

FHWA-IN-EIS-02-02-F

SR 25 Hoosier Heartland Highway
From I-65 in Lafayette to US 24/US 35 in Logansport
Tippecanoe, Carroll, and Cass Counties, Indiana



RECORD OF DECISION

U.S. Department of Transportation
Federal Highway Administration

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1.0 DECISION

1.1 SUMMARY OF DECISION

This Record of Decision documents the Selected Alternative for the State Route 25 (SR 25) Hoosier Heartland Highway corridor from the SR 25 / Interstate 65 (I-65) interchange in Lafayette to US Highway 24/US 35 in Logansport, as described in the Final Environmental Impact Statement (FEIS) signed by the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) on November 10, 2004. The notice of the document's availability was published in the *Federal Register* on November 19, 2004. The FEIS studied the proposed construction of a four-lane, divided, partially controlled access highway, approximately 35.3 miles in length, extending through Tippecanoe, Carroll, and Cass counties, Indiana. The Selected Alternative is Alternative 2.

This Record of Decision is executed in conformance with the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) and documents FHWA compliance with NEPA and all other applicable federal statutes, regulations, and requirements. The sections that follow state the decision and provide information that was relevant to the decision-making process. This decision is based on analyses contained in the Draft EIS (DEIS), notice of which appeared in the *Federal Register* on September 13, 2002; the FEIS; the comments of federal and state agencies, members of the public, and elected officials; and other information in the project record.

1.2 BACKGROUND

This project is part of a planned Heartland Industrial Corridor improvement from Lafayette, Indiana, to Toledo, Ohio—a distance of approximately 200 miles. This project will complete the 99-mile Hoosier Heartland Highway (Lafayette to Fort Wayne) portion of the corridor. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and The Transportation Equity Act for the 21st Century (TEA-21) listed the Heartland Industrial Corridor among the 21 “High Priority Corridors on the National Highway System.” The four-lane divided Hoosier Heartland Highway is open to traffic from Logansport to Fort Wayne, Indiana. The last segment of the Hoosier Heartland Highway remaining to be reconstructed is the proposed project, which begins 0.1-mile east of I-65 in Lafayette, Tippecanoe County, and extends approximately 35.3 miles northeast to the multi-lane section of US 24/US 35, 1.6 miles east of SR 29 in Logansport, Cass County. This link will provide a continuous multi-lane highway from Lafayette to Fort Wayne, connecting I-65 and I-69.

On November 24, 1999, FHWA published a Notice of Intent (NOI) in the *Federal Register* advising the public that an Environmental Impact Statement would be prepared for the proposed highway project. FHWA and INDOT concurred in approving the DEIS in August 2002 with the No-Build Alternative and Build Alternatives 1, 2, 3, and 4 still under consideration. The notice of the document's availability was published in the *Federal Register* on September 13, 2002. Public hearings were held in the project area on October 1, 2, and 3, 2002. In January 2003, INDOT announced its recommendation for a Preferred Alternative—Alternative 2—to be advanced to the FEIS. The FEIS, which identified Alternative 2 as the Preferred Alternative, was signed by FHWA and INDOT on November 10, 2004, and the notice of the document's availability was published in the *Federal Register* on November 19, 2004.

1.3 PURPOSE AND NEED

The statement of Purpose and Need for the project, described in the FEIS, Section 1.4, was an evolving, collaborative process that considered federal legislation, local and state planning initiatives, and an assessment of needs identified through extensive public input. The fundamental purpose of the project is to complete a critical link in the corridor, providing an important regional facility that will serve traffic, improve safety, and meet current design standards. The need for improvement in the corridor is demonstrated by the existing roadway deficiencies (FEIS, Section 1.3), and by crash analysis results (FEIS, Section 1.4.2). In addition, year 2030 traffic projections indicate traffic volumes will increase substantially along existing SR 25 (FEIS, Section 1.4.1). The need for the project is summarized in the following statements:

- To reduce congestion, and improve the efficiency and capacity of transportation between Lafayette and Logansport by providing an alternative that will facilitate the movement of traffic.
- To improve safety and meet current design standards.
- To enhance the regional and local transportation network by improving and completing the transportation system between Fort Wayne and Lafayette.
- To implement federal legislation promulgated in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21); and to respond to the designation of SR 25 as a Statewide Mobility Corridor in INDOT's Long Range Plan.

Performance measures were developed for use in evaluating each alternative's ability to meet the project's Purpose and Need. All four build alternatives carried forward for detailed analysis in the DEIS met the project's Purpose and Need. The No-Build Alternative did not satisfy any of the performance measures, but was advanced to the DEIS to provide a basis for comparing the build alternatives.

The performance measures and the process used to evaluate alternatives and select the preferred alignment are summarized in Section 2.0, herein, and detailed in the FEIS, Chapter 2.

1.4 LOGICAL TERMINI AND INDEPENDENT UTILITY

The project's western terminus is 0.1-mile east of I-65 in Lafayette, Tippecanoe County, and its eastern terminus is US 24/US 35, 1.6 miles east of SR 29 in Logansport, Cass County. The project's western terminus location was selected because it provides a direct connection with the major north-south Interstate highway in Indiana. The project's eastern terminus was selected because it connects with the recently constructed multi-lane section of the Hoosier Heartland Highway. The project would improve the connection between the area's two largest urban areas, Lafayette and Logansport, and complete the 99-mile stretch of the Hoosier Heartland Highway between Lafayette (at I-65) and Fort Wayne (at I-69).

This section of SR 25 is being advanced as an independent project because it is the major commercial corridor serving the cities of Lafayette, Delphi, and Logansport, as well as several smaller communities along the route. The project does not restrict consideration of alternatives for reasonably foreseeable transportation improvements.

2.0 ALTERNATIVES CONSIDERED

The Selected Alternative is Alternative 2, illustrated in Exhibit 1. This Record of Decision is based on analyses contained in the DEIS and the FEIS; 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 Record of Decision takes precedence over the FEIS.

2.1 IDENTIFICATION AND EVALUATION OF ALTERNATIVES

The identification and evaluation of alternatives were the most important and critical steps of the study. Reasonable alternatives that could meet the Purpose and Need for the project were identified and given consideration. Starting from a wide range of alternatives, the number was narrowed down as more detailed information was collected and analyzed. Purpose and Need, environmental factors, engineering feasibility, public comment, and cost were evaluated before a Preferred Alternative was identified. Alternatives considered to determine whether they met the Purpose and Need for the project included:

- Provision of alternative modes (e.g., transit) to transport people and goods.
- Transportation System Management (TSM) strategies.
- No-Build Alternative.
- Build Alternatives—i.e., construction of an improved highway either along the existing roadway or on new alignment.

2.1.1 Alternative Modes of Transportation and TSM

Alternative modes of transportation and TSM strategies were considered and rejected because they did not meet Purpose and Need (FEIS, Sections 2.2.1 and 2.2.2).

Bus and Rail: Transit service would not reduce the traffic problems along SR 25. Neither the Statewide Long Range Multimodal Transportation Plan nor the Indiana Statewide Public Transportation Needs Assessment Study recommended expanded transit service in the SR 25 corridor. At present passenger rail service is not available in the project corridor. There is not sufficient demand for passenger service, nor, in the foreseeable future, could the existing railroad system handle passenger service through this corridor because of the high volumes of freight traffic.

TSM: The extensive improvements needed to meet the project's Purpose and Need—including reducing congestion (improving traffic flow and reduce travel time), improving the overall efficiency of transportation, improving safety, and meeting current design standards—would be beyond the scope of TSM.

2.1.2 No-Build Alternative

Under the No-Build Alternative, INDOT would not reconstruct or relocate SR 25 between Lafayette and Logansport. The No-Build Alternative would not require the acquisition of additional right-of-way, nor would it directly affect land uses along existing SR 25. No displacements of homes or businesses would be required. No expenditures of funds for construction would occur,

though there would be expenses associated with the maintenance of the existing roadway. The No-Build Alternative may be expected to result in worsened conditions for fast, safe, efficient, and economical (time and money) vehicular traffic movement. The No-Build Alternative would not meet the project's Purpose and Need (FEIS, Section 2.2.3), i.e., to improve the transportation network, reduce congestion (improve traffic flow and travel time), and improve safety between Lafayette and Logansport. However, the No-Build Alternative was retained in the evaluation of alternatives, as required by NEPA, to serve as a basis for comparing the build alternatives against a "do-nothing" scenario.

