baker Claire Root Richard Root Linda Yager Janice Buddenbaum Emily Whiteman Sherri Cerar Lisa Murphy Elaine Schultz Nathan Rues Erica Robinson JR Lynch Kimberly Garvey Pochille Dueser Gary & Karen Reynolds Rober & Janet Edwards Neal & Monica Weber Marji Morosi	Connie O'Connor Julie Ohri Jane Alt Jill Steinhauer Roger Porter Debra Lloyd Carrie Lannen Kristina Riley Will Lubus Philip & Marilee Breimeir Karl Szabo C. Snaho Jeff & Deb Hulecki Dave Brown Karen Reece Sarah Kronland Lynn Brown Linda & Ron Reed Katherine Lopez Carol Malloy-Wiber John Sawyer Betsy Lackey Sherri Holm Bernard & Marcene Biberdorf Stacey & Rawson Raifsnider Brian Culp Tom Slick Angie Neal Susan Sales Heidi Clarke	Molly Mudra Klynt Brummett Suzanne & Eric Olson Ellen Pusateri Julie Emery Laura Gorman Judy Mansi Erica Pedersen Julie Dale Tamara Arive Jason & Lindsey Schiesser Diana Nelson David & Sandra Cropper David Schroeder John Krepper Sue Flockenhaus Rebecca Millar Robin Sawyer Neera & Akhill Dayal Alyssa Anderson Leslie & David Morgan Anne Elsinger Nisha Cuellar Stephanie Dearing Robin Roach Pushpa Prasad

### Property Value Related Comments

Sub Topic	General Comment(s)	Response
Property Values	This new interchange next to my house will decrease my property value.	There is no data that substantiates this claim. INDOT Real Estate professionals attended the hearing and were made available for one-on-one conversations.

### Public Commenters on Property Value

Jim Riker Karl Freburg Donna Szabu Claire Root Richard Root Janice Buddenbaum Lisa Murphy JR Lynch Corneliu Bogdan	Marji Morosi Connie O'Connor Julie Ohri Jill Steinhauer Roger Porter Debra Lloyd Kristina Riley Karl Szabo Gay Tharp	Karen Reece Lynn Brown Katherine Lopez Carol Malloy-Wiber John Sawyer Tom Slick Molly Mudra Suzane & Eric Olson Julie Emery	Judy Mansi Jan Maci Becky van Sliedrecht David Schroeder Rebecca Millar Neera & Akhill Dayal Anne Elsinger Steve Abbott
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### Environmental and Cost Related Comments

Sub Topic	General Comment(s)	Response
Noise Pollution	We do not want more noise pollution with the proposed interchange.	This project was subject to INDOT's FHWA-approved 2011 <i>Traffic Noise Analysis Procedures</i> . A noise report was prepared and approved by INDOT for this project.
Drainage	Drainage is a problem along 106 <sup>th</sup> Street with flooding. Will the new interchange address these during construction?	The project includes hydraulics analysis and design that is being reviewed by INDOT. INDOT will apply for all necessary Hamilton County drainage permits. Storm water detention is planned to accommodate the additional project runoff.
Ritchey Woods Nature Preserve	What is the environmental impact to the Ritchey Woods Nature Preserve?	The Environmental Assessment (EA) for this project investigated impacts to the natural environment. No impacts are anticipated to the Ritchey Woods Nature Preserve.

## FONSI Responses to public comments

Cost	This project cost of \$34 million is too much. Why not use that money to improve the existing interchanges?	Modifying the existing interchanges at 96th Street and 116th Street was investigated in IJ Study as one of FHWA's eight policy points for approving an interchange modification to the interstate system. This option was determined not to be feasible.
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Public Commenters on Environmental and Cost			
Elaine Viskant Dan Kappeler Roger Olson Karl Evert	Donna Szabu Marji Morosi Connie O'Connor Jill Steinhauer	Roger Porter Debra Lloyd Kristina Riley Will Lubus	Tom Slick Julie Emery

Railroad Related Comments		
Sub Topic	General Comment(s)	Response
Railroad	Will there be a crossing signal at the Nickel Plate Railroad crossing?	It is not known at this time if and when a crossing signal will be installed. The City of Fishers has been made aware of this concern via the public hearing process.

