

Indiana Department of Transportation

County Greene

Route Various

Des. No. 1600759

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

Road No./County:	Various / Greene County
Designation Number:	1600759
Project Description/Termini:	Construction of a multi-use trail extending from Linton City Park to the Greene County General Hospital

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

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

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

Approval _____
 ESM Signature _____ Date _____ ES Signature _____ Date _____

 FHWA Signature _____ Date _____

Release for Public Involvement

N/A _____ BDM for REB _____ 9/2/2020 _____
 ESM Initials _____ Date _____ ES Initials _____ Date _____

Certification of Public Involvement _____
 Office of Public Involvement _____ Date _____

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

INDOT ES/District Env.
 Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA
 Preparer: Chad Costa / Lochmueller Group, Inc.

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Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*? [] Yes [X] No
If No, then: Opportunity for a Public Hearing Required? [X] []

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

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

Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on January 17, 2018... To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the Greene County Daily World newspaper on March 28, 2020... The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual...

Public Controversy on Environmental Grounds Will the project involve substantial controversy concerning community and/or natural resource impacts? [] Yes [X] No

Remarks: At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

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

Sponsor of the Project: City of Linton INDOT District: Vincennes
Local Name of the Facility: Linton Multi-use Trail

Funding Source (mark all that apply): Federal [X] State [] Local [X] Other* []

*If other is selected, please identify the funding source: N/A

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PURPOSE AND NEED:

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

The primary need for the project is due to the lack of sufficient pedestrian and bicycle facilities within the corridor from Linton City Park to the Greene County General Hospital within the City of Linton. Specifically, there is a lack of connectivity between the Linton City Park and commercial and residential properties on the east side of the City of Linton, including the Greene County General Hospital. Presently, there are no pedestrian or bicycle facilities between CR 1100 W (Park Road) and CR 1000 W that provide connectivity to recreational, residential, and commercial properties within this area of the City of Linton (Appendix B, B3 to B15).

The purpose of the project is to improve pedestrian and bicycle connectivity through the corridor extending from Linton City Park to the Greene County General Hospital.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Greene

Municipality: Linton

Limits of Proposed Work: Along an unnamed road and SR 54 from Linton City Park to the Greene County General Hospital

Total Work Length: 1.32 Mile(s)

Total Work Area: 3.08 Acre(s)

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

	Yes ¹	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date:		

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

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

The City of Linton, with funds from the Federal Highway Administration (FHWA), is proceeding with a multi-use trail project in the City of Linton, Greene County, Indiana. The project is located in Sections 13 and 24, Township 7 North, Range 7 West of Stockton Township as depicted on the Linton USGS Quadrangle Topographic Map (Appendix B, page B2).

Existing Conditions

Within the project area, SR 54 (A Street NE) is an east-west route that is functionally classified as a minor arterial roadway. The typical cross-section of the roadway consists of two 12-foot wide travel lanes (one in each direction), and a 14-foot wide two-way left turn lane (TWLTL) center turning lane from just east of the Linton Shopping Center drive to a point approximately 0.33 mile west of CR 1000 W (Lone Tree Road). This section of SR 54 is bordered by 2-foot and 7-inch curb and gutter. From a point approximately 0.33 mile west of CR 1000 W to CR 1000 W, SR 54 is comprised of two 12-foot wide through lanes (one in each direction) with designated turn lanes at various commercial drives. This section of SR 54 is bordered by 4-foot wide shoulders. Within the project area, no pedestrian or bicycle facilities currently exist on either the north or south side of SR 54. An existing 24-inch diameter pipe is located on the north side of SR 54, east of the Linton Shopping Center. Additionally, an existing 13-foot by 7-foot reinforced concrete 3-sided structure (CV 054-028-27.10) carries an unnamed tributary to Beehunter Ditch under SR 54. Drainage along SR 54 is conveyed by a combination of storm sewers that discharge to the unnamed tributary to Beehunter Ditch and graded/riprap lined ditches on both sides of the roadway. The posted speed limit is 40 miles per hour (mph).

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Within the project area, CR 1100 W (Park Road) is a north-south route that is functionally classified as a major collector. The typical cross-section of the roadway consists of two 12-foot wide travel lanes with 1-2-foot wide aggregate shoulders. Drainage along CR 1100 W is conveyed by side ditches on either side of the roadway. There are no pedestrian or bicycle facilities along either side of CR 1100 W. The existing speed limit is not posted.

Within the project area, Lezlie Lane is an east-west route that is functionally classified as a local road and serves as a residential drive. The typical cross-section of the roadway consists of two 12-foot wide travel lanes with 1-foot wide paved shoulders. There are no pedestrian or bicycle facilities along either side of Lezlie Lane; however, a 6-8-foot wide aggregate pathway extends between the end of Lezlie Lane and the parking lot of the Linton Shopping Center. The existing speed limit is not posted.

Within the project area, there is an unnamed road that is an east-west route and is functionally classified as a local road (Appendix B, B3 to B4). The typical cross-section of the roadway consists of two 10-foot wide travel lanes (one in each direction) with no discernible shoulder. An existing 30-inch by 40-inch corrugated metal pipe (CMP) structure is located under the unnamed road on the east side of CR 1100 W. Drainage along the north side of the unnamed road is conveyed by a shallow ditch, while on the south side drainage is conveyed via a combination of ditches and incidental wetland features that have formed due to runoff from nearby businesses. The existing speed limit is not posted. There are no pedestrian or bicycle facilities along either side of the unnamed road.

Preferred Alternative

The preferred alternative involves the construction of a multi-use trail from the Linton City Park to the Greene County General Hospital. The need for installation and upgrading of facilities is identified in City of Linton's Americans with Disabilities Act (ADA) Transition Plan. In August 2019, during the development of the project, a 30-foot section of the trail was constructed within the Linton City Park property with local funds (Appendix B, B3). Because this constructed section of trail is needed to support logical termini, the impacts associated with that construction are included in this document as part of the project. The multi-use trail will extend from the eastern edge of the Linton City Park (also called Humphreys Park) at Phil Harris Parkway, crosses CR 1100 W (Park Road), and continues east along the south side of an unnamed road (Appendix B, B3 to B4). The multi-use trail continues east through the parking lot of the Linton Shopping Center before turning south toward SR 54 (A Street NE) (Appendix B, B6). To provide optimal safety where interactions between vehicular traffic and pedestrians/bicyclists may occur, the trail pavement through the parking lot of the shopping center will be raised in three sections. The breaks between each raised section will define the areas at which vehicles will be able to turn and continue along the main lanes of the parking lot. A curb will border both sides of the raised trail section to further demarcate the pedestrian facility. The height of the curb generally ranges from 6-inches to 12-inches while the base elevation of the raised trail also increases by 0.33-inch to 0.85-inch. Each raised section will begin and end with an ADA compliant concrete curb ramp. Specific locations along the trail will be clearly designated for the crossing of vehicular traffic. There will also be signage and pavement markings for both vehicular and trail traffic within this area. All signing will meet INDOT requirements and follow all guidelines of the FHWA Manual on Uniform Traffic Control Devices (MUTCD) and the AASHTO Guide for the Development of Bicycle Facilities.

At SR 54, the multi-use trail continues east along the north side of the road until reaching a trailhead at a point approximately 437 feet west of CR 1000 W (Appendix B, B6 to B13). From this point, the trail alignment veers north through a forested area and ends at Greene County General Hospital (Appendix B, B13 to B15). In addition, trail sections will be constructed from the trail head to CR 1000 W (Lone Tree Road) (Appendix B, B13). Another section of trail will be constructed between the Linton Shopping Center northeast to Lezlie Lane to connect to the residential properties east of the shopping center (Appendix B, B5 to B6). The typical section of the trail will include an 8 to 10-foot wide paved pathway with 2-foot wide shoulders. Green space will separate the multi-use trail from SR 54 and the unnamed road. The width of the green space varies from a minimum of 5 feet wide to as much as 28 feet wide near the trailhead and continuing to CR 1000 W. The existing 30-inch by 40-inch CMP on the east side of CR 1100 W will be extended further to the south in order to accommodate the alignment of the multi-use trail along the unnamed road (Appendix B, B47). The existing 13-foot by 7-foot reinforced concrete 3-sided structure (CV 054-028-27.10) carries an unnamed tributary to Beehunter Ditch under SR 54 will also be extended in order to accommodate the trail alignment. Additionally, new stormwater structures,

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inlets, and manholes will be constructed along the proposed trail route. No amenities are proposed along the multi-use trail. The length of the multi-use trail project is approximately 1.32 miles.

The project will require the acquisition of approximately 2.24 acres of permanent right-of-way (ROW) and 0.24 acre of temporary ROW (Appendix B, B3 to B15). Please refer to the *Right of Way* section of this document for additional details regarding required land acquisition. Approximately 0.34 acre of tree clearing is required. Construction of the project is expected to occur during daylight hours.

The preferred alternative meets the purpose and need of the project by providing a multi-use trail for both pedestrian and bicycle users that connects Linton City Park to the residential properties, commercial properties, and Greene County General Hospital on the east side of the City of Linton and fulfills the goals of the Linton ADA Transition Plan.

The maintenance of traffic (MOT) for the project will require lane closures along SR 54 and CR 1100 W. The MOT will be implemented per the *Indiana Design Manual* guidelines. Access to all drives and businesses will be maintained. The MOT is detailed in the *Maintenance of Traffic During Construction* section of this document.

The termini for this project are logical because the western terminus is at Phil Harris Parkway, a road within Linton City Park while the eastern terminus connects to an existing sidewalk at the Greene County General Hospital. There are two other sections of trail included as part of the project that also have logical termini. The section of trail that continues east to CR 1000 W ends at the corporation limits for the City of Linton. The section of trail that connects to Lezlie Lane ends at an existing sidewalk leading into a residential area. The construction of this project is independent of any other projects in the area.

The total estimated cost for the proposed project is \$1,804,796 as indicated on the FY 2020-2024 INDOT State Transportation Improvement Program (STIP) (Appendix H, H1). ROW cost is \$408,000 (2021) and construction cost is \$1,072,000 (2022). The preliminary engineering cost is \$324,796. Construction is anticipated to begin in FY 2022.

OTHER ALTERNATIVES CONSIDERED:

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

Do-Nothing Alternative: This alternative would involve not constructing a multi-use trail. While this alternative eliminates costs and any environmental impacts, it would not address the purpose and need. Therefore, this alternative was discarded from further consideration.

No other alternatives were considered.

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

- It would not correct existing capacity deficiencies;
 - It would not correct existing safety hazards;
 - It would not correct the existing roadway geometric deficiencies;
 - It would not correct existing deteriorated conditions and maintenance problems; or
 - It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe): Does not fulfill the identified purpose and need for the project.

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

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ROADWAY CHARACTER:

SR 54:

Functional Classification: Minor arterial
 Current ADT: Unknown VPD (20--) Design Year ADT: Unknown VPD (20--)
 Design Hour Volume (DHV): Unknown Truck Percentage (%) Unknown
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed
Number of Lanes:	3		3
Type of Lanes:	Through / turn		Through / turn
Pavement Width:	38-54	ft.	38-54
Shoulder Width:	2.6 - 4	ft.	2.6 - 4
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	8-10

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

CR 1100 W (Park Road):

Functional Classification: Major collector
 Current ADT: Unknown VPD (20--) Design Year ADT: Unknown VPD (20--)
 Design Hour Volume (DHV): Unknown Truck Percentage (%) Unknown
 Designed Speed (mph): Unknown Legal Speed (mph): Unknown

	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	Through		Through
Pavement Width:	20	ft.	20
Shoulder Width:	1-2	ft.	1-2
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Unnamed Road:

Functional Classification: Local road
 Current ADT: Unknown VPD (20--) Design Year ADT: Unknown VPD (20--)
 Design Hour Volume (DHV): Unknown Truck Percentage (%) Unknown
 Designed Speed (mph): Unknown Legal Speed (mph): Unknown

	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	Through		Through
Pavement Width:	20	ft.	20
Shoulder Width:	N/A	ft.	N/A
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	10

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Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): CV 054-028-27.10 Sufficiency Rating: 8 out of 9 (April 16, 2016 Culvert Inspection Report)
 (Rating, Source of Information)

	Existing		Proposed
Bridge Type:	N/A		N/A
Number of Spans:	N/A		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	N/A	ft.	N/A
Length of Channel Work:	N/A		N/A

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

Remarks: No bridges will be impacted by this project. However, several small drainage structures will require modification as a part of the project. An existing 30-inch by 40-inch CMP structure located under the unnamed road on the east side of CR 1100 W will be extended 5 feet to the south. An existing 24-inch diameter pipe located on the north side of SR 54, east of the Linton Shopping Center, will be extended 6 feet to the south. The existing 13-foot by 7-foot reinforced concrete 3-sided structure that carries UNT 4 to Beehunter Ditch under SR 54 (CV 054-028-27.10) will be extended 10 feet to the north. Additionally, new stormwater structures, inlets, and manholes will be constructed along the proposed trail route.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Remarks: The MOT for the project will require lane closures along SR 54 and CR 1100 W. Signs will be posting warning motorists of the construction. Access to all drives and businesses will be maintained. The MOT will be implemented per the *Indiana Design Manual* guidelines.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 324,796.00 (2018) Right-of-Way: \$ 408,000.00 (2021) Construction: \$ 1,072,000.00 (2022)

Anticipated Start Date of Construction: Spring 2022*

** - While construction is not expected until Spring 2022, a portion of the trail in Linton City Park was constructed in August 2019.*

Date project incorporated into STIP July 2, 2019 (Modification 20-07)

Is the project in an MPO Area? Yes No

If yes,

Name of MPO: N/A

Location of Project in TIP: N/A

Date of incorporation by reference into the STIP: N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.07	0.12
Commercial	1.27	0.05
Agricultural	0.00	0.00
Forest	0.34	0.00
Wetlands	0.09	0.01
Other: Church	0.00	0.03
Other: Exempt, County owned	0.00	0.03
Other: Exempt, Greene County General Hospital	0.47	0.00
TOTAL	2.24	0.24

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

Remarks: Within the project limits, the existing ROW along SR 54 is approximately typically 80 feet wide (40 feet wide north and south of the centerline); the existing ROW widens to 112 feet wide (56 feet wide either side of the centerline) at the small structure that carries UNT 4 to Beehunter Ditch under SR 54 (CV 054-028-27.10). The

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existing ROW along CR 1100 W is 40 feet wide (20 feet wide east and west of the centerline). There is no deeded ROW along the unnamed road.

The project requires approximately 2.24 acres of permanent ROW from 12 parcels. The permanent ROW to be acquired is primarily from maintained lawns and paved areas associated with residential and commercial properties. Permanent ROW is also required from forest, wetland, and hospital land uses. The ROW width along CR 1100 W will remain unchanged. Along the unnamed road, a strip of permanent ROW approximately 32 feet wide (typical), 36 feet wide (maximum), will be acquired. The permanent ROW along SR 54 will be maintained at a typical width of 80 feet wide (40 feet either side of the centerline). At the small structure that carries UNT 4 to Beehunter Ditch under SR 54 (CV 054-028-27.10), the permanent ROW will widen to 66 feet north of the centerline for a maximum width of 122 feet wide. The permanent ROW is necessary for construction of the trail and modifications to drainage structures (Appendix B, B3 to B15).

The project also requires approximately 0.24 of temporary ROW from 14 parcels. The temporary ROW to be acquired consists of residential, commercial, wetland, church, and county owned land uses. The temporary ROW is necessary for yard grading, drive construction, and modifications to drainage structures. The temporary ROW will revert to its original owner after the construction of the project (Appendix B, B3 to B15).

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, E10), there are four streams, rivers, watercourses, jurisdictional ditches located within the 0.5 mile search radius. There is one stream present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on April 27, 2020. Please refer to Appendix F, F1 to F39 for the *Waters of the U.S. Determination Report*. It was determined that five jurisdictional streams, UNT 1 through UNT 5 to Beehunter Ditch, are present within the survey area. An additional stream, UNT 6 to Beehunter Ditch, was determined to not be jurisdictional. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. None of the streams were determined to be Federal Wild and Scenic Rivers, State Natural Scenic and Recreational Rivers, or Outstanding Rivers.

UNT 1 to Beehunter Ditch flows from north to south along the west side of CR 1100 W (Appendix B, B3). The ordinary high water mark (OHWM) is 3 feet 10 inches wide and 4.25 inches deep. UNT 1 to Beehunter

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Ditch would likely be considered jurisdictional due to the hydrologic connectivity to the White River, a traditionally navigable water (TNW), via Beehunter Ditch and Black Creek. A total of approximately 18 linear feet (0.001 acre below the OHWM) of UNT 1 to Beehunter Ditch was previously impacted by a 30-foot section of the trail constructed within Linton City Park in August 2019. Impacts were limited to the portion of the stream within the construction limits of the project. The specific impacts associated with UNT1 to Beehunter Ditch included the addition of an 18-foot long, 18-inch diameter CMP beneath the 30-foot long constructed trail section (Appendix B, B3).

UNT 2 to Beehunter Ditch flows from north to south along the east side of CR 1100 W (Appendix B, B3). The OHWM was 3 feet 8 inches wide and 6 inches deep. UNT 2 to Beehunter Ditch would likely be considered jurisdictional due to the hydrologic connectivity to the White River, a TNW, via Beehunter Ditch and Black Creek. A total of approximately 23 linear feet (0.002 acre below the OHWM) of UNT 2 to Beehunter Ditch will be impacted by the project. Impacts will be limited to the portion of the stream within the construction limits of the project. Impacts to UNT 2 to Beehunter Ditch are specifically associated with the construction of the new trail along the south side of the unnamed road and the extension of the 30-inch by 40-inch CMP.