2.1.3 Build Alternatives

The process of developing and evaluating build alternatives began with the identification and analysis of broad corridors (illustrated on Exhibit 2) to determine which would best meet the project's Purpose and Need while minimizing impacts. The corridors were approximately 1,000 to 2,000 feet wide and spanned the length of the study area. Each corridor was assigned a color—Orange, Purple, Teal, Red, and Yellow. Connectors, colored Black, were also developed to create logical links between the corridors. Preliminary build alternatives were developed within and connecting the Orange, Purple, Teal, Red, and Yellow corridors and screened to evaluate how effectively alignments within each corridor could meet the project's Purpose and Need, and to identify whether the alignments would encounter any "fatal flaws," i.e., protections to property under the U.S. Department of Transportation's Section 4(f) requirements. This screening process resulted in the elimination of the Red Corridor and portions of the Purple, Orange, Teal, and Yellow corridors because they did not meet the performance criteria identified to satisfy the Purpose and Need, or they would result in a use of several Section 4(f) resources.

The preliminary alternative alignments within the corridors advanced for further analysis were modified and refined for detailed evaluation and comparison of alternative routes. For ease of reference and analysis, the overall project corridor was divided into four major segments—Western, Central, Eastern, and Logansport. The preliminary build alternatives were evaluated and compared based on their effectiveness in meeting the Purpose and Need; their potential economic, social, and environmental impacts; engineering design issues; the regulatory environmental requirements associated with each alternative; and construction costs. The preliminary build alternatives were, by segment:

- | | |
|---|--|
| <p>Western: Orange-West A (O-WA)
 Orange-West A1 (O-WA1)
 Orange-West B (O-WB)
 Teal-West (T-W)
 Purple-West (P-W)</p> | <p>Central: Purple-Central A1 (P-CA1)
 Purple-Central A2 (P-CA2)
 Purple-Central A (P-CA)
 Purple-Central B (P-CB)
 Teal-Central A (T-CA)
 Teal-Central B (T-CB)</p> |
| <p>Eastern: Purple-East A (P-EA)
 Purple-East B (P-EB)</p> | <p>Logansport: Yellow-Logansport A (Y-LA)
 Yellow-Logansport B (Y-LB)
 Purple-Logansport A (P-LA)
 Purple-Logansport B (P-LB)
 Teal-Logansport A (T-LA)
 Teal-Logansport B (T-LB)</p> |

The methodologies and performance measures used in the evaluation of alternatives are described in the FEIS, Section 2.2.4.

Following the analysis of design considerations and environmental constraints, several preliminary alignments were eliminated for failing to meet the performance criteria identified to satisfy the Purpose and Need. Those remaining (in **bold** type, in the list on page 4) were combined, in all ways feasible, to form four build alternatives that extended from the western terminus near the I-65 interchange to the eastern terminus at US 24 (see Exhibit 3). The No-Build Alternative and the following four build alternatives were the subjects of the detailed socioeconomic and environmental analyses presented in the DEIS.

<u>Alternative</u>	<u>Combination</u>
Alternative 1	O-WA + P-CA1 + P-EA + Y-LA
Alternative 2	O-WA1 + P-CA1 + P-EA + Y-LA
Alternative 3	O-WA + P-CA2 + P-EB + Y-LB
Alternative 4	O-WA1 + P-CA2 + P-EB + Y-LB

The principal differences in the alignments of the build alternatives are summarized in Table 1.

Table 1—Build Alternatives Alignment Comparison

ALTERNATIVE	SEGMENT COMBINATION	ALIGNMENT COMPARISON
Alternative 1	O-WA + P-CA1 + P-EA + Y-LA	<p>Alternatives 1 and 2 are on shared alignment through all but the Western Segment. The principal difference between the O-WA and O-WA1 alignments was their proximity to the Norfolk Southern Railroad:</p> <ul style="list-style-type: none"> ▪ Alternative 1 paralleled the Norfolk Southern Railroad at an approximately 1,000-foot distance to the north. ▪ Alternative 2 is immediately adjacent to the railroad right-of-way. <p>Alternatives 1 and 2 differ from Alternatives 3 and 4 in their north-of-rail alignment between Delphi and Logansport (P-EA).</p>
Selected Alternative 2	O-WA1 + P-CA1 + P-EA + Y-LA	
Alternative 3	O-WA + P-CA2 + P-EB + Y-LB	<p>Alternatives 2 and 3 are on shared alignment through all but the Western Segment, where, as with Alternatives 1 and 2, the principal difference is their distance from the railroad right-of-way.</p> <p>Alternatives 3 and 4 differ from Alternatives 1 and 2 in their south-of-rail alignment between Delphi and Logansport (P-EB).</p>
Alternative 4	O-WA1 + P-CA2 + P-EB + Y-LB	

In January 2003, following the period of public comment on the DEIS, INDOT identified Alternative 2 as the Preferred Alternative. Several modifications were made to Alternative 2 subsequent to and resulting from the DEIS public comment period—including interchanges at US 421 in Delphi and SR 29-Burlington Avenue in Logansport. The US 421 interchange replaced the at-grade intersection initially proposed. The change responded to local officials' concerns about access to Delphi via this heavily traveled U.S. highway, which currently carries the highest traffic volumes of all Delphi area roads except existing SR 25. The interchange to serve Logansport was provided in response to local concerns about safety and traffic handling, and the desire for a "gateway" access to Logansport. Initial plans called for an at-grade intersection at Burlington Avenue and a grade separation with SR 29. INDOT and FHWA agreed to provide an interchange to serve both SR 29 and Burlington Avenue.

All of the modifications to Alternative 2 were identified and evaluated in the FEIS, published in November 2004. This Record of Decision identifies Alternative 2 as the Selected Alternative.

Build Alternative Costs: The most notable difference in cost between the Selected Alternative and the three other build alternatives is the cost of bridge construction, which ranges from \$22.6 million to \$29.9 million higher with the Selected Alternative than the cost of bridges with Alternatives 1, 3 and 4. The reason for the higher cost of the Selected Alternative is that it will require the construction of 29 bridges, 11 of which will carry the mainline or crossroads over the railroad track. The remaining structures will bridge crossroads or streams. The number of bridges proposed with the other alternatives ranges from 19 (Alternative 1) to 22 (Alternative 3). Although the Selected Alternative bears the greatest cost of the four build alternatives, its ability to eliminate railroad crossings was considered a substantial benefit that was an important factor in its identification as the Selected Alternative.

The cost of bridges for the Selected Alternative includes an estimated \$16 million for the construction of the interchanges at US 421 and SR 29-Burlington Avenue. Because it is considered probable that the interchanges would be included regardless which build alternative was identified as the Selected Alternative, a more accurate reflection of the cost differences requires the \$16 million either be included in or excluded from the costs of all four build alternatives. In either case, the cost differences range from approximately \$5.7 million (Alternative 1) to \$11.9 million (Alternative 3).

Table 2, pages 7- 8, provides a detailed comparison of the Selected Alternative with the No-Build Alternative and Build Alternatives 1, 3 and 4.

The FEIS describes the development and evaluation of alternatives (Chapter 2), the affected environment (Chapter 3), potential environmental consequences of the proposed project (Chapter 4), proposed mitigation (Chapter 5), and coordination with regulatory agencies and comments from the agencies and the public (Chapter 8).

The DEIS and the FEIS have been coordinated with appropriate local, state, and federal agencies and also made available for public comment and at the public hearing. The comments received have been addressed in the FEIS and this Record of Decision.