Public Commenters on Railroad			
David Morgan Shama Prasad	Dan Kappeler Kristina Riley	John Sawyer David Schroeder	Dan Halverstadt Robin Roach

Design Related Comments		
Sub Topic	General Comment(s)	Response
Bike Lanes	Will there be bike lanes?	There will be a multipurpose lane for bicycles and pedestrians along 106 <sup>th</sup> Street, with cross walks at the roundabouts.
Geometry	The roundabout skew seems awkward.	The roundabout is being design to INDOT and <i>American Association of State Highway and Transportation Officials</i> (AASHTO) standards. The roundabout geometry is designed to aid safety and traffic operations while minimizing project cost.



FONSI Responses to public comments

		INDOT formally reviews the design at multiple stages during project development.
Lane Configurations	Will 106th Street be widened beyond the project limits?	It is not known at this time if and when the City of Fishers will widen 106 <sup>th</sup> Street beyond the project limits. The City of Fishers has been made aware of this concern via the public hearing process.

Public Commenters on Design			
John Howeton Maurice Heitzman	Jennifer Lash Micheal Breach	James Box	Michelle Boyd

# Attachment 4

## List of Mitigation Commitments

**FONSI Request Package  
New I-69 Interchange at 106<sup>th</sup> Street  
Des. No. 1298035**

**List of Environmental Commitments**

**Firm Commitments:**

1. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures. (IDEM)
2. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services, Hazardous Materials Unit should then be contacted. (INDOT ES)
3. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site. (IDEM )
4. If permanent or temporary right-of-way amounts change, INDOT Environmental Services will be contacted immediately. (INDOT ES)
5. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ES)
6. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (IDNR-SHPO)
7. The Indianapolis Metropolitan Airport is located 7300 feet southwest of the project. If any permanent structures or equipment (including cranes) utilized for the project penetrates the 100:1 slope from the airport, FAA Form 7460 (Notice of Proposed Construction or Alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494 (INDOT)
8. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. (IDEM)
9. For JRS, Limited Liability Company (Parcel P8), INDOT will coordinate with property owner during construction to allow the property owner to connect one additional drainage culvert to the ditchline along I-69. (INDOT PM)

**Commitments for Further Consideration:**

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR)
2. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR)
3. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR)
4. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR)
5. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. (IDEM)
6. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (IDEM)



## Attachment 5

# Additional Coordination with USACE and IDEM

# Meeting Summary

**PROJECT:** 106<sup>th</sup> Street Interchange on I-69

**DATE:** September 23, 2015

**TIME:** 8:00am

**LOCATION:** USACE Office, Otis Avenue

**PARTICIPANTS:** Deb Snyder (USACE), Julie Evans (INDOT), Jeromy Richardson (United Consulting), David Cleveland, Kirk Roth (Corradino)

## Jurisdictionally

- Initially, there was some thought by the project team that the wetlands on this project might not be considered jurisdictional; however, USACE commented that the wetlands are likely jurisdictional. USACE will meet INDOT and Corradino in the field on September 25, 2015 at 8:00am in order to a final determination. One thing to look at in the field is the flood storage capacity of the wetlands.
- INDOT/Corradino will revise the Preliminary Jurisdictional Determination (JD) following the field check and send to USACE for review and eventual signature. If the team pursued the Approved JD route, USACE would need to perform a significant nexus study.
- USACE commented that the large pond in the southeast quadrant of the interchange is an Excluded Water, because it is a manmade structure for stormwater maintenance. The pond fringe, which exhibits some wetland characteristics, should be considered just part of the pond. Corradino will revise the Waters of the U.S. report to reflect this.
- Under the new jurisdictional water clarifications, it would seem that the ditches in the project area are not jurisdictional, due to the lack of ordinary high water mark (OHWM) or bed and bank.
- Wetland impacts are less than one acre; therefore, an Individual Permit (IP) would not be required. Instead, a Regional General Permit (RGP) would be required, which could take approximately 45 days to approve once USACE receives a final copy.

## Mitigation

- Corradino (Dave C.) incorrectly claimed that the Operation Indy Commute (OIC) project utilized wetland bank credits. Jeromy checked with his environmental staff after the meeting, and notified Corradino that this was not correct. Corradino sent out a correction email to the group following the meeting.
- USACE confirmed that this project can directly go to a mitigation bank option, if there are enough available credits. In the permit application, simply state the number of credits and which bank they will be placed in. No detailed mitigation alternatives analysis is required. USACE typically considers a 1:1 ratio for emergent wetlands when using a bank to be sufficient. USACE noted that mitigation requirements will need to be coordinated with IDEM also.

