



RECORD OF DECISION

I-69 Section 6

Martinsville to Indianapolis

February 2018



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1 Background

1.1 Evansville to Indianapolis Section of I-69

On March 24, 2004, the Federal Highway Administration (FHWA) issued a Tier 1 Record of Decision (ROD) for I-69 from Evansville, Indiana to Indianapolis, Indiana. The Tier 1 ROD documents several decisions relating to the project: (1) to build an interstate highway, I-69, between Evansville and Indianapolis; (2) to build the highway in the selected “corridor,” known as Alternative 3C; (3) to separate the Tier 2 phase of the project into six separate sections; and (4) to prepare Tier 2 environmental impact statements (EISs) for each of the six separate sections. The corridor established in the Tier 1 ROD is generally 2,000 feet wide, but is narrower in some places and broader in others. The proposed action addressed in this I-69 Section 6 ROD is the completion of an interstate highway within Section 6 of the approved I-69 Tier 1 corridor (see **Figure 1** and **Figure 2** of **Appendix A** of this ROD). I-69 Section 6 extends from SR 39 in Martinsville, Indiana to I-465 in Indianapolis, Indiana.

1.2 Tiered Approach

FHWA initiated the Tier 1 EIS on January 5, 2000, with the publication of a Notice of Intent (NOI) in the Federal Register. The Tier 1 Final EIS (FEIS) addressed “big picture” issues on a corridor-wide basis, while taking into account the full range of impacts. The Tier 1 FEIS was published on December 5, 2003, and the Tier 1 ROD was approved on March 24, 2004. The Tier 1 ROD identified Alternative 3C as the preferred alternative and identified the six sections for more detailed Tier 2 National Environmental Policy Act (NEPA) studies. The Tier 1 study also included compliance with the Endangered Species Act, which culminated in a Tier 1 Biological Opinion issued by the U.S. Fish and Wildlife Service (USFWS) on December 3, 2003.

FEISs have been completed and RODs approved for the other five Tier 2 sections. I-69 Sections 1 through 4 (from I-64 in Evansville to SR 37 in Bloomington) are constructed and open to traffic. Construction is currently underway on I-69 Section 5 (from SR 37 in Bloomington to SR 39 in Martinsville). The Tier 2 environmental study for I-69 Section 6 was initiated April 29, 2004, when FHWA published an NOI in the Federal Register to advise that a Tier 2 EIS would be prepared. In 2006, efforts in I-69 Section 6 were minimized to include only critical management and public outreach activities while other sections were being completed.

On October 15, 2014, FHWA published a revised NOI in the Federal Register to advise the public and resource agencies that Tier 2 studies in I-69 Section 6 were resuming. Due to the potential for increased impacts and/or changed conditions along SR 37, the NOI established a scoping process to determine whether to consider alternatives outside the selected Tier 1 corridor. The NOI also confirmed that an alternative using SR 37, within the selected Tier 1



corridor, would be included in the Tier 2 EIS for I-69 Section 6. **Sections 3.3.1** and **3.3.2** of this ROD describe how conceptual and preliminary alternatives outside the selected Tier 1 corridor were considered. The screening of the preliminary alternatives resulted in the decision to consider only alternatives within the selected Tier 1 corridor in I-69 Section 6.

The Draft EIS (DEIS) for I-69 Section 6 was issued on March 15, 2017, and notice of its availability was published in the Federal Register on March 24, 2017. The I-69 Section 6 FEIS and this ROD are issued as a combined document, as described in **Section 1.3**. The I-69 Section 6 FEIS includes the Tier 2 Biological Opinion for Section 6 issued by USFWS. The I-69 Section 6 FEIS also includes a signed Memorandum of Agreement (MOA) between FHWA, INDOT, the Indiana State Historic Preservation Officer (SHPO) Division of Historic Preservation and Archaeology (DHPA), the Advisory Council on Historic Preservation (ACHP), Marion County, and others agreeing on procedures to address the effect of the I-69 Section 6 project on historic properties. The MOA is provided in **Appendix M** of the FEIS.

1.3 Combined FEIS/ROD

FHWA has prepared this Tier 2 ROD for I-69 Section 6 in combination with the I-69 Section 6 FEIS, in accordance with Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which provides that the FEIS and ROD should be combined unless “(1) the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or, (2) there are significant new circumstances or information relevant to environmental concerns that bear on the proposed action or the impacts of the proposed action.”¹

Multiple changes were made in the FEIS to refine the DEIS preferred alternative, based on public and agency input, value engineering studies, and additional technical analysis. The changes to define the Refined Preferred Alternative (RPA) are described in the subsection reviews of **Section 3.4** of this ROD. These changes serve to avoid or minimize the impacts of the DEIS preferred alternative. The need for new right of way was lessened, and residential and business relocations were reduced. Core forest, floodplain, and wetland impacts were reduced.

Although some impacts are avoided or minimized in the RPA, the termini, general alignment, and function remain the same as the DEIS preferred alternative. The changes are not substantial in the context of combining the FEIS and the ROD. No significant new circumstances or information have become known since the DEIS was published. Thus, a combined FEIS/ROD is appropriate for this project.

¹Refer to Section 1319(b) of MAP-21; and USDOT-FHWA, *Final Guidance on MAP-21 Section 1319: Accelerated Decisionmaking in Environmental Reviews*, November 13, 2014.



2 Decision

The proposed action for I-69 Section 6 is to provide an Interstate highway from SR 39 in Martinsville to I-465 in Indianapolis. I-69 Section 6 is approximately 26.9 miles in length and extends through Morgan, Johnson, and Marion counties, Indiana. I-465 would be widened from Mann Road to US 31 to provide sufficient capacity for the additional traffic entering and leaving I-465 at the I-69 interchange. The selected alternative for I-69 Section 6 is referred to as the Refined Preferred Alternative (RPA), as described in the I-69 Section 6 FEIS.² See **RPA Plans** in **Appendix B** of this ROD. As further detailed below, this ROD identifies the alignment, interchanges, grade separations, and mitigation measures for I-69 Section 6.

This Tier 2 ROD for I-69 Section 6 approves the locations of the interchanges, grade separations, and service roads (which include new roads, road realignments, and road relocations) that are features of the RPA. This ROD is executed in conformance with Section 1319(b) of MAP-21, and documents FHWA compliance with NEPA and all other applicable federal statutes, regulations, and requirements. This decision is based on analyses contained in the Section 6 Tier 2 DEIS issued March 15, 2017; the Section 6 Tier 2 FEIS issued concurrently with this ROD; the comments of federal and state agencies, members of the public, and elected officials; and other information in the project record. In the event of any differences in wording, the ROD takes precedence over the FEIS.

FHWA and INDOT provided opportunities for government agency and public involvement in the development of the EIS documentation. Several opportunities and methods were used to involve the public and agencies in the study (see **Chapter 11, Comments, Coordination, and Public Involvement** of the FEIS). A local project office, website, outreach meetings, participating agency and Community Advisory Committee meetings, and other means were used to solicit input. Public and agency input was requested at key milestones in this Tier 2 study, at numerous public meetings and at two public hearings on the DEIS after the DEIS was made available for public review. Each comment received on the DEIS is addressed in **Volume III, Comments and Responses**, Parts A and B, of the FEIS.

2.1 Selected Alternative

The Selected Alternative for I-69 Section 6, the RPA, was defined through a series of steps involving alternatives definition, evaluation, and refinement. The process was structured to identify a Selected Alternative with the best balance of performance, cost, and impact. The process of alternatives development and evaluation is described in **Section 3.3** of this ROD.

The FEIS describes the development and evaluation of alternatives (Chapters 3 and 6), the affected environment (Chapter 4), potential environmental consequences of the proposed project

² Unless otherwise noted, references to the Tier 2 I-69 Section 6 FEIS chapters, figures, and tables are contained within the Tier 2 I-69 Section 6 FEIS Volume I; references to appendices are contained within Volume II.

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(Chapter 5), proposed mitigation (Chapter 7), and coordination with regulatory agencies and comments from the agencies and the public (Chapter 11). The **RPA Plans**, located in **Appendix B** of this ROD, show the alignment and configuration of the RPA.

The basic configuration and most components of the RPA are the same as Alternative C4, which was identified as the preferred alternative in the DEIS and presented to the public and agencies for comment. Alternative C4 follows the alignment of SR 37, as recommended in the Tier 1 FEIS, and described in the Tier 1 ROD, until it intersects with I-465 at a location just west of the SR 37/I-465 interchange. Comments on the DEIS generally supported Alternative C4 and offered recommendations for refinements to improve performance and avoid or further reduce impacts and/or cost.

The RPA was defined in a series of refinements to design details of Alternative C4, based on public and agency input, more detailed technical evaluation, and value engineering studies. Some refinements were technical adjustments to better define anticipated project elements and construction limits. Other refinements were made in response to comments or were based on more detailed information developed after the DEIS preferred alternative had been identified.

After comments had been received on the DEIS and refinements were made to Alternative C4 to define the RPA, three additional public meetings were held to present the RPA and receive public input. **Volume III, Comments and Responses**, Part C of the FEIS, contains comments submitted, and responses to those comments.

2.1.1 Location of I-69 Section 6 Corridor and the RPA

The Tier 1 ROD approved the “3C corridor” for I-69 between I-64 north of Evansville and I-465 on the south side of Indianapolis. Although other corridors were considered in the Tier 2 study, the RPA is located within the Tier 1 Alternative 3C corridor (see **Figure 2** in **Appendix A** of this ROD). Some local service roads and interchange ramps are located partially outside the original 2,000-foot 3C corridor in order to maintain mobility and access in the local road network. These areas have been fully evaluated in the Tier 2 FEIS. FHWA has determined that locating these elements outside of the approved Tier 1 corridor is consistent with the Tier 1 ROD.

The southern terminus of the RPA is just south of Indian Creek, where SR 37 approaches SR 39 in Martinsville. The northern terminus is I-465 in Indianapolis. The RPA has a total length of approximately 26.9 miles. **Section 1.4** of the FEIS describes the I-69 Section 6 study corridor in detail. The **RPA Plans** in **Appendix B** of this ROD show the location of the I-69 Section 6 corridor and the RPA.

2.1.2 RPA I-69 Mainline

The I-69 mainline of the RPA will provide four through lanes from the southern terminus of the project near Indian Creek to about 2,000 feet south of Smith Valley Road, where it will transition to six lanes until the Southport Road interchange. A grassed median will be used throughout this



section. The SR 37 median will be retained unless regrading is necessary due to elevation changes. Eight through lanes will be provided from Southport Road to I-465, with a concrete median barrier.

This typical cross section differs from the assumptions used in Tier 1. Between SR 39 and SR 252 in Martinsville, an eight-lane elevated urban section with a concrete median barrier was assumed in the Tier 1 FEIS. Adjacent local service roads were assumed on both sides. A six-lane divided section with a grassy median was assumed in Tier 1 south of SR 39 and between SR 252 and SR 144. Between SR 144 and I-465, an eight-lane divided section with a grassy median was assumed in Tier 1. No local service roads outside these typical sections were assumed in Tier 1. Traffic forecasting and level of service (LOS) evaluations in this Tier 2 study indicated that the number of lanes should be reduced.

Design criteria for I-69 Section 6 alternatives are taken from the *2013 Indiana Department of Transportation Design Manual* (IDM) as updated, the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2011), and the AASHTO *A Policy on Design Standards, Interstate System* (2005). SR 37 is a four-lane divided highway that already meets many of the IDM design criteria.

Three options for the I-69 mainline were developed and evaluated in the DEIS, representing a range of design standards, from desirable to minimal, as described in **Section 3.3** of this ROD. The RPA uses Mainline Option M2, “Narrow Median, Standard Shoulders and Side Slopes.” Wherever feasible on four lane sections, this option reuses the existing SR 37 center median, which is as narrow as 48 feet at some locations, requiring the consideration of median cable barrier or double-sided guardrail.

The narrow median of Mainline Option M2 maximizes the reuse of SR 37 pavement, but the standard of 12-foot shoulders would result in greater impacts than Mainline Option M3, which assumes reuse of the existing 10-foot shoulders of SR 37. After the DEIS was published, engineering analysis was completed to evaluate whether the existing 10-foot paved outside shoulders could be retained at some locations to reduce costs and impacts. The analysis considered opportunity, potential cost, environmental impacts, and safety impacts of this design decision.

One 5,100-foot segment of northbound SR 37 between Cragen Road and Perry Road was identified where existing and proposed conditions indicate that retaining the existing 10-foot paved outside shoulder may be reasonable. More detailed engineering conducted during the design phase may determine that the shoulder must be widened because additional construction outside of the shoulder is necessary. Until design engineering is complete, sufficient right of way is defined in the RPA to accommodate 12-foot outside shoulders with new ditches and side slopes.

Because I-69 will have at least six lanes north of Smith Valley Road, the existing shoulders will be removed to construct the additional mainline lanes with any of the options. The median can still be used, but any new shoulder construction will be 12 feet wide to meet the current standard.



2.1.3 RPA Interchanges, Grade Separations, and Local Roads

The Tier 1 FEIS identified potential interchange and grade separation locations for all Tier 1 alternatives, including those in Section 6, for comparing estimated impacts, benefits, and costs. Per the Tier 1 ROD (Section 2.1.6), final decisions regarding these features were to be made in Tier 2. Potential interchange locations identified in Tier 2 for I-69 Section 6 were SR 39, Ohio Street/Mahalasville Road, SR 252, Egbert Road, SR 144, Smith Valley Road, County Line Road, Southport Road, and I-465. In response to local government and public input, potential interchanges were also evaluated at SR 44 and Henderson Ford Road.

All potential I-69 Section 6 interchange locations identified in the Tier 1 FEIS were included in Tier 2 alternatives except Egbert Road. As indicated in Section 3.6.3.2 of the I-69 Section 6 FEIS, local planning documents and Community Advisory Committee members supported an interchange at Henderson Ford Road instead of Egbert Road. Egbert Road does not cross the White River to the west. Henderson Ford Road crosses the White River, and with a connection to Centennial Road, it will provide an 8-mile north-south thoroughfare through eastern Morgan County. A Henderson Ford Road interchange was included in all Tier 2 alternatives, with a grade separation at Egbert Road.

The RPA provides interchange access to I-69 at SR 39, Ohio Street, SR 252/SR 44 (combined interchange), Henderson Ford Road, SR 144, Smith Valley Road, County Line Road, Southport Road, Epler Avenue, and I-465. The interchanges will be located within the right of way footprint approved in this ROD, with final details to be determined in the final design process.

The Tier 1 FEIS identified the following potential grade separations in I-69 Section 6: Burton Lane, SR 44, Teeters Road, Henderson Ford Road, Perry Road (CR 640E), Waverly Road, Stones Crossing Road, Fairview Road, Wicker Road, Banta Road, and Epler Avenue. Interchanges or grade separations were considered at all these locations in one or more I-69 Section 6 alternative in the Tier 2 FEIS. Grade separations were also considered at Ohio Street, Grand Valley Boulevard, Myra Lane, Egbert Road, Big Bend Road, Whiteland Road, Olive Branch Road, and Edgewood Avenue.

The RPA includes all grade separations identified in the Tier 1 FEIS, with the exception of Burton Lane, Stones Crossing Road, and Fairview Road. Interchanges are provided at SR 44 and Henderson Ford Road instead of the grade separations shown in Tier 1. The RPA also has grade separations at Grand Valley Boulevard, Teeters Road, Myra Lane, Egbert Road, Perry Road, Waverly Road, Wicker Road, Banta Road, Edgewood Avenue, and Epler Avenue.

All other local roads that currently have access to or across SR 37 will be truncated at I-69. Some will have cul-de-sacs or other configurations for turnaround. Others will be realigned to link with other local roads. These local road links are included in the RPA to maintain the continuity of the local road network or to provide access to adjacent properties that would otherwise be



landlocked.³ **Table 1** shows the disposition of all local roadways that currently access or cross the RPA.

2.1.4 Property Acquisition

This ROD approves the use of federal funds for property acquisition for the project, for construction of the roadway itself as well as for properties that will be used for mitigation purposes. Additionally, INDOT has completed early acquisition of two properties that were considered “hardship” acquisitions, and three flood damaged homes on four parcels as part of the INDOT/Federal Environmental Management Agency (FEMA) collaboration after 2008 flooding.

Table 1: Local Roadway Components of the RPA

Location	I-69	West Local Roads	East Local Roads
Old SR 37	Realigned to roundabout at SR 39 interchange.	Link with Rogers Road at SR 39 interchange roundabout.	No change (no current access).
SR 39	Existing trumpet interchange with added roundabout (I-69 overpass).	Link with Rogers Road at SR 39 interchange roundabout.	No change (no current access).
Burton Lane	Access Closed.	Link with Plaza Drive	T-intersection with Southview Drive.
Ohio Street	Diamond interchange with roundabouts (I-69 underpass).	Extend Ohio Street to/near Holden Street. Connect Bill's Boulevard to Ohio Street.	Extend Ohio Street to connect with Mahalasville Road, north and south. Connect Mahalasville Road to Industrial Drive.
Industrial Drive	Access Closed	T-intersection with James Baldwin Drive.	T-intersection with South Outer Drive.
Grand Valley Boulevard	Grade separation (I-69 underpass).	Extend to South Street at Home Avenue.	Extend to Cramertown Loop. Link with Birk Road. Connect Grand Valley Boulevard to Mahalasville Road by constructing Artesian Avenue (new road).
Glenn Street	Access Closed	No change (no current access).	Access Closed (property acquired).
SR 252/Hospital Drive	Modified split-diamond interchange (I-69 overpass).	Extend Hospital Drive past hospital entrance.	Extend SR 252 past Cramertown Loop.

³Some of these local road links may be eliminated during the final project design and land acquisition process if it is determined to be more economically feasible to purchase one or more landlocked parcels rather than provide service roads.



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Location	I-69	West Local Roads	East Local Roads
SR 44/Reuben Drive	Modified split-diamond interchange (I-69 underpass).	Extend Reuben Drive past Kristi Road. Provide right turn in/right turn out intersection at Kristi Road.	Connect Old SR 44 north to link with Twin Branch Road.
Morgan Street/ Twin Branch Road	Access Closed	Extend Morgan Street north with a new local service road to link with Old SR 37 at Myra Lane.	Twin Branch Road cul-de-sac.
Teeters Road	Grade separation (I-69 underpass).	Intersect with new local service road from Morgan Street.	Link with Teeters Road past Cikana State Fish Hatchery ponds.
Country Club Road	Access Closed.	T-Intersect with new local service road from Morgan Street.	Access Closed. New entrance drive to Cikana State Fish Hatchery south from Myra Lane.
Old SR 37/Myra Lane	Grade separation (I-69 overpass).	T-Intersect with new local service road from Morgan Street.	New entrance drive to south to Cikana State Fish Hatchery. Reconstruct church access drive intersection.
Old SR 37/Egbert Road	Old SR 37 and Egbert Road grade separation (I-69 underpass).	Link Old SR 37 with Egbert Road at grade separation.	Link Egbert Road with Old SR 37 at grade separation. Provide new local service road to subdivision from Willowbrook Drive.
Henderson Ford Road	Diamond interchange (I-69 underpass).	Realign Henderson Ford Road north through interchange. Provide intersection with old Henderson Ford Road, with cul-de-sac at I-69.	Extend Henderson Ford Road to link with Centennial Road at Egbert Road. New local service road north from Henderson Ford Road to link with New Harmony Road.
Ennis Road (CR 500 E)	Access Closed.	Access Closed (farm entrance).	T-Intersection with new local service road from Henderson Ford Road.
New Harmony Road	Access Closed	No change (no current access).	New local service road south from New Harmony Road to link with Henderson Ford Road.
Cragen Road	Access Closed	No change (no current access).	Cragen Road cul-de-sac.
Perry Road/Old SR 37	Perry Road and Old SR 37 grade separation (I-69 underpass).	New local service road north to link Perry Road with Old SR 37. New local service road south approximately 1 mile to cul-de-sac.	Reconstruct intersection of Lincoln Road and Perry Road.
Big Bend Road	Access Closed	Big Bend Road cul-de-sac.	Big Bend Road cul-de-sac.



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Location	I-69	West Local Roads	East Local Roads
Waverly Road	Grade separation (I-69 underpass).	Reconstruct Waverly Road to Whiteland Road intersection.	New local service road north from Waverly Road to link with Whiteland Road.
Whiteland Road	Access Closed.	Whiteland Road cul-de-sac.	Link Whiteland Road with new local service road to Waverly Road.
Banta Road	Access Closed	Banta Road cul-de-sac.	Banta Road cul-de-sac.
SR 144/CR 144	Partially folded diamond interchange (I-69 underpass).	Reconstruct SR 144 past Old SR 37 intersection. Provide new entrance from SR 144 to commercial areas and Waverly Branch of Morgan County Library. Extend Huggin Hollow Road to Old SR 37.	New local Service Road from CR 144 north to link with Stones Crossing Road.
Travis Road	Access Closed.	Travis Road cul-de-sac.	T-Intersection with new local service road from CR 144.
Stones Crossing Road	Access Closed.	Extend Old SR 37 and Travis Road north on new local service road to link with Old SR 37 south of Olive Branch Road.	New local Service Road from Stones Crossing Road south to CR 144.
Olive Branch Road	Access Closed.	T-Intersection with new local service road from Olive Branch Road to Smith Valley Road.	Olive Branch Road cul-de-sac.
Bluff Acres Drive	Access Closed.	T-Intersection with new local service road from Olive Branch Road to Smith Valley Road.	Link with Bluff Acres Lane.
Smith Valley Road	Diamond interchange with roundabouts (I-69 underpass).	New local service road from Smith Valley Road south to Olive Branch Road. New local service road from Smith Valley Road north to County Line Road.	Roundabout intersection at Mullinix Road intersection.
Bluffdale Road	Access Closed	T-Intersection with new local service road from Smith Valley Road north to County Line Road.	Maintain east connection of Wakefield Road and Bluff Road.
Fairview Road	Access Closed	T-Intersection with new local service road from Smith Valley Road north to County Line Road.	T-intersection with existing drives to properties.
County Line Road	Partial folded diamond interchange with roundabouts (I-69 overpass).	Roundabout links with new local service roads south to Smith Valley Road and north to Wicker Road.	Link to Bluff Road from south to ramp roundabout.



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Location	I-69	West Local Roads	East Local Roads
Glenns Valley Lane	Access Closed	Glenns Valley Lane linked with private drive.	No change (no current access).
Wicker Road	Grade separation. (I-69 overpass).	Intersect with new local service road south to County Line Road.	Link with Bluff Road.
Belmont Avenue	Access Closed	Extend Belmont Avenue on new local service road to intersect with Southport Road opposite Wellingshire Boulevard.	No change (no current access).
Southport Road	Tight diamond interchange (I-69 underpass)	Reconstruct Southport Road past Governors Point Drive. New local service road from Southport Road north to link with Belmont Avenue.	Reconstruct Southport Road to near/at Harding Street. Provide new intersection with Perry Commons Boulevard and Aspen Lakes Apartments access drive.
Banta Road	Grade separation (I-69 overpass).	Intersection with Belmont Avenue (no change).	No change.
Edgewood Avenue	Grade separation (I-69 overpass).	Link Edgewood Avenue south to Belmont Avenue	No change.
Epler Avenue	Grade Separation, I-69 overpass with ramp connections to/from I-69 to the south.	I-69 connection to I-69 south.	I-69 connection from I-69 south. Link with SR 37 north to I-465. Intersection with Epler Avenue East.
Thompson Road	Access Closed	Thompson Road from west ends at intersection with Tibbs Avenue.	Thompson Road cul-de-sac.
I-465/I-69	Directional interchange	No change (no current access).	No change (no current access).
I-465 / Harding Street	Access to SR 37/Harding Street provided via Epler Avenue connections.	No change.	No change.

The early acquisition of properties had no influence on the decisions reached in this Tier 2 ROD for I-69 Section 6 [per 23 CFR §710.501(b)(5)], including the need to construct the project, the consideration of alternatives, and the selection of the design or location. No federal-aid highway funds are being used for the early acquisition of right of way for highway construction prior to the issuance of this Tier 2 ROD except as permitted in the Tier 1 ROD. Funding for right of way and preliminary design was included by amendment in INDOT’s 2012-2015 Statewide Transportation Improvement Program (STIP). Subsequently, I-69 Section 6 was identified in INDOT’s 2018-2021 STIP on July 3, 2017, with the estimated cost to complete the project.



INDOT is prepared to begin right of way acquisition once the use of federal funds is authorized. All applicable state and federal requirements will be followed. Final determinations about access to individual properties will take place as part of the final design process. These determinations may result in slight changes in relocations from those shown in the I-69 Section 6 FEIS.

2.2 Mitigation

This Tier 2 ROD for I-69 Section 6 approves and directs the implementation of the mitigation measures listed in **Chapter 7, Mitigation and Commitments** of the FEIS. FHWA will support efforts, in cooperation with INDOT and applicable resource agencies, to ensure the timely implementation of these measures. Mitigation measures implemented in compliance with federal regulations pursuant to this ROD (including land acquisition) shall be eligible for federal funding, subject to prior approval by FHWA. See **Section 5** of this ROD for further discussion of mitigation.

Some of the mitigation measures involve a commitment to specific design features (e.g., wildlife crossings) or mitigation activity (e.g., mitigating for forest lands at a 3 to 1 ratio). Other measures involve a commitment to conduct further analysis (e.g., cemetery development plans). For activities directly related to the quantity of impacts, **Chapter 7, Mitigation and Commitments** of the FEIS identifies mitigation quantities specific to the identified impacts. Mitigation quantities are based on ratios determined during Tier 1 and Tier 2 consultation with regulatory agencies and agreed to in the Tier 1 and Tier 2 RODs. Mitigation measures are identified in **Section 5**, and are summarized on the I-69 Section 6 Mitigation Commitments Summary (**Appendix C** of this ROD).

Efforts to further reduce impacts to sensitive resources will continue during the design phase. When this is determined possible without reducing project performance or increasing impacts to other sensitive resources, mitigation quantities may be reduced in consultation with the appropriate resource agencies, but the agreed-to ratios shall be maintained. Impacts to these resources and mitigation will be tracked and reported to the appropriate resource agencies on an annual basis. Should design changes cause impacts outside of the proposed footprint, those will be analyzed and documented.

3 Alternatives Considered

This section of the ROD briefly describes the purpose and need for the proposed action, the alternatives evaluation and screening procedures, the alternatives considered, and the balancing of impacts, costs, and benefits that formed the basis for the decision to select the RPA. **Chapter 3, Alternatives** of the FEIS describes the scoping process and development of alternatives within and outside of the Tier 1 corridor in detail. It also describes the development of alternative roadway alignments, and the identification of interchanges and access treatments (grade separations and service roads) within the approved corridor for I-69 Section 6.



3.1 Tier 1 ROD

The Tier 1 ROD issued by FHWA on March 24, 2004 included the following key decisions related to alternatives in Tier 2 sections:

- FHWA selected a build alternative for I-69 between Evansville and Indianapolis.
- FHWA approved the location of the selected corridor as depicted in the Tier 1 FEIS, Volume III, *Environmental Atlas*.
- FHWA noted that decisions regarding the number and location of interchanges and grade separations would be made in Tier 2 studies and were not being made in the Tier 1 ROD.
- FHWA approved the use of federal funds for property acquisition for the project to the extent that such acquisitions meet the conditions for a hardship or protective acquisition.
- FHWA approved the selection of the SR 37 variation⁴ of the selected corridor near Indianapolis and eliminated the variation along Mann Road shown in the Tier 1 DEIS.
- FHWA stated that though Alternative 3C corridor was selected, “...the flexibility will exist to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor. The issue of whether to consider alternatives outside the selected corridor will be determined in consultation with resource agencies in Tier 2.”

The Tier 1 ROD documented that appropriate coordination with all appropriate federal and state agencies regarding regulatory requirements occurred (see Section 6, Regulatory Requirements, of the Tier 1 ROD).

The Tier 1 ROD permitted the consideration of alternatives outside the selected Alternative 3C corridor in Section 6 to avoid significant impacts within the selected corridor while still connecting the Tier 2 termini of I-69 at SR 39 in Martinsville and I-465 in Indianapolis.⁵ In the NOI published on October 15, 2014, to advise the public and resource agencies that Tier 2 studies for I-69 Section 6 were resuming, FHWA noted that potential alternatives outside the SR 37 corridor would be considered.⁶ The NOI also stated that the selected Tier 1 alternative (Alternative 3C) would remain under consideration. **Sections 3.3.1** and **3.3.2** of this ROD describe the process of considering alternatives outside of the approved Tier 1 corridor.

The transportation performance goals identified for I-69 Section 6 in **Chapter 2, Purpose and Need** of the FEIS include the completion of Section 6 of I-69 as stipulated in the Tier 1 ROD, congestion reduction, crash reductions, and support of local economic development initiatives. **Section 2.5** of the FEIS lists the specific performance goals and associated performance

⁴ With the SR 37 variation, the last mile of I-69 (just south of I-465) would be realigned outside the SR 37 alignment to link with a new I-465 interchange approximately one mile west of the existing SR 37/I-465 interchange.

⁵ See Tier 1 ROD, Section 2.3.5 (*Potential to Consider Alternatives Outside Selected Corridor*).

⁶ Notice of Intent published October 15, 2014, *Federal Register*, Vol. 79, No. 199, pp. 61926-7.



measures for I-69 Section 6. Purpose and need goals and performance measures were used to compare preliminary alternatives in **Table 3-1** of the FEIS.

The Tier 2 scoping process defined the range of alternatives to be considered and the process to be used to address potential environmental impacts. The scoping of alternatives included extensive opportunities for public and government agency input. The scoping process was followed by a review of 29 conceptual alternatives, narrowed to five preliminary alternatives, then four “reasonable” alternatives for detailed evaluation in the DEIS. All reasonable alternatives were upgrades of existing SR 37, which is the approved Tier 1 corridor. The preferred alternative from the DEIS, Alternative C4, was refined in the FEIS to define the RPA, which is the Selected Alternative of this ROD.

The identification of a Selected Alternative for I-69 Section 6 considered potential social, economic, and environmental impacts; public and resource agency input; estimated cost; and engineering design standards. These are discussed in detail in **Chapter 6, Comparison of Alternatives** of the FEIS.

3.2 Purpose and Need

The overall purpose and need for the I-69 Evansville-to-Indianapolis project established in the Tier 1 EIS and Tier 1 ROD was based on regional goals for the entire Southwest Indiana region, which includes 26 counties and encompasses a quarter of the State of Indiana. These broad regional goals were used as the basis for evaluating Tier 1 alternatives, which followed different corridors that were 140 to 160 miles in length over a broad geographic area. The Tier 1 ROD determined that the Tier 2 purpose and need should primarily focus on local needs specific to individual sections.

The purpose of the Tier 2 I-69 Section 6 project is to advance the overall goals of the I-69 Evansville-to-Indianapolis project in a manner consistent with the commitments in the Tier 1 ROD, while also addressing local needs identified in the Tier 2 process.

Local needs identified in Tier 2 for I-69 Section 6 are based upon and supportive of the project purpose and need and broad, regional goals developed in the Tier 1 study. The local needs were identified through a technical analysis and a public involvement process that included comments from the public, local officials, local business owners/managers, members of the I-69 Section 6 Community Advisory Committees and Stakeholder Working Group, and others. The identified Tier 2 Section 6 needs within the I-69 Section 6 study area are listed below.

- Complete Section 6 of I-69 as determined in the Tier 1 ROD.
- Improve personal accessibility.
- Reduce forecasted traffic congestion on the highway network.
- Improve traffic safety.
- Support growth in economic activity.



- Facilitate freight movements.
- Support intermodal connectivity.

These needs are defined in greater detail in **Section 2.3** of the FEIS. The public involvement process is described in **Chapter 11, Comments, Coordination, and Public Involvement** of the FEIS. The Selected Alternative developed for I-69 Section 6 (the RPA) addresses the overall goals of Tier 1 and the local needs identified in the Tier 2 study.

3.3 Identification and Evaluation of Alternatives

A screening process was used to define a broad range of potential alternatives and to narrow them to a relative few for detailed evaluation as reasonable alternatives. In this stepped approach, alternatives were defined, evaluated, and screened using successively more detailed methods. Greater detail was developed as the process advanced, and opportunities were provided for public and agency input at each step. The steps used in the screening process are listed below.

