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5.22 Managed Lands and Natural Areas

Since the publication of the Draft Environmental Impact Statement (DEIS), two substantive changes have been made to this section. **Table 5.22-1**, showing a summary of managed land impacts by alternative within I-69 Section 6 has been adjusted to include the Refined Preferred Alternative (RPA). The description of impacts to a USDA-NRCS Conservation Reserve Program (CRP) property has been changed to reflect a reduction of impacts in the RPA. References to alternatives throughout the section have been adjusted to include the RPA.

5.22.1 Introduction

For purposes of this study, managed lands include the following: outdoor recreation facilities; publicly managed lands; and private properties whose owners participate in federal, state and local wetland, habitat or other conservation and management programs. In Morgan, Johnson, and Marion counties of I-69 Section 6, 15 managed lands have been identified within or near the field survey study area. The field survey study area (see **Section 4.1**) is used throughout this section unless otherwise noted.

I-69 Section 6 managed lands are described in **Section 4.3.3.4** and their location is shown in **Figure 4.3-20**. The publicly owned managed lands for I-69 Section 6 include the Cikana State Fish Hatchery, Southwestway Park, and the Glenn's Valley Nature Park.

Some private lands are considered managed lands, such as those owned by land trusts. They may be managed for timber production, wildlife habitat, recreation, education, or other purposes. Federal and state interests exist with many of these lands, including cost-sharing agreements, purchased easements, or property tax reductions. Federal and state funds have been or are being expended on many of these properties.

Privately owned managed lands investigated for this study include properties enrolled in the following government cost share programs, which generally are geared toward managing resources for conservation purposes.

- United States Fish and Wildlife Service
 - Partners for Fish and Wildlife Program
- United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS)
 - Wetlands Reserve Program (WRP)
 - Grasslands Reserve Program (GRP)
 - Wildlife Habitat Incentives Program (WHIP)
 - Environmental Quality Incentive Program (EQIP)
- USDA Farm Services Agency (FSA)



- Conservation Reserve Program (CRP)
- Conservation Reserve Enhancement Program (CREP)
- Indiana Department of Natural Resources (IDNR)
 - Classified Forest and Wildlands Program (CFWP)
 - Game Bird Habitat Development Program (GBHDP)

I-69 Section 6 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design. Most of the right of way used for the I-69 Section 6 project is already devoted to transportation use. Accordingly, the impacts to most natural resources in I-69 Section 6 would be less (on a per-mile basis) in comparison to I-69 Sections 1 through 4, since they were constructed on new terrain. The resource impacts in this chapter include only those outside the existing right of way of State Road (SR) 37 and other transportation facilities.

5.22.2 Methodology

Managed lands were identified within or near the I-69 Section 6 field survey study area based on geographic information system (GIS) mapping and field surveys. Coordination was undertaken with appropriate federal and state agencies to determine whether properties within the I-69 Section 6 field survey study area are enrolled in the managed lands programs listed above.

The following sections describe the results of agency coordination, managed land activities identified in the field survey study area, potential impacts to the areas as a result of the project, and mitigation for impacts.

5.22.3 Analysis

Coordination with appropriate agencies concluded that no properties exist near the I-69 Section 6 field survey study area that are currently enrolled or have participated in the WRP, GRP, WHIP, EQIP, CREP, or GBHDP. No CFWP or Partners for Fish and Wildlife Program lands would be impacted by the I-69 Section 6 alternatives. No properties acquired or improved with federal funds dedicated to fish and wildlife management are known to be impacted by any of the alternatives.

Section 4.3.3.4 identifies 15 managed lands located within or near the I-69 Section 6 field survey study area. Twelve are publicly owned and three are privately owned. In addition, there are properties located within or near the I-69 Section 6 field survey study area that participate in other state and/or federally funded programs. Managed land properties located within or near the I-69 Section 6 field survey study area are shown on **Figure 4.3-20**. Two CRP properties are located within or near the I-69 Section 6 alternatives. The location of CRP properties is considered confidential. Therefore, they are not included in figures in this document.