UNT 3 to Beehunter Ditch flows from west to east along the north side of SR 54 (Appendix B, B9). The OHWM was 1 foot 6 inches wide and 1 inch deep. UNT 3 to Beehunter Ditch would likely be considered jurisdictional due to the hydrologic connectivity to the White River, a TNW, via Beehunter Ditch and Black Creek. A total of approximately 158 linear feet (0.005 acre below the OHWM) of UNT 3 to Beehunter Ditch will be impacted by the project. Impacts will be limited to the portion of the stream within the construction limits of the project. Specifically, these impacts are associated with the construction of the new trail along the north side of SR 54, east of Tomak Avenue. In this area, UNT 3 to Beehunter Ditch will be re-graded and channelized to new storm water structures.

UNT 4 to Beehunter Ditch flows from north to south within the project area and crosses beneath SR 54 approximately 0.3 mile west of CR 1000 W (Appendix B, B11). The OHWM was 9 feet wide and 1 foot 2 inches deep. UNT 4 to Beehunter Ditch would likely be considered jurisdictional due to the hydrologic connectivity to the White River, a TNW, via Beehunter Ditch and Black Creek. A total of approximately 47 linear feet (0.01 acre below the OHWM) of UNT 4 to Beehunter Ditch will be impacted by the project. Impacts will be limited to the portion of the stream within the construction limits of the project. Specifically, these impacts are associated with the construction of the new trail along the north side of SR 54 and the extension of the 13-foot by 7-foot reinforced concrete 3-sided structure (CV 054-028-27.10).

UNT 5 to Beehunter Ditch flows from east to west along the north side of SR 54 (Appendix B, B11). The OHWM was 4 feet 1 inch wide and 1 foot deep. UNT 5 to Beehunter Ditch would likely be considered jurisdictional due to the hydrologic connectivity to the White River, a TNW, via Beehunter Ditch and Black Creek. A total of approximately 245 linear feet (0.02 acre below the OHWM) of UNT 5 to Beehunter Ditch will be impacted by the project. Impacts will be limited to the portion of the stream within the construction limits of the project. Specifically, these impacts are associated with the construction of the new trail along the north side of SR 54.

UNT 6 to Beehunter Ditch flows from northeast to southwest within a wooded area between SR 54 and the Greene County General Hospital (Appendix B, B13). The OHWM was 1 foot 6 inches wide and 1 foot deep. UNT 6 to Beehunter Ditch would likely not be considered jurisdictional due to the lack of hydrologic connectivity to a Waters of the U.S. Approximately 30 linear feet of UNT 6 to Beehunter Ditch will be impacted by construction of the new trail and addition of an 8-inch culvert.

A USACE Section 404 permit and IDEM Section 401 Water Quality Certification (WQC) will likely be required due to impacts to UNT 1 through UNT 5 to Beehunter Ditch. Stream mitigation is required when new impacts meet or exceed 300 linear feet and/or 0.1 acre below the OHWM. Because the project will result in 491 linear feet (0.038 acre) of jurisdictional stream impacts, stream mitigation will likely be required. Additionally, 0.09 acre of impacts to wetlands are anticipated; see the *Wetlands* section of this document for

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more information. The cumulative impacts of 0.128 acre to streams and wetlands exceeds the 0.1-acre threshold. Therefore, mitigation is likely to be required.

Early coordination letters were sent to the U.S. Fish and Wildlife Service (USFWS), Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW), the Indiana Department of Environmental Management (IDEM), and the USACE on October 9, 2019 (Appendix C, C1 to C5). The USACE did not respond to the early coordination letter.

The USFWS responded on October 16, 2019 with recommendations related to channel work, bank stabilization, and erosion control (Appendix C, C22 to C23). All applicable USFWS recommendations are included in the *Environmental Commitments* section of this CE document.

The IDNR DFW responded on November 8, 2019 with recommendations related to stream crossing design, riparian habitat and tree clearing, and bank stabilization (Appendix C, C19 to C21). All applicable IDNR DFW recommendations are included in the *Environmental Commitments* section of this CE document.

An automated letter was generated from the IDEM website on October 9, 2019 (Appendix C, C6 to C11). Applicable recommendations from the Proposed Roadway Letter include coordinating with appropriate agencies with regards to stream impacts and limiting stream disturbance.

Other Surface Waters	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), and the water resources map in the RFI report (Appendix E, E10), there are 27 lakes located within the 0.5 mile search radius. There are no other surface waters present within or adjacent to the project area. Therefore, no impacts are expected.

Early coordination letters were sent to the USFWS, IDNR DFW, IDEM, and the USACE on October 9, 2019 (Appendix C, C1 to C5).

The USFWS responded on October 16, 2019. Their recommendations were not applicable to other surface waters (Appendix C, C22 to C23).

The IDNR DFW responded on November 8, 2019. Their recommendations were not applicable to other surface waters (Appendix C, C19 to C21).

An automated letter was generated from the IDEM website on October 9, 2019 (Appendix C, C6 to C11). Applicable recommendations from the Proposed Roadway Letter include coordinating with appropriate agencies with regards to water resources.

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Presence

Impacts

Yes No

Wetlands

Total wetland area: 0.24 acre(s)

Total wetland area impacted: 0.09 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland 1	PEM	0.22	0.07	Field investigations occurred after an unusually wet spring and that is likely to have influenced the hydrology within the wetland. Wetland 1 is likely an incidental feature.
Wetland 2	PEM	0.02	0.02	Field investigations occurred after an unusually wet spring and that is likely to have influenced the hydrology within the wetland. Wetland 2 is likely an incidental feature.

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

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

N/A
N/A

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

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

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

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

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the USGS topographic map (Appendix B, B2), and the RFI report (Appendix E, E10) there are 33 wetlands located within the 0.5 mile search radius. There are no wetlands present within or adjacent to the project area.

A *Waters of the U.S. Determination Report* was completed for the project on April 27, 2020. Please refer to Appendix F, F1 to F39 for the *Waters of the U.S. Determination Report*. It was determined that two isolated wetlands are located within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland 1 is a palustrine, emergent (PEM) wetland according to the classifications defined by Cowardin *et al.* (1979) and is 0.22 acre in size. Wetland 1 is located in a low-lying area between the unnamed roadway, driveway, and parking lot (Appendix B, B3 to B4). Wetland 1 is likely an incidental feature and it lacks connectivity to a TNW or its tributaries and therefore would be considered an isolated wetland. The project will impact 0.07 acre of Wetland 1 by construction of the trail along the south side of the unnamed road. The impacts to Wetland 1 cannot be avoided without impacting adjacent businesses.

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Wetland 2 is a palustrine, emergent (PEM) wetland according to the classifications defined by Cowardin *et al.* (1979) and is 0.02 acre in size. Wetland 2 is located in a maintained area between parking lots and the unnamed roadway (Appendix B, B4). Wetland 2 is likely an incidental feature and it lacks connectivity to a TNW or its tributaries and therefore would be considered an isolated wetland. The project will impact 0.02 acre of Wetland 2 due to the construction of a new trail south of the unnamed road to the Linton Shopping Center parking lot. The impacts to Wetland 2 cannot be avoided without impacting adjacent businesses.

Mitigation is required when cumulative impacts meet or exceed 300 linear feet and 0.1 acre of impact to wetlands and streams below the OHWM. Cumulative impacts to wetlands are anticipated to be 0.09 acre. Therefore, mitigation is anticipated. Additionally, 0.038 acre of impacts to streams are anticipated; see the *Streams, Rivers, Watercourses & Jurisdictional Ditches* section of this document for more information. The cumulative impacts of 0.128 acre to streams and wetlands exceeds the 0.1-acre threshold. Therefore, mitigation is likely to be required.

All efforts to reduce construction limits and required ROW have been made during design. There is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. INDOT approval of this document will constitute approval of the adverse impacts to wetlands.

Early coordination letters were sent to the USFWS, IDNR DFW, IDEM, and the USACE on October 9, 2019 (Appendix C, C1 to C5).

The USFWS responded on October 16, 2019 with recommendations related to erosion control (Appendix C, C22 to C23). All applicable USFWS recommendations are included in the *Environmental Commitments* section of this CE document.

The IDNR DFW responded on November 8, 2019 with recommendations related to erosion control (Appendix C, C19 to C21). All applicable IDNR DFW recommendations are included in the *Environmental Commitments* section of this CE document.

An automated letter was generated from the IDEM website on October 9, 2019 (Appendix C, C6 to C11). Applicable recommendations from the Proposed Roadway Letter include coordinating with appropriate agencies with regards to wetland impacts.

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

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

Remarks: Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group and the aerial map of the project area (Appendix B, B3 to B6), there are maintained vegetation, residential, forested, and commercial land. The dominant herbaceous species consisted of red fescue (*Festuca rubra*), alsike clover (*Trifolium hybridum*), common plantain (*Plantago major*), tall fescue (*Schedonorus arundinaceus*), and Amur honeysuckle (*Lonicera maackii*). The dominant tree species consisted of sugar maple (*Acer saccharum*), black willow (*Salix nigra*), and shagbark hickory (*Carya ovata*). The project will result in 2.57 acres of ground disturbance. Therefore, the project is expected to exceed the minimal guidelines of soil disturbance and an IDEM Rule 5 Notice of Intent will be required. Tree removal will consist of 0.03 acre within 0-100 feet of existing pavement and 0.0036 acre within 100-300 feet of existing pavement. The avoidance of terrestrial habitat is not feasible as the project limits are required for the construction of the trail which meets the purpose and need for the project, as outlined in the *Purpose and Need* section of this document.

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Early coordination letters were sent to the USFWS, IDNR DFW, and IDEM on October 9, 2019 (Appendix C, C1 to C5).

The USFWS responded on October 16, 2019 with recommendations related to tree clearing and vegetation clearing (Appendix C, C22 to C23). All applicable USFWS recommendations are included in the *Environmental Commitments* section of this CE document.

The IDNR DFW responded on November 8, 2019 with recommendations related to keeping conditions favorable for wildlife crossing under the structure, revegetating all bare and disturbed areas, and minimizing tree and brush clearing within project limits (Appendix C, C19 to C21). All applicable IDNR DFW recommendations are included in the *Environmental Commitments* section of this CE document.

An automated letter was generated from the IDEM website on October 9, 2019 (Appendix C, C6 to C11). Applicable recommendations from the Proposed Roadway Letter include coordinating with appropriate agencies with regards to terrestrial habitat.

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

Karst

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

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

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

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

Remarks:

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, B2) and the RFI report (Appendix E, E10), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, C12 to C14). According to the response letter from the IGS, the project has a high liquefaction potential and high potential for bedrock resources. No sand and gravel resources or active or abandoned mineral resources extraction sites were documented within 0.5 mile of the project area. The project is located within a floodway. The response from IGS was communicated with the designer on May 11, 2020. No impacts are expected.

Threatened or Endangered Species

Within the known range of any federal species
 Any critical habitat identified within project area
 Federal species found in project area (based upon informal consultation)
 State species found in project area (based upon consultation with IDNR)

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

Is Section 7 formal consultation required for this action?

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Remarks: Based on a desktop review and the RFI report (Appendix E, E1 to E17), completed by Lochmueller Group on April 4, 2019, the IDNR Greene County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, E15 to E17. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR DFW early coordination response letter dated November 8, 2019 (Appendix C, C21 to C23), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C24 to C30). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The official species list generated from IPaC indicated critical habitat for the endangered Indiana bat is present within the project area. While not mentioned in the USFWS early coordination response received on October 16, 2019 (Appendix C, C22 to C23), it is known this project is located within a 10-mile buffer of a Priority 1 hibernacula for Indiana bats. For sites within this buffer, UFWS typically request that seasonal tree clearing be restricted to November 15 through March 30 in order to avoid direct take of bats that may be using the area for fall swarming. This is included as a firm commitment in the *Environmental Commitments* section of this CE document.

The project qualifies for the *Limited Formal Programmatic Consultation* for the Indiana bat and northern long-eared bat (NLEB). An effect determination key was completed on April 26, 2020, and based on the responses provided, the project was found "likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, C31 to C46). Proposed impacts cannot be avoided due to the width of the construction limits needed to construct the preferred alternative, which fulfills the purpose and need of the project, as outlined in the *Purpose and Need* section of this document.

INDOT verified the effect finding and submitted to USFWS on April 27, 2020 (Appendix C, C61). On April 30, 2020, USFWS concurred with the "likely to adversely affect" finding (Appendix C, C62 to C65). USFWS stated that the project's effects are consistent with those analyzed in the Biological Opinion. Additionally, a "Reinitiation Notice" is required if: more than 0.0036 acre of suitable habitat is to be cleared between 100 and 300 feet from the edge of pavement; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements, and the Avoidance and Minimizations Measures (AMMs) from the Project Submittal Form, are included as firm commitments for this project.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016 *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB*. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be \$58.11. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Greene County, and the compensatory price per acre; 0.0036 acre X 1.5 X \$10,762.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

This is page 15 of 31 Project name: Linton Multi-use Trail Date: August 27, 2020

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SECTION B – OTHER RESOURCES

Drinking Water Resources

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

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Wellhead Protection Area			
Public Water System(s)	X	X	
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

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

	<u>Yes</u>	<u>No</u>
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

The project is located in Greene County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 29, 2020 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Protection Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on April 29, 2020 by Lochmueller Group. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group on April 29, 2020, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. However, no coordination is needed because a Rule 13 permit from IDEM has not been issued.

Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), and the design plans (Appendix B, B32 to B54), this project is located where there is a public water system. Linton Municipal Utilities water utility lines are present throughout the project area. These facilities are likely to be temporarily impacted by the project through service interruptions. Any interruption in service will cease upon completion of construction in the affected area, at which time service will be restored. Utility coordination has been initiated and will continue through the completion of construction.

Flood Plains

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

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Longitudinal Encroachment	X	X	
Transverse Encroachment			
Project located within a regulated floodplain	X	X	
Homes located in floodplain within 1000' up/downstream from project	X		X

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

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Remarks: Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by Lochmueller Group on June 24, 2019, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F15). An early coordination letter was sent on May 8, 2020, to the local Floodplain Administrator. The floodplain administrator has not responded to date. This project qualifies as a Category 3 per the current INDOT CE Manual, which states the following:

The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Farmland			
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006* <u>N/A</u>)			
<i>*If 160 or greater, see CE Manual for guidance.</i>			

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

Remarks: Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on October 9, 2019, to Natural Resources Conservation Service (NRCS). The NRCS responded on October 30, 2019 stating that the project will not cause a conversion of prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Eligible and/or Listed
Resource Present**

Results of Research

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input checked="" type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

**Documentation
Prepared**

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Documentation (mark all that apply)		
Historic Properties Short Report	<input type="checkbox"/>	<input type="checkbox"/>

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Historic Property Report	<input checked="" type="checkbox"/>	September 6, 2019	October 10, 2019
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	August 8, 2019	October 10, 2019
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	August 8, 2019	October 10, 2019
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	March 23, 2020	April 13, 2020
800.11 Documentation	<input checked="" type="checkbox"/>	March 23, 2020	April 13, 2020

MOA Signature Dates (List all signatories)

Memorandum of Agreement (MOA)

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

Remarks: As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1996, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP).

Area of Potential Effect (APE):

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those which may not be immediately adjacent, but which have a proximate viewshed of the project. The southern portion of the APE for most of the project extends between 150 feet and 220 feet beyond the project area. The northern portion of the APE for most of the project extends between 60 and 400 feet beyond the project area. The APE is closer to the project area in the forested area south of the hospital. The east end of the APE extends 310 feet east of the project area and the west end of the APE extends 170 feet west of the project area into Humphreys Park. Please see Appendix D, D11 for a map of the APE.

Coordination with Consulting Parties:

Early coordination was initiated with potential consulting parties and uploaded to IN SCOPE on June 17, 2019, as listed below, with a letter inviting organizations and individuals to be consulting parties (Appendix D, D71 to D75). A copy of the Historic Properties report – all parties – and the Archaeological Report – tribes only – were uploaded to IN SCOPE (INDOT’s publicly accessible website) for viewing by potential consulting parties on September 6, 2019. The following is a list of invited organizations and individuals and the date of their response. No responses were received. Please note, SHPO is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
Southern Indiana Development Commission	No response
Greene County Commissioners	No response
Greene County Highway Supervisor	No response
Greene County Historian	No response
Greene County Historical Society	No response
Indiana Landmarks- Western Regional Office	No response
Mayor of Linton	No response
City of Linton, Parks Department	No response
Delaware Nation of Indians, Oklahoma	No response
Eastern Shawnee Tribe of Oklahoma	No response

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Miami Tribe of Oklahoma	No response
Peoria Tribe of Indians of Oklahoma	No response
Pokagon Band of Potawatomi Indians	No response

Archaeology:

An Indiana Archaeological Report, which included an archaeological records review check and Phase 1a archaeological reconnaissance, was completed by qualified professionals at Cultural Resource Analysts, Inc. on February 11, 2019. The conclusions of the archaeological investigations found that the survey area did not contain any previously documented or undocumented archaeological sites. Therefore, it was recommended that the project be allowed to proceed as planned. The report of these findings was submitted to INDOT CRO on August 8, 2019 for review. After INDOT concurrence on August 8, 2019, the report was sent to the IDNR Division of Historical Preservation and Archaeology (DHPA) who also concurred with the findings of the report on October 10, 2019 (Appendix D, D84 to D85). The report was sent to the (tribes listed above) utilizing the IN SCOPE (INDOT's publicly accessible website). No responses were received.