Table 2—Comparative Impacts Summary: No-Build and Build Alternatives

FEIS Section	Impacts	No-Build	Alternative 1	Selected Alternative Alternative 2	Alternative 3	Alternative 4
	Length (miles)	0	35.3	35.3	35.2	35.3
	Estimated cost (millions) for construction, contingencies, ROW, design	0	\$218.9	\$224.7 + \$16.0 est.*	\$212.7	\$218.5
4.1	Land use—Additional acres of ROW to be acquired (by use):					
	-Agricultural (cultivable + uncultivated in 4.2, below)	0	1,168	1,171 + 15* = 1,186	1,215	1,218
	-Residential/Rural Residential	0	244	267 + 5* = 272	207	230
	-Commercial/Industrial	0	95	90 + 3* = 93	90	85
	-Institutional	0	1	1	1	1
	Total	0	1,508	1,529 + 23* = 1,552	1,513	1,534
4.2	Farmland impacts:	No effect				
	-Number. of parcels of 20+ cultivable acres from which ROW would be acquired (i.e., farm parcels severed)	0	127	142	130	145
	-Cultivable (20+ acres) farmland acres in ROW	0	1,004	1,001 + 12* = 1,013	1,039	1,046
	-Uncultivated (forest, wetlands, riparian) farmland acres in ROW	0	174	170 + 3* = 173	176	172
	-Prime/Unique Farmland acres in ROW	0	827	835 + 11 est.* = 846	937	945
	-Statewide + Local Important Farmland acres in ROW	0	11	11	2	2
	-Mitigation discussion required?	No	No	No	No	No
4.3	Social:					
	-Travel time, community access, etc.	Road deficiencies, traffic, slow travel time, increase costs and reduce ease, safety of local/regional access.	Improves travel time and costs, improves area/regional access.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
	-Crossroads closed to through traffic at new SR 25 (requiring some changes in local travel patterns)	0	15	16	18	18
	-At-grade railroad crossings on public roads eliminated	0	11 (+ 4 open to local access, only)	16 (+ 3 open to local access, only)	7 (+ 6 open to local access, only)	12 (+ 5 open to local access, only)
	-Special groups/unique communities	No effect	No impact. (Is not near local German Baptist Community.)	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.4	Relocations / displacements:					
	-Residential	0	32 s-f units; 2 duplexes: 36 households	26 + 5* s-f units + 2 duplexes: 35 households	25 s-f units; 2 duplexes: 29 households	19 s-f units; 2 duplexes: 23 households
	-Commercial	0	5	5	8	8
4.5	Economic	Increased traffic and reduced road capacity impair development potential, increase travel costs.	Improved travel time, safety, and local/regional access increase development potential and employment opportunities. Provides added access to Delphi, improved access to Logansport.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.6	Joint development	No change.	None	None	None	None
4.7	Pedestrians and bicyclists (trails crossed)	0	Crosses 3 bike routes sharing road ROW: access maintained except on CR 900N, which would be relocated. Crosses 3 proposed hiking trails not open to public: likely that access could be maintained. No Section 4(f) use.	Crosses 3 bike routes sharing road ROW: access maintained on all. Crosses 3 proposed hiking trails not open to public: likely that access could be maintained. No Section 4(f) use.	Same as Alt. 1	Same as Alt. 2
4.8	Air quality	Some reduction in quality over time.	Steadying traffic flow by reducing number of access points and railroad crossings would reduce vehicle-related pollutants. No exceedance of standards projected.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1

Table 2—Comparative Impacts Summary: No-Build and Build Alternatives (Continued)

FEIS Section	Impacts	No-Build	Alternative 1	Selected Alternative Alternative 2	Alternative 3	Alternative 4
4.9	Noise	Projected noise levels at 27 of 37 receptor sites are above those projected with build alternatives: at 9 sites levels are predicted to approach or exceed NAC standard (67 dBA). Substantial increase (6 dBA above existing level) at one NRHP-eligible resource.	Noise levels predicted to approach or exceed the NAC standard at 4 receptor sites. No substantial noise increases projected. Projected levels at 27 sites are below those projected with No-Build Alternative.	Noise levels predicted to approach or exceed the NAC standard at 3 receptor sites. No substantial noise increases projected. Projected levels at 27 sites are below those projected with No-Build Alternative.	Noise levels predicted to approach or exceed the NAC standard at 7 receptor sites. No substantial noise increases projected. Projected levels at 27 sites are below those projected with No-Build Alternative.	Same as Alt. 3
4.10	Energy	No effect.	One-time energy resources demand. Improved access, travel time, safety make operational costs less than/equivalent to No-Build.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.11	Water quality, related impacts: -Stream crossings (including intermittent) -Bridges (Stream / RR / Highway) -Length of stream impact (feet)	0 0 0	41 6 / 7 / 6 17,685	43 7 / 11 / 9 + 2* 17,565	42 6 / 4 / 8 18,274	44 6 / 9 / 8 18,143
	- General impacts	No change in existing conditions.	Possible short-term increase in stream sedimentation, groundwater turbidity during construction. Roadway pollutants introduced along new alignment. Grass swales, pipes proposed.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.12	Wetlands (acres directly impacted)	0	2.40	2.68	1.55	1.83
4.13	Permits	None	USACE 404, IDEM 401, IDNR Construction in a Floodway	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.14	Water body modifications / wildlife habitat impacts	No effect	Habitat: 174 acres uncultivated agri. land/ riparian/wetland/forest	Habitat: 170 + 3* acres uncultivated agri. land/ riparian/ wetland/forest	Habitat: 176 acres agri. land/ riparian/ wetland/forest	Habitat: 172 acres uncultivated agri. land/ riparian/wetland/forest
4.15	Endangered species	No effect	Indiana bats captured on Sugar Creek and habitat exists through project corridor.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.16	Floodplains (acres)	0	25	25	21	21
4.17	Wild and scenic rivers	None in area	None in area	None in area	None in area	None in area
4.18	Potential HAZMAT sites	No effect	12	11	11	10
4.19	Visual	No effect	Pleasant view from the road through rural areas. Visual impacts to cultural resources (see 4.21 below).	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.20	Construction	No effect	Temporary dust, noise, traffic delays, water quality impacts.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1
4.21	Cultural resources	No effect	1 alluvial soils area recommended for avoidance/ further testing.	1 floodplain area, 1 alluvial soils area, 8 arch. sites recommended for avoidance/ further testing.	1 alluvial soils area recommended for avoidance/ further testing.	1 alluvial soils area recommended for avoidance/ further testing.
	-Archaeological resources (eligible for / listed on NRHP) -Historic properties (eligible for / listed on NRHP) Note: No 4(f) use expected.	Increase over existing noise level at an NRHP-eligible resource.	Visual impact to NRHP-listed Rural Historic District and 3 eligible sites.	Same as Alt. 1	Visual impact to NRHP-listed Rural Historic District, 1 listed site and 2 eligible sites.	Same as Alt. 3
4.22	Long-term impacts	Would not improve accessibility and safety, travel time, economic development potential.	Completes a link in the Hoosier Heartland Industrial corridor and enhances long-term productivity for the area and region.	Same as Alt. 1	Same as Alt. 1	Same as Alt. 1

* Indicates additional impacts associated with the modification of Alternative 2 to include interchanges (rather than at-grade intersections) at Burlington Avenue/SR 29 and US 421. It is likely that these modifications would have been made with any of the build alternatives.

Abbreviations Key:

- 4.2: ROW = Right-of-Way USDA = U.S. Department of Agriculture
- 4.4 s-f = single-family residential dwelling
- 4.7 Section 4(f) = A section of the Department of Transportation Act (1966) requiring avoidance of certain resources (such as public parks and recreational areas, historic and archaeological sites, wild and scenic rivers, or wildlife management areas) when a feasible alternative is possible.
- 4.9 NRHP = National Register of Historic Places
- 4.11 RR = Railroad
- 4.13 USACE = U.S. Department of the Army, Corps of Engineers IDEM = Indiana Department of Environmental Management IDNR = Indiana Department of Natural Resources
- 4.14 USFWS = U.S. Department of the Interior, Fish and Wildlife Service
- 4.18 HAZMAT = Hazardous materials
- 4.21 Regarding archaeological resources: A detailed field reconnaissance of the project corridor was undertaken for the Alternative 2, only. Therefore, comparison of Alternative 2's potential impacts with those of Alternatives 1, 3 and 4 is not possible. (The "alluvial soils area" was identified in a Phase 1a survey performed early in the project for the Deer Creek Valley area [Central Segment], only). FEIS Chapter 4, Section 4.21.2 discusses potential impacts to archaeological resources.

2.2 SELECTION OF BUILD ALTERNATIVE OVER A NO-BUILD ALTERNATIVE

This Record of Decision identifies Alternative 2 as the Selected Alternative for SR 25 between Lafayette and Logansport. Construction of the Selected Alternative will cause some unavoidable, adverse impacts; however, it is the alternative that best balances identified transportation needs with project impacts. The No-Build Alternative did not meet the identified project Purpose and Need and, therefore, was eliminated from consideration as a viable alternative.