- Corradino (Dave C.) reported that he previously called Don Ewoldt of Wetland Mitigation Solutions, LLC. Mr. Ewoldt stated that the Buck Creek Mitigation Bank has 0.34 acres of credit available for emergent wetland, but they expect to request the release of an additional 7 credits in early October 2105. The request must go through a couple month approval process. Max Hagan (USACE) is the reviewer. The Central Indiana Mitigation bank has 0.16 acres of forested wetland. This project has 0.38 acres of wetland impact.
- Proof that mitigation credits are being successfully secured is required before the permit can be approved.

Note: INDOT requested that a copy of the minutes be sent to IDEM (Jason Randolph).



# Meeting Summary

**PROJECT:** 106<sup>th</sup> Street Interchange on I-69

**DATE:** September 25, 2015

**TIME:** 8:00am

**LOCATION:** On Site

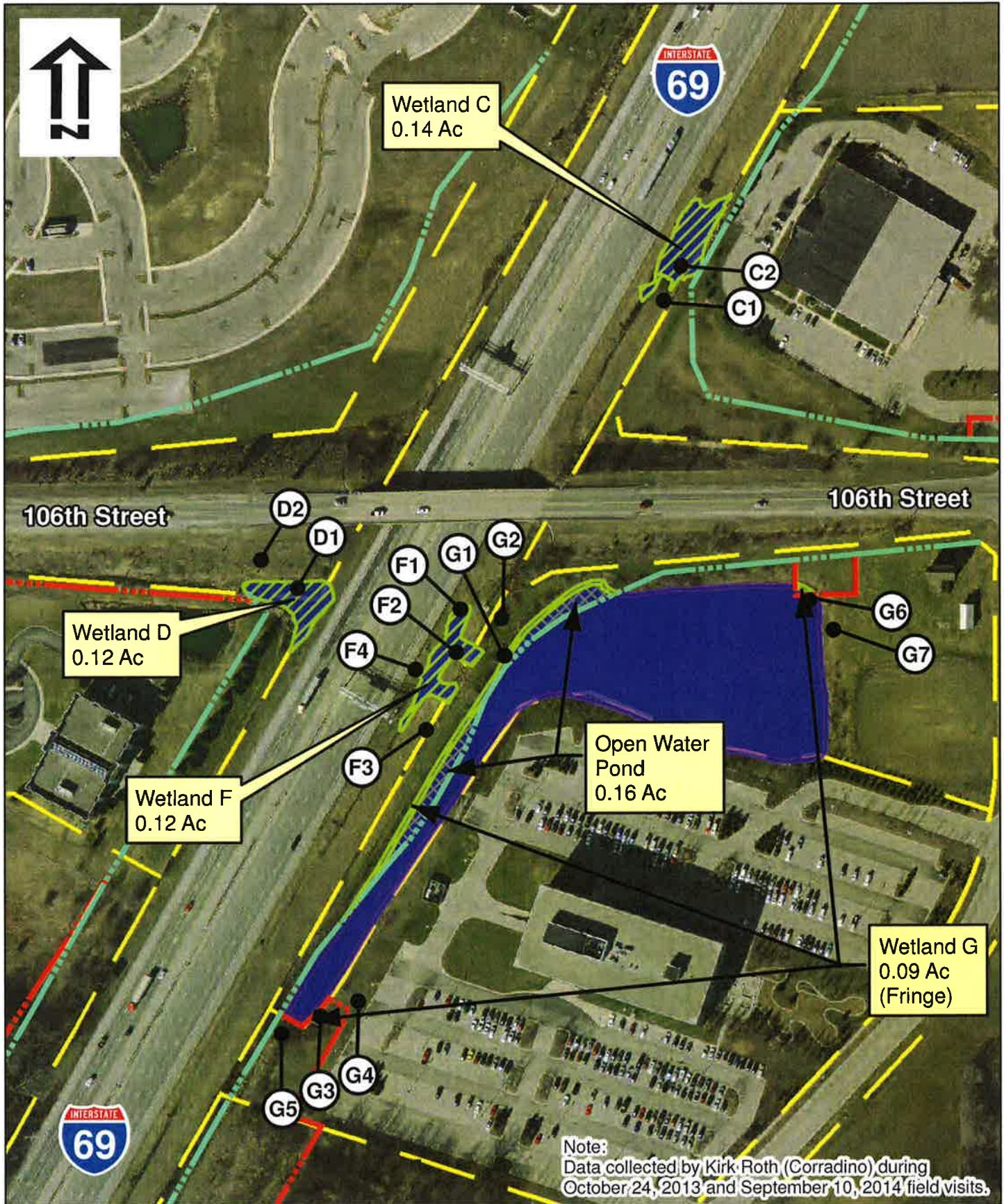
**PARTICIPANTS:** Deb Snyder (USACE), Sandra Bowman, Julie Evans (INDOT), Kirk Roth (Corradino)