On December 17, 2019, Lochmueller Group emailed INDOT CRO regarding minor trail design adjustments that have occurred since the approval of the Phase 1A archaeological report on August 8, 2019 by INDOT CRO and October 10, 2019 by SHPO. On December 18, 2019, INDOT CRO determined from his review of maps provided by Lochmueller Group, that the additional ROW proposed for the trail is either within the survey area previously sampled for archaeological resources or in previously disturbed soils. As a result, no additional archaeological work is required.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (IC 14-21-1-27 and -29) requires that the discovery must be reported to the IDNR within two business days.

Historic Properties:

The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) for Greene County were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). No aboveground resources on either list are located within the APE. The *Greene County Interim Report: Indiana Historic Sites and Structures Inventory* (2000) was also reviewed. Two surveyed resources from this inventory were recorded within the APE. No cemeteries were identified within the APE. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) was also reviewed. No bridges eligible for listing in the National Register are within the APE.

On January 11, 2019 and June 11, 2019, a Qualified Professional with Lochmueller Group conducted a site visit of the APE and documented resources at least 50 years of age, and those that will be 50 years of age at the time of the project letting, within the APE.

The APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked the APE, taking photographs of all resources meriting a Contributing or higher rating. Non-Contributing resources or those that did not meet the age requirements were noted but not documented. As a result of the field survey, two previously surveyed resources having a rating of Contributing or higher were recorded in the APE. Twenty-seven newly inventoried resources meriting Contributing ratings were recorded during the field reconnaissance.

A Historic Properties Report (HPR) was completed by Lochmueller Group and submitted to the INDOT CRO on July 24, 2019 and on September 6, 2019, INDOT CRO concurred with the findings of the report. The HPR was subsequently submitted to the IDNR DHPA and to the other consulting parties on September 6, 2019. The IDNR DHPA staff responded to the HPR on October 10, 2019 and concurred with the recommendations of the report (Appendix D, D84 to D85). The APE contains one property, Linton City Park (Humphreys Park), that

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is recommended eligible for listing in the National Register. No comments were received regarding the HPR from other consulting parties.

Documentation, Findings:

The 800.11(e) document and “No Adverse Effect” finding were sent to INDOT CRO on March 20, 2020. INDOT, for FHWA, signed the “No Adverse Effect” finding on March 23, 2020 (Appendix D, D2 to D3). The 800.11(e) document and “No Adverse Effect” finding were then sent to consulting parties, including IDNR DHPA, on March 24, 2020. The IDNR DHPA concurred with the “No Adverse Effect” finding on April 13, 2020 (Appendix D, D106 to D107). There were no additional comments regarding the finding from the other consulting parties.

Public Involvement:

To meet the public involvement requirements of Section 106, the FHWA finding of “No Adverse Effect” was published in the *Greene County Daily World Newspaper* on March 28, 2020 (Appendix D, D103 to D105). The notice offered the public an opportunity to comment on the “No Adverse Effect” Section 106 finding. The public had a 30-day comment period to respond to the notice. The comment period expired on April 27, 2020. No comments were received.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Parks & Other Recreational Land

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

Presence

X

Use

Yes	No
	X

Evaluations

Prepared

- Programmatic Section 4(f)*
- “De minimis” Impact*
- Individual Section 4(f)

FHWA

Approval date

--

Wildlife & Waterfowl Refuges

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

Presence

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- “De minimis” Impact*
- Individual Section 4(f)

FHWA

Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

X

Use

Yes	No
X	

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**Evaluations
Prepared**

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

X

**FHWA
Approval date**

Not Required

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

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

Remarks: Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), and the RFI report (Appendix E, E9), there are four Section 4(f) resources located within the 0.5 mile search radius. There is one Section 4(f) located within or adjacent to the project area.

One publicly owned park, Linton City Park (Humphreys Park), is located within and adjacent to the project area. Linton City Park is owned and maintained by the City of Linton Parks and Recreation Department and is accessible to the public. As such, it meets the applicability requirements of Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966. During the development of this project, a 30-foot section of the trail was constructed within the Linton City Park property. This resulted in 0.005 acre of impact to the park property. During that time, the park remained accessible to the public and the construction did not adversely affect the recreational features of the park. The park will not be impacted by the portion of trail extending east of park road. The proposed project provides an enhancement, and therefore would qualify for a Section 4(f) exception, as defined in 23 CFR 774.13(g). This exception applies for transportation enhancement projects and mitigation activities where:

1. The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for protection, and;
2. The official with jurisdiction (OWJ) agrees in writing to the previous condition.

Condition 1 is fulfilled because in the end, the proposed trail connection will provide an enhancement by improving recreational access to Linton City Park and providing connectivity to the surrounding neighborhoods. Condition 2 is fulfilled by the agreement of the OWJ, found in Appendix J, J2 to J3. Because the exemption relating to transportation enhancement activities, transportation alternatives projects, and mitigation activities is applicable, no use of the recreational features associated with this resource is expected.

In addition to being a public recreational facility, Linton City Park (referred to as Humphreys Park in the Section 106 documentation) is eligible for listing in the NRHP, and therefore, is also protected under Section 4(f) as a historic resource. The land for Humphreys Park was purchased in 1932 by the City of Linton. Most of the structures and features of the park can be attributed to Works Progress Administration (WPA) workers. The WPA construction in the park was undertaken from 1937 to 1938. The multitude of largely unaltered structures that display the rustic architecture typical of WPA projects continue to exemplify and support the association between Humphreys Park and the WPA. The park is eligible to be listed in the National Register under Criterion A for its association with the WPA and under Criterion C for its architectural merit. This

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undertaking converts property from Humphreys Park (IHSSI #055-362-27020), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore FHWA intends to issue a "de minimis" finding for Humphreys Park, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property (Appendix D, D2). The project resulted in a Section 106 finding of "No Adverse Effect" on Humphreys Park and, therefore, results in a Section 4(f) use consistent with a de minimis finding. The OWJ over the resource, the SHPO, was formally notified of the "No Adverse Effect" finding and the intent to issue a de minimis finding on March 24, 2020. The SHPO concurred with the "No Adverse Effect" finding on March 6, 2020 (Appendix D, D106 and D107), thereby also agreeing with the de minimis finding.

In accordance with 23 CFR 774.3(b), the FHWA has determined that the use of property from the Humphreys Park will result in a de minimis impact. As defined in 23 CFR 774.17(5), a de minimis impact to historic properties means that FHWA has determined that no historic property is affected by the project or that the project will have "No Adverse Effect" on historic properties.

The Section 4(f) MOU, executed on January 2, 2020 between the FHWA-Indiana Division, the SHPO, and INDOT, established a programmatic approach for FHWA's determination of Section 4(f) de minimis use for historic properties. The Section 4(f) MOU stipulates that FHWA intends to determine Section 4(f) de minimis use on historic properties for projects in which SHPO has concurred with a finding of "No Adverse Effect" or "No Historic Properties Affected." The Section 4(f) MOU satisfies the notification requirements specified in 23 CFR 774 for all projects where there is a determination of "No Adverse Effect" or that there are "No Historic Properties Affected" associated with a Section 4(f) historic property except those that are also National Historic Landmarks (NHLs). As a result, FHWA will not have to individually approve each Section 4(f) de minimis determination on historic properties through CE document review except in the case of NHLs.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

Remarks:

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) list on the INDOT Environmental Policy website at <https://www.in.gov/indot/2523.htm> revealed a total of four properties, represented by five records, in Greene County (Appendix J, J1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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

Yes	No
X	

If YES, then:

Is the project in the most current MPO TIP?

	X
--	---

Is the project exempt from conformity?

X	
---	--

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

--	--

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

--	--

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Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, H2).

This project is located in Greene County, which is currently a maintenance area for the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, *et. al.* Decision according to the IDEM website (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION F - NOISE

Noise

Yes No

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

No Yes/ Date

ES Review of Noise Analysis		
	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the remarks box)

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

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Remarks:

The project will ultimately be beneficial to local business and properties due to the improvements to pedestrian and bicycle facilities. Overall, the negative impacts to property owners and local businesses within the project area will be minimal and will consist primarily of short-term construction impacts. Slower traffic through the construction zone will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all temporary inconveniences will cease upon project completion. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. Traffic flow through the Linton Shopping Center will be unaffected; however, some loss of parking spaces is anticipated due to the construction of the multi-use trail. One to two parking spots will be lost on the east side of the shopping center's parking lot, as well as up to 10 parking spots at the north end of Arby's parking lot (Appendix B, B6). The loss of these parking spots is not expected to adversely affect either property to continue operations. The project is not anticipated to result in substantial impacts to community cohesion, because it will not change access to properties within the area. The proposed project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project will have minimal or no negative impacts to the community or local economy.

According to the Fairs and Festivals website (<https://www.indianafestivals.org/>), accessed on May 8, 2020 by Lochmueller Group, there is an annually recurring festival, the Linton Freedom Festival, scheduled around July 4, 2022 adjacent to the western project terminus at the Linton City Park. The MOT may pose delays and temporary inconveniences during construction to traveling motorists attending the festival, as well as school buses and emergency service providers. All such temporary inconveniences will cease upon project completion. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to any construction activities that would limit access, this is included as a commitment in the *Environmental Commitments* section of this document.

The Americans with Disabilities Act (ADA) Transition and Implementation Plan for the City of Linton, Indiana was approved and implemented on July 21, 2016. The project will comply with the published ADA Transition Plan and will not create any additional barriers to access. The proposed trail will increase pedestrian access within the City of Linton. The application of federal funding to the project requires compliance with the ADA, which inherently will comply with the City's ADA Transition and Implementation Plan.

Indirect and Cumulative Impacts

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

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

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

This project will not add substantial capacity to the existing roadway network or provide additional access to any currently undeveloped area. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.

Public Facilities & Services

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

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

Remarks:

Based on a desktop review, site visits on April 23, 2019 and June 13, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3 to B6), and the RFI report (Appendix E, E1 to E17), there are six religious facilities, one hospital, three recreational facilities, three pipeline segments, one railroad, and one trail located within the 0.5 mile of the project. There are three religious facilities, one hospital, one recreational

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facility, and one pipeline are located within or adjacent to the project area. The trail construction will occur adjacent to the entrance to First Baptist Church. Access to the church will be maintained during construction. The eastern terminus of the project will terminate adjacent to the Greene County General Hospital. Access to the hospital will be maintained throughout construction. The western terminus of the project will tie into the Linton City Park. The impacts to the park are detailed in the *Section 4(f) Involvement* section of this document. One pipeline, owned by the Linton Municipal Gas Company, crosses through the project area. The pipeline will not be impacted due to the depth of excavation, which will be a maximum of 5 feet below the ground surface. Coordination with the Linton Municipal Gas Company will continue throughout the design process.

Early coordination letters were sent to the Greene County Emergency Management Agency, First Baptist Church, Linton Assembly of God, Trinity Lutheran, Greene County General Hospital, City of Linton Parks and Recreation, Linton Gas Utility, Linton Police Department, Greene County Sheriff Department, Greene County Ambulance Service, Linton-Stockton School Corporation, and the Linton Fire Department on October 9, 2019. None of these agencies responded to this early coordination letter. Further coordination with the City of Linton Parks and Recreation was conducted on April 8, 2020 with regard to the impacts on the Linton City Park. A full discussion can be found in the *Section 4(f) Involvement* section of this document.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 2.24 acres of permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is the City of Linton, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, AC 1 is Census Tract 9549 and Census Tract 9522. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2013-2017 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on April 30, 2019 by Lochmueller Group. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2013-2017 American Community Survey)			
	COC City of Linton, Indiana	AC-1 Census Tract 9549, Greene County, Indiana	AC-2 Census Tract 9552, Greene County, Indiana
Percent Minority	2.3%	1.3%	1.5%
125% of COC	2.9%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

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Percent Low-Income	18.6%	9.1%	22.5%
125% of COC	23.8%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

*Refer to the INDOT EJ guidance for calculating percentages

AC-1, Census Tract 9549 has a percent minority of 1.35% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9552 has a percent minority of 1.52% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC-1, Census Tract 9549 has a percent low-income of 9.05% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9552 has a percent low-income of 22.54% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix (I, II to I7). No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
 Is a Business Information Survey (BIS) required?
 Is a Conceptual Stage Relocation Study (CSRS) required?
 Has utility relocation coordination been initiated for this project?

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

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

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

Remarks: No relocations of people, businesses, or farms will take place as a result of this project. Coordination with utilities has been initiated by the designer to develop relocation plans. This coordination will continue as the project progresses.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation
 Phase I Environmental Site Assessment (Phase I ESA)
 Phase II Environmental Site Assessment (Phase II ESA)
 Design/Specifications for Remediation required?

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	April 16, 2019

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, a RFI was approved on April 16, 2019 by INDOT Site Assessment & Management (SAM) (Appendix E, E1 to E17). One Underground Storage Tank (UST) site, one Leaking Underground Storage Tank (LUST) site, one brownfield site, five NPDES facilities, and one NPDES pipe location are located within 0.5 mile of the project area. One LUST site, BP Food Mart #3 (Agency ID 23547), could affect the project area. BP Food Mart #3 is located at 1435 A Street NE. Maps indicate that the groundwater contamination plume extends under SR 54, into Linton City Park. If excavation occurs in the contaminated area of Linton City Park, proper removal and disposal of soil and/or groundwater will be necessary. This is included in the *Environmental Commitments* section of this CE document.

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Since the RFI was approved more than a year ago, a supplemental review of the RFI GIS layers was performed by Lochmueller Group on May 7, 2020. The review did not identify any additional resources. Therefore, an RFI Addendum was not prepared. Further investigation for hazardous material concerns is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDEM

Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDNR

Construction in a Floodway	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

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

Remarks:

Based on the anticipated 491 linear feet (0.038 acre) of impacts to UNT 1 through UNT 5 to Beehunter Ditch below the OHWM, it is likely that a USACE 404 RGP and an IDEM 401 WQC will be required. In their response on July 19, 2019, USACE indicated that the project may require a Section 404 permit.

Mitigation is required when cumulative stream and wetland impacts meet or exceed 300 linear feet of 0.1 acre below the OHWM. Based on the anticipated impacts to UNT 1 through UNT 5 to Beehunter Ditch being above this threshold, mitigation is likely to be required.

A total of 0.09 acre of wetlands will be impacted by the project. Impacts will be limited to the portions of Wetland 1 and Wetland 2 that falls within the construction limits. An IDEM Section 401 WQC and Isolated Wetlands determination will be required due to the impacts to Wetland 1 and Wetland 2.

According to the IDNR DFW early coordination response letter, dated November 8, 2019, formal approval by the IDNR under the regulatory programs administered by the Division of Water may be required for this project (Appendix C, C21 to C23). The western terminus of the project will require construction in the floodplain of Beehunter Ditch, a regulated floodplain. Therefore, a Construction in a Floodway Permit is required.

The project may disturb up to 2.57 acres of land. Therefore, the project is expected to exceed the minimal guidelines of soil disturbance and an IDEM Rule 5 Notice of Intent will be required.