2.3 ENVIRONMENTALLY PREFERRED ALTERNATIVE – ALTERNATIVE 3

The Federal Highway Administration is required to identify the environmentally preferred alternative, or alternatives, pursuant to 40 CFR 1505.2(b), in its Record of Decision. In the Council on Environmental Quality's guidance titled "NEPA's Forty Most Asked Questions," the environmentally preferred alternative is defined as "...the alternative that causes the least damage to the biological and physical environment..." The FHWA technical advisory T 6640.8A is consistent with CEQ's guidance and further states that if the Record of Decision selects an alternative that is not the environmentally preferred alternative, then FHWA should clearly state the reasons for not selecting the environmentally preferred alternative.

As can be seen in Table 2, the potential impacts to the biological and physical environment resulting from the build alternatives are similar in magnitude. Additionally, the resources impacted by the four build alternatives are very similar in quality. In identifying the environmentally preferred alternative for this project, FHWA is giving additional consideration to regulated resources or resources that receive state or federal protection, particularly, wetlands protected by the Clean Water Act and Indiana State law. Therefore, FHWA has identified Alternative 3 as the environmentally preferred alternative for purposes of 40 CFR 1505.2(b) because:

- It has the least wetland impacts compared with the other build alternatives—i.e., 1.55 acres versus 1.83 acres for Alternative 4, 2.4 acres for Alternative 1, and 2.68 acres for Alternative 2 (a difference of 1.13 acres between the greatest and the least impact).
- It has less impact to floodplains than Alternatives 1 and 2 (25 acres) and the same as Alternative 4 (21 acres).

Alternative 3's impacts to other natural resources are similar to—and in some cases somewhat greater than—those of the other build alternatives; for example, regarding impacts to streams (major, minor, and intermittent), Alternative 3 has 42 stream crossings (for a total length of 18,274 linear feet), while Alternative 2 has 43 crossings (17,565 linear feet), Alternative 1 has 41 crossings (17,685 linear feet), and Alternative 4 has 44 crossings (18,143 linear feet). However, the greater impacts caused by Alternative 3 are not regulated resources, are marginally greater in magnitude compared to the impacts caused by the other build alternatives, and there is not a substantial difference in the quality of the resources impacted by Alternative 3 compared with the other build alternatives.

2.4 SELECTED ALTERNATIVE

The Selected Alternative, Alternative 2, was identified as the Preferred Alternative in the FEIS published on November 19, 2004. Modifications made to Alternative 2 based on agency and public comment were described in FEIS Chapter 4.

The similarity of impacts of all build alternatives advanced for detailed study in the DEIS was the direct result of the exacting analysis and evaluation process (summarized in Section 2.1, herein) adhered to during the course of the environmental impact study. From the outset, concerted efforts were made to avoid or minimize impacts to the natural environment. Alternatives were modified and, in many cases, eliminated in response to environmental constraints encountered along their alignments. The result was the identification of four build alternatives having such similar environmental impacts that only the slight difference in wetland impacts and number of stream crossings combined to make Alternative 3 the environmentally preferred alternative. However, environmental impact is not the sole criterion for identifying the Selected Alternative. A key factor in identifying the Selected Alternative is the alternative's ability to satisfy performance measures associated with the project's Purpose and Need.

This Record of Decision identifies Alternative 2 as the Selected Alternative. The Selected Alternative best satisfies Purpose and Need performance measures, and, based on performance and the similarity of its environmental impacts to those of "environmentally preferred" Alternative 3, it is the "least environmentally damaging *practicable* alternative," consistent with Section 404(b)(1) of the Clean Water Act. The following factors describe the rationale for identifying Alternative 2 as the Selected Alternative. The Selected Alternative—

- Improves safety by eliminating 16 at-grade railroad crossings on local public crossroads, versus 12 at-grade crossings eliminated by the environmentally preferred Alternative 3.
- Responds to local planning initiatives, including Tippecanoe County's *Long-Range Transportation Plan* and its amended *Thoroughfare Plan*, and the *City of Logansport Thoroughfare Plan*, as follows:

The Selected Alternative's next-to-rail alignment in the Western Segment is recommended in Tippecanoe County's *Long-Range Transportation Plan* and its amended *Thoroughfare Plan*, components of the *Comprehensive Plan*. The next-to-the rail alignment also would cause fewer impacts to agricultural operations on the land between the two transportation corridors than Alternative 3's approximately 1,000-foot separation from the track. The Tippecanoe County Area Plan Commission's (APC) Resolution T-00-6 (see FEIS Appendix A1), adopted in October 2000, noted the 1,000-foot separation of road and rail would be "disruptive of existing row crop production cutting the (Washington) Township diagonally again, a quarter mile from the existing rail corridor." The APC also supported the next-to-rail alignment because it would "meld the road and railroad corridors into a single intermodal transportation corridor...(that) would enable the bridging of both rail and the new road, eliminating eight or more at-grade rail crossings and intersections with the National Highway System route."

The "Continuation of Hoosier Heartland Industrial Corridor, SR 25 Portion" tops the list of the *City of Logansport, Thoroughfare Plan's* "Ten-year Plan" projects. The plan references the alignment formerly designated Y-LA—a component of the Selected Alternative—and notes that this alignment "was generally preferred by the public and also had the support of elected

officials.” The P-EA component of the Selected Alternative, of which the Y-LA alignment is an extension, is also supported in Logansport planning initiatives. The proposed land use is designed with the build alternative alignment as a key feature. Logansport area land use plans call for commercial/industrial development south of the railroad in the project area. The Alternative 3 alignment parallel to and south of the existing Norfolk Southern track would result in either 1) an at-grade railroad crossing on new SR 25 at such time as a rail spur would be constructed to serve the proposed commercial/industrial development, or 2) eventual reconstruction of the new SR 25 to bridge the rail spur.

- Incorporates most of existing SR 25 between Delphi and Logansport, thus reducing maintenance costs for jurisdictions that will assume the responsibility for the remainder of the existing roadway. Use of existing right-of-way also potentially reduces land acquisition costs and reduces impacts to property owners along the route. With the Selected Alternative alignment, 9 miles of existing SR 25 in Carroll County and 3 miles in Cass County would be relinquished to the counties for maintenance, whereas, with the Alternative 3 alignment, 16 miles and 6 miles, respectively, would become the responsibility of the counties.

2.5 SECTION 4(f) FINDING

The Selected Alternative has no use of Section 4(f) resources. A Section 4(f) evaluation is not warranted, as there is no use of any Section 4(f) land within the project limits. In accordance with the requirements of Section 106 of the National Historic Preservation Act (1966), as amended, 36 CFR Part 800 (Protection of Historic Properties, Revised on 11 January 2001), field surveys of the project corridor were conducted to locate above ground historic resource properties, sites, and structures that might be affected by the project. The surveys identified several historic resources located along the alternative alignments; however, alignments were shifted or eliminated to avoid use of these Section 4(f) resources. All Section 4(f) lands adjacent to the project will be avoided and no property will be acquired from these properties or incorporated into the transportation facility. All of the four build alternatives avoided use of Section 4(f) resources.

3.0 MEASURES TO MINIMIZE HARM

Throughout this project, major efforts have been made to avoid or minimize impacts to the natural and human environment. Where impacts were potentially unavoidable, measures to mitigate the impacts were identified. The FEIS, Chapter 5, “Mitigation and Commitments,” describes the commitments FHWA and INDOT have agreed to in mitigating environmental impacts that could occur with the Selected Alternative. All practicable measures to minimize environmental harm have been incorporated into this decision. These mitigation measures will be implemented during the design and construction phases of the project development. The Record of Decision approves and directs the implementation of the mitigation measures listed in the FEIS, Chapter 5.

3.1 MITIGATION

Key features of the mitigation measures detailed in FEIS Chapter 5 are outlined below:

Farmland Impact—The project is being developed in compliance with the Farmland Protection Policy Act of 1981. Formal consultation with the Natural Resources Conservation Service of the U.S. Department of Agriculture resulted in a determination that the project will have no significant

impact to farmland. No alternatives other than those discussed in the FEIS will be considered without a re-evaluation of the project's potential impacts upon farmland.

Social Impact: School Bus Routes—Significant changes in access for known school bus routes will be discussed with the school systems well in advance so the schools systems can adjust routes in a timely manner. Where roads are closed, provision for school bus turnarounds will be included during the final design of the project.

Right-of-way—During final design, land-locked parcels will be identified. During right-of-way acquisition, agents will work with the affected property owners on a case-by-case basis to determine the best solution for each occurrence.

Relocation—The project will be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended in 1987. Relocation resources will be available to all residential relocatees without discrimination. If circumstances require it, the Housing of Last Resort program will be available.