- Wetland D (Exhibit A) was inspected, and no revisions were recommended by USACE or INDOT.
- The northwest quadrant was inspected. There are two probable wetlands that have developed, since the time of the initial site investigation, which need to be included in the Waters of the U.S. Report. One is a *Phragmites* wetland (Wetland K – Exhibit B), and the other is a *Typha* wetland (Wetland J – Exhibit B). *Note: Corradino delineated these probable wetlands following the field check, and the attached exhibits reflect the delineated boundaries.*
- Wetland C (Exhibit B) in the northeast quadrant was inspected. USACE confirmed that there was no ordinary high water mark, and commented that although the ditch area to the south is likely Excluded Water, it should be included in the Wetland C polygon. *Note: Corradino did additional field work following the field check, and the attached exhibits reflect the delineated boundary.* Some damage to the ditch was noted due to apparent equipment tracking.
- Wetland F (Exhibit A) in the southeast quadrant was inspected. USACE noted that the nature and function of the entire wetland was that of the ditch and considers this area an Excluded Water.
- The Open Water area (Exhibit A) in the southeast quadrant was inspected. USACE commented that the fringe area should be included in the Open Water polygon in the report and considers this to be an Excluded Water because it is a man-made storm water detention basin.
- There are several open bore holes on the project – especially noted in the northeast and northwest quadrants. These are unfilled and uncovered. Sandra and Kirk remarked that these are safety hazards.

## Attachments:

Exhibit A: Wetland Delineations from Waters of U.S. Report

Exhibit B: Delineation Revisions from September 25, 2015 Field Check with USACE (*Note: the hand-drawn delineation information in this exhibit will be replaced with GIS shape files soon.*)



**Legend**

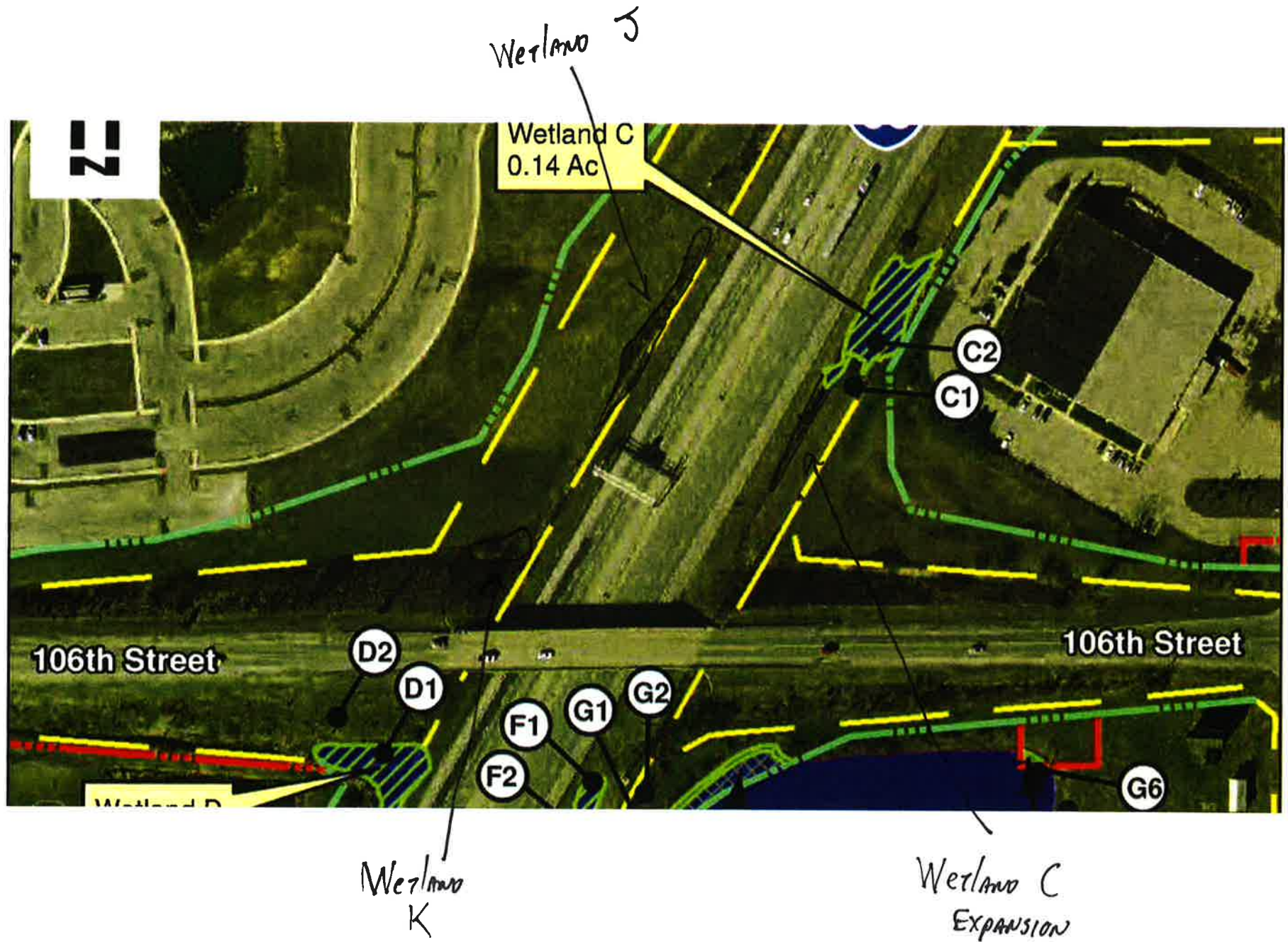
- Proposed R/W
- Temporary R/W
- Open Water Pond Impact
- Wetland Impact
- Field Delineated Wetland
- Data Point