The Cikana State Fish Hatchery and one CRP property (CRP-1) are the only managed lands that exist within the I-69 Section 6 field survey study area and the only managed lands to be impacted by the alternatives. The impacts to these managed lands are shown in Table 5.22-1.

Table 5.22-1: Summary of Managed Land Impacts within I-69 Section 6

Resource Name	Alt C1	Alt C2	Alt C3	Alt C4	RPA
Cikana State Fish Hatchery (North Unit) 40 Managed Acres	2.9	3.2	1.1	3.2	3.6
<i>Remnant Managed Acres</i>	37.1	36.8	38.9	36.8	36.4
Cikana State Fish Hatchery (East Unit) 78 Managed Acres	0	0	0.4	0	0
<i>Remnant Managed Acres</i>	78.0	78.0	77.6	78.0	78.0
CRP-1 43.5 Managed Acres	7.1	10.7	7.1	10.7	2.7
<i>Remnant Managed Acres</i>	36.4	32.8	36.4	32.8	40.8
Total Acres of Impact	10.0	13.9	8.6	13.9	6.3

5.22.3.1 Cikana State Fish Hatchery

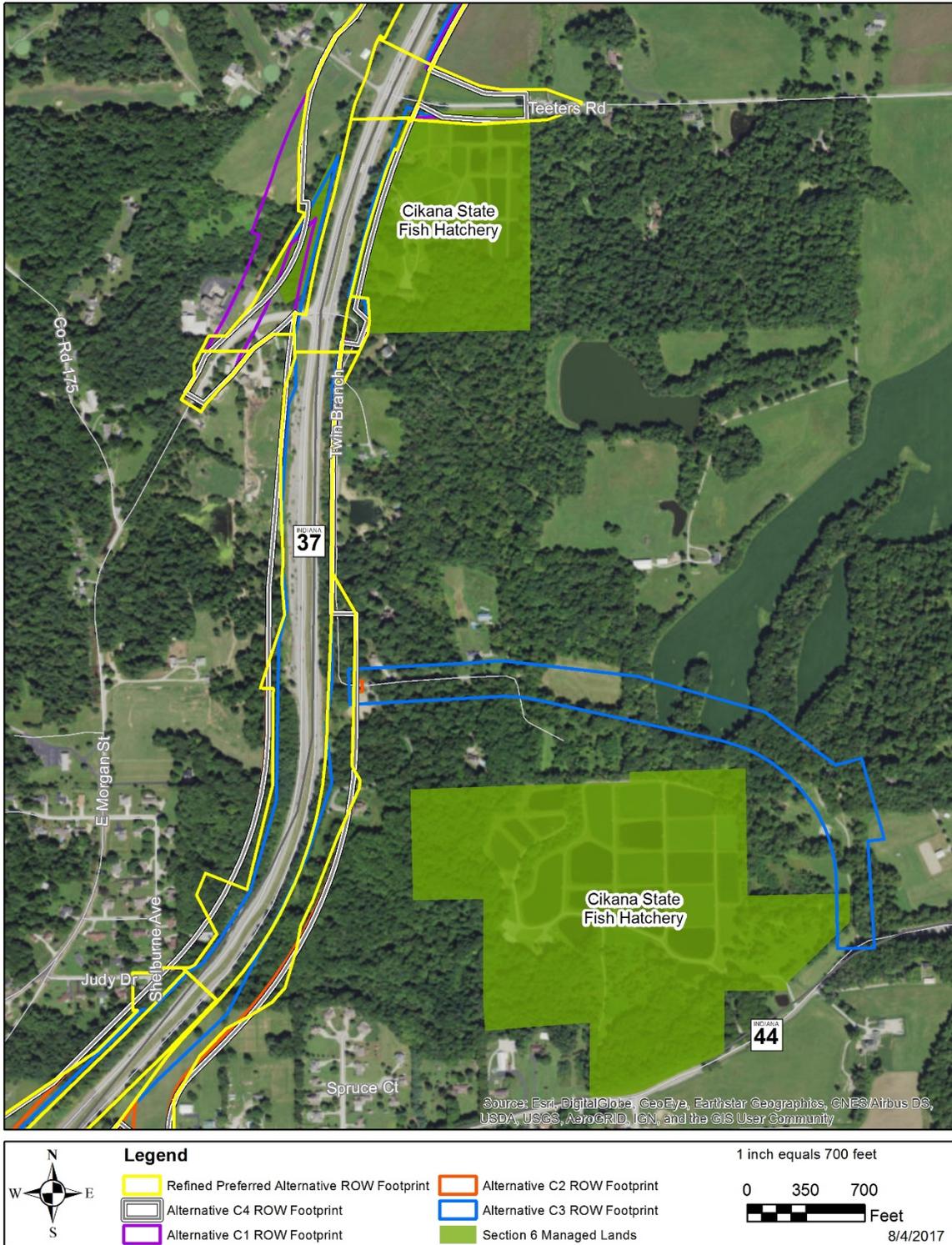
The Cikana State Fish Hatchery is shown on Figure 5.22-1. The hatchery is divided into two units. The north unit is located adjacent to SR 37, one mile north of SR 44. Portions of the north unit are both east and west of SR 37. The west area, located just north of Morgan Street, is not used by the hatchery. The east unit, located adjacent to SR 44 one mile east of SR 37, is a 78-acre property containing 22 earthen ponds with a water surface area total of 21 acres. The east unit also includes a culture building, a service building and a small barn. The north unit is a 40-acre property containing 13 earthen ponds with a water surface area total of 7.4 acres. The north unit also includes the assistant manager’s residence, a barn and a pole building.