Erosion Control—Construction limits will be minimized. Best Management Practices will be used to prevent non-source point pollution, to control storm water runoff, and to minimize sediment damage to water quality and aquatic habitats. A soil erosion and sedimentation control plan will be developed in conjunction with final construction plans, and implemented to control erosion within the construction limits. All construction activities must comply with federal and state soil erosion and sedimentation regulations. INDOT's *Standard Specifications and Special Provisions* will govern construction activities to control erosion and subsequent water pollution.

Water Quality and Stream Crossing Impacts—The exact extent and locations of any stream modifications that may be required by the project would be site-dependent and defined in the final design. The U.S. Fish and Wildlife Service (USFWS) has noted channel alterations could result in indirect effects such as “increased bank erosion, increased sediment load and channel instability.” It is not likely that all indirect impacts can be avoided.

Where stream crossings occur, mitigation for impacts to fish and wildlife habitats have been developed in accordance with the Indiana Department of Natural Resources (IDNR) and the U.S. Army Corps of Engineers (USACE) guidelines. Mitigation measures—such as installing three-sided culverts that would retain the natural channel bottom, and seasonal tree clearing to minimize impact to the Indiana bat's summer habitat—are proposed. Continued efforts will be made during final design to identify design features that would minimize impacts at the crossings, including identifying measures to keep channel and bank modifications to a minimum and, where feasible, avoid channel alterations below the low-water elevation. Where required, applicable permits will be obtained.

Management requirements of Indiana Department of Environmental Management (IDEM)-approved Wellhead Protection Plans (WHPPs) will be complied with. Where groundwater from private, individual wells is the principal source of potable water, grassy swales to divert stormwater from the road to ditches and streams, and construction methods to reduce turbidity that construction temporarily causes will be among the measures employed to protect sources of potable water.

Wetlands—Based on considerations detailed in the FEIS, Section 4.12, and in accordance with Executive Order 11990, it has been determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. The Memorandum of Understanding (MOU) between IDNR, USFWS and INDOT will be the basis for wetland mitigation and a conceptual wetland mitigation plan is included in this section.

INDOT has committed to pursue the purchase of some portion(s) of Delphi Swamp (northwest of Delphi) at/near fair market value, assuming a willing seller(s). The Conceptual Wetland Mitigation Plan (Plan) proposes that a portion of Delphi Swamp be purchased, restored, placed into a 5-year monitoring and management plan, and permanent protection of the property as an IDNR Nature Preserve. Three properties have been identified by IDNR as being of interest (total approximately 86 acres). An added benefit of this site for mitigation is the presence of Robinson Branch that borders Delphi Swamp. This presents an additional opportunity to compensate for impacts to riparian habitat. The restoration and enhancement activities to be used cannot be known until the specific parcels to be used are known. The Plan is contained in its entirety in the *Preferred Alternative and Mitigation Package* in the FEIS, Appendix A3. The Plan's key features are summarized below:

Conceptual Wetland Mitigation Plan

The wetland impact estimate for Alternative 2 is approximately 2.7 acres. The proposal here is primarily for the enhancement and preservation of a significant existing wetland. While some wetland acreage may be restored/created it will likely be small. Where enhancement of existing wetlands is a significant portion of a compensatory wetland mitigation plan, mitigation ratios are typically higher.

The restoration and enhancement activities to be used cannot be known until the specific parcels to be used are known. The following are the types of activities that might be expected to be carried out over a 5-year *Restoration and Enhancement Plan*.

- *Exotic Species Control*—An exotic species assessment and control plan would be prepared and a 5-year control plan put into effect.
- *Controlled Burning*—An assessment of the need for a fire management plan would be made in close coordination with IDNR on the need for burning based on the particular tract(s) purchased.
- *Woody Species Control*—A management plan would be developed that identifies specific locations where woody vegetation needs to be removed to restore the graminoid fen. The brush would then be cut and herbicide applied.
- *Removal of Drainage Improvements*—
 - A ditch draining from the fen on Tract 2 to Robinson Branch could be filled and perhaps restore wetlands that are currently drained.
 - The spoil mound adjacent to the ditch could be pushed back into the ditch to block it.
 - Bank stabilization measures would likely be necessary where the ditch discharges into Robinson Branch.
 - While no evidence of tile drainage was observed on any of the three tracts, this absence should be confirmed. Any tiles found would be removed.

- *Riparian Forest*—The forest community (on Tracts 2 and 3) should be assessed and a plan prepared to address identified concerns. It may be appropriate in some areas to plant appropriate tree species where they are missing from the plant community.
- *Removal of Cattle*—Cattle would be removed from any portions of Delphi Swamp purchased.
- *Robinson Branch Stream Habitat*—The final Mitigation Plan could include instream habitat work and an assessment of the need for bank stabilization work. If Robinson Branch is a legal drain any instream habitat work would have to be approved by the drainage board.
- *Borrow Pond*—It may be possible to develop wetlands on the pond (if it exists, NW corner of Tract 2) margins.

A *Monitoring Plan* will be prepared that would include:

- Performance standards such as:
 - Removal criteria for aggressive nonnative species.
 - Survival rates for planted species.
 - Removal criteria for woody species.
 - Bank stabilization criteria for Robinson Branch.
 - Hydrology and vegetation criteria for any restored/created wetlands.
- A schedule of monitoring efforts such as:
 - A notice by the permittee to permitting agencies that initial restoration activities have taken place.
 - Site visits once each year during the summer (June through August) following one full growing season to assess the results.

The likelihood that at least some portions of Delphi Swamp could be made available for purchase by INDOT appears good, based on conversations with owners of two of the three parcels identified as composing the swamp. Alternative mitigation scenarios will be pursued if the commitment to purchase a portion of Delphi Swamp cannot be carried through, or should the acquired tracts not prove sufficient to achieving USACE replacement ratios, or should other, as yet unforeseen, circumstances arise.

Given that wetlands may naturally increase, decrease, be eliminated, or be created, detailed mitigation plans will be developed during final design to meet the requirements of the USACE, when details exist to support such development. At that time, additional measures to minimize impacts to specific wetland sites can be considered, including narrowing medians and shoulder widths; and installing drainage features such as swales to ensure that roadway runoff does not enter wetland areas, and culverts to maintain the flow of water to a wetland area otherwise cut off from its water source. In addition, INDOT will explore bridging streams and wetlands and, where determined appropriate, bridging will be done. INDOT will be responsible for retaining the services of individuals qualified to delineate and design wetland mitigation sites during final design.

Federally Threatened and/or Endangered Species—USFWS determined that formal Section 7 consultation was not required. However, further consultation will be undertaken should new information on endangered species at the site become available or if there is a “significant change” in project plans. Where removal or modification of habitat cannot be avoided, INDOT will

limit tree removal within the riparian corridors—particularly trees that may serve as roost trees—and other vegetation to areas needed for the construction, and confine tree removal to April 15 – September 15.

Construction Impacts—Air pollution associated with airborne particles will be effectively controlled in accordance with INDOT’s *Standard Specifications*. Noise and vibrations control measures will include those contained in INDOT’s *Standard Specifications*.

In accordance with IDEM requirements, erosion control planning (ECP) will be undertaken.

Traffic flow maintenance and construction sequences will be planned and scheduled to minimize traffic delays on existing public crossroads and SR 25, where necessary. Signs will be used to notify the traveling public of road closures and other pertinent information. The local news media will be notified in advance of significant road closings and other major construction-related activities that could excessively inconvenience the community.

Access to all properties will be maintained to the extent practical through controlled construction scheduling.

Structure and debris removal will be in accordance with local and state regulatory agencies permitting the operation.

Historical and Archaeological Resources—A Section 106 consultation process was completed in compliance with the National Historic Preservation Act. FHWA, in consultation with the State Historic Preservation Officer (SHPO), determined that the Selected Alternative would have an adverse visual effect on the National Register of Historic Places (NRHP)-listed Deer Creek Valley Rural Historic District and three NRHP-eligible individual resources. In addition, along the Selected Alternative alignment, eight archaeological sites, an alluvial soils area, and a small section of floodplain are either wholly or partially within the right-of-way and, therefore, are recommended for avoidance or additional investigation (Phase 2, Phase 1c, and Phase 1c, respectively).