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Applicable recommendations provided by the IDNR DFW are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

- Firm:**
- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT Vincennes District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Vincennes District)
 - 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
 - 3) Since the project is within a 10-mile buffer of a Priority 1 hibernacula for Indiana bats, seasonal clearing dates will be restricted to November 15 through March 30. (USFWS)
 - 4) Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. (USFWS)
 - 5) A "Reinitiation Notice" is required if: more than 0.0036 acre of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the BO or the project information. (USFWS)
 - 6) The INDOT Project Manager will assure that \$58.11 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by The Conservation Fund, to resolve formal consultation under the Rangewide Programmatic (0.0036 acre x 1.5 x \$10,762 = \$58.11). Payment shall be in process at Ready for Contracts (RFC) date. (INDOT ESD, USFWS)
 - 7) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
 - 8) Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
 - 9) Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

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- 10) Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
- 11) Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
- 12) Minimize the removal of trees and forested habitat to the extent possible. Adjust the trail design and construction limits in wooded areas as needed to move around existing trees rather than using a rect-linear alignment that would require tree removal. (USFWS)
- 13) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). (IDNR DFW)
- 14) Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas (IDNR DFW).
- 15) When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife, or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation. (IDNR DFW)
- 16) Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat. (IDNR DFW)
- 17) Avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing the stream altogether. Where stream crossings are unavoidable, pedestrian bridges with supports/abutments placed no less than 10 feet landward from the tops of the banks on each side of the waterway are recommended. Alternatively, a three-sided culvert may be used. Three-sided culverts should be oversized to allow terrestrial wildlife movement along the creek on unsubmerged dry land at normal water levels. Box-culvert or pipe-culvert crossings are not recommended. (IDNR DFW)
- 18) Trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. Also, do not place the trail along the tops of the banks of a forested creek. Avoid perpendicular fragmentation of riparian areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks. (IDNR DFW)
- 19) Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method. (IDNR DFW)

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- 20) Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life. (IDNR DFW)
- 21) Screen wildlife habitat from the trail corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered. Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands (IDNR DFW).
- 22) Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light on the path and not diffused into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds. (IDNR DFW)
- 23) Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request. (IDNR DFW)
- 24) Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used, then asphalt sealer should not be used for long-term maintenance and repair of the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred. (IDNR DFW)
- 25) Shoulders should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete. (IDNR DFW)
- 26) Trails that highlight natural resources should skirt the resource and utilize "pulloffs" at specific sites instead of letting the entire trail and traffic disturb the resource. (IDNR DFW)
- 27) Do not cut any trees suitable for Indiana bat or Northern Long-Eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR DFW)
- 28) Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR DFW)
- 29) Post "Do Not Mow or Spray" signs along the right-of-way. (IDNR DFW)

SECTION K- EARLY COORDINATION

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

Remarks:

Early coordination with the regulatory agencies was completed on October 9, 2019 (Appendix C, C1 to C5). If no response was received, it was assumed the agency did not feel the project will result in substantial impacts. The following agencies/individuals were contacted during the coordination process:

	Agency	Date of Response(s)
1.	USFWS, Bloomington Field Office	October 16, 2019; April 26, 2020
2.	FHWA, Indiana Division	No Response Received

Indiana Department of Transportation

County Greene

Route Various

Des. No. 1600759

3.	USACE, Louisville District	No Response Received
4.	IDNR, Division of Fish and Wildlife	November 8, 2019
5.	IDEM (electronic submission)	October 9, 2019
6.	NRCS	October 30, 2019
7.	National Park Service, Midwest Regional Office	No Response Received
8.	U.S. Department of Housing and Urban Development	No Response Received
9.	Indiana Geological Survey (IGS)	October 9, 2019
10.	INDOT, Office of Public Involvement	October 21, 2019
11.	INDOT, Environmental Services	October 29, 2019
12.	INDOT, Vincennes District	No Response Received
13.	Greene County Board of Commissioners	No Response Received
14.	Greene County Council	No Response Received
15.	Greene County Highway Department	No Response Received
16.	Greene County Emergency Management Agency	No Response Received
17.	Greene County Ambulance Service	No Response Received
18.	Greene County Sheriff's Department	No Response Received
19.	Greene County, Beech Creek Township Trustee	No Response Received
20.	Greene County, Cass Township Trustee	No Response Received
21.	Greene County, Center Township Trustee	No Response Received
22.	Greene County, Grant Township Trustee	No Response Received
23.	Greene County, Highland Township Trustee	No Response Received
24.	Greene County, Jefferson Township Trustee	No Response Received
25.	Greene County, Richland Township Trustee	No Response Received
26.	Greene County, Smith Township Trustee	No Response Received
27.	Greene County, Jackson Township Trustee	No Response Received
28.	Greene County, Taylor Township Trustee	No Response Received
29.	Greene County, Washington Township Trustee	No Response Received
30.	Greene County, Wright Township Trustee	No Response Received
31.	Greene County, Stafford Township Trustee	No Response Received
32.	Greene County, Fairplay Township Trustee	No Response Received
33.	Greene County, Stockton Township Trustee	No Response Received
34.	City of Linton City Council	No Response Received
35.	City of Linton Mayor's Office	No Response Received
36.	City of Linton Police Department	No Response Received
37.	City of Linton Parks and Recreation Department	No Response Received
38.	City of Linton Fire Department	No Response Received
39.	Linton-Stockton School Corporation	No Response Received
40.	First Baptist Church	No Response Received
41.	Linton Assembly of God	No Response Received
42.	Trinity Lutheran	No Response Received
43.	Greene County General Hospital	No Response Received
44.	Linton Gas Utility	No Response Received

Designation (Des.) Number: 1600759

City of Linton Multi-use Trail Project

Greene County, Indiana

Appendix A: INDOT Supporting Documentation

Threshold Chart.....A1

Appendix B: Graphics

General Location Map..... B1
U.S. Geological Survey (USGS) Quadrangle Map B2
Aerial Maps (2018) B3-B15
Photograph Location Maps B16-B17
Site Photographs..... B18-B40
Design Plans B41-B63

Appendix C: Early Coordination

Sample Early Coordination Letter (sent to resource agencies)..... C1-C5
Indiana Department of Environmental Management
Electronic Response (October 9, 2019)..... C6-C11
Indiana Geological Survey
Electronic Response (October 9, 2019)..... C12-C14
Indiana Department of Transportation
Public Involvement (October 21, 2019)..... C15
Environmental Services (October 29, 2019)..... C16-C17
Natural Resources Conservation Service
Response Letter (October 30, 2019) C18
Indiana Department of Natural Resources Division of Fish and Wildlife
Response Letter (November 8, 2019) C19-C21
United States Fish and Wildlife Service
Response Letter (October 16, 2019) C22-C23
Species List (April 26, 2020) C24-C30
Consistency Letter (April 26, 2020)..... C31-C46
Bridge/Structure Assessment Form..... C47-C60
Likely to Adversely Affect INDOT Concurrence..... C61
Likely to Adversely Affect USFWS Concurrence C62-C65

Appendix D: Section 106

800.11(e) DocumentationD1-D102
Greene County Daily World Newspaper Receipt.....D103
Greene County Daily World Newspaper Publisher’s AffidavitD104
Greene County Daily World Newspaper Public NoticeD105
SHPO Approval of 800.11 (e) Finding.....D106-D107

Appendix E: Red Flag Investigation

Red Flag Investigation..... E1-E17

Appendix F: Water Resources

Waters of the U.S. Determination Report.....F1-F11
Water Resources Map F12
National Wetlands Inventory F13
StreamStats Map F14
Federal Emergency Management Agency FIRMette Map..... F15
USDA Soil Map, Greene County..... F16-F20
Wetland Data Sheets F21-F35
Preliminary Jurisdictional Determination F36-F39

Appendix G: Public Involvement

Notice of Entry for Survey Letter (January 17, 2018)G1

Appendix H: Air Quality

Relevant pages from the INDOT 2020-2024 STIPH1

Appendix I: Environmental Justice Analysis

Environmental Justice AnalysisI1-I7

Appendix J: Other Information

Land and Water Conservation Property ListJ1

City of Linton Parks and Recreation Section 4(f) LetterJ2-J3

Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	“No Effect”, “Not likely to Adversely Affect” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 				Yes	Yes

See note in red below

¹Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

²Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User’s Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

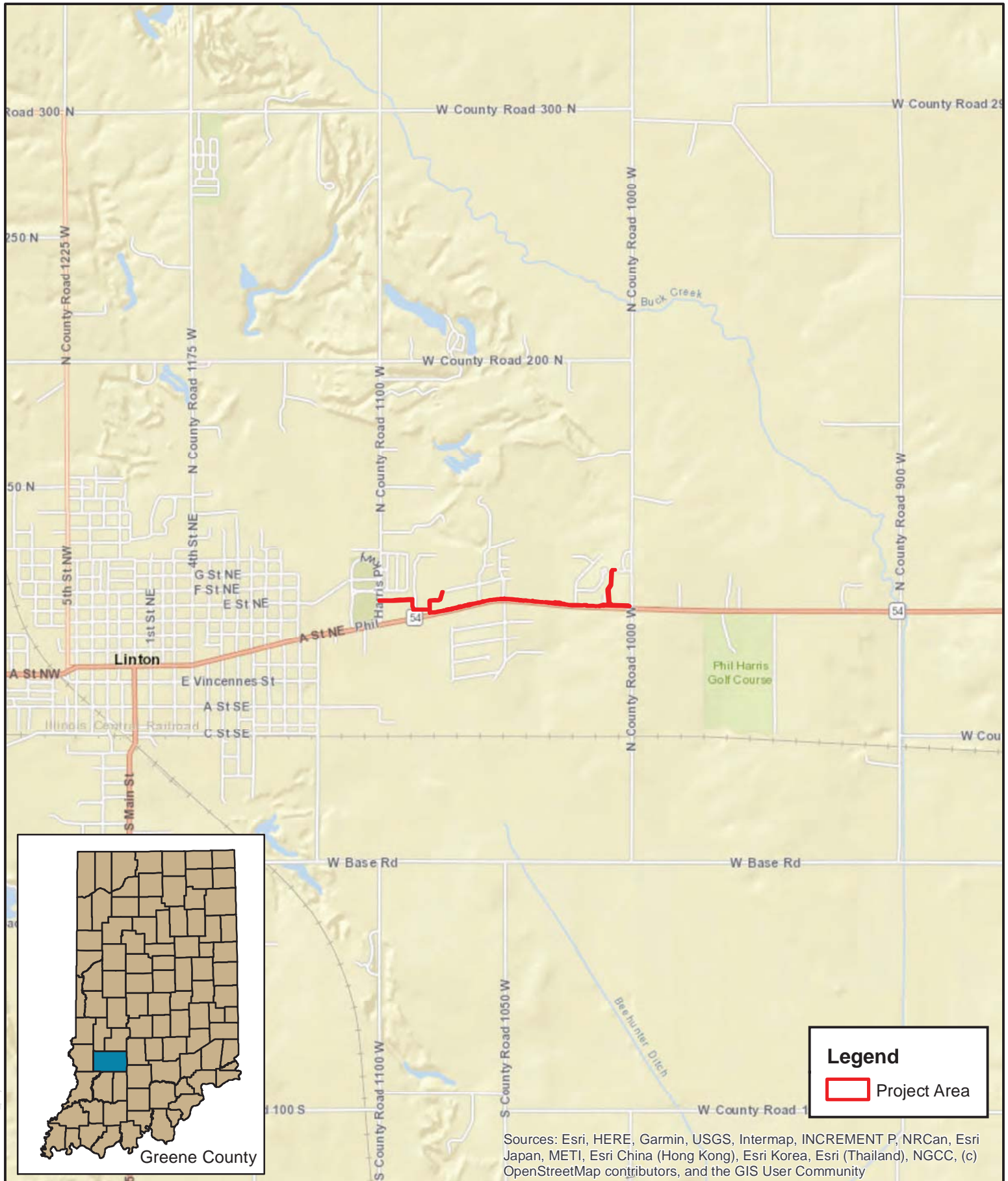
⁶Potential for causing a disproportionately high and adverse impact.

⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

*Substantial public or agency controversy may require a higher-level NEPA document.

Note – Project includes a *de minimis* impact to a historic property, and therefore, falls under the Section 4(f) MOU for Historic Properties. No other Section 4(f) properties are impacted. Therefore, it is identified as no impacts.

Categorical Exclusion
Appendix B
Graphics



Legend

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



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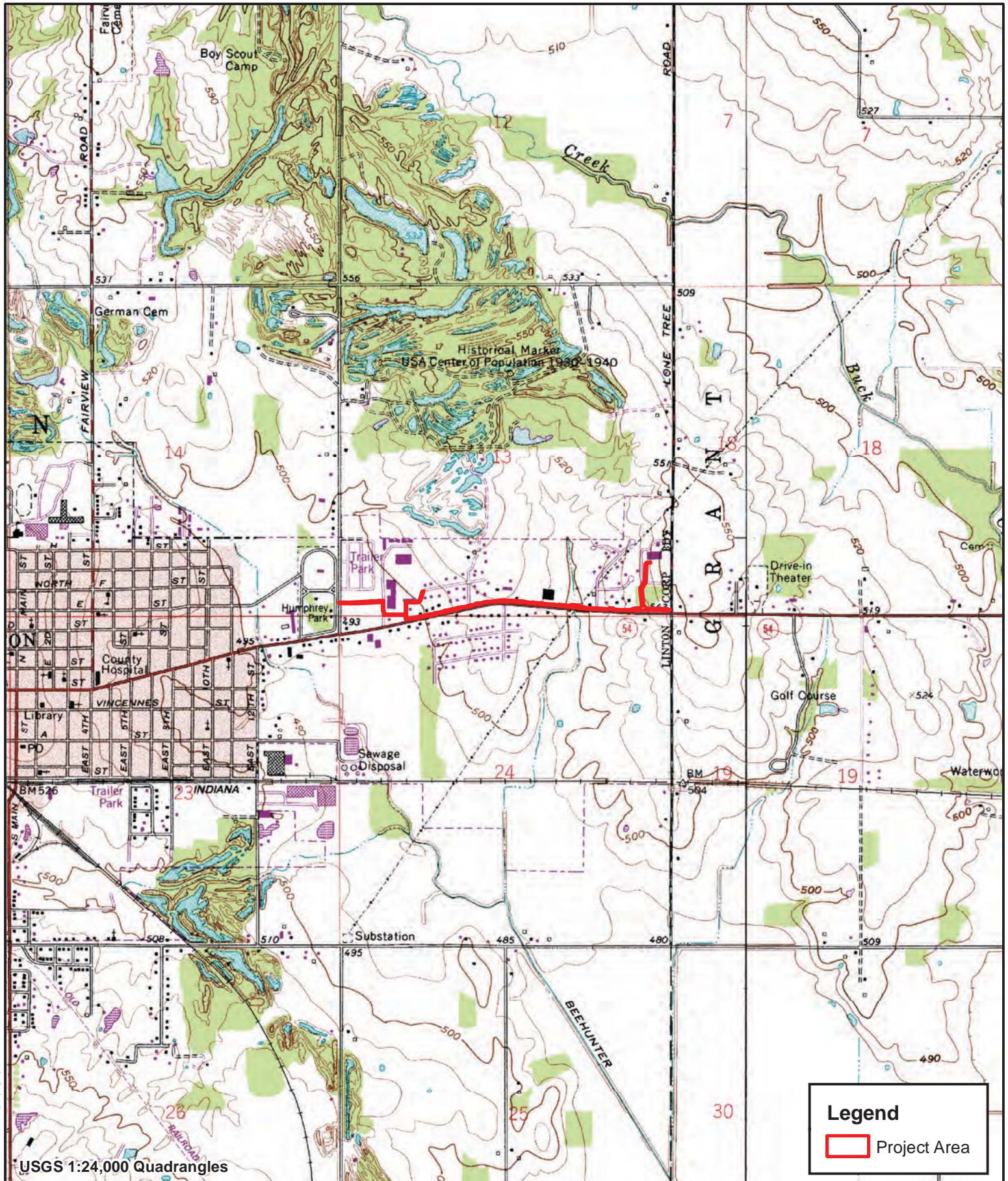
General Location Map

Des. No. 1600759

0 0.25 0.5
Miles

County: Greene
Township: Stockton
State: Indiana
Created: 7/9/2020, S.Beaupre

City of Linton - Multi-Use Trail
Linton City Park to
Green County General Hospital



USGS 1:24,000 Quadrangles

Legend

Project Area




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USGS Quadrangle Map

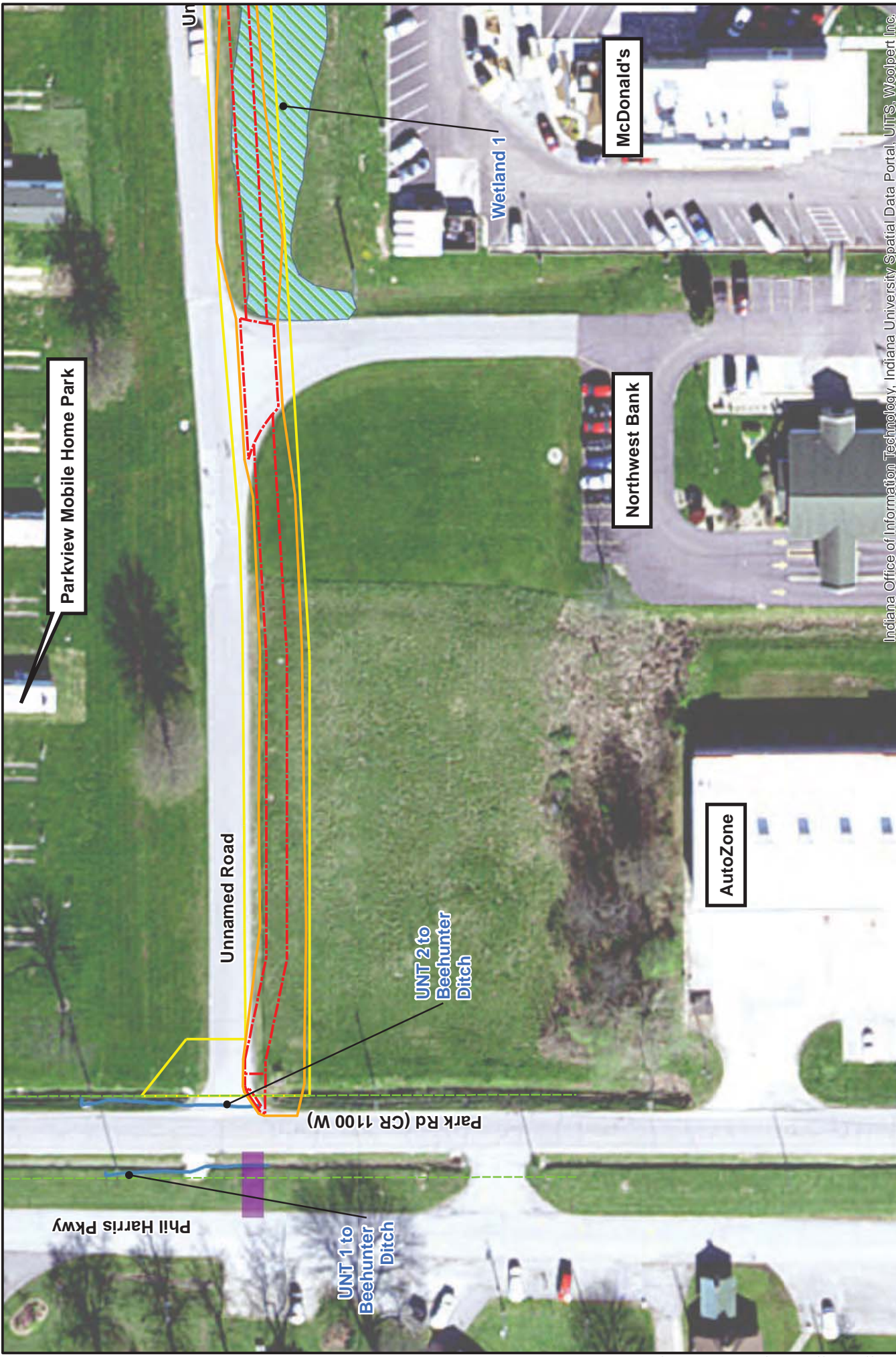
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0 1,000 2,000
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County: Greene Quadrangle: Linton
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City of Linton - Multi-Use Path
 Linton City Park to
 Greene County General Hospital