A meeting regarding potential impacts to the Cikana State Fish Hatchery was held at the north unit on August 11, 2015, between IDNR and the project team. IDNR personnel indicated they were concerned about potential right of way impacts, and specifically about impacts to the residence and structures. The property currently has direct access to SR 37 which would be removed during the construction of I-69.

IDNR staff expressed concerns over access to the portion of the property east of SR 37 which is used to raise fish. Large trucks ranging from 1 to 2 tons are used to transport fish and will need to be able to access the property. IDNR staff stated they will be making some critical infrastructure decisions regarding the property and are interested in knowing how the project would affect it.



Figure 5.22-1: I-69 Section 6 Alternatives and Cikana State Fish Hatchery





All alternatives, including the RPA, would impact property in the north unit of the Cikana State Fish Hatchery. This includes the triangular-shaped portion west of SR 37 that is not used by the hatchery as well as portions of the west and north sides of the hatchery. Areas impacted would be 2.9 acres with Alternative C1, 3.2 acres with Alternatives C2 and C4, 1.1 acres with Alternative C3, and 3.6 acres with the RPA. Impacts include forested land west of SR 37 and along the west side of the property east of SR 37. Impacts also include portions of three fisheries ponds on the north end of the property south of Teeters Road. None of the alternatives would require the relocation of any structures on the property.

All alternatives, including the RPA, provide a cul-de-sac at Twin Branch Road at the south end of the north unit which would provide access to the property. Alternatives C1, C2, C4 and the RPA would include a new local service road immediately east of I-69 Section 6 that would connect Twin Branch Road to Old SR 44. Alternative C3 would provide a local service road further to the east that would connect Twin Branch Road to SR 44. The current access via Teeters Road along the north side of the property would be removed with the construction of a grade separation at that location.

Alternative C3 would also impact the Cikana State Fish Hatchery east unit. Alternative C3 includes a local service road from SR 44 that curves around the east side of the east unit to connect to Twin Branch Road. Alternative C3 would impact approximately 0.4 acre of the east unit. None of the remaining alternatives would impact the east unit.