On September 3, 2004, FHWA, the SHPO and INDOT signed a Memorandum of Agreement (MOA) identifying measures and commitments to mitigate potential impacts to historical and archaeological resources. FHWA and the SHPO agree that the project will be implemented in accordance with the stipulations in the MOA to take into account the effects of the project on cultural resources. FHWA will ensure the measures in the MOA are implemented and, with INDOT, will consult with the SHPO at key points in the design stage regarding implementation of the principal elements of the MOA. The MOA also addresses how to handle unanticipated discoveries that might occur during the implementation of the project, conflict resolution, and preparation of reports, and the duration of the MOA. The executed MOA (FEIS Appendix B1) concludes the Section 106 process. Mitigation measures identified in the MOA include those summarized below:

Overall, the project will feature context sensitive design solutions, roadway lighting (where necessary) that minimizes the dispersion of light beyond the highway right-of-way, and “no-work zones” to ensure avoidance of any significant or potentially significant cultural (historic and archaeological) resources adjacent to or within the project right-of-way. The no-work zone will

apply to all of the identified historic properties within the project's Area of Potential Effect. Mitigation measures stipulated in the MOA to minimize visual impacts include:

- Deer Creek Valley Rural Historic District: Retaining access to existing SR 25 from Carroll CR 300N (the primary access to the district), but not providing direct access to/from CR 300N and the new roadway; and convening an Advisory Team, co-chaired by a representative of INDOT and the SHPO, to ensure the project design respects the historic qualities, landscapes, historic buildings and features within the Deer Creek Valley Rural Historic District.
- Isaac Robbins Farm: Landscaping in the form of tree plantings within INDOT rights-of-way along the resource boundary; considering minimizing the vertical grade of the new roadway along the resource boundary; and constructing a control-of-access fence along the right-of-way line, and, possibly, relocating the resource's entrance drive.
- Josephus Atkinson Farm: Landscaping in the form of tree plantings within INDOT rights-of-way along the resource's boundary; considering installing screening atop and, where appropriate, in the vicinity of the barrier wall on the CR 400W bridge; considering minimizing the vertical grade of the new roadway along the resource boundary; and within three years following the Record of Decision, developing documentation and seeking NRHP nomination for the Josephus Atkinson resource, if the property owners consent to NRHP listing.
- Farmstead (ID QS029): Landscaping in the form of tree plantings within INDOT rights-of-way along the resource's boundary.

FHWA has phased the final identification, evaluation, and determination of effects on the archaeological resources identified in the Selected Alternative corridor. The MOA stipulates that the identification and evaluation of archeological resources for inclusion in the NRHP must be completed before letting any type of project construction in the APE or selecting sites for ancillary activities associated with the project.

Stipulations also include consulting with Native American tribes when appropriate; taking reasonable measures to avoid disinterment and disturbance to human remains and grave goods of religious and cultural significance to tribes; and ensuring that any human remains and grave goods are treated in accord with all appropriate regulations and guidelines.

3.2 AVOIDANCE COMMITMENTS

The following mitigation measures will be advanced through the design and construction phases of project development:

- The Selected Alternative will be located so it will avoid Delphi Swamp and the Deer Creek Valley Rural Historic District. The Selected Alternative avoids any taking of property from historic sites, public parks and recreation areas, and wildlife or waterfowl refuges.
- During final design, measures will be identified to minimize the linear extent of channel and bank modifications and, where feasible, avoid channel alterations below the low-water elevation.

- INDOT will continue to investigate design features that would minimize impacts at stream crossings. Structures will be located so they minimize impacts to streams.

4.0 MONITORING AND REPORTING

INDOT will monitor and report the project's activities associated with the commitments and mitigation measures discussed in the MOA, the Conceptual Wetland Mitigation Plan, the FEIS, and this Record of Decision, to ensure that they are carried out. To ensure compliance with all appropriate federal and state regulations, necessary permits will be obtained prior to construction. These include: USACE Individual 404 Permit for use of wetlands, Individual 401 Water Quality Certification from IDEM, and a Construction in a Floodway Permit from IDNR.

5.0 COMMENTS ON THE FINAL EIS

This portion of the Record of Decision summarizes comments received by the INDOT on the FEIS for the SR 25 Hoosier Heartland Highway project. The FEIS was signed by FHWA on November 10, 2004. The Notice of Availability of the FEIS was published in the *Federal Register* on November 19, 2004, with a comment due date of December 27, 2004.

During the period of comment on the FEIS, a total of 25 submittals were received from federal and state, and local organizations, elected officials, and local residents. Because some correspondence was signed by more than one person, the submittals represented comments from 30 individuals. Also submitted was Technical Memorandum #1 prepared by New Alternatives, Inc., a consulting firm retained by Carroll County Commissioners to review and comment on the FEIS. Comments in all of the submittals can be generally characterized as noted in Table 3, page 18.

In addition, during the period of comment on the FEIS, 9 persons submitted emails, via the project website, that can be summarized as follows: 4 asking to be added to the project mailing list, 3 having questions regarding impacts to specific properties, 1 noting proximity to and interest in the project, and 1 noting a mailing address change.

The U.S. Environmental Protection Agency noted in its correspondence of December 21, 2004, that its previous determination—a Lack of Objection issued on the DEIS—is still appropriate. Its recommendation that details of the Conceptual Wetland Mitigation Plan be included in the Record of Decision has been followed (see pages 13–14, herein). The design and mitigation issues raised by IDEM in its correspondence of December 28, 2004, were similar to issues addressed in the FEIS. In brief, the issues will be dealt with during final design, when detailed data regarding alignment and right-of-way requirements are known.

All comments reflect issues previously raised on the DEIS. INDOT and FHWA have carefully reviewed all comments received on the FEIS and it has been determined that the substantive environmental issues raised in the comments have been fully addressed. FHWA has considered all FEIS comments in reaching the decisions documented in this Record of Decision.

The original comment submittals are retained in the FHWA project file.

Table 3—Summary of Comments on the FEIS

AGENCIES (2)*	
Indiana Department of Environmental Management (IDEM)	<p>Recommendations:</p> <ul style="list-style-type: none"> ▪ Further minimize impacts to streams and riparian corridors. ▪ Bridge high quality floodplain areas. ▪ Avoid foreseeable negative impacts to Wetland S. ▪ Specify class of each individual isolated wetland (meeting proposed). ▪ Identify alternative mitigation for impacts to isolated wetlands, as proposed mitigation via Delphi Swamp would only apply to jurisdictional wetland impacts. ▪ Develop stream impact evaluation & stream mitigation plan.
U.S. Environmental Protection Agency	Previous determination (Lack of Objection) still appropriate. Recommend including details of Conceptual Wetland Mitigation Plan in the Record of Decision.
ELECTED OFFICIALS (10)	
Carroll Co. Commissioners (2)	Oppose Selected Alternative in Carroll County as not responsive to economic development opportunities, and costly. [Submitted Technical Memorandum #1 12-21-04 (see "Report," below) that called for study of 300W route.]
Cass Co. Commissioners (3)	Support Selected Alternative for economic development and safety reasons. Public input thorough and environmental impacts addressed.
IN State Senators (2)	Support FEIS and Selected Alternative for safety and economic development.
Tippecanoe Co. Commissioner	Public input process thorough. Supports project for economic development and safety.
Mayors (2) — Cities of Delphi & Logansport	Supports FEIS and HHH for safety and economic development.
NATIVE AMERICAN TRIBES (1)	
Peoria Tribe of Indians of Oklahoma	No objection to proposed construction. Notify if NAGPRA-related materials are found.
ORGANIZATIONS (3)	
Chambers of Commerce (2) — Logansport/Cass Co. & Lafayette/W. Lafayette	Support approval of FEIS/Selected Alternative for reasons of economic development, safety, and transportation efficiency.
Fort to Port Improvement Organization	Supports FEIS and Selected Alternative for improving capacity, safety, regional transportation system from Ft. Wayne to Lafayette.
GENERAL PUBLIC (14)	
1 person	Area around Bridge Creek has hillside weep, massive amount of water after rain. The property has a 12' -circumference oak tree that should be preserved.
3 people	Support study of 300W route for environmental, development, and cost reasons.
10 people	Support Selected Alternative / timely project completion (i.e., no more delays), for safety, other reasons.
REPORT	
Hoosier Heartland Highway Technical Memorandum #1	<p>Recommendations:</p> <ul style="list-style-type: none"> ▪ Pay careful attention to transportation / land use relationships. ▪ Carroll Co. should not accept ownership of existing SR 25 until safety deficiencies corrected and maintenance allowance provided by INDOT. ▪ Study 300W route.