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Parkview Mobile Home Park

Unnamed Road

Wetland 1

McDonald's

Northwest Bank

AutoZone

UNT 1 to
Beehunter
Ditch

UNT 2 to
Beehunter
Ditch

Park Rd (CR 1100 W)

Phil Harris Pkwy

Legend

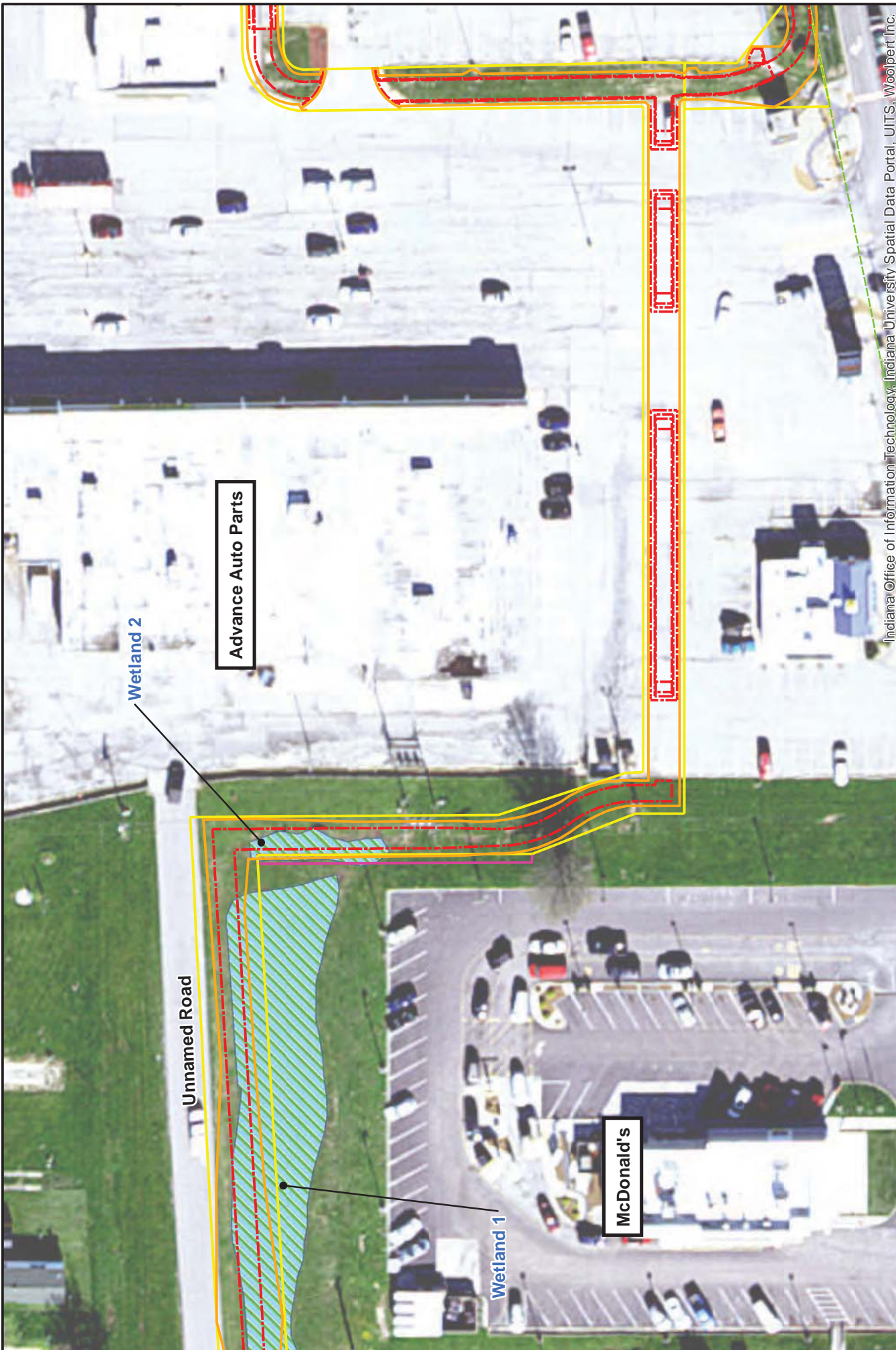
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	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene	Page 1 of 13
Township: Stockton	
State: Indiana	
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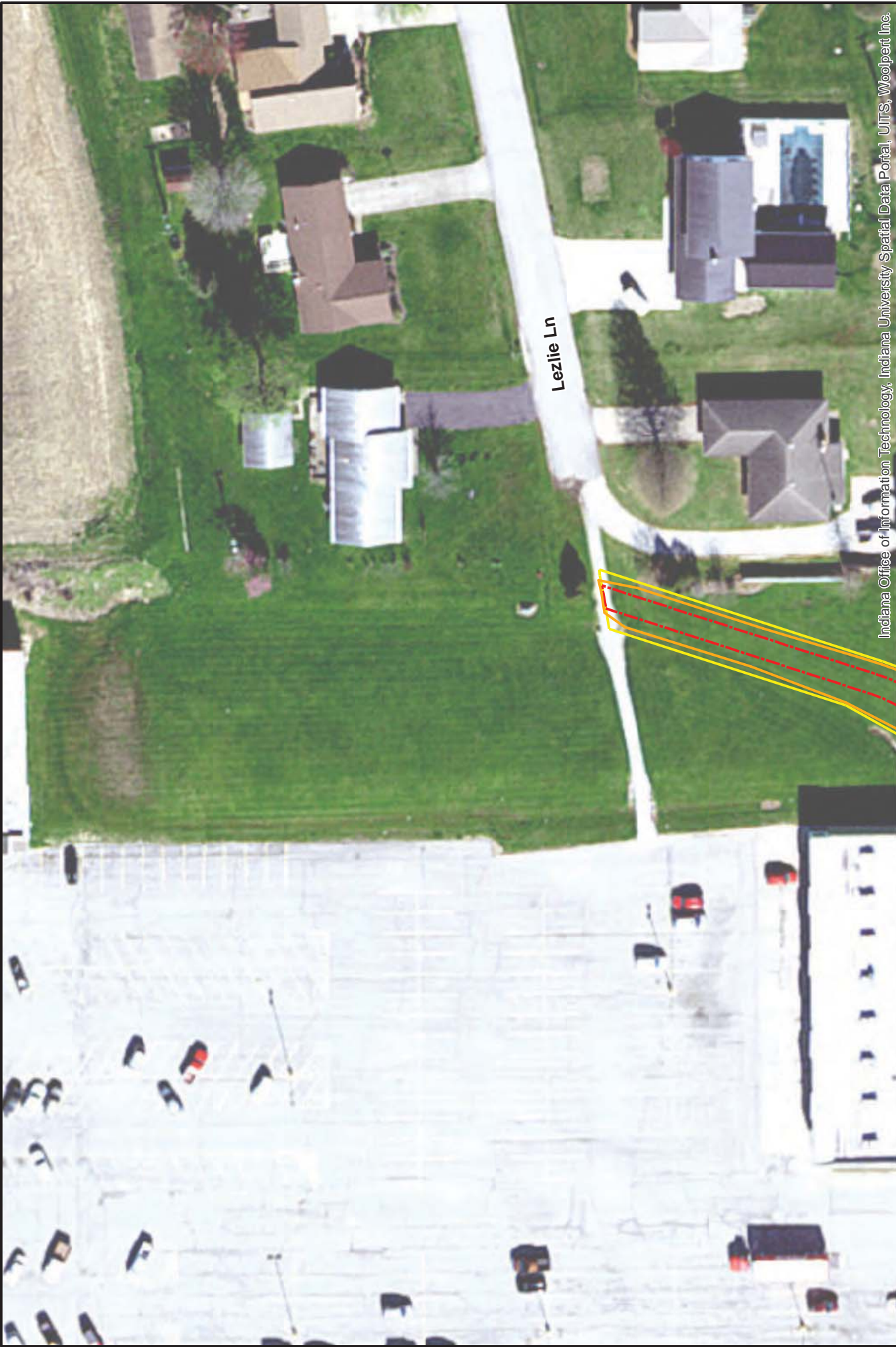
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Legend	
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	Existing ROW
	Permanent ROW
	Prev. Constructed Edge of Pavement
	Temporary ROW
	Construction Limits
	Prop. Edge of Pavement

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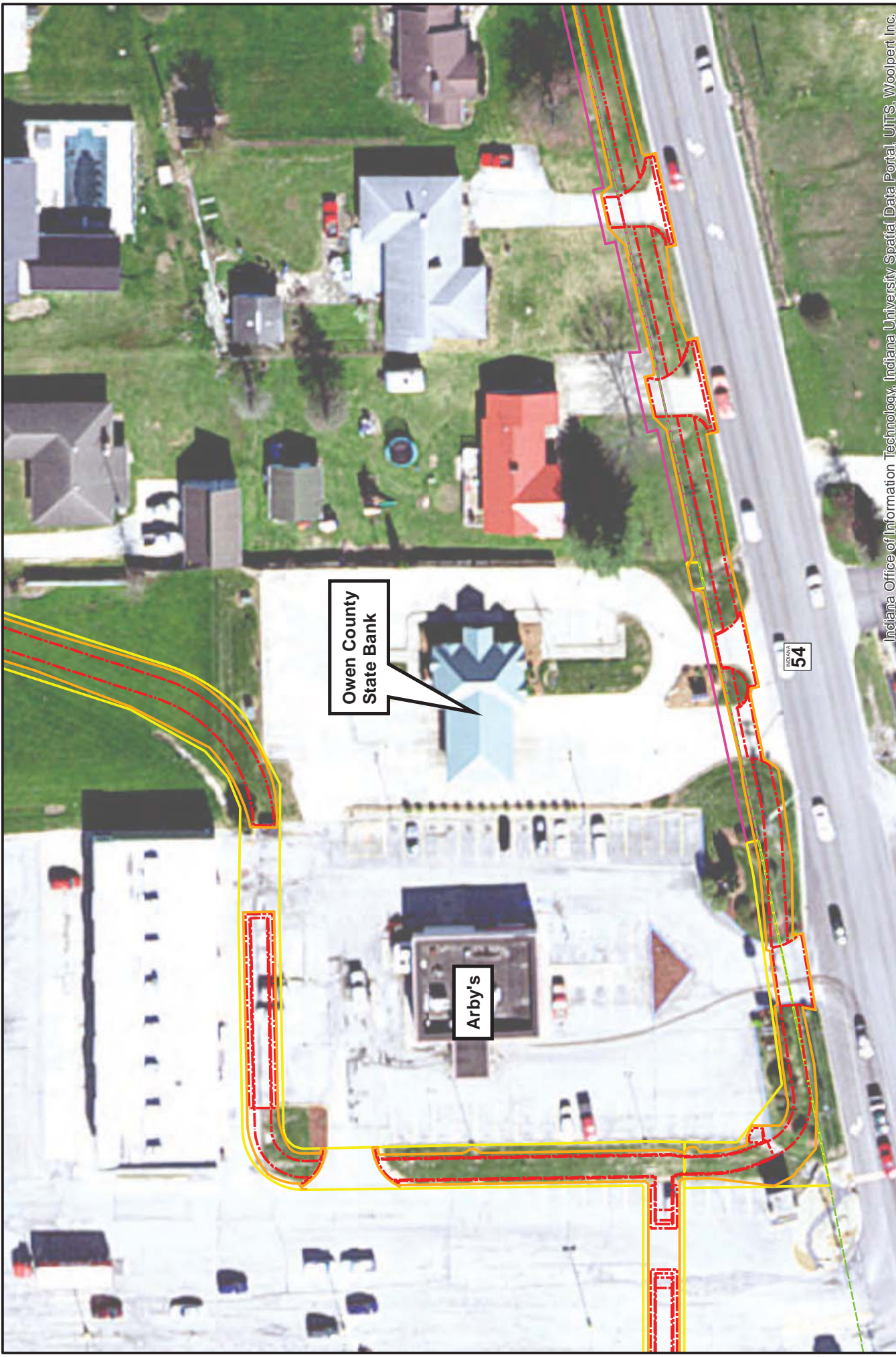


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Linton City Park to Greene County General Hospital
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Legend

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	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement



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Legend

	Streams		Prev. Constructed Edge of Pavement
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	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
 Township: Stockton
 State: Indiana

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City of Linton- Multi-Use Trail
 Linton City Park to Greene County General Hospital
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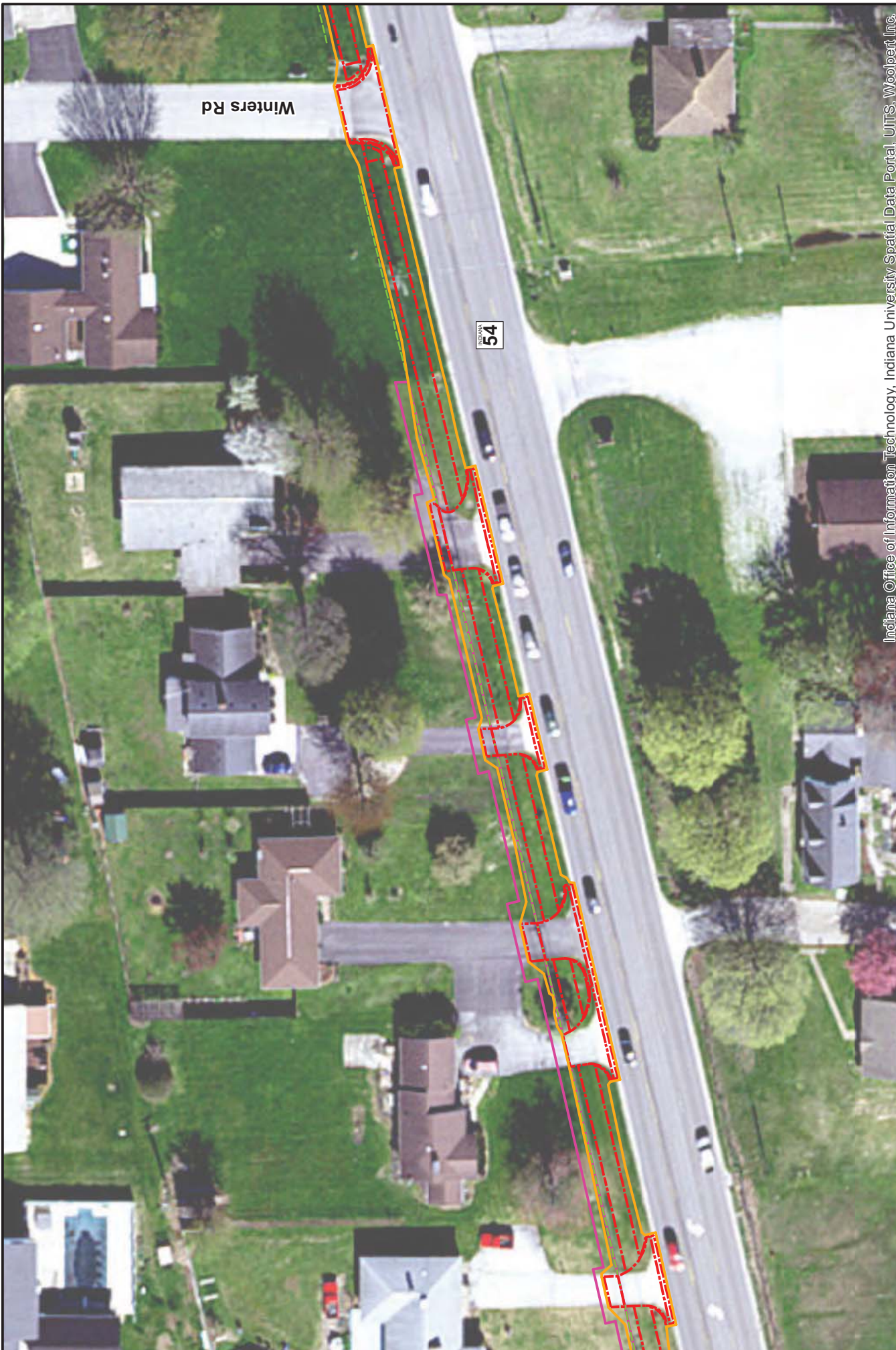
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Owen County State Bank