1. Conduct **project scoping** activities to define conceptual alternatives.
2. Refine **conceptual alternatives** and screen to preliminary alternatives.
3. Refine **preliminary alternatives** and screen to reasonable alternatives.
4. Refine **reasonable alternatives** for evaluation in the DEIS.
5. Identify a **preferred alternative** based on evaluation in the DEIS.
6. Identify a **selected alternative** in the Tier 2 FEIS/ROD.

3.3.1 Conceptual Alternatives

The initial scoping process included resource agency and public meetings, Community Advisory Committee and Stakeholder Working Group participation, comparison of 2003 and 2015 development patterns along SR 37, assembly and review of baseline traffic data, and a review of environmental impacts using existing geographic information system (GIS) data.

FHWA affirmed that alternatives outside the SR 37 corridor would be reviewed along with the Tier 1 Alternative 3C (Alternative C in this FEIS) to determine whether they should be considered as reasonable alternatives. Twenty-six initial conceptual alternatives in addition to Alternative C were identified at the beginning of the alternatives development process.

Each initial conceptual alternative was drawn with a 400-foot wide footprint to represent the estimated area of direct impacts. Footprints were widened at potential interchange locations. Engineers and environmental scientists reviewed the alternatives to identify appropriate interchange locations and spacing, consider freeway design and local access requirements, and minimize impacts to environmental resources identified by GIS data and aerial photography.



Wetlands, floodplains, forests, businesses, residential properties, managed lands, and other land uses were considered in developing the initial conceptual alternatives.

Preliminary reviews of the 26 initial conceptual alternatives identified alternatives that should be eliminated based on engineering or environmental flaws or due to a clear lack of advantage over other alternatives. Half of the alternatives were eliminated in this review. The SR 37 alternative (Alternative C) and 13 conceptual alternatives remained.

The remaining 13 conceptual alternatives plus the SR 37 alternative (Alternative C) were divided into four groups based on geographic location and the position of the northernmost interchange. **Figure 3** of this ROD (see **Appendix A**) shows these conceptual alternatives. The groups are listed below.

- **West/I-70.** These alternatives leave the SR 37 corridor at various locations and connect with a new I-70 interchange west of Indianapolis International Airport (Alternatives A1, A2, B, D, P).
- **West/Mann Road.** These alternatives leave the SR 37 corridor at various locations and connect with a new I-465 interchange at Mann Road (Alternatives K1, K3, K4).
- **SR 37 Corridor.** These alternatives follow SR 37, with a potential realignment at Martinsville, and link with I-465 near the existing SR 37 interchange (Alternatives C, N).
- **East/I-65.** These alternatives leave the SR 37 corridor at various locations and connect with a new I-65 interchange south of Greenwood (Alternatives F1, F2, G1, G2)

The conceptual alternatives were presented to environmental resource agencies in April 2015, and to the Stakeholder Working Group and Community Advisory Committees in May 2015. Two public information meetings were held in May 2015 to present the alternatives to the public. Handouts, project data, and public meeting information were placed on the I-69 project website and displayed at the I-69 Section 6 project office. Comments were received until June 10, 2015.

The conceptual alternatives were screened based on public and agency input, and comparisons of purpose and need performance, impacts, and relative costs. The screening process identified five preliminary alternatives for further refinement and continued screening. **Chapter 3, Alternatives** of the FEIS, the *Conceptual Alternatives Evaluation Report* (**Appendix CC** of the FEIS), and the *Preliminary Alternatives Selection Report* (**Appendix DD** of the FEIS) provide detailed information on the scoping and screening of conceptual alternatives.

3.3.2 Preliminary Alternatives

Adjustments were made to preliminary alternative alignments to reduce cost, avoid environmentally sensitive areas, better define access to properties, establish continuity for the existing road system, and minimize residential and commercial relocations. Each preliminary alternative was then evaluated based on performance with respect to purpose and need, relative cost, and impacts to the natural and human environment. Information related to each of these



factors for the five preliminary alternatives was presented at public meetings in November and December of 2015.

The five preliminary alternatives originated just south of SR 39 in Martinsville and follow the SR 37 corridor for at least 9 miles. From this point, they varied in alignment and interchange connection points with I-465. The preliminary alternatives are shown in **Figure 4** of this ROD (see **Appendix A**) and are briefly described below.

- **Alternative C:** Follows SR 37 from south of SR 39 to I-465.
- **Alternative B:** Follows SR 37 for about 9 miles then leaves SR 37 on new alignment near Henderson Ford Road, crossing SR 67 between Bethany and Brooklyn, to a point on I-70 west of Plainfield, then along I-70 to I-465.
- **Alternative D:** Follows a route similar to Alternative B, with a variation in the route to cross SR 67 just south of Mooresville.
- **Alternative K3:** Follows SR 37 for about 17 miles, then extends westerly from a point just south of SR 144 on new terrain to cross the White River, then parallel to SR 37 on the west side of the river to interchange with I-465 at Mann Road.
- **Alternative K4:** Follows a route similar to K3, except that it leaves SR 37 about 6 miles closer to Martinsville (just north of Cragen Road) before crossing the White River and proceeding north to interchange with I-465 at Mann Road.

Project performance was evaluated using performance measures related to the project goals. All preliminary alternatives met the project purpose and need, but they did so to different degrees. Overall, Alternative C performed the best with respect to achievement of project goals. With similar routing to Alternative C, Alternatives K3 and K4 were nearly as effective. Alternatives B and D were clearly less effective in meeting project goals.

At the preliminary alternative stage, project details were not developed sufficiently to provide reliable construction cost estimates, so relative cost was used for screening. Representative costs were estimated for major components of construction, right of way (including relocations), major utilities, environmental mitigation, and improvements required on other routes. Alternatives B and D were estimated to cost about 6 percent less than Alternative C and alternatives K3 and K4 were estimated to cost 20 to 27 percent more than Alternative C.

The preliminary alternatives were compared with respect to impacts to the natural and human environment. Natural environment measures included streams, wetlands, floodplains, and forests. Human environment measures included farmland, historic properties, archeological sites, acres of property acquisition, and relocations. Alternative C was found to have less impact on the natural environment and farmland, but more relocations and greater impact on commercial and industrial properties compared with the other alternatives. Alternative C would impact more residential properties than Alternative B and D, but fewer than Alternatives K3 and K4.

Public comments strongly favored the elimination of Alternatives K3, K4, B, and D. Over 85 percent of comments supporting one of the five preliminary alternative routes supported



Alternative C, which used the existing SR 37 corridor. Additional detail is provided in the *Preliminary Alternatives Screening Report* provided in **Appendix EE** of the FEIS.

The review of performance measures, relative cost, and environmental impact, along with public and agency input, was used to determine that Alternatives B, D, K3, and K4 should be eliminated from further consideration. All “reasonable alternatives” in the DEIS followed the Alternative C route (SR 37). This corresponds to the alternative selected in the I-69 Tier 1 ROD, referred to in that document as Alternative 3C.

3.3.3 Reasonable Alternatives – Alternatives C1, C2, C3

With the route identified as the SR 37 corridor, the final step in identifying alternatives for consideration in the DEIS (referred to as “reasonable alternatives” in the screening process) was to define individual components. These components are the I-69 *mainline*, defined by typical cross section; *interchanges*, defined by location and configuration; and *local service roads*, defined by location and position, including proposed overpasses or underpasses across I-69.

The I-69 mainline, interchange, and local service road components were assembled in various combinations to form complete alternatives. Three alternatives were defined for initial analysis and public review, designated as Alternatives C1, C2, and C3. They were structured to include the full range of project components that might be included in the preferred alternative. Each of these components (mainline, interchanges, local service roads) are briefly described below.

3.3.3.1 Mainline Components

As a matter of good design practice, it will be important to maintain consistent mainline features through long segments of the I-69 corridor. Since these features are generally not determined or affected by differences in interchange designs and local service road configurations, mainline options were evaluated separately from the other components in *Chapter 6, Comparison of Alternatives* of the DEIS. Any of the mainline options could be used with any set of interchanges and local service roads.

Potential design criteria were developed in the DEIS for three mainline options for the I-69 mainline. The design criteria varied in median width, shoulder width, roadside features, and right of way requirements, representing a range of design standards, from desirable to minimal. These mainline options varied in cost, impact, safety performance, and potential to reuse existing SR 37 pavement and other infrastructure.

The mainline options are referred to as Mainline Option M1, M2, and M3. Dimensions of the design features of each option are shown in **Table 2** for the 4-lane, 6-lane, and 8-lane segments of I-69 as defined in **Table 3-9** the FEIS. Opportunities to use existing pavement vary based on local constraints and design criteria. One mainline option (M3) was defined to maximize reuse of the existing roadway. This option could require design approval by INDOT and FHWA since



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shoulder widths of SR 37 do not meet IDM criteria. Other options would meet minimum or desirable design criteria in the IDM.⁷

The mainline options are described below. More detail is provided in **Section 3.5.1** of the FEIS. **Figures 3-8** through **3-10** of the FEIS illustrate the typical sections of each mainline option.

Table 2: Dimensions of Mainline Options

Mainline Features	M1	M2	M3
Indian Creek to Smith Valley Road (4 lanes)			
I-69 mainline width (each side)	24 ft	24 ft	24 ft
Median width	60 ft	48-60 ft	48-60 ft
Shoulder (inside/outside)	4 ft/12 ft	4 ft/12 ft	4 ft/10 ft
Minimum clear zone	30 ft	30 ft	existing
Smith Valley Road to Southport Road (6 lanes)			
I-69 mainline width (each side)	36 ft	36 ft	36 ft
Median width	60 ft	48-60 ft	48-60 ft
Shoulder (inside/outside)	12 ft/12 ft	12 ft/12 ft	12 ft/12 ft
Minimum clear zone	30 ft	30 ft	30 ft
Southport Road to I-465 (8 lanes)			
I-69 mainline width (each side)	48 ft	48 ft	48 ft
Median width	26.5 ft	26.5 ft	26.5 ft
Shoulder (inside/outside)	12 ft/12 ft	12 ft/12 ft	12 ft/12 ft
Minimum clear zone	30 ft	30 ft	30 ft

Mainline Option M1 – Desirable Design Criteria. This would be the widest mainline option, with a 60-foot wide median, identified as desirable in the IDM for new urban freeways and exceeding the minimum width for new rural freeways. It would meet all design criteria specified in the IDM.

Mainline Option M2 – Narrow Median, Standard Shoulders and Side Slopes. Where feasible, this mainline option would use the existing SR 37 center median, which is as narrow as 48 feet at some locations. This would not meet IDM minimum design criteria, and median cable barrier or double-sided guardrail would be considered. North of Southport Road, where I-69 would be newly constructed at a different elevation than SR 37, a median barrier would be provided with a median width of 26.5 feet.

⁷ Minimum design criteria are the smallest dimensions of lane width, shoulder width, median width, etc. that are allowable for a particular class of roadway without a design exception. Desirable design criteria are the dimensions that would be preferred to provide a more “ideal” condition if there were no constraints.



Mainline Option M3 – Narrow Median, Narrow Shoulders, Existing Ditches. Option M3 would be the narrowest mainline option and would allow the most reuse of existing SR 37 infrastructure. This mainline option would reuse the median of SR 37, as well as the outside shoulder, side slopes, ditches, and clear zones wherever possible for 4-lane segments. Shoulders narrower than 11 feet do not meet the minimum design criteria of the IDM, but could be reused if approved by INDOT and FHWA based on cost and benefit. Around 80 percent of the existing outside shoulders south of SR 144 are 10 feet wide. The AASHTO Interstate Design Policy states that 12-foot outside shoulders should be used for new freeways. A 12-foot paved outside shoulder would be provided for 6-lane and 8-lane segments on I-69. As with Option M2, North of Southport Road, where I-69 would be newly constructed at a different elevation than SR 37, a median barrier would be provided with a median width of 26.5 feet.

Mainline Options M1, M2, and M3 were shown with Alternatives C1, C2, and C3 in early public meetings presenting the preliminary alternatives, but it was emphasized that this was for illustration only, and any mainline option could be used with any of the preliminary alternatives.

Mainline Option M1 would require fewer relocations in Martinsville, but the City of Martinsville and local stakeholders deemed the continuous retaining wall unacceptable due to its divisive effect on the community. Elsewhere, Mainline Option M1 would have the highest cost and impacts.

Mainline Option M2 would allow reuse of SR 37 pavement except where I-69 is elevated with new pavement at interchanges and grade separations, and on the section from just north of Fairview Road to I-465. The 12-foot outside shoulders would meet all acceptable design criteria. The existing 4-foot paved inside shoulder would be maintained for 4-lane segments and widened to a 12-foot paved shoulder for 6-lane and 8-lane segments. Most of the existing outside shoulder is 10 feet wide, and it would be widened to 12 feet, with one potential exception as noted in **Section 2.1.2** of this ROD. Outside side slopes and clear zones would be provided to meet IDM design criteria.

Mainline Option M3 would require less right of way and have fewer environmental impacts than the other options, but the 10-foot outside shoulders would not meet the minimum acceptable design criteria used for interstate highway construction in Indiana. The 10-foot shoulders could still be approved by INDOT and FHWA during design based on site specific factors, as they meet the minimum acceptable federal design criteria. See **Section 2.1.2** of this ROD regarding the use of 10-foot shoulders in the RPA.

Mainline Option M2 was used in combination with the preferred interchanges, grade separations and service roads (**Section 2.1.3** of this ROD) to identify DEIS Preferred Alternative C4.

3.3.3.2 Interchange Components

Section 2.1.3 of this ROD lists the potential interchanges from the Tier 1 FEIS. Local government and public input led to two modifications of these proposed interchanges. The Tier 1

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potential interchange at Egbert Road was shifted to Henderson Ford Road in all alternatives in response to local planning documents and input from the Community Advisory Committees. Also in response to public and local government input, the Tier 1 potential interchange at SR 252 was modified to become a split diamond interchange serving both SR 252 and SR 44.

Alternatives C1 and C3 included interchanges at SR 39, Ohio Street, SR 44/SR 252, Henderson Ford Road, SR 144, Smith Valley Road, County Line Road, Southport Road, and I-465. Alternative C2 included all interchanges in Alternatives C1 and C3, except the Ohio Street interchange.

3.3.3.3 Local Service Road Components

Section 2.1.3 of this ROD lists the potential grade separations identified in the Tier 1 EIS. These grade separations were included in one or more of Alternatives C1, C2, and C3. Based on public or stakeholder input, grade separations were also included in one or more alternatives at Grand Valley Boulevard, Myra Lane, Big Bend Road, Whiteland Road, and Olive Branch Road.

Local service roads were provided in all alternatives to provide local network continuity and address local access needs. Where an interchange or grade separation was not provided, the alternatives made provisions for all public roads with current access to SR 37. Many local roads were realigned or extended to provide a contiguous local network. In some cases, cul-de-sacs were provided. Each of these local road configurations was reviewed as a part of the decision area evaluation of the preliminary alternatives.

3.3.4 Reasonable Alternatives – Alternative C4

Alternatives C1, C2, and C3 were developed with the express purpose of presenting a range of options for each component for presentation to agencies and the public. Alternatives C1, C2, and C3 were presented to city and county engineers and planners, emergency service providers, government officials, resource agencies, the Community Advisory Committees and Stakeholder Working Group, utility providers, and various local stakeholder groups for discussion and input. They were also presented at public meetings. Responding to public and agency input, and based on more detailed evaluation of project components, Alternative C4 was developed as a hybrid of the other alternatives to more effectively serve the project purpose and need.

Alternative C4 was composed of selected components of Alternatives C1, C2, and C3. It used the M2 Mainline Option, along with access elements of other alternatives. The four DEIS build alternatives (C1, C2, C3, and C4) are described in detail in **Chapter 3, Alternatives** of the FEIS. Each alternative is illustrated in a series of maps in the FEIS at a scale of 1 inch = 500 feet at the end of **Chapter 3, Alternatives**.

Table 3 summarizes the components of Alternatives C1, C2, and C3 which were incorporated into Alternative C4. **Table 3** highlights where features of these alternatives differed, and the rationale for the feature which was selected to be included in Alternative C4.



The DEIS recommended Alternative C4 as the preferred alternative, based on considerations described in **Section 3.4** of this ROD. Comments on the DEIS generally supported Alternative C4 and offered recommendations for refinements to improve performance and avoid or further reduce impacts and/or cost. These comments were a major consideration in developing the RPA, as described in the next section.

Table 3: Summary of Alternative C4 Design Components

Location	Alt	Description	Rationale / Notes
SR 39 Interchange	C3	Existing trumpet configuration.	Lowest cost. Local service road not required south of interchange due to grade separation at Burton Lane.
Local access south of SR 39	C3	No local service road. Acquire property.	Local connection from Martinsville across Indian Creek maintained by keeping Burton Lane open. Avoids cost & impacts of constructing local road in flood plain.
Rogers Road connection	C3	5-legged roundabout.	Does not require relocation of Rogers road behind Martinsville Schools bus facility and adjacent storage facility, which would impact both facilities and increase cost. Roundabout is acceptable to Martinsville Schools.
Mainline alignment	C2/ C1	At existing SR 37 grade through most of Martinsville (C2), but elevate mainline over SR 252 (C1).	Lower cost than C1. City of Martinsville and most other commenters prefer I-69 at existing grade. City prefers I-69 over SR 252.
Burton Lane	C2	Overpass with Southview Drive connected to Burton Lane.	Maintains existing local connectivity across Indian Creek to Jordan Road. Preference of City of Martinsville and multiple businesses.
Ohio Street	C3	Diamond interchange with Ohio Street overpass.	Stakeholder and public comments request interchange. A folded loop option investigated at request of the City of Martinsville would have similar commercial property impacts but would impact more residential property.
Grand Valley Boulevard	C2	Overpass. Connect to South Street east of I-69 and extend west to Cramertown Loop.	Stakeholder and public comments prefer I-69 at grade. Extension to Cramertown Loop maintains access to retail developments via SR 252. Pedestrian access to Grand Valley from the high school is desirable, but the school would also like to minimize impacts on its band practice lot.
Martinsville east side local roads	C2	Connections for I-69 at-grade. Extend relocated Commercial Boulevard to connect directly to Flag Stone Drive behind Ray Skillman Ford.	At-grade I-69 preferred by City and most stakeholders. Extension of Commercial Boulevard allows better truck access to Wal-Mart and other businesses than previously proposed reuse of James Baldwin Drive and James Curry Drive.
SR 252/SR 44 Interchange	C1/ C2	I-69 over SR 252 and under SR 44 (C1). Provide for northbound left turn from C/D road to Reuben Drive. Provide right-in, right-out at SR 44/Kristi (C2).	C1 vertical alignment preferred by City of Martinsville. Modified Split Diamond (C1) reduces delay for traffic accessing SR 252 and reduces traffic volumes at SR 44. Kristi Road access requested by fire department. Northbound access to Reuben Drive reduces confusion.



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Location	Alt	Description	Rationale / Notes
Twin Branch Rd	C1/ C2	Extend adjacent to I-69.	Preferred by public/stakeholders. Safety of C3 SR 44/Twin Branch connector intersection was questioned by commenters due to location on a curve with sight distance issues. C3 alignment would also cross West Fork of Clear Creek twice.
Morgan Street	C2	Connect to Old SR 37. Realigned near Prince of Peace church.	Realignment near Prince of Peace church reduces impacts to church parking and septic field. Possibly extend utilities to the church instead of replacing septic field.
Myra Lane	C1	Underpass.	Underpass can better serve large trucks and church patrons and requires less right of way. Church, Ozark Fisheries, and County expressed no preference for overpass or underpass.
Egbert Road	C1	Angled overpass of I-69 connecting Egbert directly to Old SR 37.	Lower overall cost and wetland impact. Direct connection to Old SR 37. Uses property previously acquired by INDOT.
Henderson Ford Road	C2	Regular diamond interchange configuration.	No operational or significant cost advantage to narrow diamond, and regular diamond offers future flexibility if traffic volumes would increase.
Henderson Ford Service Road	C2	Extend to New Harmony Road with bridge over Stott's Creek.	Public, EMS and Martinsville schools request connection to New Harmony. Bridge realigned to provide better crossing of Stott's Creek as requested by resource agencies.
Perry Road	C2	Overpass.	Public and EMS comments cite longer travel times and poor road conditions on alternate routes without overpass. Local service road added for farm field and former Mt. Zion Church cemetery access on north side.
Big Bend Road	C2	Overpass.	Morgan County commented that improvements may need to extend to Old SR 37.
Waverly Road/ Whiteland Road	C2	Overpass at Waverly with connection to Whiteland.	Per comments, Waverly Road connection is more important for schools, EMS, and most residents. Local service road east of I-69 realigned to avoid utilities and reduce property impacts.
SR 144	C2	Diamond interchange.	Includes slope changes to reduce property needs from library.
SR 144 to County Line west side service roads	C2	Continuous service road west of I-69 from SR 144 to County Line Road. Alignment passes under Stones Crossing Road.	Multiple comments in support of a continuous service road from SR 144 to County Line. Johnson County prefers this alternative. Provides more efficient movement of farm equipment than other alternatives. C2 alignment near Stones Crossing Road has fewer impacts on Greenwood Mobile Home Park than C1.
Olive Branch Road	C2	Cul-de-sac east of I-69	Multiple comments in support of a continuous service road from SR 144 to County Line. Johnson County prefers this alternative. Provides more efficient movement of farm equipment than other alternatives.



Location	Alt	Description	Rationale / Notes
Smith Valley Road	C1	Diamond interchange. Shift mainline west between Bluff Acres Drive and Bluffdale Road.	Avoids impacts to Wakefield Drive and the Wakefield neighborhood. Per discussion with White River Township Fire Department, access via Mullinix Drive is problematic. Fire station would be relocated, and retaining wall is unnecessary.
Fairview Road	C2	Cul-de-sac east of I-69	Many comments support a continuous service road from SR 144 to County Line, preference of Johnson County. More efficient movement of farm equipment than other alternatives. Avoids hazmat site impacted by overpass in C1 or C3.
County Line Road	C1	I-69 over County Line. Folded diamond with roundabouts.	Preferred by public and stakeholders. Allows Bluff Road connection with no residential impacts. Saves construction of 2 bridges on the west side.
County Line to Stop 11	C1	Shift mainline west.	Shift west to avoid constructing wall on east side. Also allows for easier maintenance of traffic during construction.
Southport Road	C2	Option A: Diamond interchange shifted east. Acquire Aspen Lakes Apartments. Connect Belmont Ave to Wellingshire Dr. Option B: Diamond interchange shifted north. Acquire Southport Landing Shopping Center. Connect Belmont Ave to Wellingshire Dr.	Diamond interchange provides good traffic operation and accommodation of bicycles and pedestrians. Acquisition of entire Aspen Lakes complex necessary in Option A to avoid a condition where the only option for access is through Perry Commons. Option B may allow mainline pavement reuse and have lower cost. Acquisition of Southport Landing Shopping Center required.
Edgewood Avenue	C1	Connect Edgewood under I-69.	Input from Indianapolis Fire Department and Perry Township Schools citing better connectivity and quicker response times with Edgewood connection.
I-465 interchange	C2	Shift interchange west. Provide Ramps to Epler Avenue from the south.	Shifting west lowers cost. Epler connection further reduces cost and provides better connectivity to Harding Street to/from the south.

3.3.5 Refined Preferred Alternative

The RPA includes a series of refinements to design details of Alternative C4, the preferred alternative in the DEIS. The RPA retains most of the features of Alternative C4, with refinements based on public and agency input, more detailed technical evaluation, and value engineering studies. Some refinements were technical adjustments to better define anticipated project elements and construction limits. Other refinements were made in response to comments or were based on more detailed information developed after the DEIS preferred alternative had been identified.

As presented in **Section 6.4** of the FEIS, the RPA includes the modifications to Alternative C4 listed below.



- **Elimination of Burton Lane Overpass.** This reduces costs and decreases commercial and residential relocations. Relocation of the Martinsville Baptist Tabernacle Church and Tabernacle Christian School is avoided.
- **Redesign of Ohio Street Interchange.** Roundabouts were added to interchange ramps to reduce costs and commercial relocations. Mobile home relocations adjacent to the interchange are reduced from 29 to one.
- **Realignment of the Grand Valley Boulevard Overpass.** This adjustment reduces commercial relocations and better conforms to local plans.
- **Addition of Artesian Avenue (new local road).** Artesian Avenue is provided in lieu of reconstructing a local road through a commercial area, reducing commercial and residential relocations, and providing a better connection to the Grand Valley Boulevard.
- **Addition of Retaining Walls North of Ohio Street.** This change reduces mobile home relocations from 29 to 1 in two mobile home communities in Martinsville.
- **Realignment of Egbert Road Overpass.** This change allows properties purchased by Morgan County with federal Hazard Mitigation Grant Program funds to be avoided.
- **Shift of Henderson Ford Road Interchange.** This change reduces wetland impacts in the interchange area.
- **Elimination of Big Bend Road Overpass.** This change reduces project cost, avoids commercial and residential relocations, and responds to public opposition.
- **Redesign of SR 144 Interchange.** Changing the interchange design from a tight diamond to a partial folded diamond reduces commercial relocations.
- **Extension of Huggin Hollow Road near SR 144 to old SR 37.** This extension improves local mobility options west of I-69 and avoids the creation of a mile-long dead-end road, affecting more than 50 residences.
- **Extension of East Local Service Road at Travis Road near SR 144.** This change improves local mobility options east of I-69.
- **Elimination of Stones Crossing Road Overpass.** This change reduces project cost and avoids four relocations in the Greenwood Mobile Home Park. Mobility is maintained with the extension of the East Local Service Road at Travis Road.
- **Redesign of Smith Valley Road Interchange.** Roundabout intersections at ramp termini and at Mullinix Road improve local traffic operations, and respond to concerns expressed in multiple public comments.
- **Realignment of West Local Service Road North of Smith Valley Road.** This realignment reduces project cost and avoids commercial relocations, utility impacts, and impacts to Honey Creek.
- **Identification of Southport Road Interchange Design.** The DEIS presented two options for this interchange in Alternative C4. Option C4B is included in the RPA due to



lower project cost and the avoidance of more than 300 residential relocations at Aspen Lakes Apartments.

- **Realignment of I-465 Interchange Ramps.** This reduces commercial property impacts, utility impacts, and project cost. Impacts to an existing quarry are reduced by nearly 50 acres.
- **Replacement of I-465 Bridges over White River.** Replacing rather than rehabilitating these bridges will increase the service life of the structures and avoid later traffic disruption.
- **Extension of Project Western Terminus on I-465.** Extending the project terminus to Mooresville Road incorporates the transition of I-465 lane changes at Mann Road.

In addition to these modifications, drainage features were defined in greater detail in the RPA and refinements were made to the right of way along the alignment to minimize impacts to resources, reduce the number of relocations, and address access changes and roadway design revisions.

3.4 Basis for Decision regarding RPA as Selected Alternative

Mainline Option M2 was included in Alternative C4 and the RPA for the reasons described in **Section 3.3.3.1** of this ROD. Mainline Option M2 will allow reuse of SR 37 pavement except where I-69 requires new pavement, such as on bridge approaches for interchanges and grade separations, and where the alignment of the roadway is shifted to one side or the other. The 12-foot outside shoulders will meet all acceptable design criteria. The existing 4-foot paved inside shoulder will be maintained for 4-lane segments and widened to a 12-foot paved shoulder for 6-lane and 8-lane segments. Most of the existing outside shoulder is 10 feet wide, and it will be widened to 12 feet, with one potential exception as noted in **Section 2.1.2** of this ROD. Outside side slopes and clear zones will be provided to meet IDM design criteria.

The identification of the interchanges and local service roads of the RPA is described in two parts in both **Chapter 3, Alternatives** and **Chapter 6, Comparison of Alternatives** of the FEIS. In the first part (in the DEIS), alternatives were screened to four build alternatives (Alternatives C1, C2, C3, and C4), and these alternatives were evaluated in 23 decision areas within eight subsections, leading to the recommendation of Alternative C4 as the preferred alternative. In the FEIS, DEIS **Chapters 3** and **6** were supplemented to describe refinements to alternative C4 to define the RPA, and the reasons for the refinements and associated impacts were described. These descriptions were organized into the eight geographic subsections used in the DEIS.

This section of the ROD draws from the information in the FEIS to describe the basis for the definition of the interchanges and local service roads of the RPA using the eight geographical subsections of the FEIS. The rationale for selecting the components of Alternative C4 as the DEIS preferred alternative are described, followed by a description and reason for the refinements that define the RPA, if any, within each subsection.



Subsections 1 through 8, shown in the **RPA Plans** in **Appendix B** of this ROD, were defined based on similar planning, transportation, development, and environmental features. This was done to provide a more detailed comparison of the features of each alternative, as well as to provide participating agencies and the public a way to evaluate how the alternatives would impact their specific areas. A review of the RPA definition in each subsection is provided below.

3.4.1 Subsection 1 - Indian Creek to SR 39

Subsection 1 passes through a sparsely developed area of the White River floodplain at Indian Creek to the interchange of SR 37 and SR 39 in Martinsville.

The alternatives varied in whether they retain the existing trumpet interchange layout at SR 39 and how local service roads would be connected to the ramps. The existing interchange layout was retained in Alternative C4, with a roundabout at the interchange with local roadways. The trumpet interchange would provide economic and constructability benefits not provided by a diamond interchange, and the roundabout configuration would avoid greater stream and wetland impacts of other alternatives. The RPA retains the layout of Alternative C4, but mainline bridges will be at a higher elevation than originally planned due to existing substandard vertical clearance.

Wetland and stream impacts would both be higher with the RPA compared to Alternative C4, at 0.44 acres vs 0.42 acres, respectively for wetlands, and 2,181 feet vs 1,887 feet, respectively for streams. These differences are due to the higher elevation of the bridges, that require side slopes to extend further out on each side of the interchange. The higher bridge elevations are needed to meet current design criteria for clearance.

3.4.2 Subsection 2 - SR 39 to Morgan Street/Twin Branch Road

Subsection 2 passes through the urbanized area of Martinsville, across the floodplain of Indian Creek, which extends into Martinsville west of I-69. The terrain is relatively level past Martinsville High School north of Grand Valley Boulevard, then follows a steep grade to higher elevation near SR 44.

Alternative C4 included a Burton Lane overpass to maintain circulation in the vicinity, an Ohio Street interchange to serve the central and eastern business districts of Martinsville, an extension of Grand Valley Boulevard from its I-69 overpass to Cramertown Loop, a “split diamond” interchange configuration to serve both SR 44 and SR 252, and a new local service road east of I-69 to serve the Cikana State Fish Hatchery and nearby residences.

Environmental impacts of Alternative C4 were similar to other alternatives in Subsection 2, but relocations were generally higher. Alternatives with lower impacts, particularly Alternative C2, did not provide the same degree of access and mobility as Alternative C4. Alternative C4 was selected as the DEIS preferred alternative due to better performance.



Several refinements were made in defining the RPA in Subsection 2 to retain most of the performance benefits of Alternative C4 while reducing the impacts, particularly the number of relocations. Changes are included in the RPA at Burton Lane, at the Ohio Street interchange, and at Grand Valley Boulevard. **Figure 6-44** in the FEIS shows the modifications in this subsection.

One change to Alternative C4 in the RPA was the elimination of the Burton Lane overpass. Access to Burton Lane on the north side of I-69 will be available from the SR 39 interchange and on the south side by the Ohio Street interchange. Eliminating the overpass results in six fewer commercial relocations and five fewer residential relocations compared with Alternative C4. It also avoids the relocation of the Martinsville Baptist Tabernacle Church and Tabernacle Christian School. A retaining wall will be placed along I-69 to minimize impacts to the parking and recreation areas of that site. This change addresses concerns expressed in numerous public comments and is consistent with recommendations of the value engineering study.