* (#) = Total number of persons who signed submittals (i.e., some submittals contained more than one signature).

6.0 RECORD OF DECISION

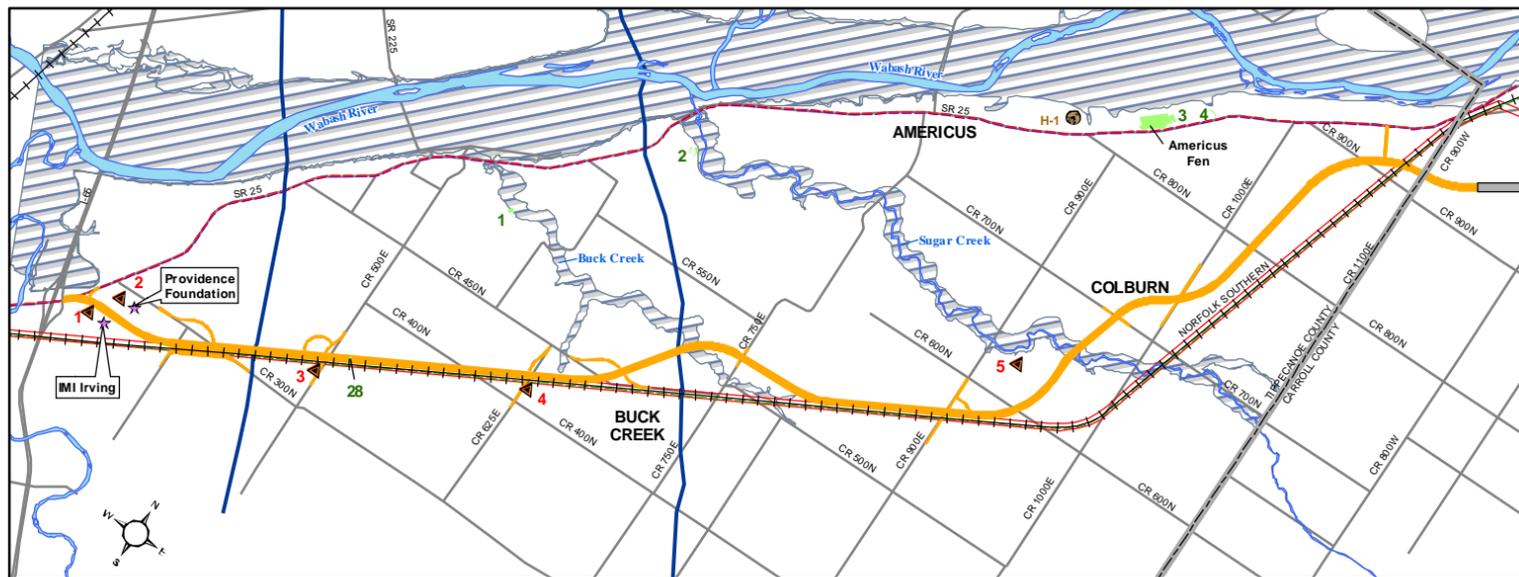
Based on the analysis and evaluation contained in the proposed project's Final Environmental Impact Statement; after careful consideration of all the identified social, economic, and environmental factors and input received from other agencies, organizations, and the public; and the factors and project commitments and mitigation measures outlined above, it is the decision of FHWA to select the Alternative 2 alignment as the Selected Alternative for the SR 25 project.

1/11/2005

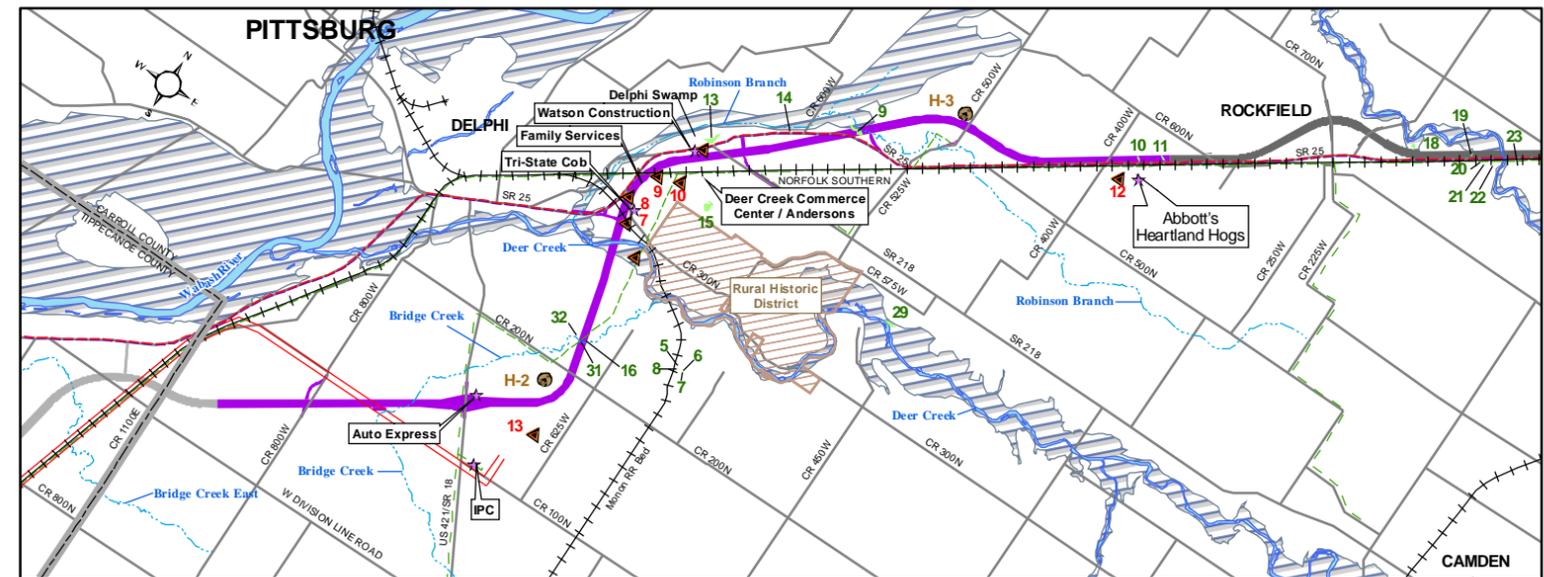
Date

Robert F Tally Jr.

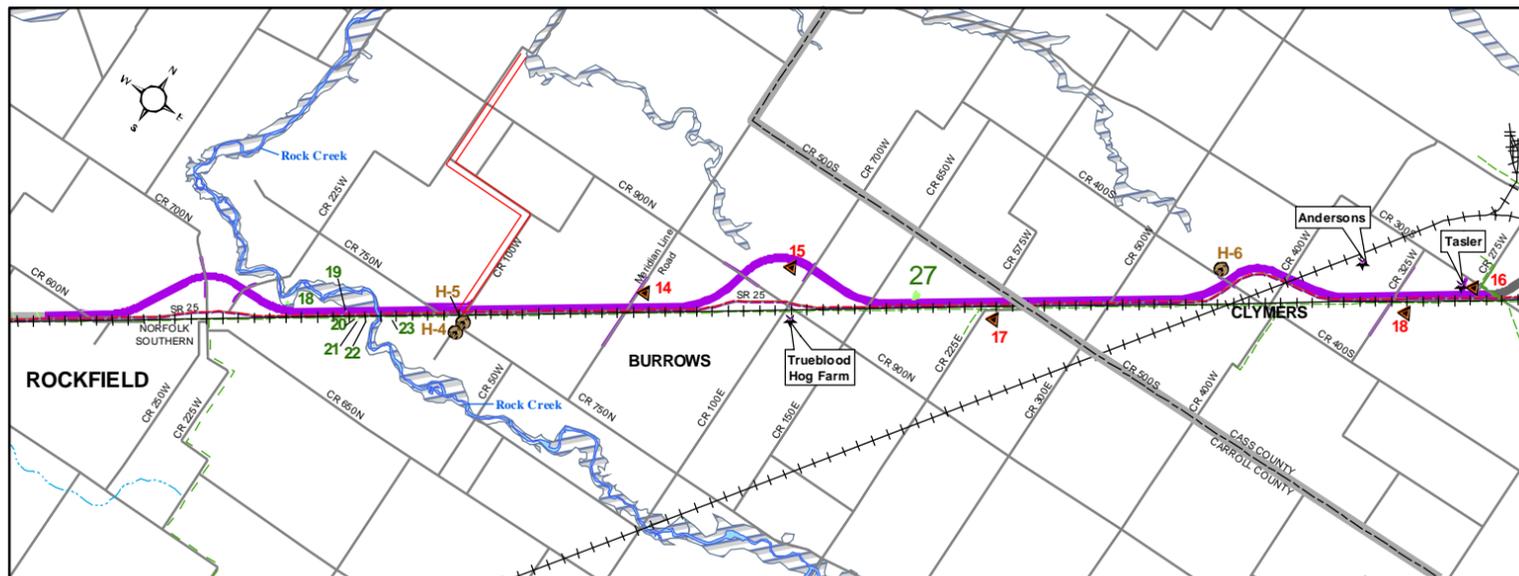
Robert F. Tally, Jr., P.E.
Division Administrator