Arby's

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Legend

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	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
 Township: Stockton
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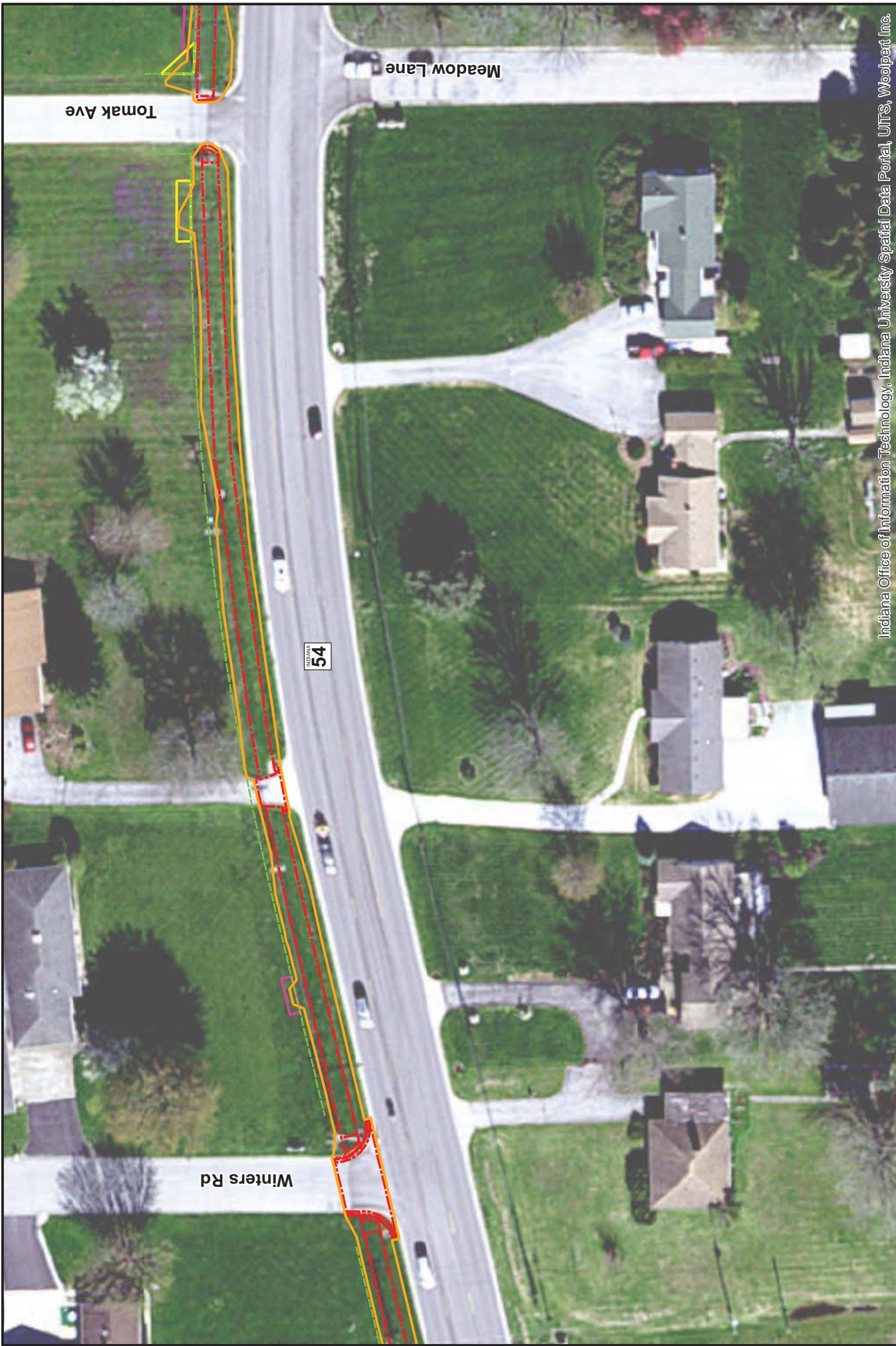
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0 50 100 Feet

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Legend

	Streams		Prev. Constructed Edge of Pavement
	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
 Township: Stockton
 State: Indiana

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City of Linton- Multi-Use Trail
 Linton City Park to Greene County General Hospital
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0 50 100 Feet

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Legend

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	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

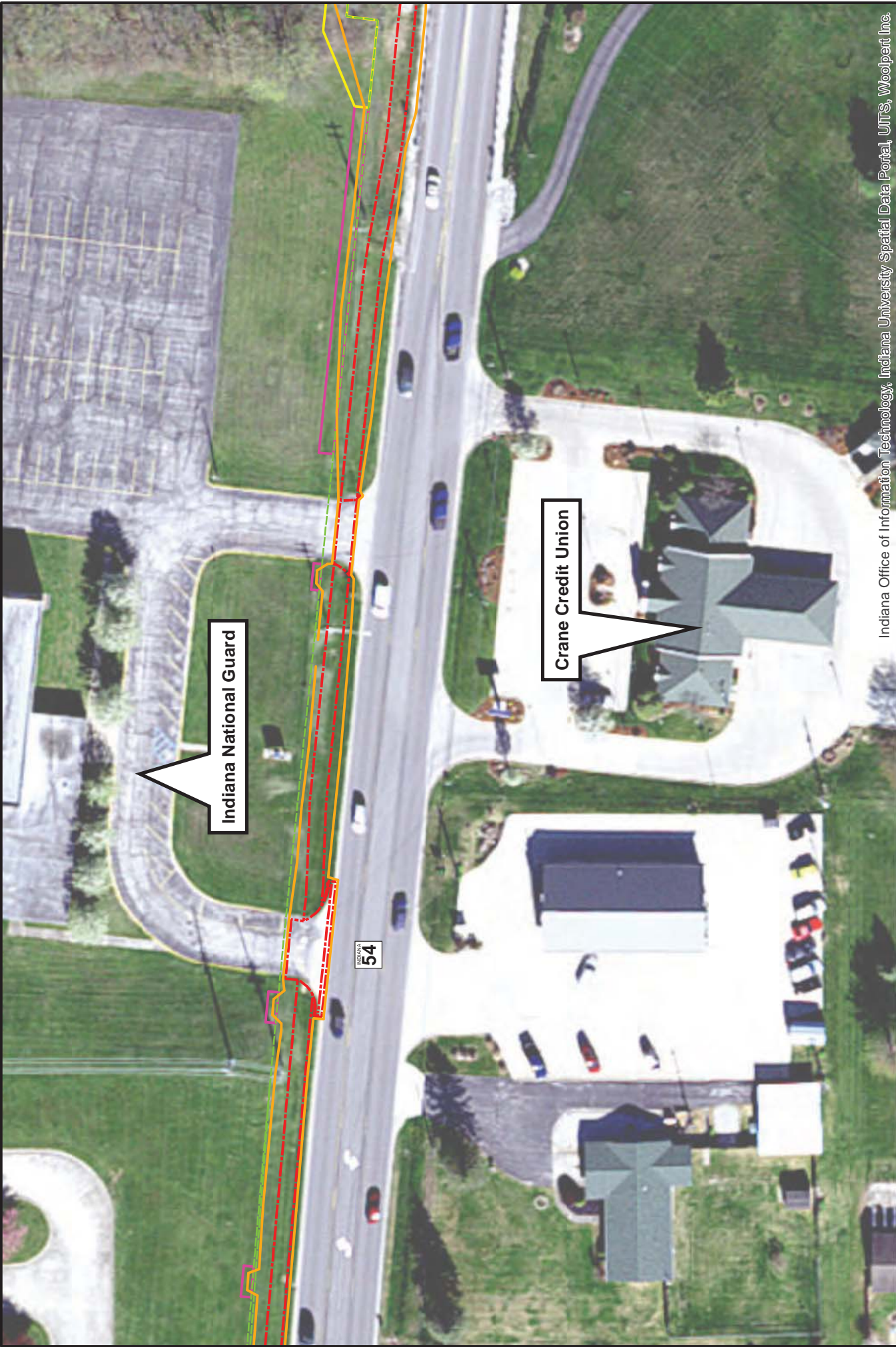
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Township: Stockton	
State: Indiana	
City of Linton- Multi-Use Trail Linton City Park to Greene County General Hospital Created: 7/16/2020, SBeaupre	

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0 50 100 Feet

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	Permanent ROW		Prop. Edge of Pavement

County: Greene
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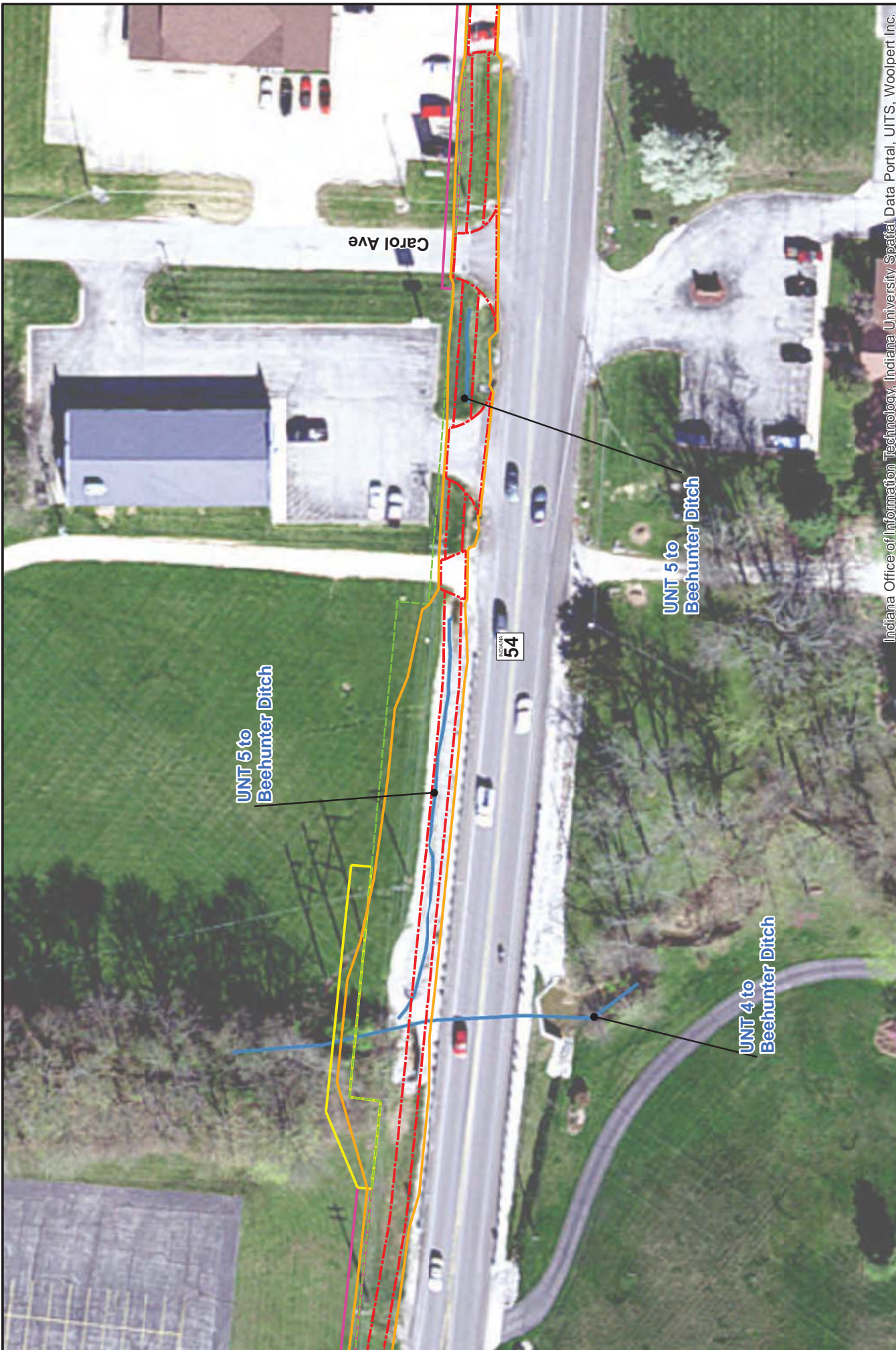
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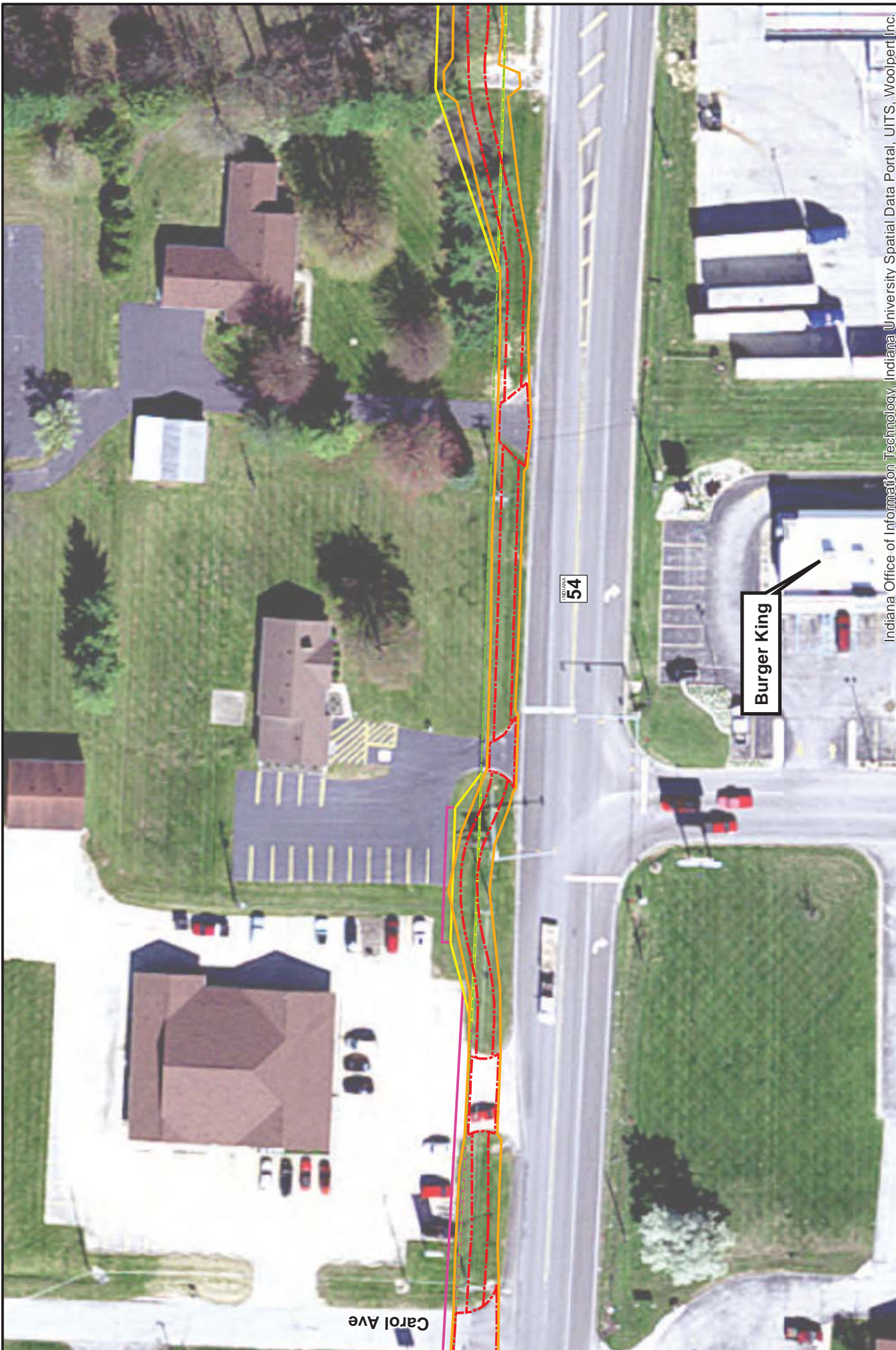
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Streams	Prev. Constructed Edge of Pavement
Wetlands	Temporary ROW
Existing ROW	Construction Limits
Permanent ROW	Prop. Edge of Pavement

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Township: Stockton	
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	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
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City of Linton- Multi-Use Trail
 Linton City Park to Greene County General Hospital
 Created: 7/16/2020, SBeaupre