The layout of the Ohio Street interchange was changed in the RPA in response to requests from the City of Martinsville, Morgan County, and many citizens to minimize commercial relocations in the vicinity, particularly in the northwest and southeast quadrants of the interchange. The RPA includes an elevated roundabout interchange, and the alignment of mainline I-69 is shifted to the southwest. Realignment of the southbound entrance ramp allows impacts to the parking lot at Walgreens to be avoided. The shift in mainline alignment, coupled with retaining walls, reduces the number of relocations in Spring Valley and Sun Valley Mobile Home Parks west of SR 37 by 28 units, from 29 relocations to one.

A new connecting road in Alternative C4 between Mahalasville Road and Southview Drive was eliminated in the RPA. This provides INDOT the option of avoiding the acquisition of residential parcels purchased with federal Hazard Mitigation Grant Program funds. The RPA provides access to the south via existing Southview Drive and existing Mahalasville Road.

Commercial Boulevard was realigned in the RPA to provide access north from the interchange. Unlike Alternative C4, new construction will stop at Industrial Drive. James Baldwin Drive and Robert Curry Drive will continue to provide access to nearby businesses. An alternate route was provided to access Grand Valley Boulevard, as described in the next paragraph. This adjustment responds to comments provided by the City of Martinsville and several of the local businesses.

Access from the Ohio Street interchange to Grand Valley Boulevard was provided in the RPA via a new roadway identified as Artesian Avenue that extends east from Mahalasville Road, then curves north to align with the existing Walmart entrance at Grand Valley Boulevard. Although this roadway is longer than the Commercial Drive connection of Alternative C4, it will avoid existing development and eliminate 11 commercial and five residential relocations. It will also provide a more direct connection to Grand Valley Boulevard. A variation of this alignment was suggested in comments provided by Morgan County.

Refinements to the Grand Valley Boulevard overpass design in the RPA will allow Birk Road and Flag Stone Drive to be used as north/south connections, eliminating the need for a new intersection further east as in Alternative C4. The alignment of Grand Valley Boulevard between



Walmart and Cramertown Loop was also adjusted in the RPA to align with a proposed development that has been platted in that area. These changes eliminate several relocations and reduce project cost.

Eliminating the Burton Lane overpass in the RPA would result in reduced wetland impacts, at 0.16 acres with the RPA compared with 0.20 acres with Alternative C4. Stream impacts would be higher with the RPA, at 11,576 feet compared with 11,350 feet with Alternative C4. This increase is due to the addition of Artesian Avenue, which crosses unnamed tributaries at two locations. The addition of Artesian Avenue in the RPA eliminates 11 commercial and five residential relocations and provides a more direct connection to Grand Valley Boulevard as part of an improved circulation system on the east side of I-69.

3.4.3 Subsection 3 - Morgan Street to Henderson Ford Road

Subsection 3 passes through low density residential areas and scattered woodlands north of Martinsville. Major land uses are the Martinsville Golf Club west of SR 37, and the Cikana and Ozark Fish Hatcheries east of SR 37. The Prince of Peace Lutheran Church is located on Morgan Street just west of SR 37, and the First United Methodist Church is located adjacent east of SR 37 between Myra Lane and Egbert Road.

Alternative C4 included a Morgan Street extension that would avoid the Prince of Peace Lutheran Church parking area, and an underpass at Myra Lane, which would be safer and more direct than an overpass. The Egbert Road/Old SR 37 overpass in Alternative C4 would be more direct than other alternatives. In both cases, Alternative C4 would require less right of way, with lower wetland, stream, and floodplain impacts than other alternatives.

The RPA includes a slight realignment of Egbert Road east of I-69 and modification of access to Willowbrook Drive south of Egbert Road to provide INDOT the option of avoiding properties purchased with federal Hazard Mitigation Grant Program funds. The elevation of the mainline was raised in two areas from that assumed in Alternative C4 due to floodway elevations, which reduced the amount of pavement to be reused in the RPA. No other refinements are included in the RPA in this subsection.

The wetland impacts of the RPA would be essentially the same as Alternative C4 in this subsection (1.87 acres vs 1.86 acres, respectively). The difference is due to refined construction limits. Stream impacts with the RPA would be higher, at 4,597 feet compared to 4,129 feet with Alternative C4. This difference results from more detailed design definition in the RPA, including more detailed drainage design. The higher elevation of the mainline required the roadway approaches of Egbert Road to be longer, which increased the stream impact. The same change would be required with Alternative C4 if it was advanced to final design.



3.4.4 Subsection 4 - Henderson Ford Road to Banta Road

Subsection 4 is the longest of the I-69 Section 6 subsections. Most of the corridor is agricultural with limited development except at the north end near the town of Waverly. The White River parallels this subsection to the west, passing close to the I-69 alignment.

A standard diamond interchange was provided at Henderson Ford Road in Alternative C4 to provide flexibility for future traffic growth from a nearby tax increment finance area. A continuous local service road was provided east of I-69 from Henderson Ford Road to New Harmony Road. Impacts are somewhat greater than alternatives with shorter, discontinuous segments, but three local roadways cut off by I-69 are better served with the complete roadway link provided in Alternative C4.

All alternatives, including Alternative C4, included an overpass at Big Bend Road. Alternatives differed regarding whether a Perry Road overpass is provided across I-69 to connect with old SR 37. Alternative C4 included the overpass to link with an Old SR 37 extension about 1,500 feet north of the crossing. A second local service road along the west side of I-69 extended from Perry Road south to the Old Mount Olive Methodist Cemetery. The Perry Road overpass would enhance local roadway circulation for the longest segment of I-69 without an interchange and avoid a 2-1/2-mile local service road with no outlet to access the cemetery.

Alternatives differed in whether an I-69 overpass is provided at Waverly Road or at Whiteland Road. Since the roadways are only 1/3 mile apart, it would be impractical to provide overpasses at both locations. The roads intersect west of I-69 and linking them with a short local service road east of I-69 would provide good service with either crossing. In Alternative C4, Waverly Road continued across I-69. The local service road connector would be specially aligned to avoid an electric transmission tower. The Waverly Road overpass would provide the best performance for school transportation and for emergency response. It was preferred by stakeholders at public meetings. This layout was retained in the RPA.

The diamond interchange configuration at Henderson Ford Road in the RPA is the same as Alternative C4, but it is shifted slightly to the south to minimize impacts to an existing wetland.

The Big Bend Road overpass was eliminated in the RPA. Opposition to the overpass was expressed by nearby property owners in written comments, and the value engineering study recommended its elimination based on construction cost savings and a reduction in necessary relocations. Connectivity across I-69 will be available at nearby overpasses at Perry Road and Waverly Road.

Wetland impacts were estimated to be 0.99 acres for the RPA in this subsection, compared with 1.04 acres for Alternative C4. Stream impacts would be higher for the RPA, at 14,744 feet, compared with 12,670 feet for Alternative C4. The Henderson Ford Road interchange was shifted south in the RPA to avoid wetland impacts in this subsection. These wetlands were not identified as part of the original Alternative C4 alignment, but were found as refinements were being made in the RPA. Connecting the interchange to Henderson Ford Road would impact a



stream west of the roadway and a wetland east of the roadway. These impacts should have been included in estimates for Alternative C4. To minimize these impacts, the interchange was shifted to the south. This shift results in new stream impacts within the interchange area. These impacts are less than they would be without the realignment, with either Alternative C4 or the RPA.

3.4.5 Subsection 5 - Banta Road to Fairview Road

Subsection 5, from Banta Road to Fairview Road in Johnson County, passes through an area that is primarily agricultural, although residential density increases at the north end as SR 37 approaches the Marion County line. Commercial development is located at most cross roads. Farmers and landowners in the area between SR 37 and the White River that currently rely on SR 37 will require new options for mobility. That is the major consideration in this subsection.

Alternatives varied in the interchange area of SR 144 regarding the use of steeper side slopes and guardrail along SR 144 to avoid the Waverly Branch of the Morgan County Public Library. Alternative C4 included these features to avoid the library.

All alternatives included an overpass to link Stones Crossing Road with Old SR 37 west of I-69, but local service road configurations, including a potential grade crossing at Olive Branch Road, varied by alternative. The local service road in Alternative C4 started south of the Stones Crossing Road overpass, allowing it to pass under the Stones Crossing Road bridge adjacent to I-69 to connect to Old SR 37, then extend further to Smith Valley Road. Olive Branch Road would be closed at I-69.

Alternatives differed near Smith Valley Road in how they affected the White River Township fire station at the southeast corner of the intersection and the residential development along Wakefield Road, a local street on the east side of SR 37. Alternative C4 shifted I-69 slightly west of the existing SR 37 alignment to avoid the subdivision, but included no provisions to avoid impacts to the White River Township fire station. Relocating the White River Township fire station would be required, but this is preferred by the fire department since reconfiguring the site under other alternatives would negatively impact emergency response times.

Alternatives differed in whether access would be provided to properties on the west side of I-69, between Smith Valley Road and County Line Road via a parallel local service road or an overpass at Fairview Road. Alternative C4 provided a continuous local service road along the west side of I-69 between SR 144 and County Line Road. The continuous local service road would provide good access and mobility for development in the area, and it would avoid creating landlocked parcels. It would also better serve local movements of farm equipment. The cost of this continuous road would be less than a Fairview Road overpass, with fewer relocations.

Figure 6-45 in the FEIS shows the RPA in the vicinity of the SR 144 interchange. The RPA provides a partially folded diamond with a loop ramp to serve southbound exiting traffic, replacing the diamond interchange of Alternative C4. The value engineering study recommended this change to avoid relocating two service stations in the northwest quadrant of the interchange.



It would also allow Huggin Hollow Road to intersect SR 144 from the north for access to the service stations and Waverly Branch of the Morgan County Public Library. Huggin Hollow Road ended at a cul-de-sac in Alternative C4.

The RPA includes the extension of Huggin Hollow Road from the south to connect to Old SR 37 west of the SR 144 interchange. This extension includes a new bridge across Bluff Creek. Huggin Hollow Road ended at a cul-de-sac in Alternative C4. This change responds to public comments regarding the loss of connectivity in this region. Huggin Hollow Road currently intersects SR 144 near SR 37 and provides access to Waverly and multiple residential areas. The closure of Huggin Hollow Road in Alternative C4 would create a dead-end road approximately a mile long, affecting more than 50 residences.

In the northeast quadrant of the interchange, the local service road at CR 144 was aligned with the proposed entrance to the anticipated development in the southeast quadrant in the RPA. The Stones Crossing Road overpass in Alternative C4 was eliminated in the RPA. Instead, the local service road in Alternative C4 from CR 144 to Travis Road was extended north to Stones Crossing Road to provide access to properties east of I-69. Stones Crossing Road does not currently have a median opening at SR 37 for east-west movement, so there is no loss of existing east-west connectivity. Eliminating the overpass allowed the west local service road to be realigned to link directly with Old SR 37 at Stones Crossing Road. Eliminating the overpass and realigning the local service road eliminates the need for four relocations in the Greenwood Mobile Home Park.

The RPA provides different intersection treatments in the Smith Valley Road interchange area. Roundabout intersections are provided at both ramp terminals of the diamond interchange in lieu of the standard intersections in Alternative C4, and a roundabout intersection was included in the RPA at Mullinix Road, located immediately east of the interchange. Roundabouts are proposed since they function more effectively for closely spaced intersections than traffic signals. Comments from local residents included requests for a roundabout at the Mullinix Road intersection due to concerns about traffic congestion.

The west local service road was realigned north of Smith Valley Road in the RPA to be adjacent to I-69. This refinement reduced impacts to an existing gas main, reduced the size of the bridge across Honey Creek, and avoided impacts to the Center Grove Little League baseball fields. The alignment of the local service road in Alternative C4 would have eliminated one of the larger playing fields, one of the smaller playing fields, and the entire parking area.

Wetland impacts were estimated to be 0.02 acres with Alternative C4. No wetland impacts were identified with the RPA. The reduction in wetland impacts is due to small changes in construction limits as the design was refined in the RPA.

Stream impacts were estimated to be 6,531 feet with the RPA compared with 6,147 feet with Alternative C4. The increase in stream impacts results from the realignment of Huggin Hollow Road west of I-69 and the extension of the east local service road (Jay Dee Lane) between SR 144 and Stones Crossing Road. The extension of Happy Hollow Road to Old SR 37 would

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improve mobility options west of I-69 and avoid the creation of a mile-long dead-end road, affecting more than 50 residences. Extending the east local service road would eliminate the need for the Stones Crossing Road overpass, which would reduce construction cost and avoid four residential relocations in the Greenwood Mobile Home Park.

3.4.6 Subsection 6 - Fairview Road to Wicker Road

Subsection 6 continues the transition into an area with greater density of development. Alternatives varied in the interchange configuration at County Line Road, one of the higher volume roadways in the area. In Alternative C4, I-69 passed over County Line Road, with a folded loop ramp northbound and standard diamond ramps southbound. Roundabout intersections were used at the ramp termini, and Bluff Road tied into the east roundabout. West of I-69, County Line Road curved north to intersect Wicker Road. A fifth leg of the west roundabout tied with a local service road to access property south of County Line Road. This configuration provided good traffic performance, using less right of way with fewer relocations compared with other alternatives.

Alternatives differed in how access is provided to properties west of I-69 between Fairview Road and County Line Road. The continuous local service road along the west side of I-69 included in Alternative C4 would provide good access and mobility for existing and future development in the area, and it would serve local movements of farm equipment. Combining all local service road sections from SR 144 to County Line Road would serve as an alternate route for use by local traffic, traffic that cannot use I-69 (e.g., farm vehicles and bicycles), and traffic that may be diverted in case of temporary I-69 closure. The cost of constructing this continuous road would be less than an overpass at Fairview Road. This option also results in fewer overall relocations.

The RPA is essentially the same as Alternative C4 in this subsection. Geometric details of ramps were refined at the County Line Road interchange to more closely represent anticipated design features, but the function and layout of the interchange is the same as Alternative C4.

No wetland impacts are expected in this subsection with Alternative C4 or the RPA. Stream impacts are estimated to be 738 feet with the RPA compared to 566 feet with Alternative C4. The difference is a result of a wider embankment identified in refining the design of the southbound exit ramp of the County Line Road interchange of Alternative C4. The refinement would be the same for Alternative C4 or the RPA.

3.4.7 Subsection 7 - Wicker Road to Banta Road in Marion County

Subsection 7 includes the Southport Road interchange. Nearby development includes the Southern Dunes Apartments and the Southport Landing Shopping Center west of SR 37, and Aspen Lakes Apartments east of SR 37. This will be highest volume interchange on I-69 Section 6 outside I-465, and adjacent dense development would be impacted with any interchange layout. Five interchange options were evaluated in the DEIS.



The DEIS preferred alternative identified two Southport Road interchange options, referred to as Alternatives C4A and C4B. Selection of a final preferred configuration was deferred until after the public hearing and DEIS comment period to allow an opportunity for public and agency input. Descriptions of Alternatives C4A and C4B are provided in **Section 3.7.7** of the FEIS. Information from the evaluation of options, including various impact measures for each option, is provided in **Section 6.3.2.7** of the FEIS.

Important factors considered in identifying a preferred option for the Southport Road interchange include traffic operations, engineering considerations, relocations, cost, stream and floodplain impacts, and wellhead protection area impacts. A detailed comparison of these factors is presented in **Table 3-10** of the FEIS. Comments from property owners and tenants affected by Options A and B at Southport Road were also considered.

After considering all comments, and recognizing that there are many trade-offs, Alternative C4B was included in the RPA as the selected Southport Road interchange. The primary factors in the selection were fewer relocations (43 with Alternative C4B vs. 336 with Alternative C4A) and lower cost (\$16.7 million less with Alternative C4B). The City of Indianapolis provided a letter following the comment period expressing a preference for Alternative C4B.

Wetland impacts were estimated to be the same for Alternative C4 and the RPA in this subsection, at 0.5 acres. Stream impacts would be higher for the RPA, at 1,422 feet compared to 1,172 feet for Alternative C4. The difference is due to a slight realignment of Belmont Avenue in the northwest quadrant of the Southport Road interchange, which avoided two business relocations required for Alternative C4B.

3.4.8 Subsection 8 - Banta Road to I-465

Subsection 8 passes through a densely-developed area of Indianapolis, with multiple crossing roadways, and large open water gravel pits next to I-465. The I-69/I-465 interchange is included in this subsection. Most land use in the vicinity is commercial and industrial. Sunshine Gardens residential community fronts I-465 west of the interchange area. I-69 would be fully elevated as it approaches the I-69/I-465 interchange.

Alternatives differed in the alignment of I-69, the layout of ramp systems, and the means to integrate access to Epler Avenue and SR 37/Harding Street with the freeway to freeway connection. The SR 37/Harding Street interchange at I-465 would remain with all alternatives. I-69 would be shifted west to minimize construction in the gravel pits with Alternative C4, and I-465 would be widened from Mann Road to US 31 to provide sufficient capacity for the additional traffic generated by I-69. Four travel lanes would be provided in each direction, with auxiliary lanes to accommodate ramp movements at the interchanges.

Shifting the I-69/I-465 interchange west as in Alternative C4 would lower construction and right of way costs and reduce most environmental impacts. Providing access to the SR 37/Harding Street area from both north and south was preferred by the public over access only from the I-



465/Harding Street interchange. An underpass of I-69 at Edgewood Avenue was considered important for emergency response by the Indianapolis Fire Department and the City of Indianapolis.

The overall configuration of interchanges and local service roads in the RPA is essentially the same as Alternative C4 in this subsection. Auxiliary lanes are added to the I-69 mainline in each direction north of Southport Road to provide an 8-lane section. The I-69 median north of Southport Road in the RPA is closed with concrete median barrier north of Southport Road to minimize costs, as recommended in the value engineering study. The alignments of the ramps for the system interchange between I-69 and I-465 were refined to reduce impacts to Hanson Aggregates on the north side of I-465, as well as the impacts to the large quarry pond in the southeast quadrant of the interchange. Impacts to Hanson Aggregates with the RPA are estimated to be approximately 50 acres less than the 66 acres estimated for Alternative C4.

Wetland impacts were estimated to be 0.48 acres for either Alternative C4 or the RPA in this subsection. Stream impacts would be 5,434 feet for the RPA and 5,512 feet for Alternative C4. The reduction in stream impacts with the RPA results from the realignment of ramps along I-465 to be closer to the I-465 mainline.

3.5 Reasonably Foreseeable Impacts of the RPA

The potential reasonably foreseeable impacts associated with this project are discussed in detail in the Tier 2 FEIS for I-69 Section 6 issued concurrently with this Tier 2 ROD. **Table 4** of this ROD summarizes the reasonably foreseeable environmental impacts associated with the RPA, the Selected Alternative of the FEIS, compared with those of Alternative C4, which was the preferred alternative in the DEIS. Option C4B is assumed at Southport Road in Alternative C4, consistent with the option selected for the RPA. See **Section 3.4.7** regarding Southport Road interchange options.

3.6 Consistency with Established Statewide Transportation Planning Goals

In June 2007, INDOT issued its 2030 Long Range Plan 2007 Update. This update included I-69 between Evansville and Bloomington as both a proposed Statewide Mobility Corridor and Commerce Corridor. In early 2011, INDOT issued for public comment its 2010-2035 Draft Long-Range Transportation Plan, which also showed I-69 between Evansville and Bloomington as a proposed Statewide Mobility Corridor. In April 2013, INDOT's Long-Range Transportation Plan, Indiana's 2013-2035 Future Transportation Needs Report, was approved with I-69 Section 6 identified as a high priority corridor. I-69 Section 6 is identified in INDOT's July 3, 2017, STIP with the estimated cost to complete the project.



Table 4: Total End-to-End Impacts of Alternative C4 and the RPA

Impact Criteria	Alt C4¹	RPA
Right of Way (acres)		
Existing Right of Way	993	1,050
New Right of Way	1,076	1,025
Total Right of Way	2,069	2,075
Number of Relocations		
Residential - Single Family Home	145	142
Residential - Duplex Unit	6	8
Residential - Mobile Home	41	9
Residential - Apartment Unit	28	28
Business	99	81
Places of Worship/School	1	--
Fire Station	1	1
Non-Profit	2	2
Total Relocations	323	271
Section 4(f)		
Historic or NRHP Eligible (acres)	6	6
Total Wetland (acres)⁵		
Emergent Wetland	1.79	1.90
Forested Wetland	1.82	1.70
Scrub/Shrub Wetland	0.46	0.39
Total Wetland Impacts ⁵	4.07	3.99
Total Streams (linear feet)		
Ephemeral	17,242	18,512
Intermittent	11,031	11,797
Perennial	15,160	16,994
Total Stream Impacts	43,433	47,253
Total Natural Stream Impacts	11,464	14,069
Stream Relocations (linear feet)	27,066	27,641
Floodplain (acres)	499	458
Wellhead Protection Areas (acres)	483	520
Agricultural Land (acres)	330	361
Managed Land (acres)		
Publicly Owned	3.2	3.6
Privately Owned	10.7	2.6
Upland Forest (acres)	145	156
Core Forest (acres)	11.8	11.5

1. Option C4B is assumed at Southport Road in Alternative C4, consistent with the option selected for the RPA. See **Section 3.4.7**.



The Indianapolis MPO, 2035 Long-Range Transportation Plan includes I-69 Section 6. It describes it as a conversion of SR 37 to a freeway between Martinsville and Indianapolis. It includes interchanges at SR 39, Ohio Street, SR 252/SR 44, Henderson Ford Road, SR 144, Smith Valley Road, County Line Road, Southport Road, Epler Avenue, and I-465. It also specified the facility will be two lanes in each direction between SR 39 and SR 144, three lanes in each direction between SR 144 and Southport Road, and four lanes in each direction between Southport Road and I-465. The plan also includes an added travel lane on I-465 between Mann Road and US 31, as well as added auxiliary lanes where needed, stating these are required as part of SR 37 upgrade to I-69.

3.7 Environmentally Preferable Alternative

According to CFR Part 1505.2(b), in cases where an EIS has been prepared, the ROD must identify all alternatives that were considered, ". . . specifying the alternative or alternatives which were considered to be environmentally preferable." The environmentally preferable alternative is defined as “the alternative that causes the least damage to the biological and physical environment”⁸ and which “best protects, preserves, and enhances historic, cultural, and natural resources” in accordance with NEPA’s Section 101.

Impacts of the I-69 Section 6 alternatives vary across the range of impact categories. The alternatives and the evaluation process are described in **Section 3.3** of this ROD, and the impacts of the alternatives are described in **Table 6-41** of the FEIS for Alternatives C1 through C4, and **Table 6-52** of the FEIS and **Table 4** of this ROD for Alternatives C4 and the RPA. A review of impacts to the biological and physical environment of the alternatives indicates that no single alternative causes the least damage in all categories.

In “*CEQ 40 Most Asked Questions*,”⁹ the Council of Environmental Quality recognized that “the identification of the environmentally preferable alternative may involve difficult judgments, particularly when one environmental value must be balanced against another.” “Through the identification of the environmentally preferable alternative, the decisionmaker is clearly faced with a choice between that alternative and others, and must consider whether the decision accords with the Congressionally declared policies of the Act.”

Due to the variability of the I-69 Section 6 alternatives, it is useful to look at core impacts. These were identified in the Tier 1 I-69 Evansville to Indianapolis FEIS analysis of cumulative impacts using the method described in the CEQ handbook, *Considering Cumulative Effects Under the National Environmental Policy Act*. Farmland, forests, and wetlands were selected as core impact areas based on their importance in Southwestern Indiana and input from various resource agencies (see Section 5.26 of the Tier 1 FEIS).

⁹ <https://energy.gov/sites/prod/files/G-CEQ-40Questions.pdf>



Alternative C3 would impact the smallest area of agricultural land (242 acres) and the smallest area of forests (102 acres). The RPA would impact the smallest area of wetlands (3.99 acres). Alternative C3 would impact the fewest linear feet of streams (42,375 feet), and the RPA would impact the smallest area of floodplain (458 acres). These impact measures suggest that either Alternative C3 or the RPA should be designated as the environmentally preferable alternative.

The magnitude of difference between impacts of Alternative C3 and the RPA is another factor. With respect to the core impact areas, Alternative C3 would impact 37 percent less agricultural land, 36 percent less forest area, and 120% more wetland area¹⁰ than the RPA. Alternative C3 would impact 24% fewer feet of streams and 5 percent more acres of floodplain than the RPA. Overall, especially due to the large differential in wetland impact, the RPA is identified as the environmentally preferable alternative.

In addition to being the environmentally preferable alternative, the RPA would have fewer relocations than all other alternatives and would be most effective with respect to project purpose and need. As a result, the RPA was identified as the Selected Alternative, as described in **Section 3.4** of this ROD.

4 Section 4(f)

The I-69 Tier 1 FEIS did not identify the use of any Section 4(f) resources for the Preferred Alternative 3C corridor. The Tier 1 ROD (Section 4.5) stated that “[b]ased on existing information, all of the corridors appear to be substantially equal in terms of their overall potential for harm to Section 4(f) resources. In these circumstances, Section 4(f) does not limit the choice of alternatives.” It did acknowledge that further investigations of historical properties and archaeological sites will be conducted in Tier 2 NEPA studies, and these studies will definitively determine the presence and exact location of any historical properties or archaeological resources that may be present in the selected corridor.

Identification of aboveground historical sites is documented in the *Historic Property Report (HPR) for Section 6, SR 39 to I-465* (Thayer, 2008), *The Historic Property Report Additional Information, I-69 Evansville to Indianapolis: Tier 2 Studies Section 6* (Weintraut & Associates, Inc., 2015), and *Additional Information Memorandum—No. 2, I-69 Evansville to Indianapolis: Tier 2 Studies Section 6* (Weintraut & Associates, Inc., 2016). The FEIS (**Section 5.13** and **Appendix M**) identifies the locations of historical properties near I-69 Section 6 that are eligible for Section 4(f). The 2015 Additional Information report identified the Southside German Market Gardeners Historic District as eligible for listing in the NRHP. This resource was not identified in the 2008 HPR.

¹⁰ Based on delineated wetland areas in **Table 5-19.2** of the FEIS.



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Though multiple Section 4(f) resources have been identified in the vicinity of the I-69 Section 6 project, only one has a Section 4(f) use. See **Chapter 8, Section 4(f)** of the FEIS for full discussion of Section 4(f) resources.

The Southside German Market Gardeners Historic District is situated both north and south of I-465 along Bluff Road. All alternatives, including the RPA, include right of way acquisition adjacent to I-465 to accommodate added travel lanes and interchange ramps. Earthen side slopes will be constructed in the northeast and northwest quadrants of the I-465 and Bluff Road crossing. Construction of these earthen slopes will result in the acquisition and demolition of a contributing house at 4401 Bluff Road. Therefore, the Southside German Market Gardeners Historic District experiences an adverse effect as a result of the project, requiring an individual Section 4(f) evaluation.

Alternatives were analyzed in the FEIS to avoid or minimize harm to the district, using retaining walls and side slopes. **Section 6.4** of this ROD contains FHWA's determination that there is no feasible and prudent alternative to this use of the Section 4(f) resource.

5 Measures to Minimize Harm

Throughout this study, efforts have been made to avoid human and natural resources. Avoidance and the opportunity to minimize impacts were used in the decision-making process to identify the Selected Alternative. After Alternative C4 was identified as the preferred alternative in the DEIS, numerous design refinements were made to further reduce residential and business relocations in the RPA. Environmental agencies and the public have been instrumental in assisting (see **Chapter 11, Comments, Coordination, and Public Involvement** of the FEIS) to avoid and minimize impacts upon both the human and natural environment, and have helped develop many of the mitigation measures identified in the FEIS.

During the Tier 1 process, conceptual mitigation proposals were developed as the starting point for identifying the total mitigation for constructing I-69 from Evansville to Indianapolis. As required by the Tier 1 ROD, these measures were considered during the Tier 2 process for I-69 Section 6. Mitigation measures specific to the conditions and potential impacts within I-69 Section 6 were developed based on the more detailed information and interactions with the public and resource agencies. Where applicable, these mitigation measures incorporate and, in some cases, expand upon the "major mitigation initiatives" developed during Tier 1 (see Tier 1 FEIS, Vol. I, *Chapter 7, Mitigation and Commitments*).

Initiatives that apply to I-69 Section 6 are identified and briefly described below. For more detailed discussion of mitigation measures, see **Chapter 7, Mitigation** of the I-69 Section 6 FEIS and **Appendix C** of this ROD.



5.1 Tier 1 Mitigation Commitments and Associated Tier 2 Commitments

FHWA and INDOT applied the mitigation commitments identified in the Tier 1 FEIS, Vol. I, *Chapter 7, Mitigation and Commitments*, based on detailed information gathered in Tier 2 studies. The Tier 1 ROD stipulated that mitigation measures specified in Tier 1 will be reviewed and may be modified in Tier 2 in consultation with environmental resource agencies, based on more detailed environmental impact data developed in the Tier 2 studies.

The following sections identify the Tier 1 commitments that apply to I-69 Section 6 and their application within this section. In this Tier 2 ROD for I-69 Section 6, FHWA and INDOT commit to the mitigation identified below. A detailed listing of all mitigation commitments is provided in the Mitigation Commitments Summary in **Appendix C** of this ROD.

5.1.1 Context Sensitive Solutions / Community Advisory Committees

INDOT and FHWA worked with the local officials, metropolitan planning organizations (MPOs), and others to identify representatives of neighborhood groups, emergency response agencies, schools, and local advocacy groups for each Community Advisory Committee. A group of local government technical representatives formed a Stakeholder Working Group for I-69 Section 6 to provide additional input and early data exchange.

The I-69 Section 6 Stakeholder Working Group included city and county engineers from Morgan, Johnson, Marion, and Hendricks counties, and representatives from IndyGo; Indianapolis MPO; the cities of Martinsville, Greenwood, Franklin, and Indianapolis; and the towns of Mooresville and Bargersville. FHWA and INDOT met quarterly with the I-69 Section 6 Community Advisory Committees and Stakeholder Working Group to describe the status of the project, to ask them to distribute information to their constituents, and to seek feedback from them and their constituents. FHWA and INDOT also conducted public information meetings and provided public comment periods at the time of key project milestones.

The specific outcome of Context Sensitive Solutions (CSS) depends largely on input from the Community Advisory Committees, the Stakeholder Working Group, local officials, and the public. The use of CSS may result or has resulted in the following modifications to the alternatives. Further modifications may occur during design due to continuing use of CSS; such modifications will be made within the project footprint approved in this ROD.

- Existing transportation right of way, pavement, and infrastructure are used where appropriate to maximize return on capital investments. All build alternatives use some existing features of SR 37 to minimize costs and impacts.
- There is community interest in gateway treatments for the Martinsville approaches. INDOT has committed to include context sensitive solution measures, which may include plantings, gateways, and other enhancements within constraints of available right of way, impacts, and cost, as further discussed with the city and county agencies during final design.

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- Existing local service roads are being reconnected at many locations to minimize residential, business, and farm impacts that would be associated with the construction of I-69 Section 6.
- Designs consider the accommodation of bicycle and pedestrian traffic at new interchanges and grade separations, with further consideration of these accommodations where existing infrastructure is reused.
- Coordination with local officials from the City of Martinsville and the public resulted in the addition of an overpass at Grand Valley Boulevard connecting to South Street near the Martinsville High School. Local officials indicated that people walk across SR 37 in this area to get to and from shopping and restaurants east of SR 37. Sidewalks to accommodate pedestrians and bicyclists will be included on the overpass from South Street and along Grand Valley Boulevard to the commercial areas east of SR 37.
- Coordination with local officials from the City of Martinsville resulted in I-69 Section 6 being at grade through the City of Martinsville rather than being elevated.
- Coordination with local officials from the City of Martinsville resulted in I-69 Section 6 passing over SR 252 at the proposed interchange to provide a southbound gateway and allow for a more scenic view traveling south into the city.
- Based on public comment and emergency responder input the RPA includes an overpass at Waverly Road with a connector road to Whiteland/New Whiteland Road. Options had been presented to the public for an overpass at Waverly Road with a connector road north to Whiteland/New Whiteland Road or an overpass at Whiteland/New Whiteland Road with a connector road south to Waverly Road.
- A local service road originally proposed on a portion of Old SR 37 west of I-69 north of Stones Crossing Road is shifted in the RPA to an alignment immediately adjacent to I-69 on the west side of SR 37 from SR 144 to Stones Crossing Road. The original route passed through the Greenwood Mobile Home Park. The manager of the park expressed concerns about splitting the community with the original plan.
- A local service road is provided on the east side of I-69 between CR 144 and Stones Crossing Road in response to comments regarding local mobility east of I-69. It also allows the Stones Crossing Road overpass to be eliminated, reducing the number of relocations in the Greenwood Mobile Home Park.
- A local service road is included along the west side of I-69 to connect SR 144/CR 144 to Wicker Road, based on public input and input from the local agricultural community. Portions of this local service road include Old SR 37.
- Public and school district concerns regarding east/west connectivity in Perry Township resulted in most existing crossings of SR 37 remaining, with two interchanges (County Line Road and Southport Road) and four grade separations (Wicker Road, Banta Road, Edgewood Avenue, and Epler Avenue) in the township to provide east-west connectivity.