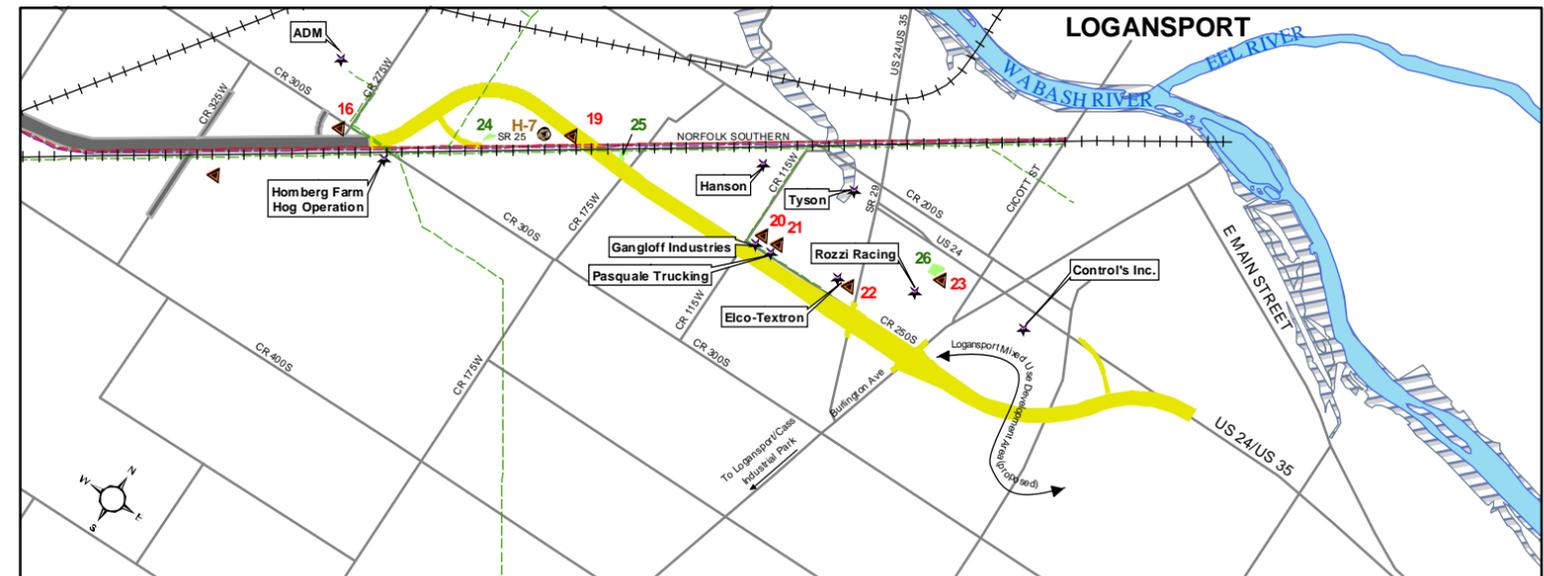
WESTERN SEGMENT
(O-WA1)



CENTRAL SEGMENT
(P-CA1)



EASTERN SEGMENT
(P-EA)



LOGANSPORT SEGMENT
(Y-LA)

- | | |
|-------------------------------|-----------------------|
| Rural Historic District | Railroad Lines |
| Wetland Location and Site ID | Low Pressure Gas |
| 100-Year Flood Boundary | High Pressure Gas |
| Potential HAZMAT Site and ID | Electric Transmission |
| Historic Resource and Site ID | Underground Electric |
| Business Location | Fiber Optic Cable |
| | Underground Pipeline |

Note: Site ID numbers reference data on tables in Chapter 4.0 of the FEIS.



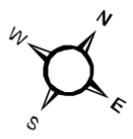
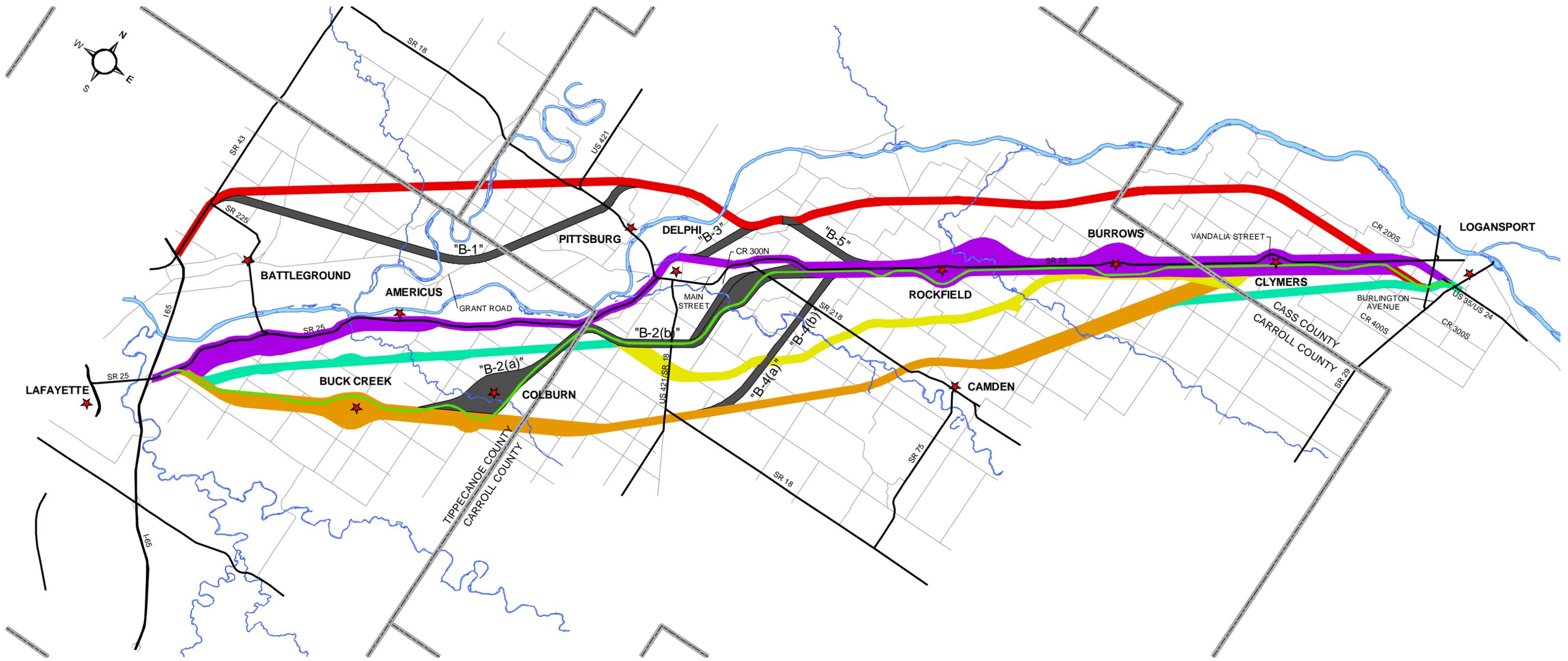
Architecture Engineering Construction

Exhibit 1 Sheet 1 of 1

SR 25: Hoosier Heartland Highway
Lafayette to Logansport, Indiana

SELECTED ALTERNATIVE
(Alternative 2)

Not To Scale



KEY

- 1995 Study Alignment
- County Line



Architecture Engineering Construction

Exhibit 2	Sheet 1 of 1
<p>SR 25: Hoosier Heartland Highway Lafayette to Logansport, Indiana</p> <p>ALL CORRIDORS CONSIDERED</p> <p style="text-align: center;">Not To Scale</p>	