**DES. NO. 1298035**  
**106TH STREET & I-69**  
**WETLAND DATA POINTS**  
**ROUNDAABOUT INTERCHANGE OPTION**

100 50 0 100 Feet

Aerial Imagery Flown in 2012







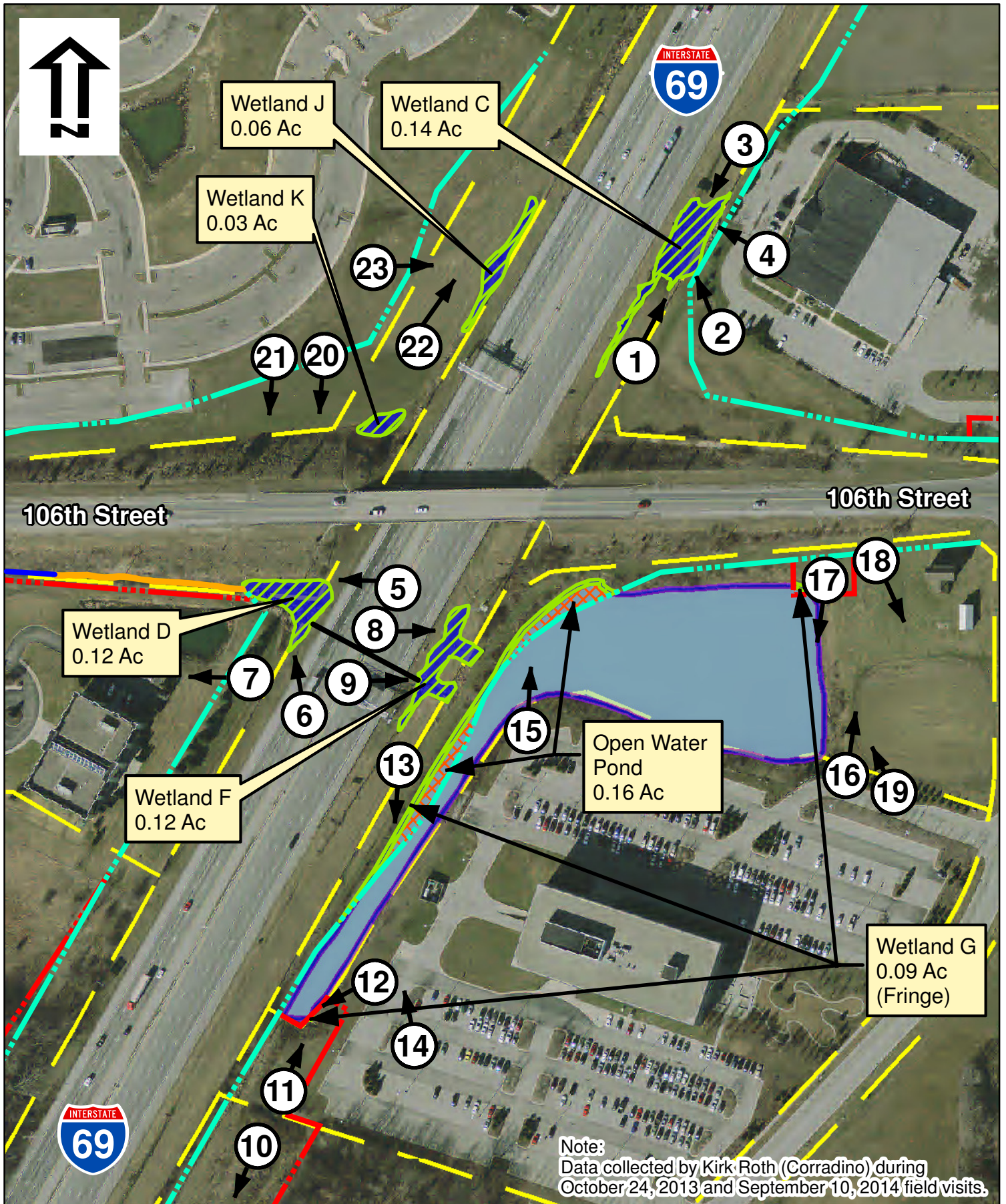
# Meeting Summary

**PROJECT:** 106<sup>th</sup> Street Interchange on I-69  
**DATE:** September 29, 2015  
**TIME:** 9:30am  
**LOCATION:** On Site

**PARTICIPANTS:** Jason Randolph (IDEM), Julie Evans (INDOT), D. Cleveland, K. Roth (Corradino)

- The meeting began with an overview of the wetland sites and discussion of IDEM/USACE processes. According to Indiana Code, mitigation is required for the larger of 1) the single largest isolated wetland or 2) 50% of those (combined) that qualify for USACE Exempt status. IDEM will complete this evaluation after correspondence with USACE and will email the project team with recommendations.
- IDEM does not want the fringe wetland separated from the open water for the large stormwater detention basin. IDEM only regulates the fringe, not open water.
- The wetland bank and its requested credit release were discussed. IDEM confirmed that 1:1 mitigation for emergent wetland is appropriate for wetland banking.
- There was a discussion of Significant Nexus studies, especially in regard to the new regulations. IDEM recommends a broad perspective in connectivity investigation, especially in regard to channels and “ditches.”
- Wetland D was inspected. The scrub-shrub channel to the west should be added to the waters report, because there is connectivity to the culvert to the west. From Wetland D to about 20 feet west of the pond, it is scrub-shrub wetland. From this point west, it is a channel for 200 feet or more. This can be done without a new datasheet.