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0 50 100 Feet

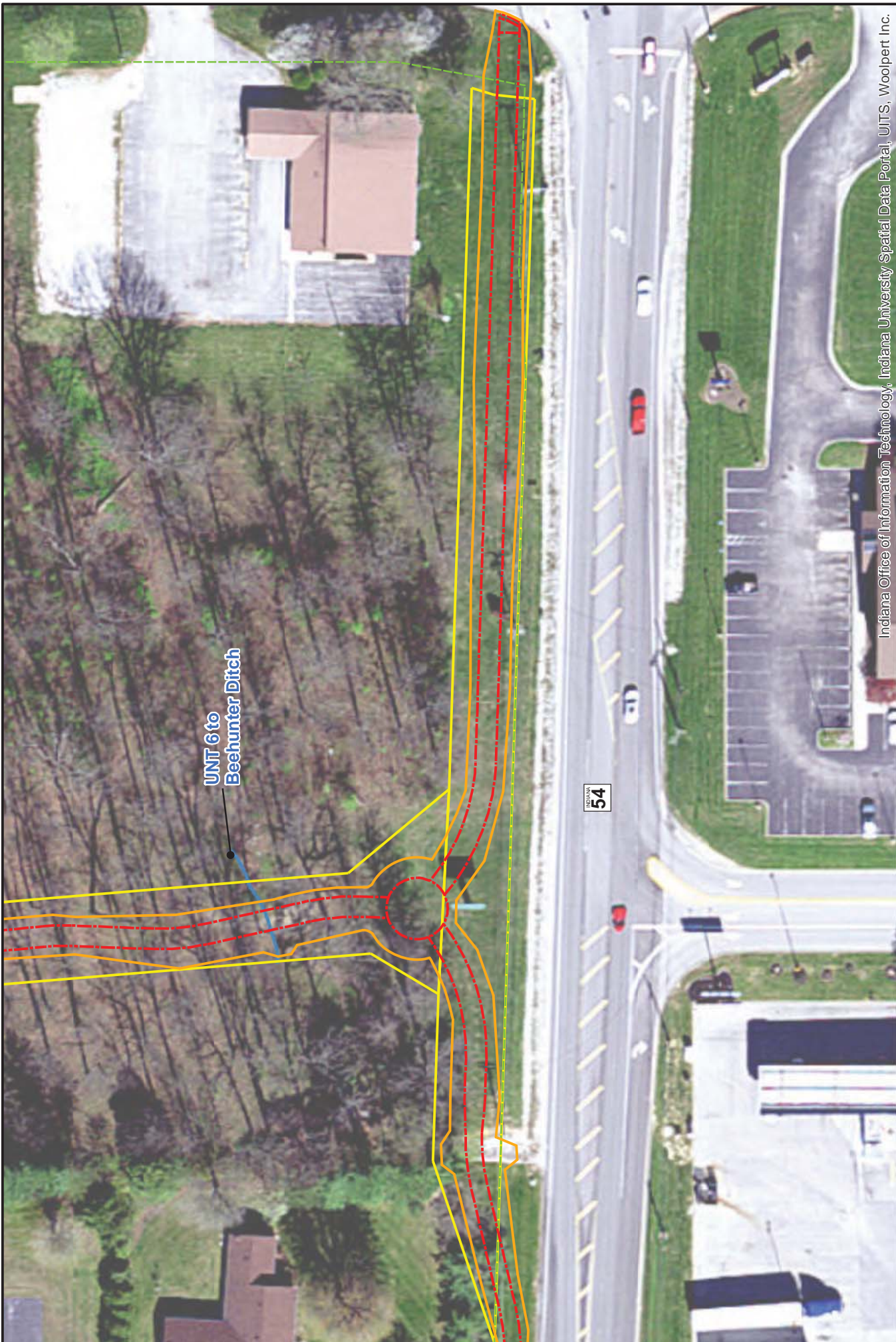
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Burger King

Carol Ave

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54



UNT 6 to
Beehunter Ditch

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Legend

	Streams		Prev. Constructed Edge of Pavement
	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
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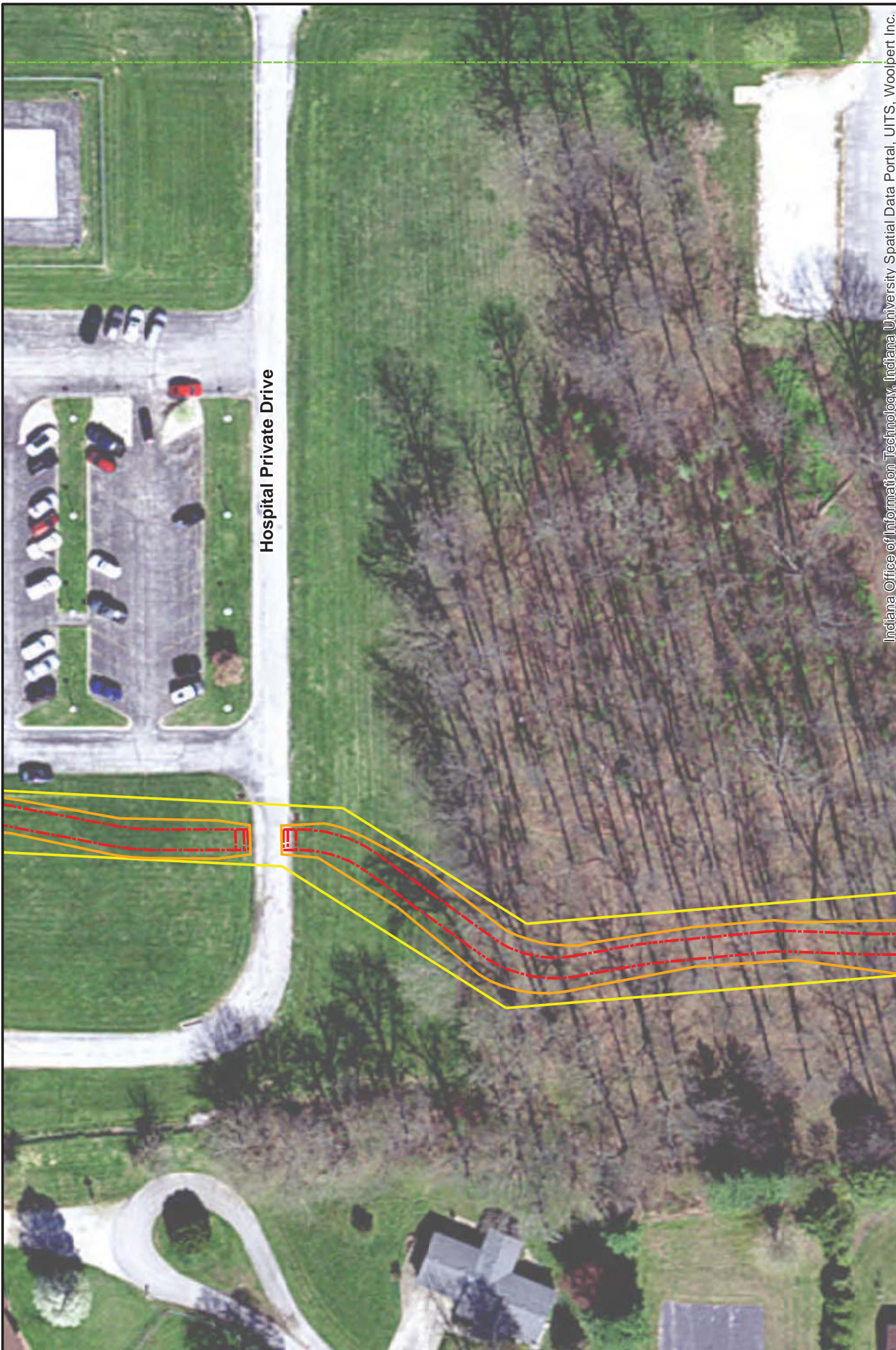
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0 50 100 Feet

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Hospital Private Drive

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Legend

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	Wetlands		Temporary ROW
	Existing ROW		Construction Limits
	Permanent ROW		Prop. Edge of Pavement

County: Greene
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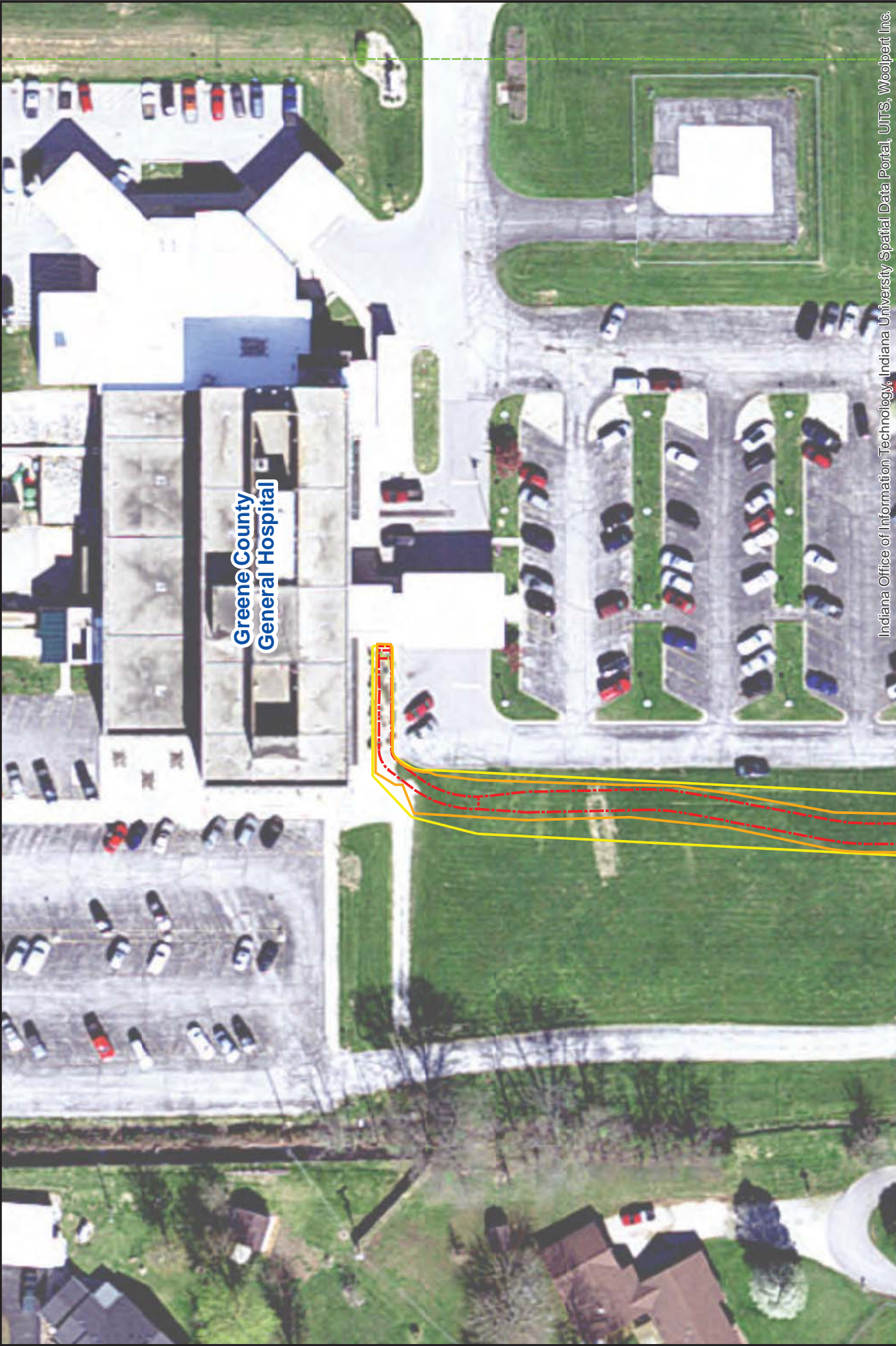
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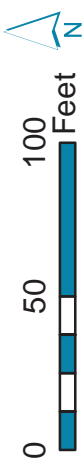


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Legend	
	Streams
	Wetlands
	Existing ROW
	Permanent ROW
	Prev. Constructed Edge of Pavement
	Temporary ROW
	Construction Limits
	Prop. Edge of Pavement

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Legend

- Streams
- Wetlands
- Photo Locations
- Construction Limits
- Prev. Constructed Edge of Pavement

County: Greene
 Township: Stockton
 State: Indiana

Linton Multi-Use Trail
 City of Linton
 Created: 7/16/2020, SBeaupre

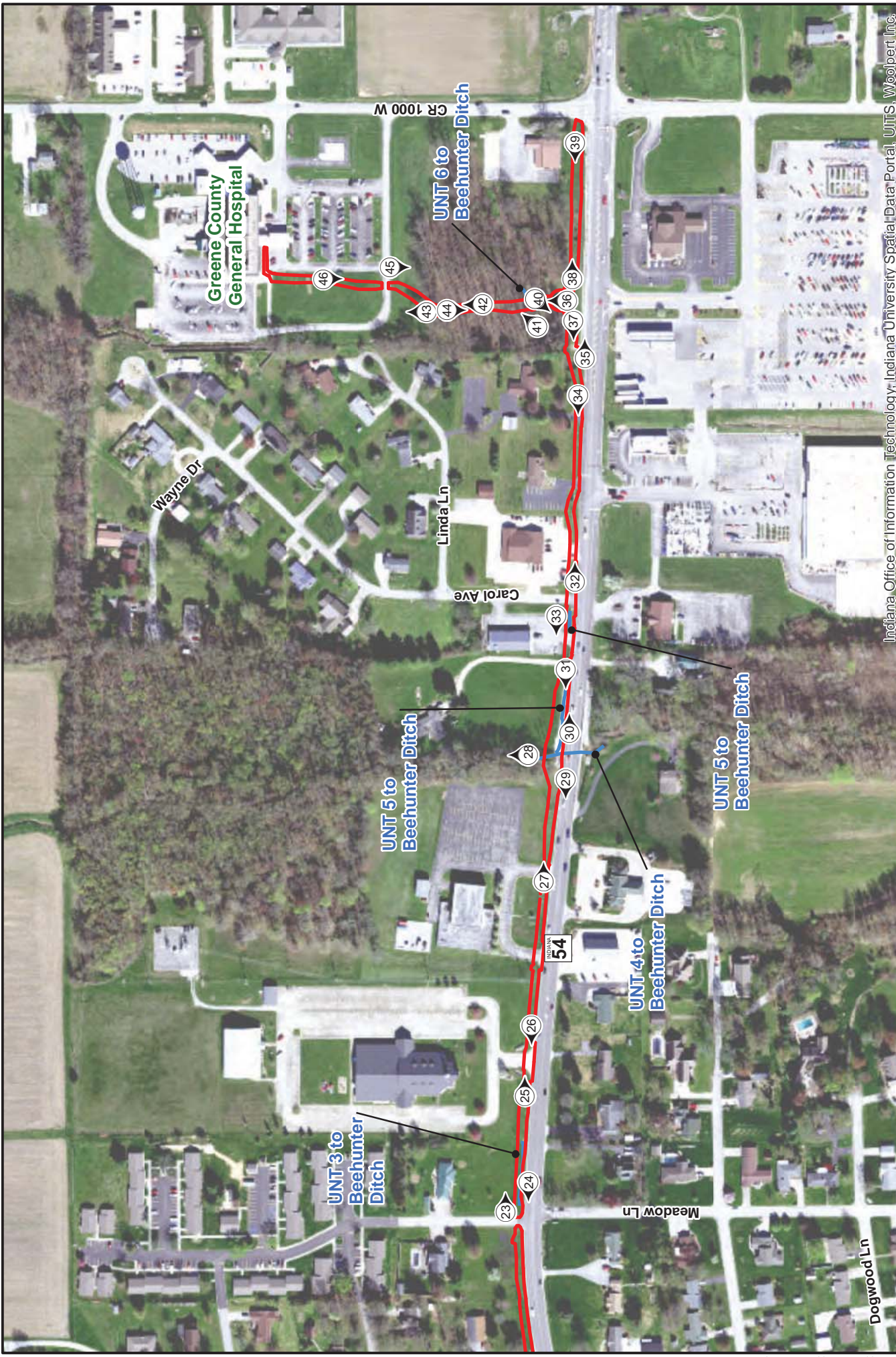
Photo Location Map (2018)
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Legend

- Streams
- Wetlands
- Photo Locations
- Construction Limits
- Prev. Constructed Edge of Pavement

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 Township: Stockton
 State: Indiana
 Linton Multi-Use Trail
 City of Linton
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Photo Location Map (2018)

Des. No. 1600759

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1. Looking west into Linton City Park



2. Looking north (upstream) along UNT 1



This structure and aggregate drive were removed in August 2019 and replaced by a new corrugated metal pipe and 30-foot section of sidewalk to the south.

3. Looking south (downstream) along UNT 1 towards crossing into park



4. Looking south (downstream) UNT 2 towards culvert to be extended



5. Looking north (upstream) along UNT 2



6. Looking west towards Park Road along unnamed roadway



7. Looking east through Wetland 1



8. Looking west through Wetland 1



9. Looking south along grassed area between parking lots



10. Looking north towards Wetland 2



11. Looking east through parking lot



12. Looking north along grassed area in between parking lots



13. Looking west across parking lot



14. Looking south along grassed area between parking lot towards SR 54



15. Looking south along grassed area between parking lots towards SR 54



16. Looking northeast towards Leslie Lane along drainage swale outside project area



17. Looking southwest from Lezlie Lane along drainage swale outside project area



18. Looking east along SR 54



19. Looking west along SR 54



20. Looking east along SR 54



21. Looking west along SR 54



22. Looking east along SR 54



23. Looking east along UNT 3



24. Looking west along UNT 3



25. Looking east towards culvert at the end of UNT 3



26. Looking west along SR 54



27. Looking east along SR 54



28. Looking north towards UNT 4



29. Looking west along SR 54 towards culvert that outlets into UNT 4



30. Looking east along UNT 5



31. Looking west along UNT 5



32. Looking east along UNT 5 at failed culverts



33. Looking west along UNT 5 at failed culverts



34. Looking west along SR 54



35. Looking east along SR 54 towards riprap drainageway



36. Looking north into woods from SR 54



37. Looking west along SR 54



38. Looking east along SR 54



39. Looking west from east end of project area



40. Looking southeast from culvert along UNT 6



41. Looking northeast at culvert outlet forming UNT 6



42. Looking north through woods



43. Looking north towards Greene County General Hospital from 3N1



44. Looking south through woods



45. Looking south into woods from hospital parking lot



46. Looking south along grassed area outside Greene County General Hospital

PROJECT	DESIGNATION
1600759	1600759
CONTRACT	
R-39849	

INDIANA
DEPARTMENT OF
TRANSPORTATION

MULTI-USE PATH PLANS

PROJECT NO. 1600759

The Multi-Use Path Project Begins At The East Edge Of Linton City Park, Then Continues East Thru Linton Shopping Center Avenue, 4500.00 Feet (0.82 Miles) To, Cr. 3000 W. Of Salem Ave. Also East From A Point In Linton Shopping Center Avenue, 4500.00 Feet (0.82 Miles) To, Cr. 3000 W. Of Salem Ave. Along The Existing Ground Topographical Features. 830.00 Feet (0.16 Miles), In The City Of Linton, Indiana.