5.22.3.2 USDA-NRCS Conservation Reserve Program (CRP)

The CRP is administered through the FSA. Program support is provided by NRCS, Cooperative State Research and Education Extension Service, state forestry agencies, and local Soil and Water Conservation Districts. The CRP is a voluntary program for agricultural landowners, whereby property owners can receive cost-share assistance to establish long-term, resource-conserving covers on eligible farmland. Participants enroll in the CRP for 10 to 15 years. The I-69 Section 6 field survey study area includes one property enrolled in the CRP. CRP-1 is located within the I-69 field survey study area, and CRP-2 is located near but outside of the I-69 field survey study area.

The CRP-1 property includes 43.5 acres. Alternatives C1 and C3 would impact approximately 7.1 acres of CRP-1, leaving 36.4 acres of the property. Alternatives C2 and C4 would impact 10.7 acres of the property, leaving 32.8 acres of the property.

The RPA minimizes impacts to the CRP-1 lands by eliminating the Stones Crossing Road overpass proposed in Alternative C4. The local service road proposed in Alternative C4 from SR 144 to Travis Road would be used in the RPA to provide access to properties east of I-69. This change reduces the impacts to CRP-1 from 10.7 acres with Alternative C4 to 2.7 acres with the RPA. Total impact of managed lands is reduced to 6.3 acres in the RPA, as shown in **Table 5.22-1**.



5.22.4 Mitigation

There are federal and state interests in many of the privately owned managed lands in the form of cost-sharing agreements, purchased easements or property tax reductions. Federal and state funds have been or are being expended on many of these properties. The one privately owned managed land property, CRP-1, would be impacted by all I-69 Section 6 alternatives, including the RPA. This privately owned managed land property participates in the CRP.

The CRP program does not involve relinquishment of ownership of the property through dedication of a permanent conservation easement or other method of terminating property rights. The property is privately owned and is not designated as a public park, recreation area, or wildlife or waterfowl refuge. Therefore, it does not qualify for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. §303(c). For further reference, see **Chapter 8, Section 4(f)**.

INDOT will continue to work with IDNR and the Cikana State Fish Hatchery regarding impacts to the fish hatchery property. The direct access to the north unit from SR 37 would be lost during construction of I-69 Section 6, but new access would be provided via Twin Branch Road.

During the meeting on August 11, 2015, IDNR personnel stated that although the fish hatchery has a visitor area and allows the public to observe the ponds, no activities or facilities specifically defined for recreational purposes exist on the property. Nor is the property considered a historic site or wildlife refuge. Therefore, the Cikana State Fish Hatchery does not qualify for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. §303(c). See **Chapter 8, Section 4(f)**.

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. Mitigation for impacts to wetlands is described in **Section 5.19.2** and in **Chapter 7, Mitigation and Commitments**. Mitigation for impacts to forests is described in **Section 5.20.4** and in **Chapter 7, Mitigation and Commitments**.

5.22.5 Summary

A total of 15 managed lands were identified in and near the I-69 Section 6 field survey study area. Twelve are publicly owned or managed, and three are privately owned. Managed lands are listed and described in **Section 4.3.3.4** and are shown in **Figure 4.3-20**. To protect the nesting herons, the privately-owned Millard Sutton/Amos Butler Audubon Sanctuary Nature Preserve nature preserve is not open to the public, and its location is not shown in **Figure 4.3-20**. This nature preserve is in the vicinity of I-69, but the property is not directly impacted.



Table 5.22-1 summarizes impacts to managed land properties as a result of the I-69 Section 6 alternatives. The table identifies the total right of way acquisition from each managed land property and the number of managed acres that remain. Two managed lands would be impacted by the alternatives, the Cikana State Fish Hatchery and a CRP property.

Total impacts to managed lands would be 10.0 acres with Alternative C1, 13.9 acres with Alternatives C2 and C4, 8.6 acres with Alternative C3, and 6.2 acres with the RPA. Alternative C3 is the only alternative that would impact the east unit of the Cikana State Fish Hatchery.