- The northwest quadrant was inspected. There are two delineated wetlands which are to be included in the Waters of the U.S. Report. One is a *Phragmites* wetland that was initially thought to be outside the right-of-way. This wetland experienced some disturbance due to core drilling, but IDEM agreed with the delimitation in this area. The second is a *Typha* wetland that has apparently expanded within the past two years.
- Wetland C was inspected. IDEM confirmed that the wetland extends beyond the ROW.
- Wetland F was inspected. A culvert extending under the road and connecting with Wetland D was noted. This culvert should be added to the Waters of the U.S. Report.
- The Open Water area was inspected. IDEM confirmed that the fringe should be kept separate from open water in their report. IDEM agreed that if the stormwater retention pond is dug from upland soils, it appears to be nonjurisdictional. The fringe wetland should be illustrated in a brighter color in the mapping – the purple blends in with the blue and is difficult to see.
- IDEM agreed that Wetlands C, D, and the two wetlands in the northwest quadrant looked jurisdictional by USACE standards. There is uncertainty about Wetland F due to the new rule. IDEM will rely on the USACE assessment, then evaluate the remaining areas.
- There are several open bore holes on the project which represent a safety hazard.

Attachment: Revised Preliminary Wetlands Exhibit per September 29, 2015 Field Check with IDEM.



Note:  
Data collected by Kirk Roth (Corradino) during  
October 24, 2013 and September 10, 2014 field visits.

#### Legend

- Proposed R/W
- Temporary R/W
- Open Water Pond Impact
- Wetland Impact
- Emergent Wetland
- Scrub Shrub Wetland
- Open Water Pond

- Data Point
- Channel
- Culvert

**DES. NO. 1298035**  
**106TH STREET & I-69**

### **WETLAND IMPACTS & PHOTO KEY** **ROUNDBOUT INTERCHANGE OPTION**

Attachment 5 - Page 8

100 50 0 100 Feet

Aerial Imagery Flown in 2012