- Based on input from businesses along Harding Street near I-465, a connection from I-69 to Harding Street is provided via Epler Avenue in addition to maintaining the existing Harding Street exit on I-465.

5.1.2 Wetland Mitigation

INDOT and FHWA will follow the mitigation ratios listed in their Wetlands Memorandum of Understanding (MOU) signed January 28, 1991. The MOU is provided in **Appendix S** of the FEIS. In addition, INDOT and FHWA will implement any additional mitigation measures required by the U.S. Army Corps of Engineers (USACE) and IDEM as part of any permits granted under Section 404 and 401 of the Clean Water Act. Under the 1991 MOU, emergent wetlands will be mitigated at a ratio of 2 to 1 or 3 to 1 and forested wetlands will be mitigated at a ratio of 3 to 1 or 4 to 1. Ratios used to determine mitigation will depend upon the quality of the resource. In the case of any forested wetlands in I-69 Section 6, it is anticipated a 3 to 1 ratio will apply. The Selected Alternative will impact 3.99 acres of wetlands. Based on the 1991 Wetlands MOU ratios, mitigation for wetland impacts will be an estimated 12.59 acres for the Selected Alternative.

5.1.3 Forest Mitigation

Direct upland forest impacts associated the I-69 Section 6 Selected Alternative will be approximately 159 acres. As stipulated in the Tier 1 ROD (p. 29), upland forest impacts will be mitigated at a ratio of 3 to 1 (up to 2 to 1 by purchasing and protection of existing forest tracts and at least 1 to 1 (minimum) by planting trees). Based on these ratios, 477 acres of forest mitigation (including reforestation and preservation) will be required to mitigate impacts from the Selected Alternative.

Impacts to non-wetland riparian areas that are not in a regulated floodway will be mitigated in consultation with IDEM and USACE. All non-wetland riparian forest replacement will be included as part of the 3 to 1 upland forest mitigation. The Selected Alternative will impact 40.47 acres of non-wetland riparian habitat. Of this total, approximately 25.49 acres have been identified as forested, and are already included in the totals for forest mitigation. The remaining 14.98 acres, identified as other (non-wetland) riparian areas, include areas with trees but do not meet the definition of forest. These areas are therefore not included in the forest mitigation, but will be mitigated at a 1 to 1 ratio in consultation with IDEM and USACE.

5.1.4 Mitigation Sites

The I-69 Section 6 Tier 2 BA identifies 12 properties for mitigation. The White River was the focus area for mitigation with a concentration of effort in the four maternity colonies for the Indiana bat (Lambs Creek, Clear Creek, Crooked Creek, and Pleasant Run Creek), and the four maternity colonies for the Northern long-eared bat (Lambs Creek, Clear Creek East Fork, White River, and White River/Goose Creek). These maternity colonies are all associated with and along



the White River in I-69 Section 6. The 12 sites include properties to be acquired for preservation and those to be acquired for future restoration and replanting activities. These 12 sites could provide a total of more than 1,300 acres of mitigation lands. Additional detail on these sites is presented in the I-69 Section 6 Tier 2 BA (redacted in **Appendix GG** of the FEIS).

INDOT will be responsible for the purchase, design, construction, monitoring, and maintenance of these mitigation sites. As noted in the Tier 2 BA of I-69 Section 6, these mitigation sites will be restricted from other uses to ensure that they remain in a natural state in perpetuity. Mitigation sites will be protected from development, and will provide quality roosting/nesting and foraging habitat for Indiana bats, Northern long-eared bats, and rusty patched bumblebees. Mitigation sites will also help to decrease habitat fragmentation, and to improve the potential for these species to thrive for years to come. Successful implementation of the mitigation plans and conservation measures are expected to result in sustainable, and in some cases improved, long-term habitat.

5.1.5 I-69 Community Planning Program

On October 29, 2007, INDOT awarded \$1,500,000 in grants to communities located along the I-69 corridor. Morgan County, the Town of Mooresville, and the City of Martinsville applied together and were awarded a single grant for \$150,000. Johnson County and the City of Greenwood were awarded a \$100,000 grant, and the City of Indianapolis elected not to pursue a planning initiative. The City of Martinsville, Town of Mooresville, and Morgan County used the grant to develop the SR 37/SR 144 Corridor Plan (2010), comprehensive plan updates for Morgan County and Martinsville, and a comprehensive plan and zoning ordinance update for Mooresville. Johnson County and Greenwood developed a new comprehensive plan that framed challenges and opportunities associated with I-69. The program is described in **Appendix R** of the FEIS.

5.1.6 Update of County Historic Surveys

IDNR DHPA manages the Indiana Historic Sites and Structures Inventory (IHSSI) and performs the duties of the SHPO in the Section 106 process. INDOT and FHWA are providing financial and technical assistance to the IDNR DHPA to support the completion of field surveys along the I-69 corridor. County interim reports are no longer being updated, and all new information regarding historic resources is being updated in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD).

INDOT and FHWA cooperated with the IDNR DHPA to provide the most current information on historic structures in counties that are crossed or in proximity to selected I-69 alternatives (i.e., Warrick, Gibson, Pike, Daviess, Martin, Greene, Monroe, Morgan, Johnson counties; and Decatur, Perry, and Franklin townships in Marion County). This commitment was developed through the Tier 1 Section 106 process. The Section 106 process requires federal agencies to consider impacts to historic aboveground and archaeological resources when undertaking major



federal actions. The Section 106 MOA in Appendix P of the Tier 1 FEIS contains these commitments. An MOU was executed on June 30, 2011, between INDOT and IDNR DHPA for the funding for the survey of counties in the I-69 corridor (see **Appendix M** of the FEIS). This MOU is being amended to reflect the fact that county interim reports are no longer being completed.

5.1.7 Bridging of Floodplains

The Tier 1 ROD states that the decision to bridge floodplains, other than the Patoka River and Flat Creek floodplains, will be made in Tier 2. The Selected Alternative reuses existing structures where possible, and it is not anticipated that any floodplains in I-69 Section 6 will be bridged in their entirety. Floodplain encroachments will be minimized by rehabilitating existing bridges or (when necessary) replacing them at their existing locations.

5.1.8 Biological Surveys on Wildlife and Plants

In keeping with stipulations in the Tier 1 Revised BO (and amendments) and the commitment in the Tier 1 ROD (p. 31), a work plan for surveying, monitoring, and reporting on the Indiana bat (*Myotis sodalis*) and the Northern long-eared bat (*Myotis septentrionalis*) will be developed and conducted in consultation with and approved by USFWS. This mist netting effort will be beyond the Tier 2 sampling requirements, and will be implemented in accordance with the conditions in the Tier 2 BO. See **Appendix GG2** of the FEIS. If Indiana bats or Northern long-eared bats are captured, radio transmitters will be used in an attempt to locate roost trees, and multiple emergence counts will be made at each located roost tree. These monitoring efforts will be documented and summarized in an annual report prepared for USFWS.

5.2 Additional I-69 Section 6 Commitments

Section 7.3 of the FEIS provides specific mitigation measures and commitments proposed for each resource category in I-69 Section 6 to be implemented at the appropriate time during project development, construction, and maintenance of the highway. A detailed list of the mitigation measures and commitments for I-69 Section 6 can be found in the Mitigation Commitments Summary in **Appendix C** of this ROD.

In this ROD, FHWA and INDOT commit to the mitigation identified below.

- **Social and Neighborhood:** Commitments include providing for local access via service drives and overpasses; coordination with schools, local officials, and emergency service providers during construction regarding detours and potential traffic delays; provision of bicycle and pedestrian accommodations on certain overpasses and interchange bridges; and, assistance made available to all acquisitions and relocations through the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The relocation program provides assistance to displaced persons in finding comparable

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housing that is decent, safe, and sanitary; and to displaced businesses, farms, and nonprofit organizations.

- **Construction:** Commitments include several measures to mitigate impacts, as appropriate, including Rule 5 requirements found in 327-IAC 15-5, and Chapter 37 of the INDOT Design Manual. Other measures include swales to protect sources of potable water, maintenance of equipment to control air quality impacts, date-restricted tree-cutting to avoid impacts to threatened and endangered bats, revegetation of disturbed areas, use of native grasses and native wildflowers when revegetating disturbed soils in the right of way and medians where appropriate, spill prevention and containment measures, a maintenance of traffic plan, noise abatement measures, adherence to the Wetland MOU, and compliance with requirements in permits received following the approval of this document, such as Construction in a Floodway permits.

An erosion control plan and stormwater pollution prevention plan (SWPPP) will be developed and approved by INDOT and IDEM prior to construction. Best Management Practices (BMPs) will be implemented during construction to protect groundwater. USEPA Class V injection well permits may be required. Any permit will be applied for and obtained prior to construction of the Class V well.

- **Historic and Archaeological Resources:** The SHPO stipulations for historic resources include the following items:
 - No right of way will be acquired from any historic property except for the Southside German Market Gardeners Historic District.
 - Old SR 37 pavement north and south of Morgan County Bridge 224 (outside of Refined Preferred Alternative right of way) will remain in place.
 - INDOT and FHWA will provide the opportunity for vegetative screening on Reuben Aldrich Farm. INDOT and FHWA will investigate providing a National Register nomination for this resource.
 - INDOT and FHWA will investigate providing interpretive signage at Bluff Park and or a new gateway sign to the park.
 - INDOT and FHWA will investigate providing a National Register nomination for the Southside German Market Gardeners Historic District.

The MOA was signed by SHPO on November 3, 2017, INDOT on November 9, 2017, and FHWA on November 13, 2017. See **Appendix M** of the FEIS for a copy of the MOA.

- **Visual Impacts:** Mitigation of visual impacts will be considered during final design as part of CSS considerations, which may include vegetative screening and non-diffuse lighting if warranted.
- **Open Water Impacts:** Mitigation involves using a 1 to 1 ratio for 2.78 acre of impacts to ponds/lakes (including palustrine unconsolidated bottom (PUB) wetlands) as a result of



the RPA. Borrow pit construction may be considered for mitigating these open water impacts.

- **Stream Impacts:** Impacts to streams in I-69 Section 6 will be mitigated at a 1:1 ratio on a linear foot basis. This will include both on-site and off-site stream mitigation. Mitigation will be developed in coordination with IDEM and the USACE.
- **Hazardous Material Impacts:** Numerous potential hazardous material sites were reported in the vicinity of the I-69 Section 6 corridor. Recommendations for additional work include confirmation of final construction limits to verify no impacts to nine sites, Phase I Environmental Site Assessments (ESAs) for six sites, and Phase II ESAs for 16 sites. See **Section 5.16** of the FEIS for more information.
- **Wetland Impacts:** In addition to the mitigation identified in **Section 5.1.2** of this ROD, the following commitments are made:
 - Wetland impacts will be minimized by further refinements in the alignment during design, if feasible. INDOT and FHWA are committed to mitigating for unavoidable wetland losses.
 - Wetlands within the right of way that are not to be filled will be delineated and protected from construction use.
 - Wetlands outside the actual footprint of the project will be protected from I-69 construction-related impacts from borrow and waste activities (see **Section 7.3.6** of the FEIS). Wetland areas outside the construction limits within the right of way will be identified and protected from use as borrow or waste disposal sites, construction staging areas, etc. Wetlands adjacent to the construction limits will be protected with silt fences and other erosion control measures. Special Provisions in contracts relating to the construction of I-69 will include prohibiting the filling and other damaging of wetlands outside the construction limits within the right of way.¹¹
 - Construction will adhere to the Wetland MOU, dated January 28, 1991.
 - To prevent herbicides from entering wetland areas, “Do Not Spray” signs will be posted as appropriate in the right of way.
 - If appropriate, wetland mitigation may include wetland banking.
- **Farmland Impacts:** Impacts will be minimized where feasible by managing access at interchange locations to discourage the development of large expanses of prime farmland, providing access to avoid land locked parcels where reasonable, and providing overpasses at selected locations to maintain local road connectivity and access to farmland.

¹¹ This prohibition would not include isolated ponds such as farm ponds and those developed from old borrow sites.

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- **Water Body Modifications:** Modifications will be minimized by keeping tree clearing and snag removal to a minimum and limited to within calendar requirements and the construction limits along streams and in wetland areas, mitigating unavoidable stream impacts in coordination with permitting agencies (IDEM, IDNR, and USACE as appropriate), using soil bioengineering techniques for bank stabilization where situations allow, placing culverts and other devices so they do not preclude the movement of fish and other aquatic organisms, and using erosion control devices to minimize sediment and debris.
- **Ecosystems Impacts:** Impacts will be minimized by controlling invasive plants, coordinating with USFWS pursuant to the Migratory Bird Treaty Act of 1918, and providing wildlife corridors (see **Section 5.18.4** of the FEIS). Impacts also will be mitigated through the development of mitigation sites.
- **Water Quality Impacts:** Impacts will be minimized by crossing streams at their narrowest floodway width to the extent feasible, developing stream mitigation plans where necessary, returning disturbed in-stream habitats to their original condition when possible, minimizing tree clearing and snag removal, avoiding wetlands as much as possible and following the 1991 Wetland MOU, following BMPs for erosion control, providing grass-lined ditches connected to filter strips and containment where appropriate, avoiding infiltration features within wellhead protection areas if reasonable and feasible, and minimizing the amount of salt used for deicing.
- **Threatened and Endangered Species:** Conservation measures identified in the I-69 Section 6 Tier 2 BA, the I-69 Section 6 Tier 2 BO, and the revised Tier 1 BO as amended and mitigation plan address impacts to listed bats. These measures are listed in **Section 7.3.18** of the FEIS and the documents are provided in **Appendix GG1**, **Appendix GG2**, and **Appendix W**, respectively, of the FEIS. Mitigation measures related to the Indiana bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*) include the following:
 - Adhering to the 1991 Wetlands MOU (see **Appendix S** of the FEIS).
 - Using measures to avoid water quality contamination, such as using designated equipment service areas and equipment maintenance.
 - Where appropriate, using spill prevention/containment, revegetation, and bridge design to avoid water quality contamination.
 - Summer habitat creation and enhancement in the Summer Action Area through wetland and forest mitigation focused on riparian corridors and existing forest blocks to provide habitat connectivity, as described in **Section 5.1.2** and **Section 5.1.3** of this ROD.
 - Mitigating forest impacts at a ratio of 3 to 1 (replacement at a 1 to 1 minimum ratio and preservation at up to a 2 to 1 ratio).



5.3 Tracking of Mitigation Commitments

Tracking of mitigation commitments and activities will be performed by INDOT. The overall mitigation tracking includes a GIS database for tracking of mitigation properties. INDOT will maintain a mitigation commitments list to track all mitigation, including non-land-based mitigation commitment items, for implementation status. The multiple annual monitoring reports required by permit conditions, and under the conditions of the I-69 Section 6 Tier 2 BO, will include the GIS database information as well as tabular summary data derived from the database. INDOT will provide the tracking summary data to permitting agencies and USEPA on an annual basis. The summary will identify the mitigation commitments and describe the status of activities to date associated with each commitment.

6 Monitoring and Enforcement

Coordination with all appropriate state and federal regulatory agencies occurred throughout the Tier 1 process and has continued in Tier 2. Major regulatory requirements applicable to this project include the following:

- Consultation regarding historic and archaeological resources under Section 106 of the National Historic Preservation Act and adherence to stipulations of the Section 106 MOA.
- Consultation regarding threatened and endangered species under Section 7 of the Endangered Species Act.
- Adherence to the 1991 Wetlands MOU.
- Permitting activities required as follows: permitting under Section 404 of the Clean Water Act, which requires permits for discharges into wetlands or other waters of the United States; water quality certification under Section 401 of the Clean Water Act; Construction in a Floodway permitting under Indiana Flood Control Act; National Pollution Discharge Elimination System (NPDES) permitting for storm water discharges under the Clean Water Act; Class V Injection Well permitting (if required); and fulfilling Rule 5 (327 IAC 15-5) requirements regarding erosion and sediment control.
- Determination of no feasible and prudent alternative to avoid the use of a structure from the Southside German Market Gardeners Historic District. This district has been determined eligible for listing on the NRHP, and is eligible for protection under Section 4(f) of the Department of Transportation Act of 1966. This act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, land from a historic property that is on or eligible for the NRHP, and archaeological sites where preservation in place provides important value.

Actions committed to or taken to comply with the requirements are summarized in **Sections 6.1** to **Section 6.4** of this ROD. Monitoring of the commitments within this project will be



accomplished by INDOT through maintenance of the mitigation commitments list and tracking GIS database, with regular reviews by FHWA as the project progresses.

6.1 Section 106 (National Historic Preservation Act)

During the Tier 1 process, FHWA and INDOT consulted with the Indiana SHPO, the ACHP, and other consulting parties, and developed an MOA that defined the mitigation measures and other actions that would be examined during the Section 106 consultation process in Tier 2.

The Tier 2 process has continued the consultation with the SHPO and consulting parties to refine the Area of Potential Effects defined in Tier 1, identify potential resources within the area, and define the scope of the field investigations that would be required. The final results of the archaeological and historic property surveys are included in this I-69 Section 6 FEIS along with SHPO and ACHP consultation (see **Appendix M** of the FEIS). Commitments to mitigate adverse effects to archaeological and historic resources that are determined eligible for or listed in the NRHP are included in the I-69 Section 6 MOA, which was executed on November 13, 2017.

6.2 Section 7 (Endangered Species Act)

On October 2, 2013, USFWS proposed the Northern long-eared bat for listing as threatened under the ESA 4(d) rule. On April 2, 2015, USFWS published a final rule to list the species as threatened and an interim 4(d) rule to provide measures for the conservation of the species. On January 16, 2016, USFWS published the final 4(d) rule for the species.

On October 10, 2014, in anticipation of listing, FHWA requested the initiation of a formal Section 7 conference regarding the entire I-69 project's impacts on the Northern long-eared bat through submission of the Addendum to the BA for Tier 1. On April 1, 2015, prior to official listing of the Northern long-eared bat as threatened, USFWS finalized the conference opinion (CO) for the Northern long-eared bat and appended it as Amendment 3 to the 2006 Revised Programmatic BO for Tier 1. The overall conclusions regarding the Indiana bat and the eastern fanshell mussel in Amendment 3 to the revised BO for Tier 1 do not differ from those found in the revised BO for Tier 1. The conference opinion stated, in part, "...it is the Service's conference opinion that the I-69 interstate project, from Evansville to Indianapolis, as proposed, is not likely to jeopardize the continued existence of the Northern long-eared bat (*Myotis septentrionalis*). No Critical Habitat has been designated for this species."

A Tier 2 BA for I-69 Section 6 (see **Appendix GG1** of the FEIS) was prepared for USFWS in accordance with procedures set forth in the Revised Tier 1 BO (and amendments). The Tier 2 I-69 Section 6 BA, which includes a plan for mitigation for impacts to wetlands, forests, and streams, stipulates that all conservation measures reported in the Revised Tier 1 BO (and amendments) will be carried out as written. It also provides USFWS updated information on reasonably certain impacts. The Tier 2 I-69 Section 6 BA also provides USFWS with plans and



impacts of the I-69 Section 6 project based on the selected alternative, including local service roads.

Conservation measures were jointly developed by FHWA, INDOT, and USFWS during informal consultation and were subsequently incorporated into the Tier 1 BA and the Tier 1 BA Addendum as part of the official Proposed Action for the I-69 project. The Tier 2 I-69 Section 6 BA and mitigation plan are consistent with the mitigation and commitments in the amendments to the Revised Tier 1 BO, except where status changes were made in conservation measures as reported in the Tier 2 BA. Such changes are documented in the Tier 2 BO issued October 30, 2017 (see **Appendix GG2** of the FEIS).

Since conservation measures are part of the Proposed Action, their implementation is required under the terms of the consultation. These measures were specifically designed to avoid and minimize impacts of the proposed action on listed bats and bald eagles and to further their recovery. **Section 7.3.18** of the FEIS presents the conservation measures applicable to I-69 Section 6. **Section 5.17** of the FEIS and the Revised Tier 1 BO provide a history of the Section 7 consultation for this project. The Revised Tier 1 BO also contains the complete list of conservation measures for the I-69 project as a whole. The issuance of the Tier 2 I-69 Section 6 BO concluded formal Section 7 consultation for I-69 Section 6.

6.3 Permitting

6.3.1 Section 404 Permits (Clean Water Act)

Projects involving discharges of material into waters of the United States, including jurisdictional wetlands, require a permit or a letter of permission from USACE prior to the commencement of construction. As part of this project, all streams and potential wetlands within the project area were assessed. The assessment identified the streams and wetland areas within the project area that would be subject to USACE permitting jurisdiction. USACE will make a jurisdictional determination that will take into account all aquatic resources, including wetlands, subject to Section 404 Permit jurisdiction.

Section 5.19 of the FEIS identifies stream, wetland, and open water impacts and the agreed-to mitigation ratios: 1 to 1 ratio for streams and open water, and 2 to 1 and 3 to 1 ratios for emergent wetlands and forested wetlands, respectively. The I-69 Section 6 Tier 2 BA and Conceptual Mitigation Plan, approved in USFWS's Tier 2 I-69 Section 6 BO (**Appendix GG1** and **Appendix GG2**, respectively, of the FEIS), sets forth the specific plans for meeting these mitigation requirements. The USACE permit conditions will be addressed by the proposed mitigation for impacts to those resources.

USACE has indicated that Under Section 404 of the Clean Water Act, the U.S. Corps of Engineers' Louisville District intends to review proposed impacts to waters of the United States on the basis of single and complete crossings. For linear projects, the term single and complete

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crossing is defined as that portion of the total linear project proposed by the applicant that includes all crossings of a single water body at a specific location. If the proposed impacts at a single and complete crossing meets the terms and conditions of Indiana Regional General Permit Number (RGP) 1, issued by the Louisville, Detroit, and Chicago Districts on December 15, 2014, the crossing would be processed under the RGP. Crossings that would have impacts exceeding the RGP limits would be processed using the standard (individual) permitting process. One or more individual Section 404 Department of the Army Permits are anticipated for I-69 Section 6 based on construction phasing and would be applied for during the design phase.

Applicable Section 404 Permit(s) will be obtained prior to the start of construction in any area subject to Section 404 jurisdiction and any mitigation required by those permits will be implemented.

6.3.2 Section 401 Water Quality Certification (Clean Water Act)

Section 401 Water Quality Certifications must be obtained from IDEM prior to issuance of a Section 404 Permit. The Section 401 Water Quality Certification is a state's review of applications for USACE Section 404 permits for compliance with state water quality standards. Any activity involving dredging, excavation, or filling within waters of the United States requires a Section 401 Water Quality Certification from IDEM. One or more individual Section 401 Water Quality Certifications are anticipated for I-69 Section 6 based on construction phasing and would be applied for during the design phase and any mitigation required by those permits will be implemented.

6.3.3 State Isolated Wetland Permit

Under the Indiana Isolated Wetlands Regulatory Program, IDEM regulates wetlands that do not fall under USACE jurisdiction, also referenced as isolated wetlands. Isolated wetlands are those wetlands or waterways that are not considered connected or adjacent to waters of the U.S. Isolated wetlands are regulated under Indiana's State Isolated Wetlands law (IC 13-18-22). One or more State Isolated Wetland Permits are anticipated for I-69 Section 6 based on construction phasing and would be applied for during the design phase.

6.3.4 Construction in a Floodway Permit (Flood Control Act)

Construction in a Floodway permits are required from IDNR under Indiana's Flood Control Act (IC 14-28-1) and will be applied for during the design phase of this project.

6.3.5 NPDES Permit

A NPDES Permit is required from IDEM under 327 IAC 15-13 (Rule 5) and will be applied for during the design phase of this project.



6.3.6 Section 9 and 10 Permits, River and Harbors Act

Section 9 of the River and Harbors Act of 1899 and the General Bridge Act of 1946 give the U.S. Coast Guard the authority to protect navigable waters of the U.S. Bridges in southwestern Indiana are under the jurisdiction of the 8th Coast Guard District. Coordination with the 8th Coast Guard District will be completed to determine if any Section 9 permits from the Coast Guard are required for the I-69 Section 6 project.

Section 10 of the Rivers and Harbors Act of 1899 requires approval by USACE for any work in or over navigable waters of the U.S., or which affects the course, location, condition, or capacity of such waters. It is anticipated that Section 10 will apply to any impacts along the White River including bank stabilization which is anticipated at the confluence with Stotts Creek. The Section 10 permit will be applied for in combination with the USACE Section 404 permit.

6.3.7 Tall-Structure Permit/FAA Permit

A tall-structure permit (IC 8-21-10) is required where proposed construction may impact the navigable airspace of a public-use airport. Proposed construction may include permanent installation (e.g., high-mast lighting towers) or construction equipment (e.g., crane, derrick). Indianapolis International Airport is a public-use airport within 20,000 feet of I-69 Section 6. Coordination with the INDOT Office of Aviation and the Federal Aviation Administration (FAA) will be required during the final design phase to determine whether tall-structure permits are necessary.

In addition to the Indiana Tall Structure Permit, the FAA requires notice of construction activities under 14 CFR § 77.13 that occur within a specified distance or height from an airport. It is expected that notification will be required for I-69 Section 6 for the Indianapolis International Airport.

6.4 Section 4(f) (Department of Transportation Act)

As documented in **Chapter 8, Section 4(f)** of the FEIS, use of a Section 4(f) property by the I-69 Section 6 alternatives is limited to the I-465 area in the vicinity of the Southside German Market Gardeners Historic District. Therefore, the discussion of avoidance alternatives is limited to those considered along I-465.

Any new right of way necessary for I-465 improvements requires property from the district, since I-465 bisects the district. **Table 5** lists avoidance alternatives which potentially might eliminate the need to acquire land from the district. The table summarizes reasons why these alternatives were not prudent and/or feasible.



Table 5: Potential Avoidance Alternatives and Reasons for Elimination

Alternative	Feasible and Prudent	Section 4(f) Use and Reason for Elimination	Eliminated or Carried Forward
No-Build	Not Prudent	Eliminated from Tier 1 EIS and does not meet purpose and need	Eliminated
No widening of I-465	Not Prudent	Does not meet purpose and need to “improve traffic safety” and “reduce existing and forecasted traffic congestion” because projected level of service on I-465 would not meet design criteria.	Eliminated
Extend the I-465 bridge over Bluff Road to span the Southside German Market Gardeners Historic District.	Feasible Not Prudent	This alternative would avoid a Section 4(f) use of the Southside German Market Gardeners Historic District. This alternative is not prudent as the additional construction costs, long-term maintenance costs, and intrusive nature of a half-mile bridge elevated above the district would cumulatively cause unique problems or impacts of extraordinary magnitude. The estimated cost difference between this bridge alternative and the preferred alternative is approximately \$35M. The intrusive impacts of I-465 through the historic district is an existing adverse effect. Spanning the Southside German Market Gardeners Historic District would aggravate the intrusion of the interstate in the district.	Eliminated

Once it was determined that there was no reasonable or prudent avoidance alternative, nine alternatives were evaluated which minimize harm to the Southside German Market Gardeners Historic District. These alternatives are listed in **Table 6**. An assessment of remaining alternatives was used to identify the alternative that causes the least overall harm to Section 4(f) property. To determine which of the alternatives would cause the least overall harm, the seven factors set forth in 23 CFR §774.3(c)(1) listed in **Section 8.4.3** were evaluated. Alternatives were evaluated based on ability to mitigate adverse impacts, relative severity of the remaining harm, relative significance of contributing features within the district, views of the official(s) with jurisdiction over each Section 4(f) property, and effectiveness in serving the project purpose and need.

As shown in **Table 6**, all but two of the potential least overall harm alternatives were eliminated. The two remaining alternatives use retaining walls and earth berms near I-465 and Bluff Road. **Table 7** evaluates the direct impacts of the two remaining least harm alternatives.



Table 6: Potential Least Overall Harm Alternatives

Alternative	Section 4(f) Use and Reason for Elimination	Eliminated or Carried Forward
Narrow the shoulders on I-465	Does not “Improve traffic safety” of purpose and need since narrowing shoulders to less than design criteria does not decrease crash rates.	Eliminated
Shift I-465 south	Does not reduce Section 4(f) use of Southside German Market Gardeners Historic District. Direct Impacts to the district reduced north of I-465, potentially allowing contributing structure to remain, but direct Impacts to the district increased south of I-465.	Eliminated
Combine exits to Harding Street and I-69 SB	Does not reduce Section 4(f) use of Southside German Market Gardeners Historic District. Widening along I-465 in this vicinity still needed with this alternative.	Eliminated
Use folded diamond interchange at Harding Street	Does not reduce Section 4(f) use of Southside German Market Gardeners Historic District. Widening along I-465 in this vicinity still needed with this alternative.	Eliminated
Relocate local access from interchange at Harding Street to interchange at Epler Avenue	Does not reduce Section 4(f) use of Southside German Market Gardeners Historic District. Widening along I-465 in this vicinity still needed with this alternative.	Eliminated
Shift I-69 / I-465 interchange west along I-465	Does not reduce Section 4(f) use of Southside German Market Gardeners Historic District and greatly increases impacts to other resources including the White River and Sunshine Gardens neighborhood. Estimated impacts to the Sunshine Gardens neighborhood are 50+ additional residential relocations. Impacts to the White River would include a new river crossing approximately 800 feet south of the existing I-465 bridges over the White River.	Eliminated
Add one lane in each direction on I-465 instead of two.	Does not meet purpose and need to “Improve traffic safety” or “reduce existing and forecasted traffic congestion” because projected level of service does not meet design criteria. Reducing to one lane in each direction still results in a Section 4(f) use.	Eliminated
Use retaining walls in all quadrants of I-465 / Bluff Road intersection	Reduces Section 4(f) use of Southside German Market Gardeners Historic District. Widening along I-465 in this vicinity is still needed in this alternative. Use of retaining walls reduces proposed right of way needs from 4(f) resource.	Carried Forward
Use retaining walls in SW and SE quadrants of I-465 / Bluff Road intersection with earthen slope in NW and NE quadrants	Reduces Section 4(f) use of Southside German Market Gardeners Historic District. Widening along I-465 in this vicinity is still needed in this alternative. Use of an earthen slope minimizes visual impacts and cost on the north side of the district.	Carried Forward



Table 7: Section 4(f) Direct Impacts of Remaining Least Harm Alternatives

Quadrant	Address	Retaining Wall in NE Quadrant			Earthen Slope in NE Quadrant		
		Slope Treatment	New Right of Way (acres)	House or Structure Acquired?	Slope Treatment	New Right of Way (acres)	House or Structure Acquired?
NW	4402 Bluff Rd	Earthen Slope	4.0	No	Earthen Slope	4.0	No
NE	4401 Bluff Rd	Retaining wall	0.3	Yes (1)	Earthen Slope	1.9	Yes (1)
SE	4425 Bluff Rd	Retaining wall	0.1	No	Retaining wall	0.1	No
SW	4450 Bluff Rd	Retaining wall	0	No	Retaining wall	0	No
Total			4.4			6.0	

The seven factors set forth in 23 CFR § 774.3(c)(1) were compared for the least harm alternatives. **Table 8** shows key characteristics of the two least harm alternatives, and their rating on each of the seven key factors.

Table 8: Review of Least Harm Alternative Factors

Project Impacts / Effects	Project Alternatives	
	Northeast Quadrant Retaining Wall	Northeast Quadrant Earthen Slope
Properties within the National Register – Listed Southside German Market Gardeners Historic District – Removals		
Individually NHRP Listed or Eligible Structures	0	0
Contributing Structures	1	1
Non-Contributing Structures	1	1
Factors for Consideration (774.3(c)(1)(i-vii))		
Ability to mitigate adverse effects	High	High
Relative severity of remaining harm after mitigation	Moderate	Moderate
Relative significance of each Section 4(f) property	Low	Low
Views of officials with jurisdiction (DHPA-SHPO) – Adverse Effect for all alternatives, relative severity	Acceptable	Acceptable
Relative satisfaction of purpose and need	Same	Same
Magnitude of any adverse effects on non-4(f) resources		
Maintaining I-465 and SR 37 Interchange	Meets	Meets
Noise	No Change	No Change
Project cost differential	\$2,000,000 higher	\$2,000,000 lower
Consulting Party Input	Not-favored	Favored



The alternative of providing an earthen slope in the northeast quadrant of the Bluff Road underpass at I-465 involves the removal of a contributing structure at 4401 Bluff Road. The DHPA-SHPO did not object to the removal of the structure at 4401 Bluff Road and in fact indicated the structure may not continue to be suitable for human habitation. It was concluded that removal of the structure was the prudent alternative for the north side of I-465. Use of retaining walls to avoid impacts to the structure at 4425 Bluff Road is the prudent alternative for the south side of I-465.

Measures to minimize harm for this option favored by the DHPA-SHPO include the actions listed below.

- Construction of an earthen slope on the north side of I-465 to minimize visual impact at 4401 Bluff Road, where right of way acquisition cannot be avoided.
- Construction of retaining wall on the south side of I-465 to reduce required right of way.
- Manufacture and the installation of an interpretive sign within the boundaries of the Southside German Market Gardeners Historic District or at a neighboring park or public space with a connection to the district.
- Completion of a National Register application for the entire Southside German Market Gardeners Historic District.
- Consideration in the design phase of a larger opening at the bridge carrying I-465 over Bluff Road to better connect the Southside German Market Gardeners Historic District on either side of I-465.
- Commitment to conduct a neighborhood meeting during design to discuss specific plantings on the earthen slope and treatments on the retaining walls.
- Provision of graffiti resistant coverings on retaining wall.

The final determination is that the project will require additional right of way to accommodate construction of retaining walls and earthen side slopes, resulting in a direct use of the Southside German Market Gardeners Historic District. The determination is that there is no feasible and prudent avoidance alternative to the use of land from the Southside German Market Gardeners Historic District and the proposed action includes all possible planning to minimize harm to this Section 4(f) resource resulting from such use.

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For the foregoing reasons, and based on the analysis and evaluation contained in the project's FEIS; after careful consideration of all the identified social, economic, and environmental factors and input received from other agencies, organizations, and the public; and the factors and project



commitments and mitigation measures outlined above, it is the decision of the FHWA to approve the selection of Refined Preferred Alternative as the Selected Alternative for the I-69 Tier 2 Section 6 project.

1 Feb 2018 Mayela Sosa

Date Mayela Sosa

Division Administrator

Federal Highway Administration

Indiana Division



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Appendix A: LIST OF FIGURES



Figure 5: Tier 1 Preferred Alternative 3C and Tier 2 Sections

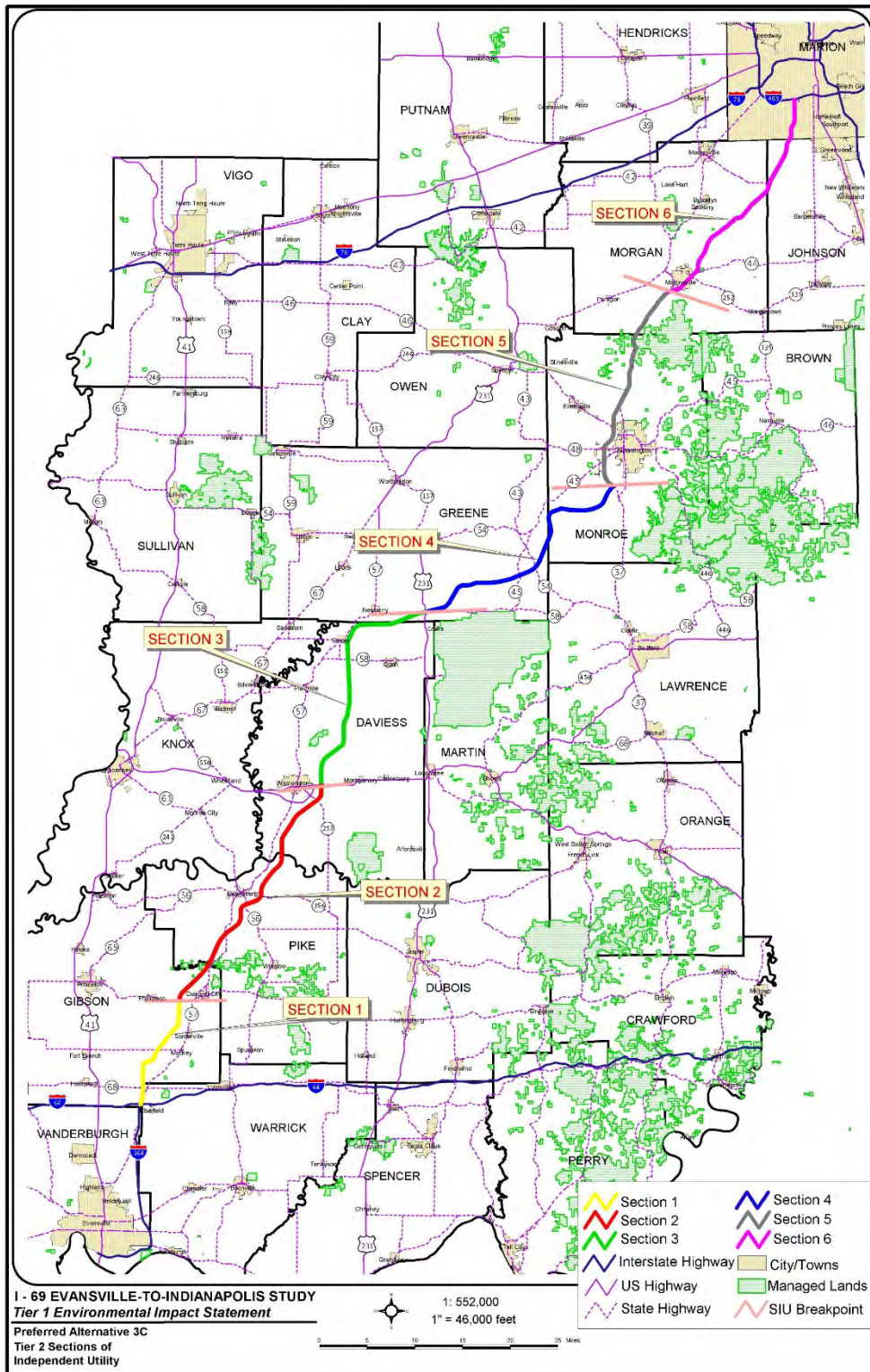


Figure 6: I-69 Section 6 Corridor identified in Tier 1

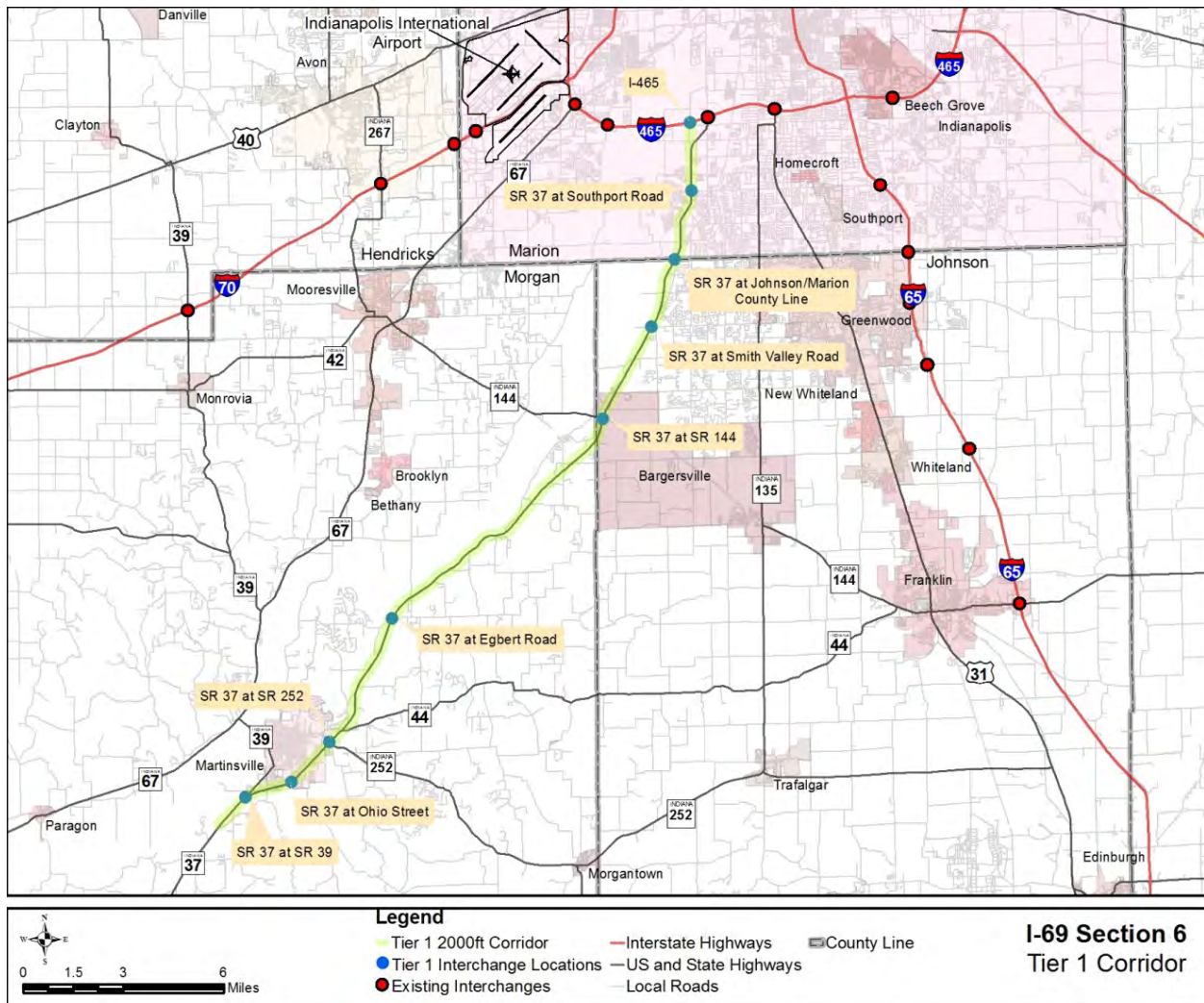




Figure 7: I-69 Section 6 Conceptual Alternatives

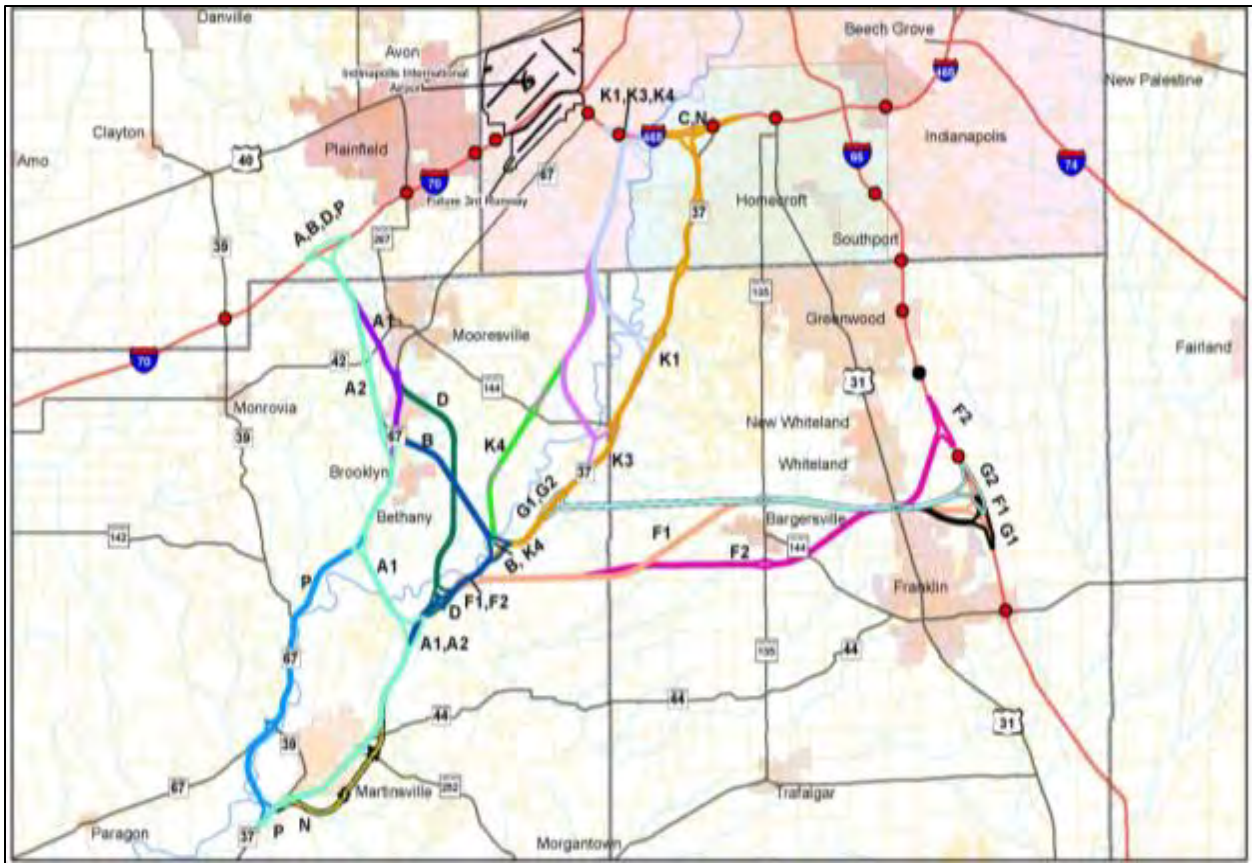
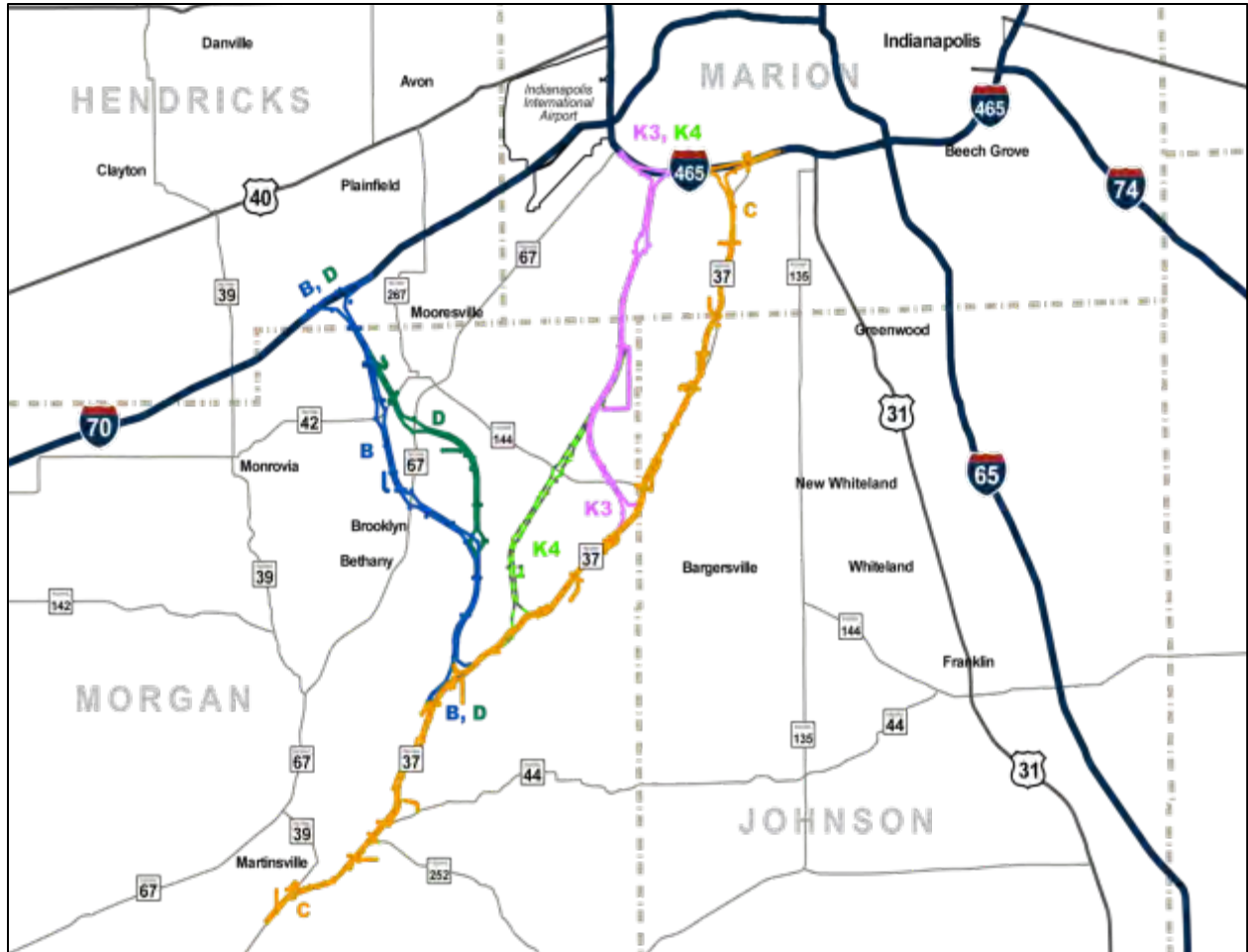


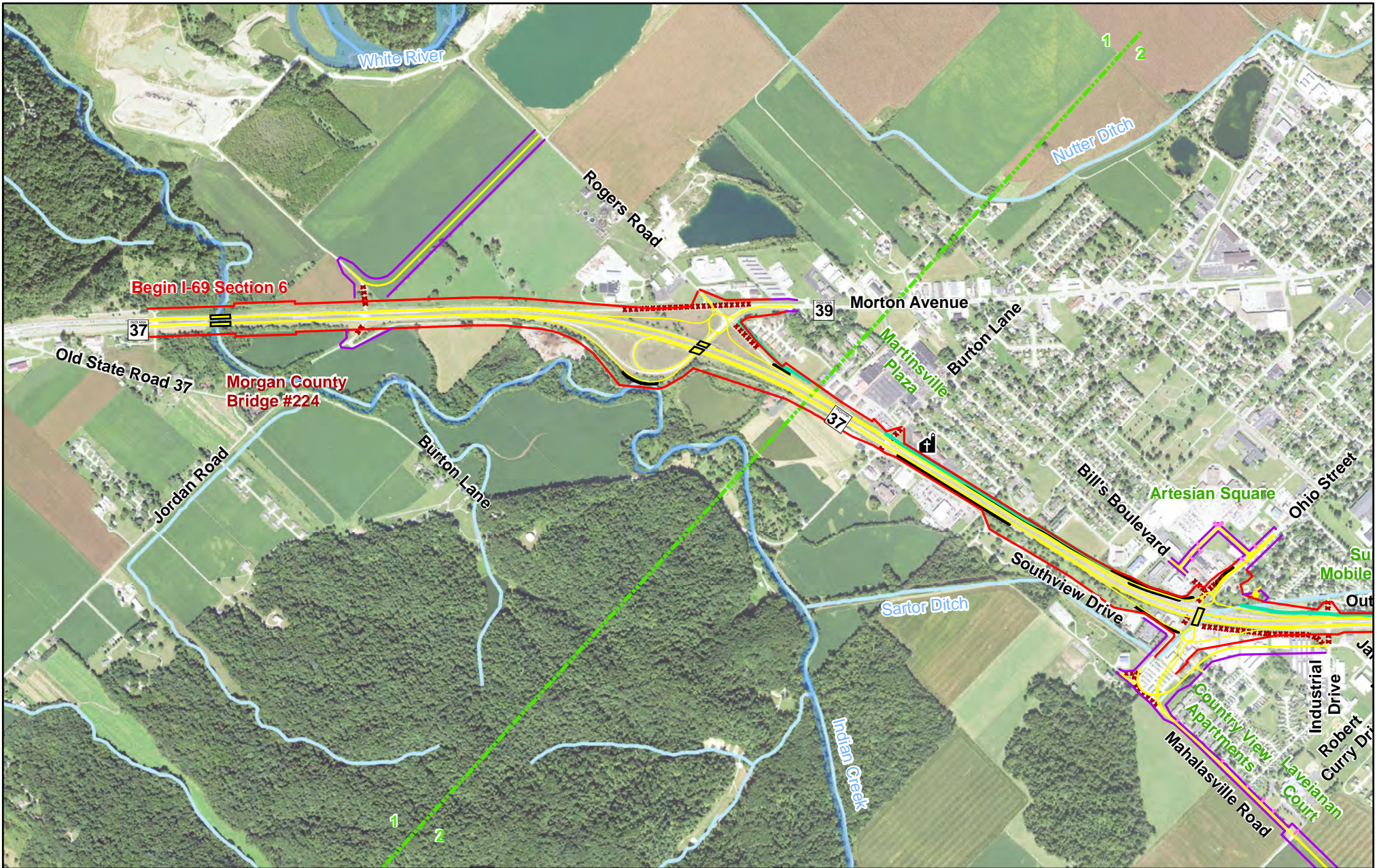
Figure 8: I-69 Section 6 Preliminary Alternatives





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Appendix B: REFINED PREFERRED ALTERNATIVE MAP BOOK

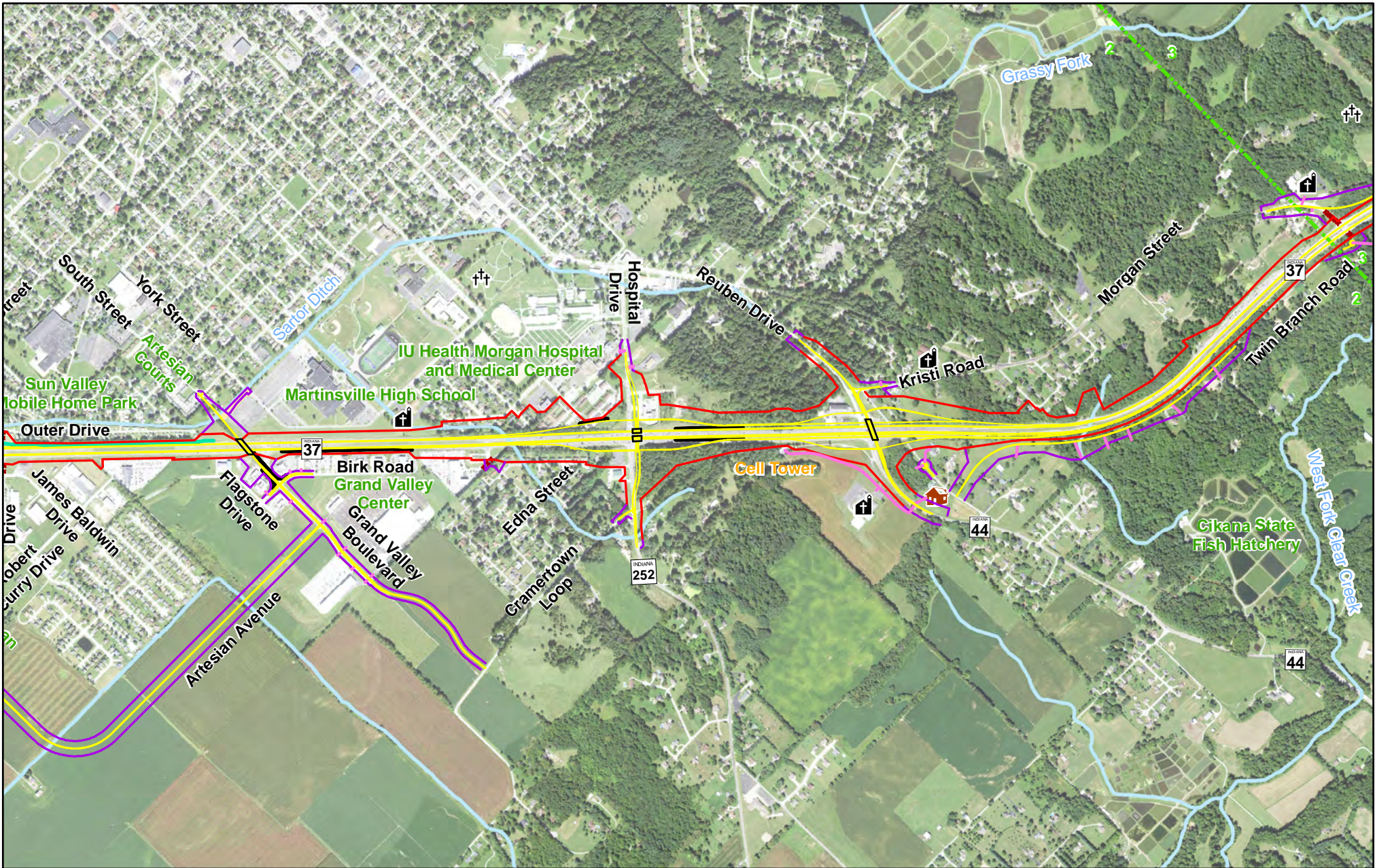


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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

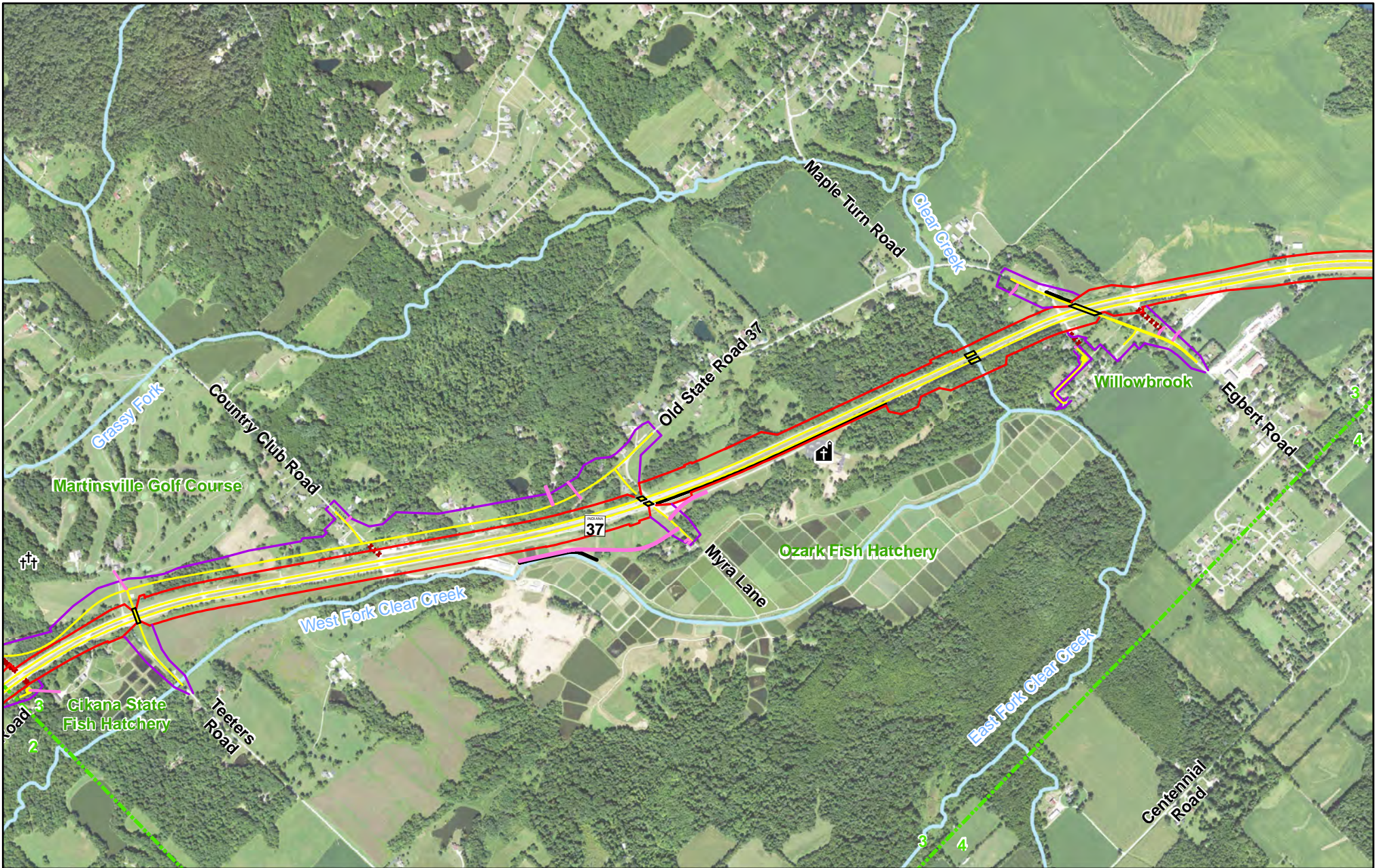
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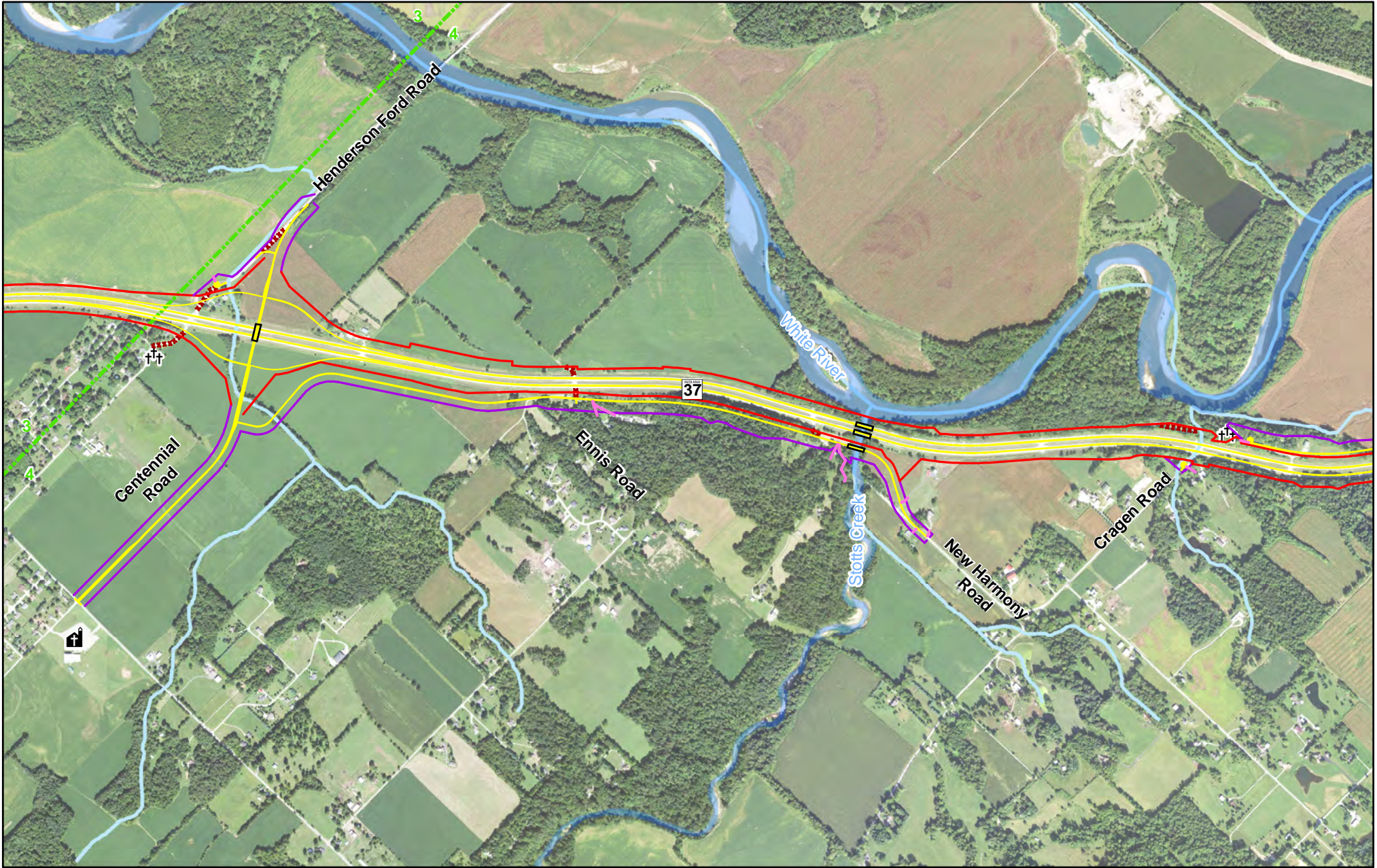
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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits	
	Roads Closed or Removed	Subsection Line					
	US Bike Route 50	Proposed Little Buck Creek Trail					



	Pavement	Limited Access ROW	Noise Barrier	Bridges and Retaining Walls	Cemetery	Fire Station
	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

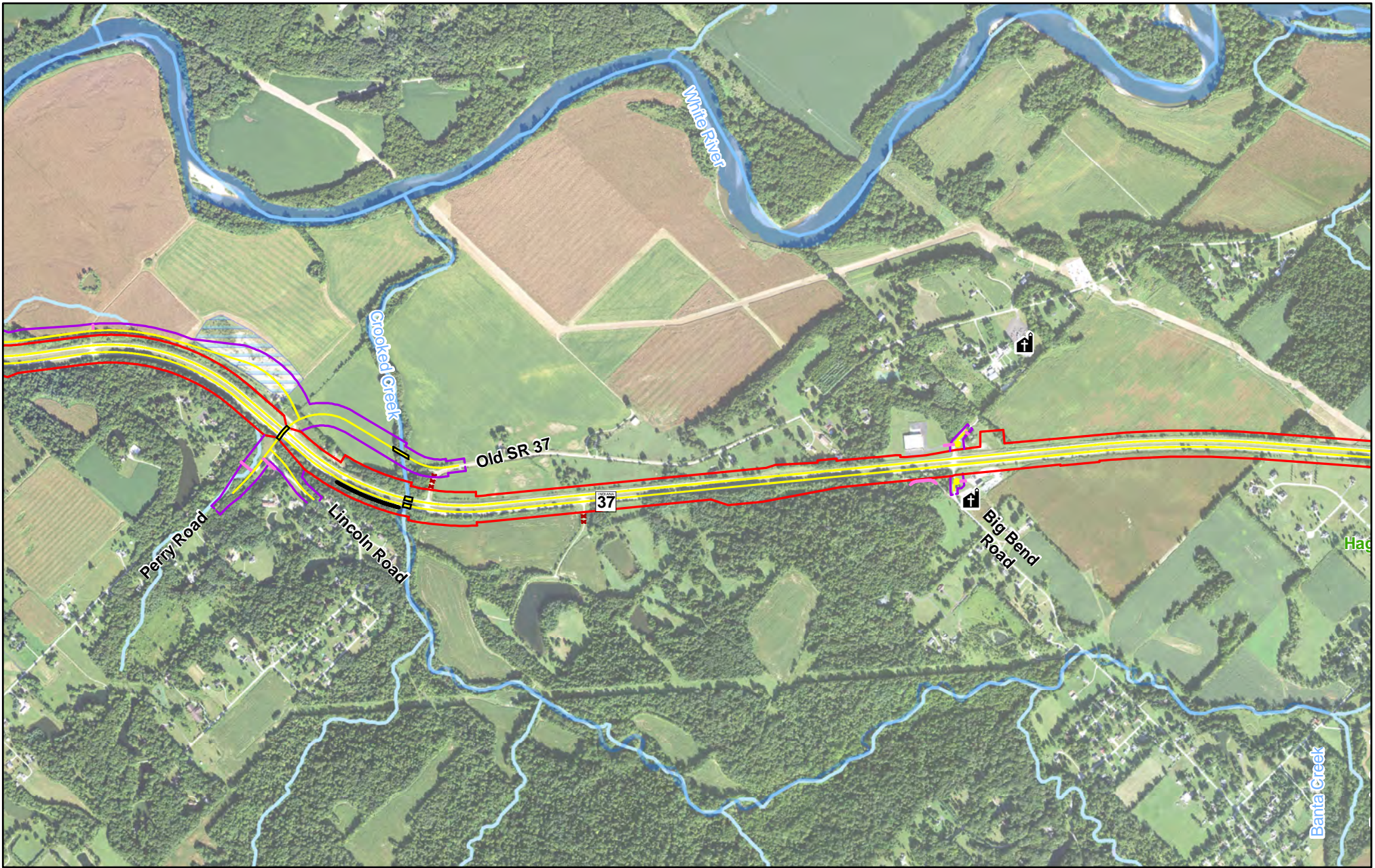
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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

REFINED PREFERRED ALTERNATIVE
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 1 Inch=1,500 Feet Feet



	Pavement	Limited Access ROW	Noise Barrier	Bridges and Retaining Walls	Cemetery	Fire Station
	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

REFINED PREFERRED ALTERNATIVE
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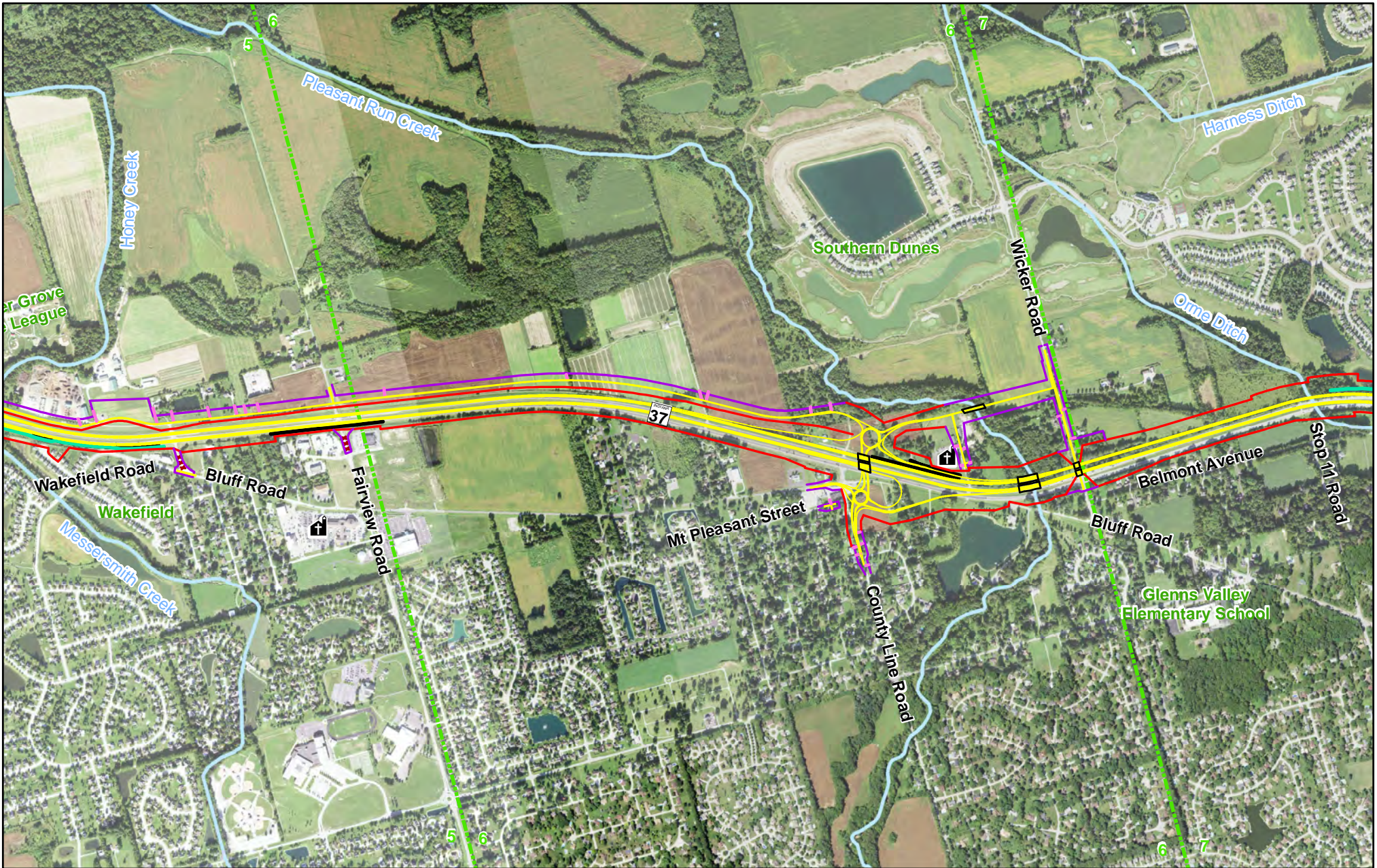
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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

REFINED PREFERRED ALTERNATIVE

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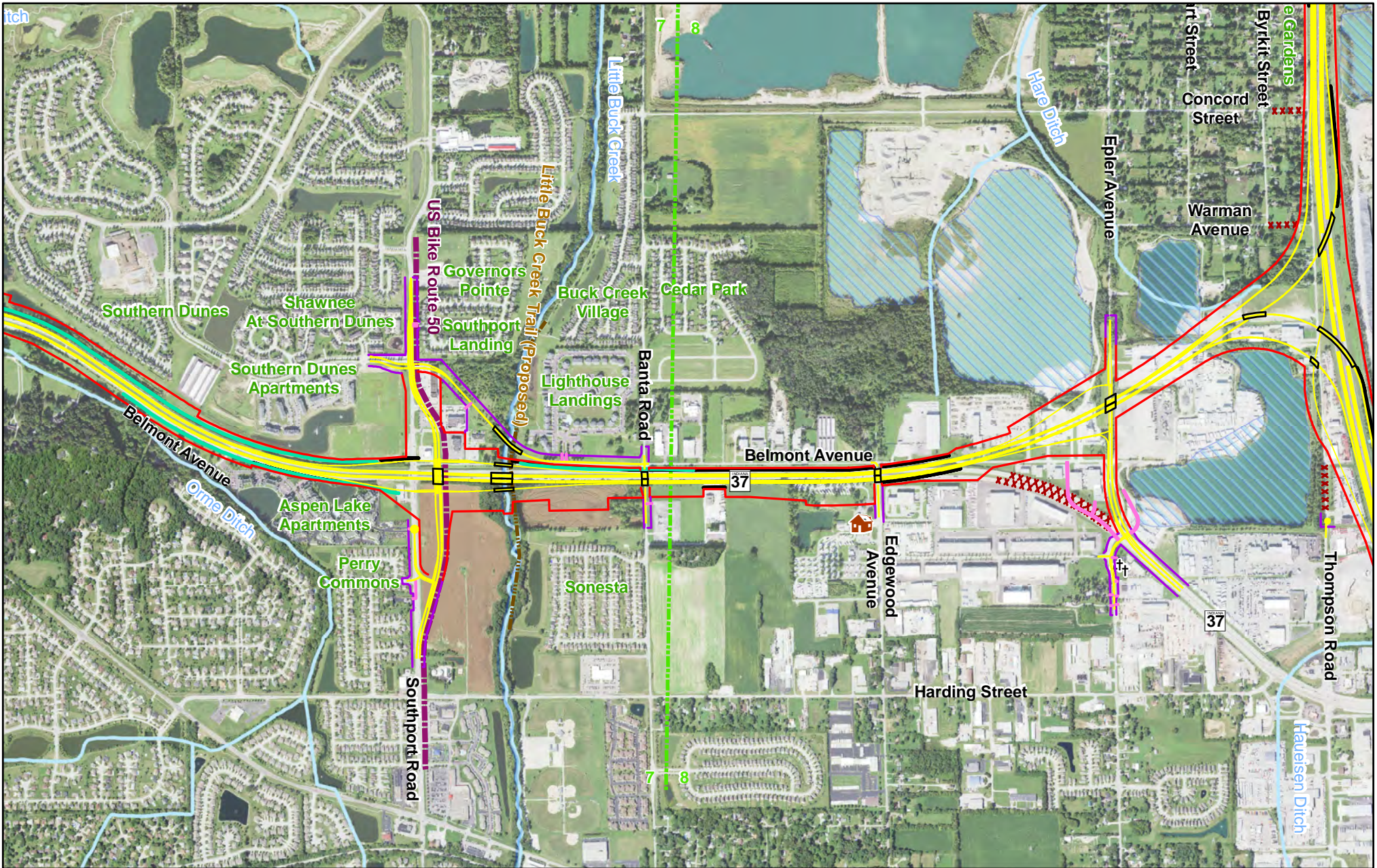
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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits	
	Roads Closed or Removed	Subsection Line					
	US Bike Route 50	Proposed Little Buck Creek Trail					



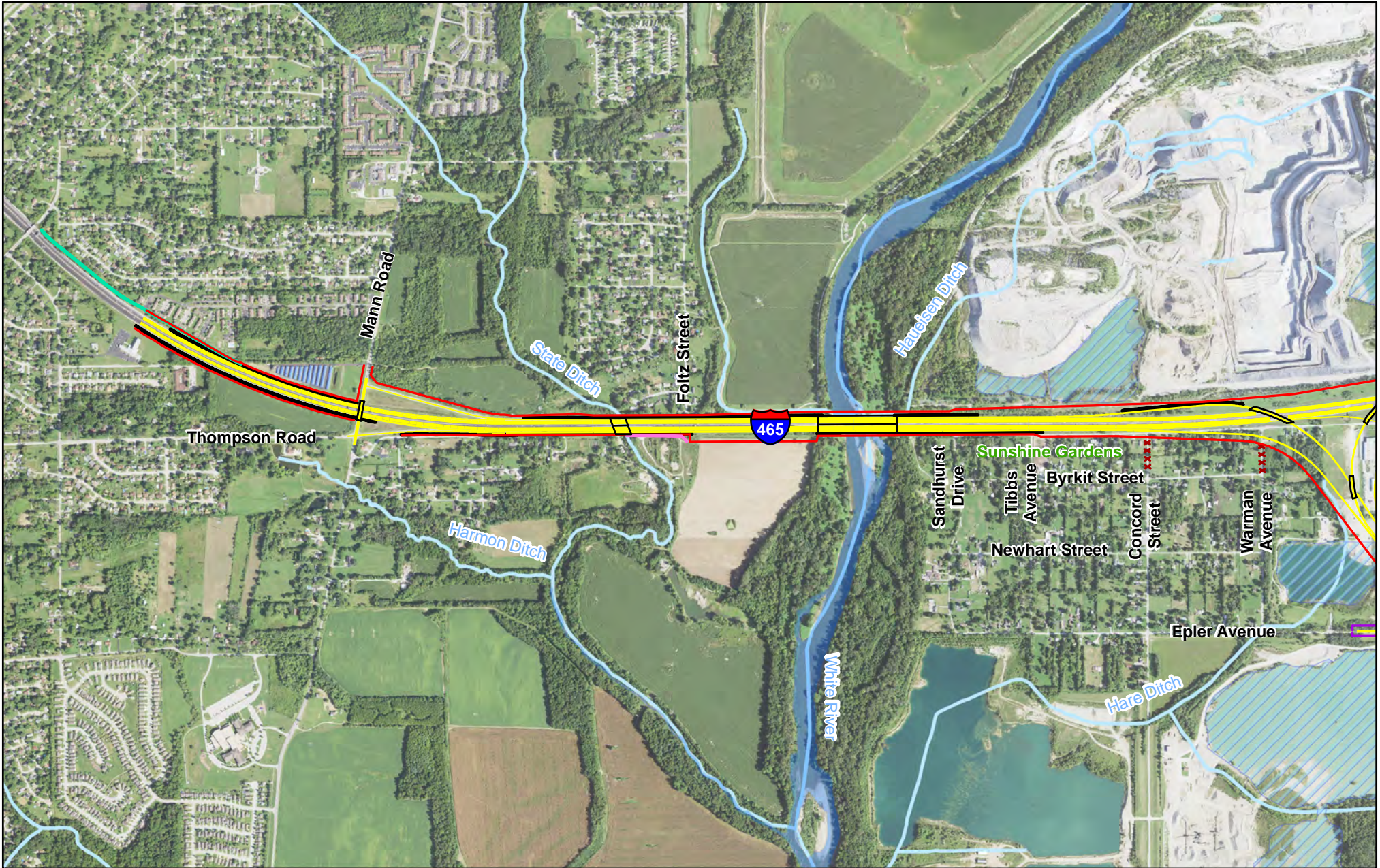
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	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

REFINED PREFERRED ALTERNATIVE

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1 Inch=1,500 Feet



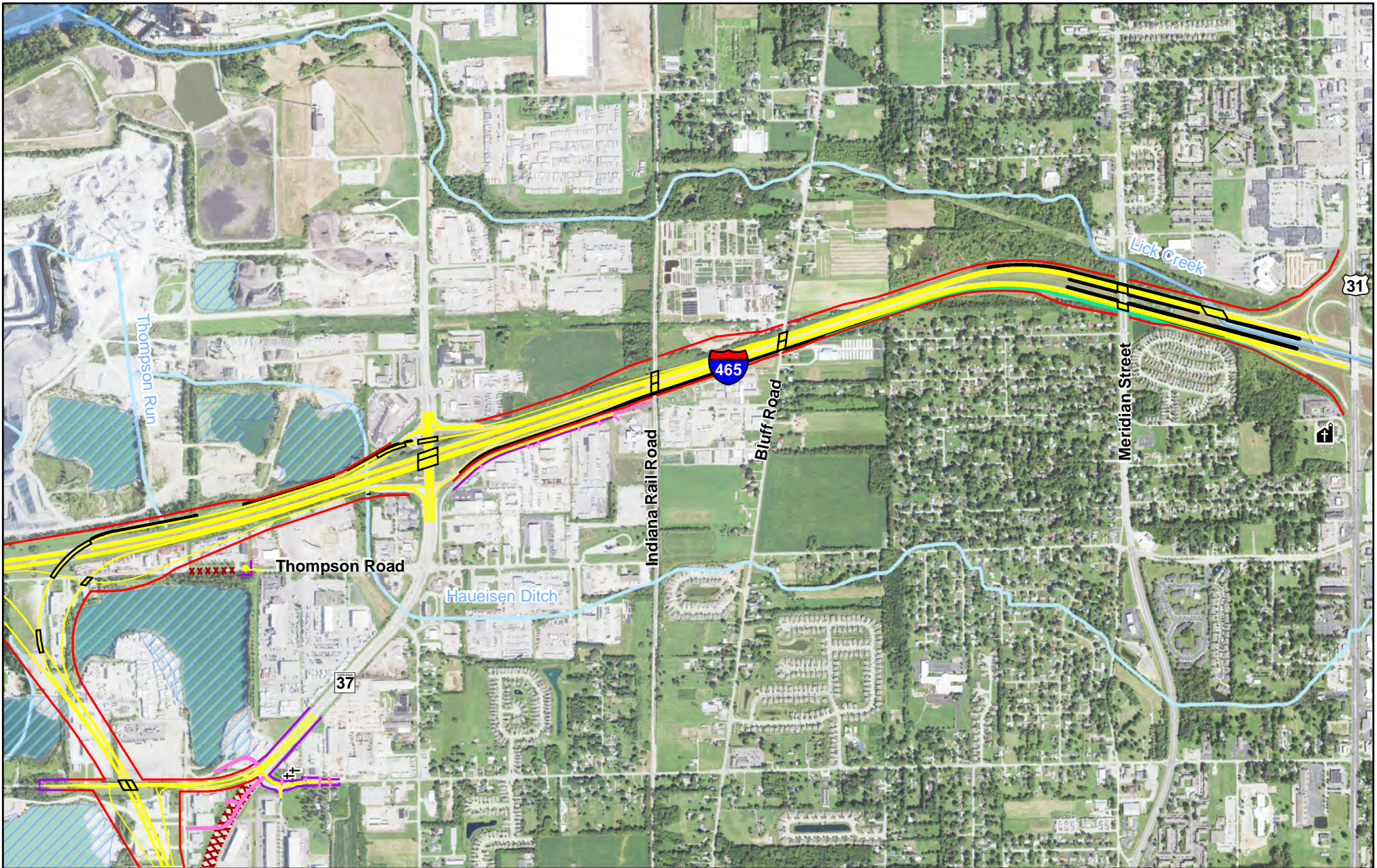
	Pavement	Limited Access ROW	Noise Barrier	Bridges and Retaining Walls	Cemetery	Fire Station	REFINED PREFERRED ALTERNATIVE 0 750 1,500 1 Inch=1,500 Feet Feet
	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits	
	Roads Closed or Removed	Subsection Line	Proposed Little Buck Creek Trail				
	US Bike Route 50						



	Pavement	Limited Access ROW	Noise Barrier	Bridges and Retaining Walls	Cemetery	Fire Station
	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits
	Roads Closed or Removed	Subsection Line				
	US Bike Route 50	Proposed Little Buck Creek Trail				

REFINED PREFERRED ALTERNATIVE

0 750 1,500
1 Inch=1,500 Feet



	Pavement	Limited Access ROW	Noise Barrier	Bridges and Retaining Walls	Cemetery	Fire Station	<h3 style="text-align: center;">REFINED PREFERRED ALTERNATIVE</h3> <p style="text-align: center;">0 750 1,500</p> <p style="text-align: center;">1 Inch=1,500 Feet </p>
	Driveway	Local ROW	Sidewalk	Rivers or Streams	Church	Gravel Pits	
	Roads Closed or Removed	Subsection Line					
	US Bike Route 50	Proposed Little Buck Creek Trail					



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Appendix C: COMMITMENT SUMMARY



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I-69 Section 6 Commitments Summary

Commitment Number	Commitment Description	Required or For Consideration
1	FHWA and INDOT will provide funding and technical assistance to support a comprehensive effort to update the Interim Reports for Warrick, Gibson, Pike, Daviess, Martin, Monroe (excluding Bloomington), Morgan, Johnson, and Marion (Perry, Decatur and Franklin Townships only) counties.	Required
2	INDOT will provide to permitting agencies and USEPA a tracking summary on an annual basis. The summary will identify the mitigation commitments and describe the status of the activities-to-date associated with each commitment.	Required
3	INDOT will consider the following of property lines where possible to minimize farm splits.	For Consideration
4	INDOT will consider adjustment of cul-de-sac locations to avoid/minimize stream and wetland impacts.	For Consideration
5	Where reasonable and cost effective, local service roads will be used to maintain accessibility for residences, farm operations, businesses, churches, schools, and other land uses. The determination of whether local service roads to potentially landlocked parcels will be constructed or whether the landlocked parcels will be acquired due to the cost of providing access will be made during final design.	For Consideration
6	Efforts will be made to minimize the disruption of local crossroads and bicycle facilities, and minimize impacts to school bus and emergency provider routes. The alternatives were developed that avoid closure of local roads where possible: in some locations the Interstate will overpass the county roads, while in other instances the county roads will bridge the Interstate. Whether overpasses in these areas need wider shoulders or less steep grades will be investigated during the design phase of the project.	For Consideration
7	Any roads terminated at the Interstate will be provided a cul-de-sac or other means to allow large vehicles such as school buses, snow plows, or county maintenance vehicles sufficient turn around space. Appropriate signing will be placed at the nearest intersection to warn that the road does not provide for through traffic.	Required
8	Efforts have been made and will continue to be made to minimize relocations.	Required



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Commitment Number	Commitment Description	Required or For Consideration
9	All acquisitions and relocations required by this project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR (Code of Federal Regulations) 24, and Title VI of the Civil Rights Act of 1964. INDOT will take required actions to ensure fair and equitable treatment of persons displaced as a result of this project up to and including providing replacement housing of last resort as defined in 49 CFR 24.404. Relocation resources for this project are available to residential and business relocatees without discrimination. Payments received are not considered as income under the provisions of the Internal Revenue Code of 1954; or for the purposes of determining any person’s eligibility, or the extent of eligibility, for assistance under the Social Security Act or any other Federal law.	Required
10	Advisory services will be made available to farms and businesses, with the aim of minimizing the economic harm to those businesses and farm establishments.	Required
11	The final design of the selected alternative may include shifting the alternative both vertically and horizontally, wherever feasible, to minimize noise impacts where other factors are not prohibitive.	For Consideration
12	Consideration will be made to provide reasonable and feasible noise abatement, including noise barrier walls, early in construction for the added benefit of mitigating construction noise. Construction vehicles and equipment will be required to follow INDOT Standard Specifications and shall be maintained in proper mechanical condition. Proper maintenance of construction vehicles shall be performed to assist in controlling noise.	Required
13	Erosion control devices will be used to minimize sediment and debris from leaving the project site in runoff. Erosion control measures will be put in place as a first step in construction and maintained throughout construction.	Required
14	Wetlands within the right of way that are not within the construction limits will be delineated and protected from construction impacts. Protection measures may include silt fences and/or other erosion control measures.	Required
15	Timely revegetation after soil disturbance will be implemented and monitored for coverage and viability. Revegetation will consider site specific needs for water quality and karst protection (where applicable). Unless specific needs are identified, revegetation of disturbed areas will occur in accordance with INDOT Standard Specifications.	Required
16	Any riprap used below the high-water mark and outside of the highway clear zone will be of a large diameter in order to allow space for habitat for aquatic species after placement.	Required
17	Slopes will be designed that resist erosion. If they exceed 2 to 1, they will include stabilization techniques. The extent of artificial bank stabilization (e.g. riprap, concrete) will be minimized and bioengineering techniques will be considered where situations allow.	Required



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Commitment Number	Commitment Description	Required or For Consideration
18	Best Management Practices (BMP) will be implemented during construction to protect groundwater. To protect sources of potable water, especially in areas where groundwater from private, individual wells in the principal source of potable water; construct grassy swales to divert stormwater from the road to ditches and streams, and use construction methods to reduce turbidity that construction temporarily causes. Impacts will be mitigated on a case-by-case basis. If residential wells are encountered, they will be re-drilled as part of the right of way agreement with the property owner. If any identified well needs to be backfilled, that action will be performed according to 312 IAC 13-10 (see INDOT Standards & Specifications Section 202.02).	Required
19	Fugitive dust generated during land clearing and demolition procedures will be controlled by proper techniques as documented in INDOT Standard Specifications. These include, but are not limited to, vegetative cover, mulch, spray-on adhesive, calcium chloride application, water sprinkling, stone, tillage, wind barriers, and construction of a temporary graveled entrance/exit to the construction site.	Required
20	Prior to construction, planning for parking and turning areas outside the construction limits but within the right of way for heavy equipment will be located to minimize soil erosion, tree clearing, and impacts to other identified resources (such as karst).	Required
21	All equipment servicing and maintenance will take place in a designated maintenance area away from environmentally sensitive areas such as streambeds, wetlands, karst features, sinkholes, areas draining into sinkholes, and historic resources.	Required
22	To avoid any direct take of Indiana bats and northern long-eared bats, no trees with a diameter of 3 or more inches at breast height (DBH) will be removed from April 1 to the following September 30, for areas not within 5 miles of a known hibernaculum (WAA).	Required
23	In the median (bifurcated sections with widened medians), outside the clear zone, and considering other safety factors, tree clearing will be kept to a minimum with woods kept in as much a natural state as reasonable if it is sufficiently outside any clear zone requirements.	Required
24	Forested medians will be managed following IDNR State Forest timber management plan.	Required
25	Woody vegetation will be incorporated into the revegetation plan where appropriate. Woody vegetation will only be used a reasonable distance beyond the clear zone to ensure a safe facility. In areas that contain water resources, low-growing shrubs will be considered for planting in the adjacent areas outside the clear zone, but within the right of way.	For Consideration
26	Revegetation of disturbed soils in the right of way and medians will utilize native grasses and native wildflowers as appropriate, such as those cultivated through INDOT's Roadside Heritage program.	For Consideration
27	A Traffic Management Plan (TMP) will be developed in design through coordination with local agencies, emergency responders and schools to ensure that appropriate access is maintained during construction with as little disturbance to emergency routes as possible.	Required



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Commitment Number	Commitment Description	Required or For Consideration
28	Early notice of detour routes will be provided to the local communities.	Required
29	Construction noise and vibration abatement measures may be required in areas where residences or other sensitive noise receivers are subjected to excessive noise from highway operations. Abatement measures will include those contained in INDOT Standard Specifications. Consideration will be given to providing reasonable and feasible noise abatement early in the construction phase to mitigate construction noise. Noise impacts could be controlled through the regulation of construction time and hours worked, using noise-controlled construction equipment, limitations of construction vehicles during evening and weekend hours and by locating equipment storage areas away from noise sensitive areas.	For Consideration
30	Construction in a Floodway permit(s) will be applied for with the IDNR Division of Water before or during the design phase of this project for all areas that require a "Construction in a Floodway" permit.	Required
31	Construction work within floodplains will be carefully controlled to minimize impacts to stream, wetlands, and wildlife habitat.	Required
32	The undersides of existing bridges that must be removed for construction of I-69 will be visually surveyed and/or netted to determine their use as night roosts by Indiana bats and northern long-eared bats during the summer.	Required
33	Design and construction will adhere to the Wetland MOU (dated January 28, 1991). The primary purpose of the Wetland MOU is to fulfill water resource permitting requirements. In so doing, the Wetland MOU serves to minimize impacts to the Indiana bat and northern long-eared bat by mitigating for wetland losses and creating bat foraging areas at greater ratios than that lost to the project.	Required
34	BMPs will be used in the construction of this project to minimize impacts related to borrow and waste disposal activities.	Required
35	Solid waste generated by clearing and grubbing, demolition or other construction practices will be removed from the location and properly disposed.	Required
36	Contractors are required to follow safeguards established in INDOT Standard Specifications (Section 203.08 Borrow or Disposal). Prior to their use, borrow and waste sites will be assessed for impacts to resources such as archaeological resources, wetlands, etc. Requirements include avoiding impacts, obtaining required permits, and/or mitigating all impacts for borrow/disposal sites that contain these resources.	Required
37	Special Provisions will prohibit the filling and damaging of wetlands located outside the construction limits within the right of way by delineating and protecting these areas from construction use and secondary construction impacts. Note that this does not include isolated ponds such as farm ponds or those developed from old borrow sites. These are exempt from regulation because they are manmade bodies of water constructed from uplands.	Required



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Commitment Number	Commitment Description	Required or For Consideration
38	Burning of construction related debris will be monitored and will be conducted in accordance with all local, State, and Federal regulations. All burning will be conducted a reasonable distance from all homes and care will be taken to alleviate any potential atmospheric conditions that may be a hazard to the public. All burning will be monitored.	Required
39	All I-69 engineering supervisors, equipment operators, and other construction personnel and INDOT maintenance staff will attend a mandatory environmental awareness training that discloses where known sensitive Indiana bat, northern long-eared bat, and bald eagle sites are located in the project area, addresses any other concerns regarding bats and bald eagles, and presents a protocol for reporting the presence of any live, injured, or dead bats (any species) or eagles (bald or golden) observed or found within or near the construction limits or right of way during construction, operation, and maintenance of I-69. Should any live, injured, or dead bats or eagles be located; all work shall stop within 200 feet until further notice from the USFWS. Project personnel will also be instructed about the terms and conditions of the Incidental Take Statement and the restrictions imposed by them before construction and operation begins.	Required
40	INDOT and FHWA will keep track of all known bald eagles killed or injured from vehicle collisions to ensure that the anticipated amount of incidental take, 3 killed/injured bald eagles during any five-year period for I-69 from Evansville to Indianapolis, is not exceeded.	Required
41	INDOT and FHWA will keep track of all known Indiana bats killed from vehicle collisions to ensure that the anticipated amount of incidental take, 21 killed per calendar year for I-69 from Evansville to Indianapolis, is not exceeded.	Required
42	Prepare a marketing plan for dissemination of the cultural and natural resources audio tour developed per the Section 106 MOA.	Required
43	A Phase Ia archaeological survey and any other subsequent surveys will be conducted for any final right of way adjustments which were not covered under the original Phase Ia survey.	Required
44	Prior to construction, Phase Ic, Phase II, and/or any other subsequent survey's will be conducted for previously identified archaeological sites identified in the Section 106 MOA.	Required
45	FHWA and INDOT will assist the SHPO to develop its GIS capability to facilitate Tier 2 consultation projects and to support historic preservation reviews for other transportation projects in southwest Indiana.	Required
46	FHWA and INDOT will provide financial and technical assistance to the SHPO for the further development of GIS-based tools for identifying and recording archaeological sites.	Required



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Commitment Number	Commitment Description	Required or For Consideration
47	Appropriate cleanup of hazardous materials and/or removal of underground storage tanks (USTs) and aboveground storage tanks (ASTs) may be required if a contaminated site is purchased. INDOT will coordinate with the appropriate agencies and property owners to see that proper cleanup of any contaminated sites are completed. All tanks will be removed in accordance with applicable state and federal laws and regulations. As part of the removal of the USTs, an impact assessment consisting of soil and/or groundwater testing will be performed.	Required
48	Where construction would require the removal/relocation of buried fuel (oil, natural gas, and diesel) pipelines, coordination will occur with pipeline owners, per INDOT Standard Specifications. Also, stipulations in the Standard Specifications will be followed to ensure safe removal/relocation of the pipelines and associated appurtenances, and appropriate remediation of soils and groundwater impacts, should such be necessary. In addition, the procedure will include advance notification of IDEM regarding the potential for contamination of groundwater and need for remediation.	Required
49	INDOT will be responsible for proper closing of any improperly abandoned well discovered during construction within the project right of way, according to INDOT Standard Operating Procedures for closing wells that are to be abandoned. In addition, the procedure will include advance notification of IDEM regarding the potential for contamination of groundwater and need for remediation. The IDNR shall be contacted to ensure any located abandoned wells are properly capped. If an abandoned or dry petroleum well is encountered during construction, proper closure methods shall be implemented through coordination with the IDNR, Division of Oil and Gas, and IDEM.	Required
50	Wetlands determined to be “waters of the U.S.” will be replaced in accordance with the MOU between INDOT, USFWS, and IDNR as dated January 28, 1991, or any successor agreement entered into by these agencies. While not signatory to the agreement, USACE typically follows the mitigation ratios within the MOU. Under the 1991 MOU, wetlands would be mitigated as follows: Farmed 1 to 1; Scrub/shrub and palustrine/lacustrine emergent 2 - 3 to 1 depending upon quality; Bottomland hardwood forest 3 – 4 to 1 depending upon quality; Exceptional, unique, critical (i.e. cypress swamps) - 4 and above to 1 depending upon quality. As required for Section 404/401 permitting, Wetland Mitigation and Monitoring Plans will be prepared.	Required
51	If appropriate, wetland mitigation may include wetland banking. Wetland banking is an effort to build a large wetland mitigation site(s) to mitigate for a number of smaller impacts from potentially a number of projects typically in the same watershed. This typically results in a much more functional and valuable replacement wetland.	Required
52	All 404/401 permit requirements shall be implemented in design and construction. Construction limits in final design shall remain within the construction limits outlined in the 404/401 permits and applications. Any locations where construction limits extend outside the permitted construction limits, and may result in additional impacts to wetlands or streams, shall be evaluated to ensure permit requirements are met.	Required



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Commitment Number	Commitment Description	Required or For Consideration
53	Where woody vegetation, wetlands, wildflowers, karst, water bodies, riparian habitat, or environmentally sensitive areas occur outside the construction limits but within the right of way; permanent "Do Not Mow or Spray" signs will be posted to alert construction and maintenance staff. This will assist in prevention of disturbance, clearing, and/or herbicide treatment both during and after construction.	Required
54	Tree clearing and snag removal will be kept to a minimum and limited to within the construction limits and calendar requirements. Minimize tree clearing and snag removal near streams and rivers. [Note: Providing approximately 20 feet of cleared space around a bridge would be permitted to allow sufficient room for bridge maintenance and inspection.] Environmentally sensitive locations (e.g., wetlands, streams, historic structures, archaeology sites, sinkholes) in the general area will be clearly shown on construction plans. Sites outside the construction limits within the right of way will be delineated. These sites will not be permitted for use as staging areas, borrow, or waste sites. (Note: due to sensitive nature of the resource, archaeological sites shall be labeled strictly as avoidance areas with no reference to archaeology.) Post "DO NOT DISTURB" signs at the construction zone boundaries prior to and during construction to prevent disturbance to these areas.	Required
55	Where reasonable, the selected alternative follows existing property lines and minimizes dividing or splitting of large tracts of farmland to reduce the creation of point rows and uneconomic remnants. This will continue to be incorporated into final right of way development.	For Consideration
56	Where providing access to farm parcels is not deemed reasonable from an economic standpoint (i.e., it would cost more to provide new access than to acquire the property), the disposition of landlocked parcels and uneconomic remnants will be addressed during final design and right of way acquisition.	For Consideration
57	The NRCS has been contacted and appropriate analyses has been conducted in accordance with the Farmland Protection Policy Act. Coordination will continue with the NRCS to determine the feasibility of participating in the Farm and Ranch Lands Protection Program (formerly known as the Farmland Protection Program).	For Consideration
58	INDOT and FHWA will incorporate local and regional farmland protection strategies into the I-69 Community Planning Program.	Required
59	Upland forest impacts will be mitigated at a ratio of 3 to 1 for the I-69 Evansville-to-Indianapolis project as a whole, through the preservation and/or replacement of forested lands within Southwest Indiana. Mitigation goals are to replace direct forest impacts at a 1 to 1 ratio and provide an additional 2 to 1 ratio of forest preservation. All forest mitigation lands will be protected in perpetuity by conservation easements and/or deed restrictions. It is anticipated that all mitigation for forest impacts caused by each I-69 section will be located within the study area for each section. However, forest mitigation is being developed on a project-wide basis, and may include large tracts that serve as mitigation for multiple Tier 2 sections. The 3 to 1 mitigation ratio may not necessarily be provided within each Tier 2 section; however, the total mitigation for all forest impacts will be 3 to 1.	Required



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Commitment Number	Commitment Description	Required or For Consideration
60	INDOT will consult with appropriate resource agencies regarding forest mitigation measures. Potential forest mitigation sites are identified in the Revised Tier 1 Conceptual Forest and Wetlands Mitigation and Enhancement Plan. The plan provides a list of possible replacement sites.	Required
61	Riparian forest impacts were calculated by identifying plant communities within 100 feet of a stream, measured from the stream’s center. Riparian forest impacts (if non-wetland forests) will be mitigated at a ratio of 1:1 on a linear feet basis in consultation with IDEM and USACE. If these riparian forests are identified as wetland forests, the impacts will be mitigated according to the Wetland MOU. If the riparian forests are identified as non-wetland forests in a floodway, impacts will be mitigated according to IDNR ratios: 2:1 replanting or 10:1 preservation. All other non-wetland riparian forest replacement will be included as part of the 3 to 1 upland forest mitigation. Riparian forest impacts are not additional impacts, but will be addressed as either a non-wetland or wetland forest.	Required
62	The realignment of surface streams or impacts to riffle-pool complexes and natural stream geomorphology will be avoided where reasonable. Stream impacts have been minimized through alignment planning and unavoidable relocations will be mitigated.	Required
63	Where reasonable, below-water work will be restricted to placement of piers, pilings and/or footings, shaping of spill slopes around the bridge abutments, and placement of riprap. Any in-stream construction timing restrictions will be addressed during permitting.	Required
64	If riprap is utilized for bank stabilization, it shall be of appropriate size and extend below the low-water elevation to provide for aquatic habitat.	Required
65	Where reasonable, channel work and vegetation clearing shall be restricted to within the width of the construction limits.	Required
66	Culverts and other small structures will be placed so that they do not preclude the movement of fish and other aquatic organisms.	Required
67	Culverts and other small structures will be used to preserve existing drainage patterns.	Required
68	Consideration will be given to oversized culverts to allow for the passage of small fauna at locations where it is determined to be appropriate and reasonable, and natural bottoms will be preserved when feasible, thereby also reducing impacts to flow rate. The culverts should be of sufficient size to prevent upstream bed instability and erosion of downstream banks.	Required
69	Erosion control devices such as burlap, jute matting, erosion control blankets, grading, seeding, and sodding, as well as other temporary erosion and sediment control devices shall be used to minimize sediment and debris from leaving the project site in runoff and minimize sediment and debris in tributaries crossed by the project.	Required
70	In mitigation sites and within the proposed right of way for I-69, INDOT will use appropriate herbicides and/or physical mechanisms to control invasive plants, such as purple loosestrife, reed canary grass, kudzu, Japanese knotweed and others.	Required



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Commitment Number	Commitment Description	Required or For Consideration
71	Coordination with the USFWS will continue pursuant to the Migratory Bird Treaty Act of 1918.	Required
72	: Wildlife crossings, if applicable, will be determined and designed considering size, placement, substrate, vegetative cover, moisture, temperature, light, and human disturbance; roadway warning signs and flashers; and potential for planting unpalatable species near roadway to reduce likelihood of wildlife attraction.	For Consideration
73	Where reasonable, the selected alternative will cross rivers and streams at their narrowest floodway width, reduce the number of stream relocations and floodplain encroachments, and utilize existing stream crossings where appropriate.	Required
74	Floodplain bridging has been incorporated at multiple locations to reduce floodplain impacts. Where backwater exceeds the specified limits identified in the Flood Control Act, flood easements will be secured to address the potential effects. All structures will be designed to meet FHWA allowable backwater limits.	Required
75	Return disturbed in-stream habitats to their original condition, when possible, upon completion of construction in the area.	Required
76	Where appropriate, especially in karst areas, construct roadside ditches that are grass-lined and connected to filter strips and containment basins. Avoidance of infiltration features within wellhead protection areas (WHPAs) is the preferred approach to minimize groundwater impacts. During the design phase, specific coordination will be conducted with IDEM for any detention/retention facilities planned in WHPAs.	Required
77	Make every effort to minimize the amount of salt used on the bridges and roads. Use alternative substances or low salt (e.g., sand) as much as possible.	Required
78	Where reasonable and appropriate, floodplains and oxbows will be bridged to protect environmentally sensitive areas.	For Consideration
79	Efforts will be made to locate Interstate alignments so they avoid transecting forested areas and fragmenting core forest where reasonable.	For Consideration
80	In areas with suitable summer habitat for the Indiana bat and northern long-eared bat, mist net surveys will be conducted between May 15 and August 15 at locations determined in consultation with USFWS as part of Tier 2 studies. If individuals of these species are captured, some will be fitted with radio transmitters and tracked to their diurnal roosts for at least five days unless otherwise determined by USFWS.	Required
81	The undersides of existing bridges that must be removed for construction of I-69 will be visually surveyed and/or netted to determine their use as night roosts by Indiana bats during the summer.	Required
82	If feasible and appropriate, I-69 and frontage road bridges (including the Patoka River and East Fork of the White River bridges) will be designed to provide suitable night roosts for Indiana bats and other bat species in consultation with USFWS.	For Consideration



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Commitment Number	Commitment Description	Required or For Consideration
83	Where feasible and appropriate, bridges will be designed with no or a minimum number of in-span drains. To the extent possible, stormwater flow will be directed towards the ends of the bridge and to the riprap drainage turnouts.	Required
84	Indiana bat and northern long-eared bat summer habitat will be created and enhanced in the Action Area through wetland and forest mitigation focused on riparian corridors and existing forest blocks for habitat connectivity. In selecting sites for summer habitat creation and enhancement, priority will be given to sites located within a 2.5-mile radius from a recorded capture site or roost tree. If willing sellers cannot be found within these areas, other areas may be used as second choice areas as long as they are within the Action Area and close enough to benefit the maternity colonies, or are outside the Action Area but accepted by USFWS.	Required
85	Where appropriate, mitigation sites will be planted with a mixture of native trees that is largely comprised of species that have been identified as having relatively high value as potential Indiana bat roost trees.	Required
86	Tree plantings at mitigation sites will be monitored for a minimum of five years after planting to ensure establishment and will be protected in perpetuity via conservation easements and/or deed restrictions. Some mitigation sites will be monitored for a minimum of 10 years, as specified in the mitigation and monitoring plans for each site.	Required
87	Investigations will be coordinated with the USFWS on purchasing lands in the Action Area from “willing sellers” to preserve summer habitat. Any acquired summer habitat area would be turned over to an appropriate government conservation and management agency for protection in perpetuity via conservation easements and/or deed restrictions in coordination with USFWS.	Required
88	A work plan for surveying, monitoring, and reporting of bats will be developed and conducted in consultation with and approved by USFWS. This mist netting effort will be beyond the Tier 2 sampling requirements. Fifty mist netting sampling sites are anticipated. Monitoring surveys focused at each of the 16 known maternity colonies will be completed the summer before construction begins in a given section and will continue each subsequent summer during the construction phase and for at least five summers after construction. If Indiana bats are captured in any section, or if northern long-eared bats are captured in I-69 Section 6, radio transmitters will be used in an attempt to locate roost trees, and multiple emergence counts will be made at each located roost tree. These monitoring efforts will be documented and summarized within an annual report prepared for USFWS.	Required
89	Total funding of \$25,000 will be provided for the creation of an educational poster or exhibit and/or other educational outreach media to inform the public about the presence and protection of bats in Indiana, particularly the Indiana bat. Funding would be provided after a Notice to Proceed is issued for the first section of the project.	Required



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Commitment Number	Commitment Description	Required or For Consideration
90	GIS maps and databases developed and compiled for use in proposed I-69 planning will be made available to the public. Digital data and on-line maps are being made available from a server accessed on the Indiana Geological Survey (IGS) website at Indiana University http://igs.indiana.edu/arcims/statewide/index.html . Confidential information is not being made available to the public.	Required
91	FHWA and INDOT intend to comply, as appropriate, with the Bald and Golden Eagle Protection Act permit requirements established by FWS prior to construction. This includes the completion/incorporation of the previously developed Section 7 Consultation Conservation Measures associated with the bald eagle.	Required
92	In coordination with USFWS, an herbicide use plan will be developed for locations within the Indiana bat maternity colony areas.	Required
93	INDOT will consult IDNR to determine appropriate measures during tree clearing to address concerns about the emerald ash borer. INDOT and contractors shall comply with the requirements of 312 IAC 18-3-18 and Title 312 Natural Resources Commission Emergency Rule (LSA Document #12-195(E)) in regards to handling and transportation of cleared trees to prevent the spread of the emerald ash borer.	Required
94	INDOT and FHWA will provide USFWS with a written annual report detailing all Indiana Bat, Bald Eagle, and Fanshell Mussel conservation measures, mitigation efforts, and monitoring that have been initiated, are on-going, or completed during the previous calendar year and the current status of those yet to be completed. The report will be submitted to the Service's Bloomington Field Office (BFO) by 31 January each year and reporting will continue until completion of monitoring on all I-69 mitigation sites or until otherwise agreed to with the Service.	Required
95	INDOT and FHWA will develop a program that establishes a regional strategy for managing growth and economic development associated with I-69.	Required
96	Efforts will be made to locate Interstate alignments beyond 0.5 miles from known Indiana bat hibernacula.	Required
97	A plan for hibernacula surveys (caves and/or mines) will be developed and conducted with and approved by USFWS during Tier 2 studies.	Required
98	Variable-width medians and independent alignments will be used where appropriate to minimize impacts to sensitive and/or significant habitats. Context sensitive solutions will be used, where possible. This may involve vertical and horizontal shifts in the Interstate.	Required
99	Total funding of \$50,000 will be provided to supplement the biennial winter census of hibernacula within/near the proposed Winter Action Area. Funding will be made available as soon as practical after Notice to Proceed given to construction contractor for the applicable Tier 2 Section.	Required



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Commitment Number	Commitment Description	Required or For Consideration
100	Total funding of \$125,000 will be provided for research on the relationship between quality autumn/spring habitat near hibernacula and hibernacula use within/near the Action Area. This research should include methods attempting to track bats at longer distances such as aerial telemetry or a sufficient ground workforce. A research work plan will be developed in consultation with the USFWS. Funding will be made available as soon as practical after Notice to Proceed given to the construction contractor for the applicable Tier 2 Section (or earlier).	Required
101	Rest areas will be designed with displays to educate the public on the presence and protection of sensitive species and habitats. Attractive displays near picnic areas and buildings will serve to raise public awareness as they utilize the Interstate. Information on the life history of the Indiana bat, the bald eagle, the fanshell mussel, protecting karst, and protecting water quality will be included in such displays.	Required
102	INDOT will closely coordinate with IDNR biologists regarding the locations of bald eagle nests near and within the Action Area. Alignments will be shifted away from bald eagle nests when feasible.	Required
103	Standard operating procedures will be employed to remove carrion from the Interstate in a timely manner to reduce the potential for vehicle/eagle collisions. Appropriate INDOT Maintenance Units in Districts where proposed I-69 crosses or comes near to the Patoka River, East Fork of the White River, and West Fork of the White River will be given notice for special attention to this measure, especially in winter.	Required
104	Where feasible and appropriate, a vegetative screen (i.e., trees) will be maintained within INDOT owned R/W between any nearby bald eagle nests and the Interstate to minimize visual and auditory disturbances during and after construction.	For Consideration
105	In regards to bald eagle habitat restoration/replacement, wetland and forested mitigation sites will be considered in areas near the Patoka River bottoms, Beanblossom Bottoms, East Fork of the White River, White River (Elnora), White River (Gosport), White River (Blue Bluff), and possibly others. Purchasing of lands for habitat preservation shall be considered within the Patoka River bottoms, East Fork of the White River, and Lake Monroe. Any acquired habitat would be turned over to the appropriate government conservation and management agency for protection in perpetuity via conservation easements and/or deed restrictions.	For Consideration
106	In regards to bald eagle habitat restoration/replacement, where tree planting is part of forest mitigation near large water bodies and rivers, native tree species that form large, open-branched crowns (e.g. eastern cottonwood and sycamore) will be included in the species mix.	Required
107	Mitigation sites will be evaluated for inclusion of bald eagle nesting platforms and artificial perch sites.	For Consideration
108	Total funding of \$25,000 will be provided for the creation of an educational pamphlet and/or other educational materials to inform the public about the recovery, presence, and protection of bald eagles, including measures to reduce harm, harassment risks, and water quality.	Required



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Commitment Number	Commitment Description	Required or For Consideration
109	Surveys (e.g., braille, crowfoot bar, and/or scuba diving) will be conducted in consultation with the USFWS at all major river crossings along the corridor to determine the presence of mussels.	Required
110	If stream crossings cannot be realigned to avoid a mussel bed(s), adverse effects will be minimized by relocating mussels following all appropriate federal and state guidelines.	Required
111	Heavy equipment that had previously (within the last two weeks) been utilized in waters infested by zebra mussels will be thoroughly cleaned and left to dry for at least 2 weeks prior to use in proposed I-69 construction to prevent the spread of this invasive species.	Required
112	In regards to fanshell mussel habitat restoration/replacement, where reasonable, wetland mitigation will be completed adjacent to the Patoka River, East Fork of the White River, White River (Gosport), and possibly other river areas. Plans will include planting trees to enhance the riparian buffer and restore wetlands to create habitat and protect water quality. Such measures would enhance the opportunity for mussels to colonize the area by improved water quality conditions. All mitigation land would be protected in perpetuity via conservation easements and/or deed restrictions.	For Consideration
113	Total funding of \$20,000 will be provided to the USFWS for research on federally listed mussel populations in streams in the Ohio River Valley to be used for the project entitled "Culture and propagation of imperiled mussel species in the Ohio River drainage." Federally listed species selected for propagation include the pink mucket, orange-footed pimpleback, ring pink, fanshell, fat pocketbook, and rough pigtoe.	Required
114	Total funding of \$25,000 will be provided for the creation of an educational pamphlet and/or other educational materials to inform the public about the occurrence and protection of the eastern fanshell in Indiana, including measures to minimize harm, and water quality issues.	Required
115	No work shall be performed within a jurisdictional stream from April 1 through June 30 without prior written approval of the IDNR Division of Fish and Wildlife.	Required
116	Changes in roads used by school bus routes will be discussed with the school systems well in advance of when they actually take place so the school systems can adjust routes in a timely manner. Where roads are severed, provisions for turnarounds will be included during the final design phase of the project.	Required
117	Strict blasting specifications will be followed. Blasting will be performed in accordance with INDOT Standard Specifications 203.15 for roadway construction or other blasting specifications developed for the project. Consideration will be given to the timing of blasting in order to minimize noise impacts to sensitive receivers during periods of occupancy.	Required



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Commitment Number	Commitment Description	Required or For Consideration
118	Detailed mitigation and monitoring plans will be developed before or during final design to meet the permitting requirements of the USACE, IDEM, and IDNR when details exist to support such plans. Additional measures to minimize impacts to specific wetland sites will be considered, including narrowing the right of way; installing drainage features such as swales to ensure that roadway runoff does not enter wetland areas; and designing culverts to maintain the flow of water to a wetland area otherwise cut off from its existing water source.	Required
119	Consideration will be given in the design phase to planting trees and shrubs along relocated streams along the outside edge of the right of way and outside of the clear zone.	For Consideration
120	Continued efforts will be made during final design to identify design features that would minimize impacts at stream crossings, including identifying measures to keep channel and bank modifications to a minimum and, where feasible, avoid channel alterations below the ordinary high water mark elevation.	For Consideration
121	During the design phase, consideration will be given to using alternative armoring materials and including portions of dry land under the bridge opening that is not armored with riprap. The use of bio-engineering techniques to provide natural armoring of stream banks will be considered and implemented where practicable. Installation of riprap will be limited to areas necessary to protect the integrity of structures being installed. If riprap is required, it will be installed outside the thalweg and between the toe of slope and the ordinary high water mark (OHWM) where possible. In some instances, such as culvert inlets and outlets, riprap may need to be placed within the thalweg to prevent scour. Riprap will be installed at the same elevation as the thalweg to avoid fish passage issues. Riprap may also be needed above the OHWM to protect bridge piers and abutments from scour where bio-engineering will not suffice.	Required
122	All bituminous and Portland cement concrete proportioning plants and crushers will meet the requirements of IDEM. For any portable bituminous or concrete plant or crusher, the contractor must apply for and obtain a permit-to-install from the Permit Section, Air Quality Division of IDEM. Dust collectors must also be provided on all bituminous plants. Dry, fine aggregate material removed from the dryer exhaust by the dust collector must be returned to the dryer discharge unless otherwise directed by the project engineer.	Required
123	Efforts have been made to limit interchanges in karst areas, thereby limiting access and discouraging secondary growth and impacts. In Tier 2, further consideration will be given to limiting the location and number of interchanges in karst areas.	Required



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Commitment Number	Commitment Description	Required or For Consideration
124	Since most of the proposed project would be located on existing roadway, there is limited potential for local officials and developers to minimize adverse noise impacts. With regard to currently undeveloped land, the creation of a “buffer zone” or locating noise sensitive developments a reasonable distance away from the project would help minimize future noise impacts. Local planning authorities will be provided with information that generally identifies the limits of where 66 dBA and 71 dBA noise levels are predicted relative to the proposed facility and can be utilized to direct noise compatible land uses outside the 66 dBA and 71 dBA buffer zones along the highway.	Required
125	As part of the construction plan required under 327 IAC 15-5 (Rule 5), an erosion control plan and storm water pollution prevention plan (SWPPP) will be developed and approved by INDOT and IDEM prior to construction. As part of the erosion control plan and SWPPP, BMPs and erosion and sediment control measures will be in place in accordance with Chapter 205 of the INDOT Design Manual and/or the IDEM Storm Water Quality Manual, whichever is more stringent for each situation.	Required
126	INDOT will complete contractor compliance inspections on a regular basis to help control erosion and sediment on the project	Required
127	Mitigation measures may include vegetative screening and roadside ditch enhancements with wetland and wildflower plantings.	For Consideration
128	Wetlands and wetland complexes will continue to be avoided as much as possible. If unable to be avoided completely, wetland impacts will be minimized by shifts in the alignment. INDOT and FHWA are committed to mitigating for unavoidable wetland losses.	Required
129	Coordination with all regulatory agencies has been initiated and will continue throughout the development of the proposed mitigation sites that will be offered for compensatory mitigation. Natural channel stream designs for perennial and larger intermittent stream relocation located within the Indiana bat and northern long-eared bat maternity colony areas and the WAA may include but will not be limited to stream designs that incorporate riffle/run/pool/glide or step/pool sequences and sinuosity to replicate natural channel geomorphology, in stream natural structures (log and rock vanes) to help prevent streambank erosion, and riparian buffer plantings outside the clear zone of the roadway. Off-site channel restoration for compensatory mitigation will also be completed including the same natural channel design features	Required
130	Site-specific plans for stream relocations will be developed in design considering the needs of sensitive species and environmental concerns. Plans will include the planting of woody and herbaceous vegetation to stabilize the banks. Such plantings will provide foraging cover for many species. Stream Mitigation and Monitoring plans will be developed for stream relocations, as appropriate.	Required



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Commitment Number	Commitment Description	Required or For Consideration
131	FHWA and INDOT will work with property owners within the proposed right of way who plan to harvest trees on their property. FHWA and INDOT propose to develop a voluntary agreement with the interested landowners, such as a “right of entry” agreement or other type of covenant, to pay the landowner to limit the time of year in which they harvest their property; this time period would be limited to the late fall and winter when Indiana bats are not present in the forested areas.	Required
132	Signs will be used to notify the traveling public of road closures, detours, and other pertinent information, and the local news media will be notified in advance of road closings and other construction-related activities that could excessively inconvenience the community, so that motorists can be advised and plan alternative travel routes.	Required
133	INDOT has committed to include Context Sensitive Solutions (CSS) measures such as plantings, “gateways”, and other enhancements, within constraints of available right of way, impacts, and cost, as further discussed with city and county agencies during design.	Required
134	Existing local service roads are being reconnected at many locations to minimize residential, business, and farm impacts that would be associated with the construction of I-69 Section 6.	Required
135	Designs will consider the accommodation of bicycle and pedestrian traffic at new interchanges and grade separations, with further consideration of these accommodations where existing infrastructure is reused.	For Consideration
136	Sidewalks to accommodate pedestrians and bicyclists will be included on the overpass from South Street and along Grand Valley Boulevard to the commercial areas east of SR 37.	Required
137	Coordination with local officials from the City of Martinsville resulted in I-69 Section 6 passing over SR 252 at the proposed interchange to provide a southbound gateway and allow for a more scenic view traveling south into the city.	Required
138	Based on public comment and emergency responder input, an overpass is included at Waverly Road with a connector road to Whiteland/New Whiteland Road.	Required
139	A local service road originally proposed on a portion of Old SR 37 west of I-69 north of Stones Crossing Road is shifted to an alignment immediately adjacent to I-69 on the west side of SR 37 from Stones Crossing Road in order to avoid bisecting the Greenwood Mobile Home Park.	Required
140	A local service road is included along the west side of I-69 to connect SR/CR 144 to Wicker Road, based on public input and input from the local agricultural community. Portions of this local service road include Old SR 37.	Required
141	Public and school district concerns regarding east/west connectivity in Perry Township resulted in most existing crossings of SR 37 remaining, with two interchanges (County Line Road and Southport Road) and four grade separations (Wicker Road, Banta Road, Edgewood Avenue, and Epler Avenue) in the township to provide east-west connectivity.	Required



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Commitment Number	Commitment Description	Required or For Consideration
142	Based on input from businesses along Harding Street near I-465, a connection from I-69 to Harding Street is provided via Epler Avenue in addition to maintaining the existing Harding Street exit on I-465.	Required
143	INDOT will continue to apply CSS principles as the project moves forward. Further local public input will be received during the final design stage. Other CSS may be incorporated as the development process continues for this project while constraining all the alternatives to the general SR 37 location and elevation to reduce overall impacts and traffic disruptions.	Required
144	INDOT will continue to coordinate with emergency and law enforcement agencies as the project progresses into final design, construction, and operation.	Required
145	INDOT will work with emergency and law enforcement agencies and township and county governments regarding potential intergovernmental agreements for managing response based on I-69 Section 6 access changes.	Required
146	Median emergency crossover locations will be confirmed by INDOT during final design, in coordination with emergency and law enforcement agencies.	Required
147	INDOT will work with fire departments regarding the location, design, and construction of access doors within noise barrier walls for water hydrant access.	Required
148	The project will include an interchange and overpass at Ohio Street connecting to Mahalasville Road. Sidewalks and bicycle lanes to accommodate pedestrians and bicyclists will be included within the interchange from Holden Street to Mahalasville Road. This has been proposed to accommodate individuals currently crossing existing SR 37 and the proposed U.S. Bicycle Route 235.	Required
149	The project includes an overpass at Grand Valley Boulevard connecting to South Street near Martinsville High School. Sidewalks and bicycle lanes will be included on the overpass to east to Birk Lane to serve the commercial shopping area east of SR 37. This has been proposed to accommodate individuals currently crossing existing SR 37 to access the Walmart and shopping area. Safer access across SR 37 is supported by the City of Martinsville. The western end of the Grand Valley Boulevard sidewalk will be extended north to York Street along the western edge of the Martinsville High School property.	Required
150	The City of Martinsville has proposed the Martinsville Bike-Pedestrian Bypass near the I-69 Section 6 project area. This proposed trail would use existing county roads and city streets, and would not intersect I-69 Section 6. Coordination with Morgan County will be ongoing during project design to accommodate future plans for this trail to the extent practical.	Required
-151	The project includes an interchange and overpass at Hospital Drive/SR 252. Sidewalks and bicycle lanes will be included to accommodate pedestrians and bicyclists.	Required



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Commitment Number	Commitment Description	Required or For Consideration
152	The RPA includes an interchange and underpass at Reuben Drive / SR 44. Bicycle lanes will be included to accommodate pedestrians and bicyclists. A bicycle lane will be provided along Reuben Drive and through the SR 44 interchange.	Required
153	The Indianapolis Department of Parks and Recreation has proposed a portion of the White River Greenway within the I-69 Section 6 project area. A segment of the proposed White River Greenway Trail would be located along the White River and under the I-465 bridge within the I-69 Section 6 project area. The I-69 Section 6 project would replace and widen the bridge deck and widen the substructure. This bridge work is not anticipated to affect future trail construction under the bridge. Coordination with the Indianapolis Department of Parks and Recreation will be ongoing during project design to accommodate future plans for this trail to the extent practical.	Required
154	Morgan County has proposed the White River Greenway Trail within the I-69 Section 6 project area. The proposed White River Greenway would be located west of SR 37 along the White River, from the Morgan/Johnson County line to Henderson Ford Road. Trail plans indicate the trail could be near I-69 Section 6 in the vicinity of Cragen Road and the White River. INDOT will coordinate with Morgan County during final design on the schedule and update White River Greenway Trail plan.	Required
155	The Indianapolis Department of Parks and Recreation constructed portions of the Little Buck Creek Trail on either side of SR 37 and has proposed constructing it across the SR 37 right of way. Coordination with the Indianapolis Department of Parks and Recreation will be ongoing during project design to accommodate future plans for this trail. Additional details are included in FEIS Section 7.3.2.	Required
156	A national group, the U.S. Bicycle Routes System (USBRS), has mapped U.S. Bicycle Route 50 along Southport Road at SR 37. The USBRS was established in 1978 by the American Association of State Highway and Transportation Officials (AASHTO). As part of the I-69 Section 6 project, facilities will be provided along Southport Road to accommodate the bicycle route through the interchange and the planned trail along Little Buck Creek.	Required
157	Five cemeteries have the potential to be impacted by the I-69 Section 6 project. They are the Wilson Family, Old Mount Olive Methodist, Bell, Williams Bradford, and Stockwell/Hammons/Cain Cemeteries. This project would be developed in accordance with Indiana Code regulating construction near cemeteries (IC 14-21-1-26.5 and IC 23-14-44-1). If design plans require the RPA to disturb ground within 100 feet of the cemetery boundary, a cemetery development plan will be completed and submitted to IDNR DHPA during the design phase of project development in accordance with the Indiana Historic Preservation and Archaeology Act (IHPAA).	Required



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Commitment Number	Commitment Description	Required or For Consideration
158	Noise abatement has been analyzed at 30 locations. There are ten feasible and reasonable noise barrier locations in the refined preferred alternative. For a description of barriers, see Table 5.10-6 and Figures 5.10-1 to 5.10-14 of the FEIS. Potentially affected property owners and/or tenants at the potential barrier locations that meet INDOT feasible and reasonableness criteria will be surveyed during final design in accordance with the INDOT Traffic Noise Analysis Procedure to determine whether they warrant noise abatement. A final determination on noise abatement for the project will be made during the design phase. At such time, additional noise analysis will be performed to more accurately determine barrier performance, barrier characteristics (length and height), and the optimal barrier location for any potential noise barriers that may be recommended for noise abatement.	Required
159	Environmentally-sensitive locations (e.g., wetlands, historic structures, or archaeology sites, or drinking water wells) in the general project area will be clearly shown on construction plans and called out to contractors during a pre-construction meeting. These sites will not be permitted for use as staging areas, borrow, or waste sites. Additionally, appropriate protection measures such as spill prevention, sediment and erosion control, and stormwater pollution prevention will be required of the contractor near these areas.	Required
160	Prior to construction, 327 IAC 15-5 (Rule 5) requires that the contractor develop a construction plan for stormwater discharges from construction activities encompassing one or more acres. A SWPPP will be developed and approved by INDOT and IDEM prior to construction. The SWPPP will be provided to the local stormwater officials for each community within the project area and to relevant water utilities for areas within a WHPA in the project area. The construction contract(s) will require that a level 2 stormwater inspector, meeting current INDOT qualifications, be engaged to insure the SWPPP is implemented per the approved permit. A level 2 stormwater inspector (SWQM) must successfully complete the INDOT Construction Stormwater Training course and hold a current training verification document for that course. At the time this document is prepared, a level 2 stormwater inspector shall hold a current certification as a CESSWI, or a CESSWI In-Training, or a CISEC, or a CISEC In-Training, or a CPESC, or a CPESC In-Training, or an approved equivalent.	Required
161	BMPs will be used to minimize sediment and debris within the project area for temporary erosion control.	Required
162	Prior to construction, heavy equipment parking and turning areas may be located outside the construction limits but within the right of way. Parking and turning areas will be located in areas that do not require additional tree clearing, and will avoid environmentally sensitive areas, such as wetlands, wellhead protection areas (WHPAs) or areas prone to soil erosion.	Required



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Commitment Number	Commitment Description	Required or For Consideration
163	SWPPP, spill prevention, and stormwater BMPs will be implemented during and after construction to protect groundwater. Potable water sources will be protected through the use of BMPs such as diversion of stormwater into grassy swales, and the use of construction BMPs such as straw or rock check dams, rock filter berms, sediment traps and/or sediment basins to reduce sediment erosion.	Required
164	Construction equipment will be maintained in proper mechanical condition. Mobile source air toxics (MSAT) and diesel emission reduction strategies may also be employed to limit the amount of diesel emissions from construction equipment, such as limiting idling times or reducing the number of trips.	Required
165	The contractor SWPPP will specify heavy equipment parking area locations and measures taken to prevent tracking onto roadways, control spills, and provide erosion and sediment control. These will be located in areas that do not require additional tree clearing, and will avoid environmentally sensitive areas, such as wetlands or areas prone to soil erosion.	Required
166	The potential construction impacts to the Indiana bat and northern long-eared bat summer habitat will be addressed in accordance with the requirements of the USFWS revised BO for Tier 1, issued on August 24, 2006 and amended on May 25, 2011 and July 24, 2013, and subsequent formal consultation conditions specific to I-69 Section 6. The BO for I-69 Section 6 will dictate the mitigation required for construction impacts.	Required
167	To fulfill Rule 5 (327 IAC 15-5), contractors will be required to provide a spill response plan acceptable to INDOT and IDEM. This response plan will include, at minimum, protocols for contact with emergency response personnel, material safety data sheets, and copies of agreements with any agencies that are part of the spill-response effort. An emergency contact for the contractor will also be required. The contractor will work with the relevant water utilities for areas within a WHPA in developing these spill response plans.	Required
168	Traffic flow maintenance and construction sequences will be planned and scheduled to minimize traffic delays on existing public crossroads.	Required
169	Local law enforcement officials, fire departments, and other emergency responders will be notified by the construction contractor at least one month prior (or sooner if required by local regulations) to all road closings and other construction-related activities that could affect their response times and routes so they can plan alternative routes in advance.	Required
170	Contractors will be required to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within wellhead protection areas (WHPAs). Special provisions will be included in contract documents that restrict the storage of construction materials generated by clearing and grubbing or demolition from within the WHPAs.	Required
171	Provisions will be included in the construction contracts to provide additional limitations on the location of waste and borrow facilities associated with I-69 Section 6. These provisions will be coordinated with IDEM prior to the finalization of the construction contracts.	Required



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Commitment Number	Commitment Description	Required or For Consideration
172	Efforts will be made in this project to create positive impacts and reduce negative impacts without compromising traffic operations and safety. As the project continues into design, INDOT will consult with local governments regarding project elements such as signage, bridge design, and landscaping.	Required
173	Non-diffuse lighting will be considered, where appropriate. Any lights installed will be at least 40 feet above the highway in order to avoid collisions between bats and vehicles. Lighting locations will be identified during final design.	Required
174	Recommendations for additional work related to hazardous materials include confirmation of final construction limits to verify no impacts to 12 sites, Phase I Environmental Site Assessments (ESAs) for 9 sites, and Phase II ESAs for 13 sites. See FEIS Section 5.16 for site locations.	Required
175	The Phase I and II ESAs would be performed prior to or as part of the right of way acquisition process. Prior to any field work, a site-specific Health and Safety Plan would be completed that would address workplace safety, proper protective equipment, and standards of operation. The recommendations listed below have been developed for the properties of environmental concern impacted by I-69 Section 6.	Required
176	Multiple USTs were reported and/or identified within the potential right of way for I-69 Section 6. All USTs encountered must be properly removed and soils and groundwater evaluation completed. In the event that an unknown UST is encountered, it would be removed in accordance with 329 IAC 9, which includes an assessment of soil and groundwater.	Required
177	Major streams and FEMA mapped 100-year floodplains crossed in Section 6 are at White River, Little Buck Creek, Pleasant Run Creek, Honey Creek/Messersmith Creek, North Bluff Creek, Crooked Creek, Stotts Creek, Clear Creek, Indian Creek, and State Ditch. A final hydraulic design study that addresses structure size and types will be completed during the design phase of I-69 Section 6, and a summary will be included with the field check plans and project design summary. Floodplain encroachments will be minimized, where reasonable, by using existing bridge crossings and by applying design practices such as longer bridges and perpendicular stream crossings where new crossings are warranted.	Required
178	Longitudinal and transverse floodplain encroachments will be minimized, where reasonable, through reuse of existing bridges, and design practices such as longer bridges and perpendicular stream crossings for new bridges. Flood easements may be acquired at these or other locations if determined appropriate.	Required
179	All floodway mitigation required for Construction in a Floodway permits will follow the IDNR mitigation guidelines.	Required
180	All water resource areas within the right of way will be identified on the design plans, and these areas will have IDEM approved erosion control measures as part of the overall erosion control plan to prevent any filling or contamination of these areas during construction	Required



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Commitment Number	Commitment Description	Required or For Consideration
181	If appropriate, wetland mitigation may include wetland pooling, meaning efforts would be made to group mitigation sites together to create a more substantial and effective mitigation site.	For Consideration
182	Environmentally sensitive areas, to include waterbodies, wetlands, and other natural areas will be marked with signs in the right of way. The marking of jurisdictional streams will be coordinated with IDEM during project design. Herbicide use in these areas will be limited to that required to control noxious and invasive species as required by state law.	Required
183	Stream relocations within Indiana bat and northern long-eared bat maternity colony areas will be completed using the natural channel design features that are identified through coordination with the resource agencies. Stream mitigation will be completed to adequately mitigate for linear feet of stream impacts in coordination with regulatory agencies during the permitting process. Where possible, both banks of stream mitigation areas will be protected. If both banks cannot be protected, coordination with the regulatory agencies will be completed to identify the amount of mitigation credits that INDOT may receive based on the proposed mitigation site.	Required
184	Other details of mitigation will be coordinated with the regulatory agencies with jurisdiction during the permitting process. In addition, INDOT will coordinate with IDEM, IDNR, and USACE to take into account any recent stream stabilization projects. Any stream relocations required within an Indiana bat or northern long-eared bat maternity colony area in I-69 Section 6 will be completed with a natural stream design. USFWS will be included in the coordination regarding the relocation during the permitting process to assure that any concerns relative to the Indiana bat and northern long-eared bats are addressed as part of the stream relocation.	Required
185	If riprap is used for bank stabilization, it shall be of appropriate size and extend below the low-water elevation to provide for aquatic habitat. The construction plans will clearly note the dimensions and depth of riprap to be installed. It will be the responsibility of the contractor and/or the construction inspection team to ensure the riprap and culverts are installed per the final approved roadway plans. Alternative materials, other than riprap, will be reviewed for areas above the OHWM that require placement of scour protection measures and if feasible, the alternative measures will be considered.	Required
186	Stream mitigation plans will be developed where necessary.	Required
187	As a mitigation measure, bridges and culverts will be inspected for Indiana bats and northern long-eared bats prior to construction in accordance with a protocol to be drafted in coordination with USFWS. The protocol shall define all inspection parameters including, but not limited to: what structures are to be inspected, when (season and time of day) inspections shall take place, who has authority to conduct inspections, documentation requirements, and proper agency notification procedure when roosting bats are encountered.	Required



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Commitment Number	Commitment Description	Required or For Consideration
188	Possible wetland and forest mitigation sites to be considered for Indiana bat and northern long-eared bat summer habitat mitigation will be within the White River floodplain west of existing SR 37. Additional areas outside the White River floodplain may receive consideration as well.	Required
189	Investigations will be coordinated with USFWS on purchasing lands at fair market value in the Action Area from “willing sellers” to preserve summer habitat. Any acquired summer habitat area would be turned over to an appropriate government conservation and management agency for protection in perpetuity via conservation easements.	Required
190	Consultation with the Indiana SHPO revealed that there is insufficient information regarding archaeological sites 12-Mg-0052, 12-Mg-0334, 12-Mg-0561, 12-Mg-0571, 12-Jo-0010, 12-Jo-0017, 12-Jo-0042, 12-Jo-0044, 12-Jo-0062, 12-Jo-0489, 12-Ma-0052, 12-Ma-0170, 12-Ma-0171, 12-Ma-0174, 12-Ma-0175, and 12-Ma-0241 to determine whether they are eligible for inclusion in the NRHP. However, portions of these sites within the Section 6 Project APE do not appear to contain significant archaeological deposits; and, therefore, no further archaeological investigations are necessary in those portions of the sites. The portions of the sites located outside the Section 6 Project APE will be clearly marked prior to ground disturbing activities so that they are avoided by all project activities. If avoidance is not feasible, a plan for further archaeological investigations will be submitted to the Indiana SHPO for review and comment.	Required
191	Consultation with Indiana SHPO, it has been determined that an Alluvial Floodplain Area near Indian Creek, an Alluvial Floodplain Area (three loci) near Crooked Creek, and an Alluvial Floodplain Area near Honey Creek in the White River valley have the potential for buried cultural deposits and should be avoided by project activities, or if they cannot be avoided, subjected to Phase 1c investigations as necessary to identify and evaluate potential buried archaeological sites.	Required
192	No right of way will be acquired from any aboveground historic property except for the Southside German Market Gardeners Historic District.	Required
193	The Old SR 37 pavement, both north and south of Morgan County Bridge 224 and outside of the proposed I-69 Section 6 right of way, will remain in place.	Required
194	Potential context sensitive solutions for historic properties include construction of an earthen slope on the north side of I-465 and east side of Bluff Road within the Southside German Market Gardeners Historic District; consideration in the design phase of a larger opening at the bridge carrying I-465 over Bluff Road to better connect the historic district; a commitment to conduct at least three neighborhood meetings during design to discuss specific plantings on the earthen slope and treatments on the mechanically stabilized earth (MSE) walls in the historic district; and, potentially providing graphite resistant coverings on the MSE wall within the historic district.	Required



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Commitment Number	Commitment Description	Required or For Consideration
195	INDOT and/or its representatives shall consult with the property owner of the Reuben Aldrich Farm and, if appropriate and given consent by the property owner, will fund and install vegetative screening on this property. If the property owner provides consent for the vegetative screen, the property owner will provide INDOT and/or its contractors with right of entry to the property during mitigation implementation and subsequent monitoring. After the installation of the vegetative screening, maintenance of such screening on private property will be the responsibility the property owner of the Reuben Aldrich Farm.	Required
196	INDOT shall fund the preparation of the NRHP nomination application for the Reuben Aldrich Farm, if the property owner gives permission for the preparation of the application. This NRHP nomination application will provide a means to disseminate information about the history of agriculture. The NRHP nomination application shall be made available as a paper copy at selected repositories in Morgan County and in an electronic format on selected websites including but not limited to those of the NRHP (National Park Service), INDOT, and SHAARD.	Required
197	INDOT shall fund the preparation a NRHP nomination application, if given consent by the majority of property owners within the Southside German Market Gardeners Historic District. This NRHP nomination application will serve as an educational component to disseminate information about the history of the District. The NRHP nomination application shall be made available as a paper copy at selected repositories in Marion County and in an electronic format on selected websites including but not limited to those of the NRHP (National Park Service), INDOT, and the Indiana State Architectural and Archaeological Research Database (“SHAARD”) of the Indiana Department of Natural Resources/Division of Historic Preservation and Archaeology (“IDNR/DHPA”).	Required
198	INDOT shall fund the manufacture and the installation of a commemorative plaque for the Reuben Aldrich Farm upon acceptance of the Reuben Aldrich Farm for listing in the NRHP, if the property owner provides permission for the installation and for access to the property. The plaque will state that the Reuben Aldrich Farm is listed in the NRHP and will be affixed to one of the buildings that contribute to the significance of the property. INDOT’s obligation to manufacture and install the plaque should be completed within one year of the property’s listing in the NRHP.	Required
199	FHWA and INDOT shall ensure that the NRHP nomination application for the Aldrich Farm is completed. If the nomination application preparation is not undertaken directly by INDOT, INDOT shall provide funding to a consultant for activities performed in preparation of the application. INDOT or its consultant shall prepare and submit the application to the Indiana SHPO within two years of the project’s construction letting. Additional details of this commitment are as outlined in the Section 106 MOA, Stipulation II.B.5.a, b, c, and d.	Required



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Commitment Number	Commitment Description	Required or For Consideration
200	If supported by Indiana State Preservation Officer (SHPO), FHWA and INDOT shall ensure that the NRHP nomination application for the Southside German Market Gardeners Historic District. If the NRHP nomination application preparation is not undertaken directly by INDOT, INDOT shall provide funding to a consultant for activities performed in preparation of the application. INDOT and/or its consultant shall prepare and submit the first draft of the application to the Indiana SHPO within two years of the project's construction letting. Additional details of this commitment are as outlined in the Section 106 MOA, Stipulation II.B.3.a, b, c, d, and e.	Required
201	INDOT shall fund the manufacture and the installation of interpretive signage within the boundaries of the Southside German Market Gardeners Historic District or at a public space with a connection to the District. The interpretative signage shall provide information about the history of these resources in Section 6 of the Tier 2 Study. The design and graphic content of the interpretative signage may focus on German Ethnic Heritage in Indianapolis and/or Market Gardening in Indianapolis. The proposed design and content (text and illustrations) of the interpretive signage will be prepared by a qualified professional historian and shall be submitted to the Advisory Team at 30% and 60% completion for review and comment. If the Advisory Team does not respond within 30 days, acceptance will be assumed. Additional details of the process are included in the Section 6 MOA, Stipulation II.B.1.	Required
202	In consultation with the Indiana SHPO, INDOT shall ensure that all work performed pursuant to the Section 6 Section 106 MOA is performed or supervised by a qualified individual and/or team(s) that meet the Secretary of the Interior's Professional Qualification Standards as outlined in Appendix A to 36 CFR 61 for history, archaeology, architectural history, architecture, and/or historic architecture, as appropriate.	Required
203	The individual and/or team(s) performing or supervising the archaeology investigations shall have supervisory experience in the prehistoric and historic archaeology of the southeastern Indiana region. All work performed or supervised by such person or persons shall be conducted pursuant the provisions of Indiana Code 14-21-1, 312 Indiana Administrative Code 22, and the most current versions of the "Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites" and the INDOT Cultural Resources Manual.	Required
204	As soon as practical, FHWA will convene an Advisory Team to consider the treatment of the side slopes along I-465 within the Southside German Market Gardeners Historic District and the bridge carrying I-465 over Bluff Road within the Southside German Market Gardeners Historic District. Responsibilities of and participation of the Advisory Team include Section 106 MOA Stipulations II.A.2.a, b, c, d, e, f, and g.	Required



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Commitment Number	Commitment Description	Required or For Consideration
205	If the Section 6 Project is modified with respect to aboveground resources after a finding of effect has been issued and the Section 106 MOA has been executed, then FHWA shall review the Section 6 Project modifications and proceed by complying with Section 106 MOA Stipulation II.C.1. and, if appropriate, Stipulation II.C.2. References to FHWA also apply to INDOT, wherever INDOT is authorized to act on FHWA's behalf.	Required
206	Consultation with the Indiana SHPO determined that there is insufficient information regarding archaeological sites 12-Mg-0564, 12-Mg-0565, 12-Mg-0566, 12-Mg-0567, and 12-Mg-0568 to determine whether they are eligible for inclusion in the NRHP. These sites must be avoided or subjected to further archaeological investigations. If avoidance is not feasible, a plan for evaluative testing will be submitted to the Indiana SHPO for review and comment.	Required
207	Consultation with the Indiana SHPO revealed that there is insufficient information regarding archaeological site 12-Mg-0525 to determine whether it is eligible for inclusion in the NRHP. This site must be avoided by project activities or if it cannot be avoided subjected to additional investigation to make an eligibility determination. Site 12-Mg-0525 lies outside the Section 6 Project APE and will be avoided by all project related ground disturbance.	Required
208	Stipulations related to Additional Investigations for archaeological resources are included in Section 106 MOA Stipulation III.E.1, 2, 3 and 4	Required
209	For the treatment of archaeological resources, statutory and regulatory standards in Section 106 MOA Stipulation III.A.1, 2, 3, 4, 5, 6 and 7 shall be followed. Upon completion of work, FHWA shall provide copies of final reports to the Indiana SHPO, INDOT, and federally recognized Indian Tribes when appropriate, and afford them thirty (30) days to review and submit comments on the reports. FHWA shall respond to all comments received.	Required
210	For the treatment of archaeological resources, identification and evaluation procedures in Section 106 MOA Stipulation III.B.1, 2, 3, 4, 5, 6 and 7 shall be followed.	Required
211	For the treatment of archaeological resources, assessment of effects procedures in Section 106 MOA Stipulation III.C.1, 2, and 3 shall be followed.	Required
212	In regards to the treatment of archaeological resources, If FHWA, in consultation with the Indiana SHPO, federally recognized Indian Tribes that may ascribe traditional cultural and religious significance to affected properties, and other parties whom FHWA deems appropriate, determines that the adverse effect cannot be avoided or minimized, then FHWA shall develop and implement a Treatment Plan(s), as part of the above consultation, to mitigate the adverse effects to an archeological resource on a site-by-site basis. The implementation of the Treatment Plan(s) must be completed for each site prior to the initiation of any Project construction activities within a segment that could affect that site.	Required
213	Any disagreement and misunderstanding about how the Section 106 MOA is or is not being implemented shall be resolved according to MOA Stipulations IV.A, B, C, D and E.	Required



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Commitment Number	Commitment Description	Required or For Consideration
214	With any stream crossings, the design must include consideration of fish and wildlife passage. Any new or modified structure must not create conditions that are less favorable for passage under the structure compared to the current conditions. Wherever possible, bridges should be used for stream crossings rather than culverts. If culverts must be used, we recommend a three-sided structure. To the extent possible, sediment bars or stream banks will be maintained for wildlife passage.	Required
215	I-69 Section 6 includes 9 locations where wildlife currently use the existing structure to cross the highways. These include 2 crossings on I-465 (White River and State Ditch) and 7 crossings on SR 37 (Little Buck Creek, Pleasant Run Creek, Honey Creek, Crooked Creek, Stotts Creek, Clear Creek, and Indian Creek). Section 5.18 and Appendix AA of the FEIS contains maps and additional details regarding these crossings. Construction contracts will maintain the existing wildlife passages provided by SR 37, I-465, and other existing roadways. During the design phase of the project when structure sizing is being determined for new and existing crossings, accommodations for wildlife will be considered.	Required
216	Clear Creek, Stotts Creek, Crooked Creek and Travis Creek crossings have records showing bat usage for travel and foraging. Each bridge will have vertical clearances equal to or greater than the existing clearance to accommodate bat passage and to maintain existing flyways under the bridge. Additionally, native vegetation will be maintained or re-vegetated along these waterways. The Travis Creek crossing is currently a pipe structure. Additional coordination will be conducted with USFWS regarding the proposed structure and vegetation treatments along Travis Creek to facilitate the connectivity for bat and wildlife use.	Required
217	There will be no net loss of the number of crossings, resulting in landscape permeability (ease with which wildlife can cross under I-69) being relative unchanged. Wildlife use of the existing structures indicates they have adapted to and use these areas to cross the highway. New bridges will be sized to accommodate the existing waterway and serve as wildlife crossings. Modifications to existing bridges or culverts to improve wildlife crossings will be made if feasible. With the proposed crossing improvements, it is anticipated that landscape permeability across the interstate highway will not decrease compared to current conditions along SR 37 with the construction of I-69 Section 6.	Required
218	Coordination with Indiana American Water – Johnson County, as well as other water utilities that control wellhead protection areas (WHPA) crossed by I-69 Section 6, will continue during the design phase. The Spill Prevention, Control and Counter-measure Plan (SPCC) will include each utility on the list of recipients. In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the SPCC will include protocols for daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application within the WHPAs. As appropriate these protocols will also be included in the Stormwater Pollution Prevention Plan (SWPPP).	Required



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Commitment Number	Commitment Description	Required or For Consideration
219	All alternatives, including the RPA, would impact property in the north unit of the Cikana State Fish Hatchery. INDOT will continue to work with IDNR and the Cikana State Fish Hatchery to minimize impacts to the property, where reasonable and feasible. The direct access to the north unit from SR 37 will be lost during construction of I-69 Section 6 and new access will be provided via Twin Branch Road.	Required
220	With the exception of any wetland and forest areas within the managed properties, mitigation for impacts to the managed land areas could be accomplished through repayment to the resource agencies of amount associated with each cost-sharing agreement and abiding by other agreement stipulations. These mitigation measures would apply only if the agreements are still in force or the time stipulated periods have not expired. INDOT will consult with IDNR during design regarding impacts to the fish hatchery.	Required
221	Special measures, including diversions of highway runoff from direct discharge off of bridge decks into streams and containment basins to detain accidental spills, will be incorporated into final design plans for perennial streams within the Indiana bat and northern long-eared bat maternity colony areas to address water quality concerns associated with bats.	Required
222	The use of herbicides will be minimized in environmentally sensitive areas such as karst areas to protect Indiana bats and northern long-eared bats. Environmentally sensitive areas will be determined in coordination with INDOT as appropriate. Appropriate signage will be posted along the interstate to alert maintenance staff of these areas.	Required
223	Revegetation of disturbed areas will occur in accordance with INDOT Standard Specifications. Locations that may be considered for revegetation with native grasses and wildflowers such as those cultivated through INDOT's Roadside Heritage program include, but are not limited to stream crossings and the interchange locations.	For Consideration
224	While I-69 Section 6 is not likely to adversely affect the rusty patched bumble bee, INDOT and FHWA may use seed mixes on their mitigation sites which are beneficial to pollinators such as bumble bees.	For Consideration
225	Vibrations above criteria provided in FTA's Transit Noise and Vibration Impact Assessment, are not anticipated. Special provisions will be included in construction contracts to require compliance with this standard.	Required
226	INDOT has completed coordination with each of the MS4 entities within the project study area and has gathered their input regarding the project, especially with regards to construction and post construction stormwater treatment. Appropriate stormwater control measures will be included as part of the project design, construction, and maintenance. For example, post-construction stormwater detention basins or swales may be constructed at locations where runoff from the roadway would exit the right of way to reduce the peak flow discharge and remove pollutants of concern.	Required



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Commitment Number	Commitment Description	Required or For Consideration
227	Indianapolis International Airport is a public-use airport within 20,000 feet of I-69 Section 6. Coordination with the INDOT Office of Aviation and the FAA will be required during the final design phase to determine whether tall-structure permits are necessary.	Required
228	In addition to the Indiana Tall Structure Permit, the FAA requires notice of construction activities under 14 alternative Part 77.13 that occur within a specified distance or height from an airport. It is expected that notification would be required for I-69 Section 6 for the Indianapolis International Airport since the northern end of the project at I-465 is in the approach to Runway 14-32.	Required
229	Signage along the interstate will be investigated during design that informs motorists of businesses, schools, and emergency services.	For Consideration
230	INDOT will assure that drainage, including Hilldale Cemetery Legal Drain and Sartor Legal Drain, for any new or improved road sections constructed for this project meets current design standards.	Required
231	Coordination with the affected school districts will continue through final design and construction to minimize impacts to school bus routes to the extent possible.	For Consideration
232	INDOT will continue to investigate various solutions for a municipal sewer line along Morgan Street that would connect the Prince of Peace Lutheran Church and School into the municipal sewer system.	For Consideration
233	Detailed maintenance of traffic plans for construction will be developed during final design.	Required
234	INDOT will continue to investigate options for reducing impacts to quarries during the design phase. If property is ultimately required, appraisers who specialize in mineral rights will be utilized to determine compensation for damages and acquisition.	Required
235	INDOT will coordinate with quarry owners during design and construction regarding setbacks for blasting activities.	Required
236	Continuous uninterrupted access to the Indiana American Water facility will be provided during construction.	Required
237	INDOT will include Indiana American Water, and other water utility providers in the project area, in the development of the Hazardous Materials Response Plan and on the list of recipients.	Required



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Commitment Number	Commitment Description	Required or For Consideration
238	In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the Hazardous Materials Spill Response plan will include protocols for daily inspection of chemical tanks, no overnight storage of large equipment, no re-fueling of any equipment, no dumpsters, no concrete wash-out areas, and no fertilizer, pesticide, or herbicide application within the wellhead protection areas. In addition to practices required as part of the INDOT Standard Specifications regarding clearing and grubbing, demolition or other construction practices, INDOT commits to including special provisions to restrict the storage of construction materials generated by clearing and grubbing or demolition from within the wellhead protection areas. INDOT will require contractors to coordinate with the appropriate utility during the final design phase and during construction with regard to all borrow or disposal areas within the wellhead protection areas.	Required
239	INDOT will coordinate with Indiana American Water prior to construction to develop a response plan for construction activities within the wellhead protection area.	Required
240	INDOT will coordinate with Indiana American Water to develop a maintenance plan for salt application within the wellhead protection area.	Required
241	INDOT will explore additional refinements to the right of way limits at the Peaper Brothers, Inc. property during final design.	For Consideration
242	INDOT will consult and confer with local governments during design regarding project elements such as signage, bridge design and landscaping	
243	INDOT will continue to work with Morgan County, environmental resource agencies, and the Federal Emergency Management Administration to assure that the road design does not worsen the flooding conditions in the Willowbrook Drive neighborhood. The road design will include hydraulic analysis of water flow patterns.	For Consideration
244	INDOT will convene an advisory team comprised of property owners in the Southside German Market Gardeners Historic District during the design phase to consider proposed context-sensitive mitigation measures, including vegetative screening. Context-sensitive design will also be considered during the design phase as it relates to the environment within the district.	Required
245	INDOT will engage with businesses during the design process regarding signage and access.	Required
246	INDOT will consider roadside vegetation as a screening measure during the project design phase where reasonable and feasible in the vicinity of sensitive noise receptors. This consideration must reflect that vegetation dense enough and/or proximate enough to highways must not compromise safety of clear zones around travel lanes.	For Consideration
247	Any changes in the proximity of the I-69 Section 6 right of way to identified bald eagle nests will be coordinated with USFWS to avoid or minimize impacts to bald eagles.	Required



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Commitment Number	Commitment Description	Required or For Consideration
248	INDOT will continue to coordinate with IDEM regarding stormwater management within wellhead protection areas. During the design phase, specific coordination will be conducted with IDEM for any detention/retention facilities planned in wellhead protection areas	Required
249	The placement of fencing along the corridor for the purpose of discouraging wildlife to cross the highway and funneling wildlife to suitable crossing locations will be assessed during final design.	For Consideration
250	FHWA, in consultation with the USFWS, must develop detailed, site-specific final mitigation plans for each secured mitigation site within 6 months of securing the site or within 6 months of the issuance of the Section 6 BO (dated 10/30/17), whichever is later. All mitigation sites must be identified and secured within 3 years of the issuance of the BO, including the development of final mitigation plans.	Required
251	Per the Section 6 BO (dated 10/30/17), mitigation plans will not be conceptual, but rather will contain detailed descriptions for each phase of mitigation including 1) initial construction and establishment, 2) 10-year, post-construction monitoring phase, and 3) long-term management. The Section 6 final mitigation plans will address and/or establish the following: quantifiable criteria and methods for assessing success of all mitigation plantings and functionality of constructed wetlands and streams, approved lists of tree/plant species to be planted (and their relative abundance/%), approved lists of herbicides for weed control, proposed construction schedules, annual post-construction monitoring schedules, and a long-term, ongoing management/stewardship strategy.	Required
252	To ensure timeliness, the FHWA must begin construction and/or reforestation within the Section 6 Mitigation Areas either before (the most preferable option) or during the first summer reproductive season (1 April – 30 September) immediately after any I-69 related tree clearing or construction begins in Section 6 anywhere within each maternity area (see Figure 1). Once initiated, all USFWS-approved construction and tree plantings within the Section 6 Mitigation Areas must be completed within 3 calendar years.	Required
253	FHWA will provide the USFWS with a written annual report that summarizes the previous year’s monitoring, conservation and mitigation accomplishments, remaining efforts, and any problems encountered within Section 6. This annual report will be completed throughout the 10-year post-construction monitoring period. The annual report for Section 6 may be a stand-alone document or included as part of the annual report required under the Tier 1 Term and Condition Number 2 (amended May 25, 2011, July 24, 2013, and April 2015).	Required



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Commitment Number	Commitment Description	Required or For Consideration
254	<p>In the Section 6 Action Area, the incidental take is no more than 32 Indiana bats and 7 Northern Long-Eared Bats taken by 2030 (17 years of operation). Direct habitat loss will be limited to 208 acres of forest habitat and 2.6 acres of non-forested wetland habitat (excluding open-water ponds) within the Section 6 Expanded Action Area. If the anticipated levels of incidental take (i.e. habitat modification and/or roadkill) are exceeded by more than 10% (or tree clearing occurs during the period April 1-September 30 in the SAA), then such incidental take represents new information requiring reinitiation of consultation and review of the reasonable and prudent measures provided. INDOT and FHWA must immediately provide an explanation of the causes of the taking and review with the USFWS the need for possible modification of the reasonable and prudent measures.</p>	Required
255	<p>Special provisions for borrow sites/waste disposal in Section 6 would include prohibiting tree clearing from April 1 to September 30 in the Summer Action Area (SAA), as identified in the revised BOs for Tier 1 and Tier 2. Tree clearing would be allowed from October 1 through March 31 in the SAA.</p>	Required
256	<p>Should USFWS so desire, INDOT and FHWA will assist USFWS in distributing letters to the property owners in the Section 6 corridor designed to increase awareness of the impact of tree harvesting on Indiana and northern-long eared bats. INDOT will also send a letter to each property owner in the right of way, stating that INDOT is not working with any logging companies in the development of I-69. This information should prevent any confusion on the part of the landowners that INDOT advocates, condones or permits logging on the property prior to the time when INDOT purchases the property for the Project. INDOT and FHWA will also work with USFWS to identify logging activities within the project area, and INDOT will notify USFWS of any logging activity discovered. This notice will allow USFWS to take appropriate action under the ESA as warranted.</p>	Required