Grades Length: 6962.68 Ft. (1.32 MI)
Net Length: 6716.00 Ft. (1.27 MI)
Max. Grade: 5.00%

End Construction 1600759
P.O.T. 28+78.59 Line "B"

Begin Construction 1600759
P.O.T. 10+74.68 Line "B"

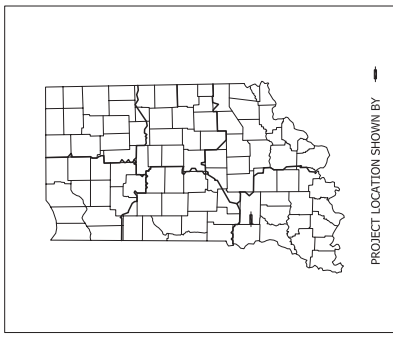
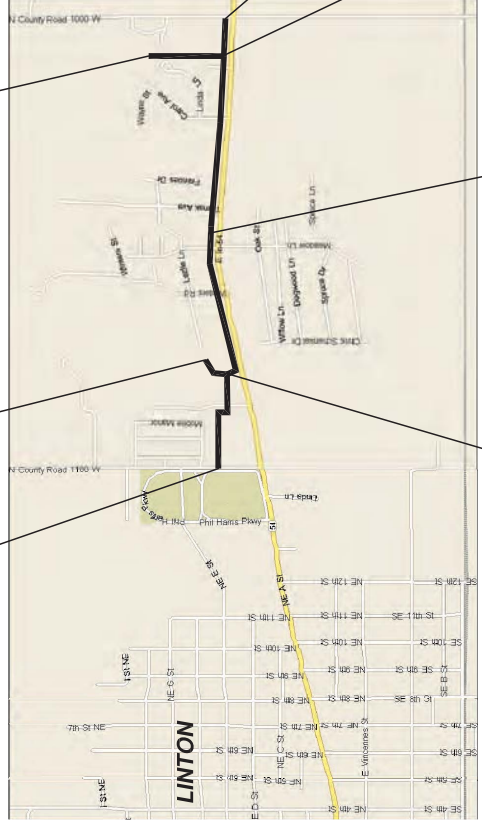
End Construction 1600759
P.O.T. 18+30.09 Line "D"

End Construction 1600759
P.O.T. 53+28.69 Line "C"

Begin Construction 1600759
P.O.T. 10+00.00 Line "D"

Begin Construction 1600759
P.O.T. 10+00.00 Line "C"

LATITUDE N 39° 02' 20"
LONGITUDE W 87° 08' 20"



PROJECT LOCATION SHOWN BY

CITY OF LINTON

John Wilkes Mayor
Tim Turpen Street Commissioner
Brent Stover Utilities Supervisor

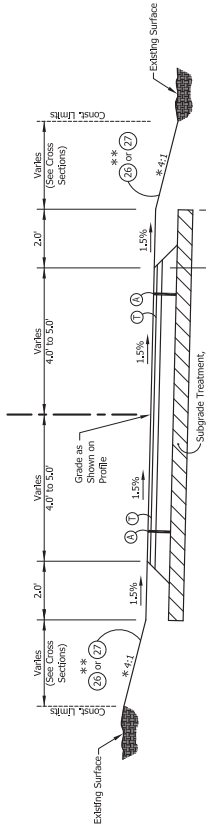


CITY OF LINTON
SEC. 13 & 14, T7N, R7W
STOCKTON TOWNSHIP, GREENE COUNTY
UN. 35°02'29" N, LONG. 87°08'20" W

Indiana Department of Transportation Standard Specifications Dated 2020 And The City Of Linton Engineering Standards Are To Be Used With These Plans.

PLANS PREPARED BY: FIRST GROUP ENGR., INC. PHONE NUMBER: (317) 290-9549	DESIGNATION 1600759
CERTIFIED BY:	SHEETS 1 of 50
APPROVED FOR LETTING:	PROJECT R-39849
INDIANA DEPARTMENT OF TRANSPORTATION	CONTRACT R-39849

Line "B" & "C"

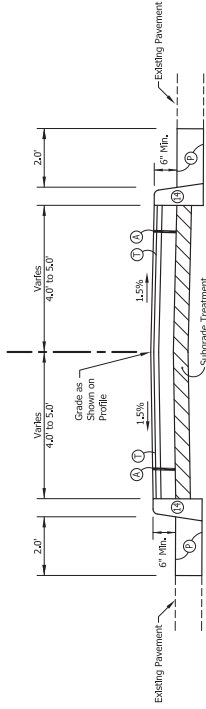


* Slope 4:1 (3:1 max.) unless Shown Otherwise on Cross Sections
 ** See Plan Sheet for Appropriate Treatment

Typical Cross Section

Sta. 10+74.68 to Sta. 17+75.00 Line "B"
 Sta. 11+45.00 to Sta. 21+13.00 Line "C"
 Sta. 26+38.00 to Sta. 32+87.00 Line "C"
 Sta. 40+01.00 to Sta. 46+04.00 Line "C"
 Sta. 47+41.00 to Sta. 53+28.69 Line "C"
 SCALE: 1" = 2'

Line "B", "C" & "D"

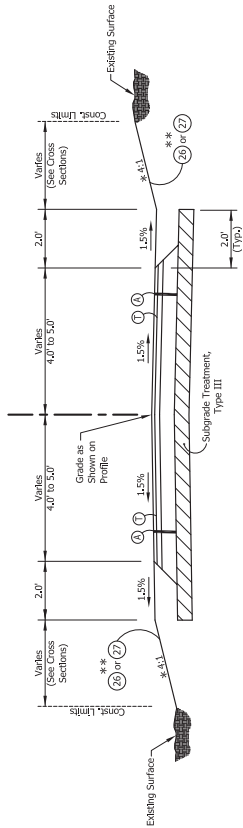


* Slope 4:1 (3:1 max.) unless Shown Otherwise on Cross Sections
 ** See Plan Sheet for Appropriate Treatment

Typical Cross Section

Sta. 19+58.92 to Sta. 24+65.12 Line "B"
 Sta. 25+12.60 to Sta. 26+26.00 Line "B"
 Sta. 10+00.00 to Sta. 10+53.19 Line "C"
 SCALE: 1" = 2'

Line "B" & "C"

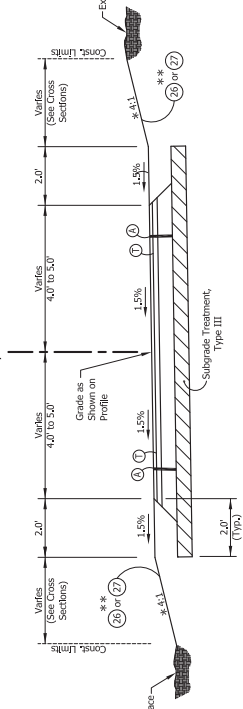


* Slope 4:1 (3:1 max.) unless Shown Otherwise on Cross Sections
 ** See Plan Sheet for Appropriate Treatment

Typical Cross Section

Sta. 17+75.00 to Sta. 19+58.92 Line "B"
 Sta. 10+53.19 to Sta. 11+45.00 Line "C"
 SCALE: 1" = 2'

Line "B", "C" & "D"

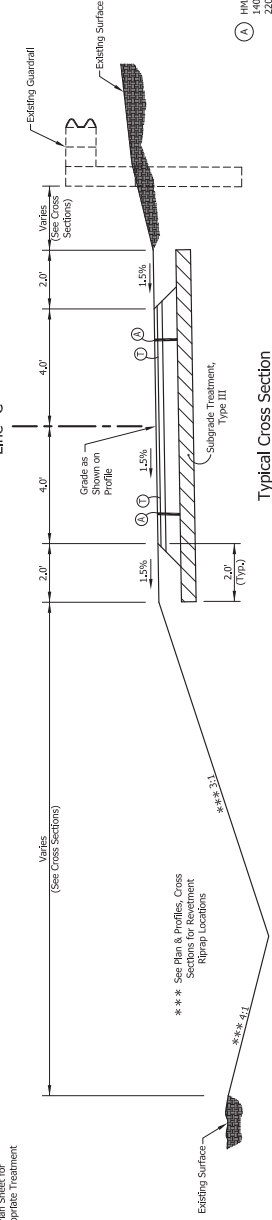


* Slope 4:1 (3:1 max.) unless Shown Otherwise on Cross Sections
 ** See Plan Sheet for Appropriate Treatment

Typical Cross Section

Sta. 24+65.12 to Sta. 25+12.60 Line "B"
 Sta. 26+26.00 to Sta. 28+78.59 Line "B"
 Sta. 21+13.00 to Sta. 26+38.00 Line "C"
 Sta. 32+87.00 to Sta. 37+00.00 Line "C"
 Sta. 46+04.00 to Sta. 47+41.00 Line "C"
 Sta. 10+00.00 to Sta. 17+23.72 Line "D"
 SCALE: 1" = 2'

Line "C"



* Slope 4:1 (3:1 max.) unless Shown Otherwise on Cross Sections
 ** See Plan Sheet for Appropriate Treatment

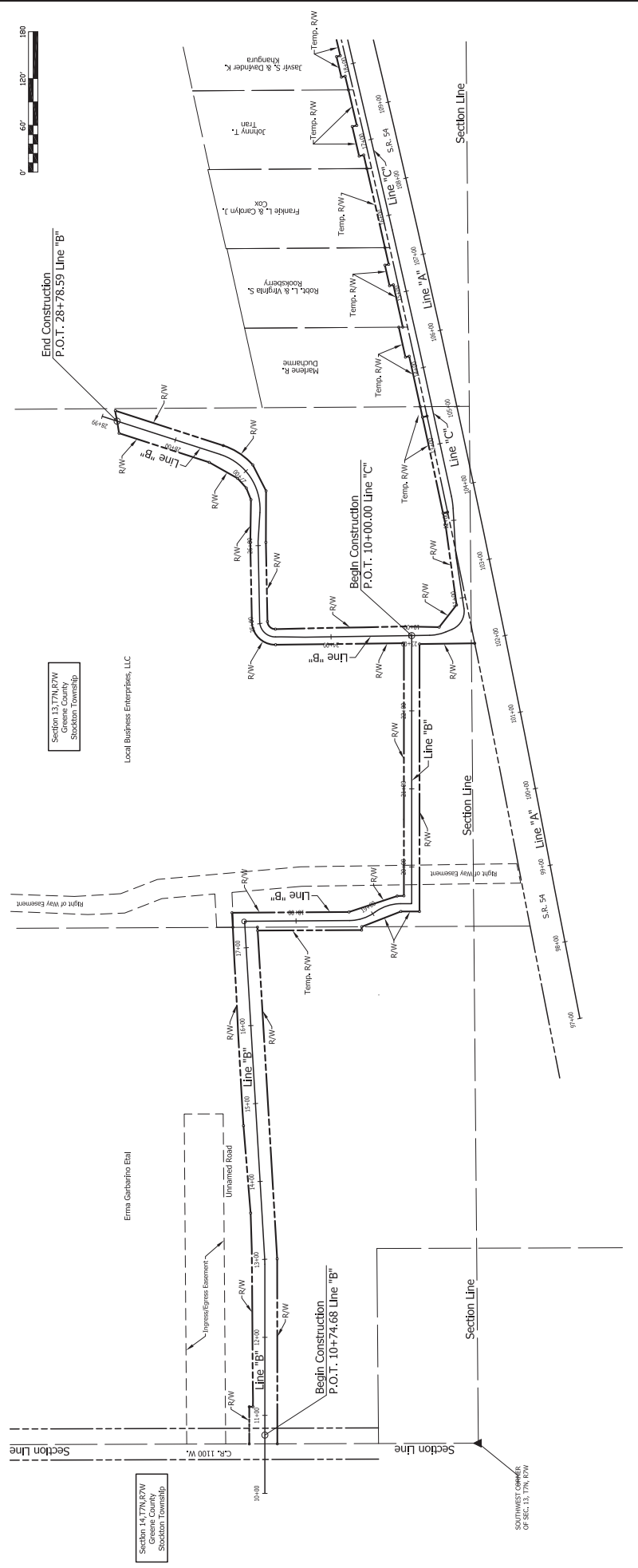
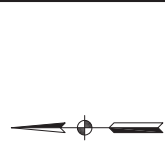
Typical Cross Section

Sta. 37+00.00 to Sta. 40+01.00 Line "C"
 SCALE: 1" = 2'

LEGEND

- (A) HMA for Approaches, 165 #5yd HMA Surface Type B on 140 #5yd HMA Intermediate Type B on 220 #5yd HMA Intermediate Type B on 6" Compacted Aggregate No. 53, Base on Subgrade Treatment Type III
- (B) HMA for Approaches, 165 #5yd HMA Surface Type B on 165 #5yd HMA Intermediate Type B on 880 #5yd HMA base Type B on Subgrade Treatment II
- (C) PCOP for Approaches, 6" on Subgrade Treatment II
- (D) PCOP for Approaches, 6" on Subgrade Treatment II
- (E) Skidwalk, Concrete
- (F) Curb Ramp, Concrete
- (G) Asphalt Materials for Rock Coat
- (H) Concrete Curb (Vertical)
- (I) Curb and Gutter, Concrete
- (J) Soling (Nurses) W/Tossall (4" AS Req'd, Under Sooding)
- (K) Seed Mixture, U
- (L) HMA Patching, Type B (Variable Depth, Patch Exhaling)

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
	C.E.S./B.M.S.			DESIGNATION	N/A
DESIGNED	DRAWN	B.M.S.	TYPICAL CROSS SECTIONS	VERTICAL SCALE	DESIGNATION
C.E.S./B.M.S.				N/A	1600759
CHECKED	CHECKED	D.W.C.		SURVEY BOOK	SHEETS
				N/A	3 of 50
				CONTRACT	PROJECT
				R-39849	1600759



Section 13.77N,R7W
Greene County
Stockton Township

Local Business Enterprises, LLC

Section 14.77N,R7W
Greene County
Stockton Township

Erma Gubelho Eal

Section 24.77N,R7W
Greene County
Stockton Township

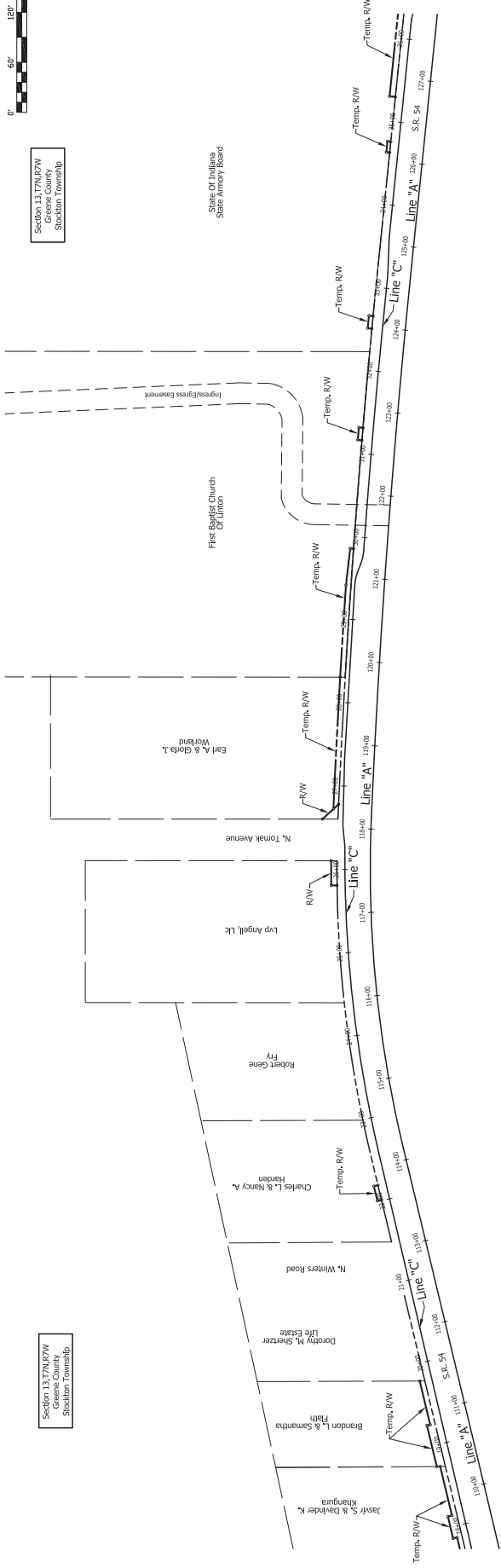
Section 24.77N,R7W
Greene County
Stockton Township

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	
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CHECKED: C.E.S.	CHECKED: D.W.C.	PLAT NO. 1		BRIDGE FILE N/A
				SURVEY BOOK N/A
				SHEETS 4 of 50
				CONTRACT R-39849
				PROJECT 1600759



Section 13.77N,R,W
Greene County
Stockton Township

Section 13.77N,R,W
Greene County
Stockton Township



Section Line

Section Line

Section 24.77N,R,W
Greene County
Stockton Township

Section 24.77N,R,W
Greene County
Stockton Township

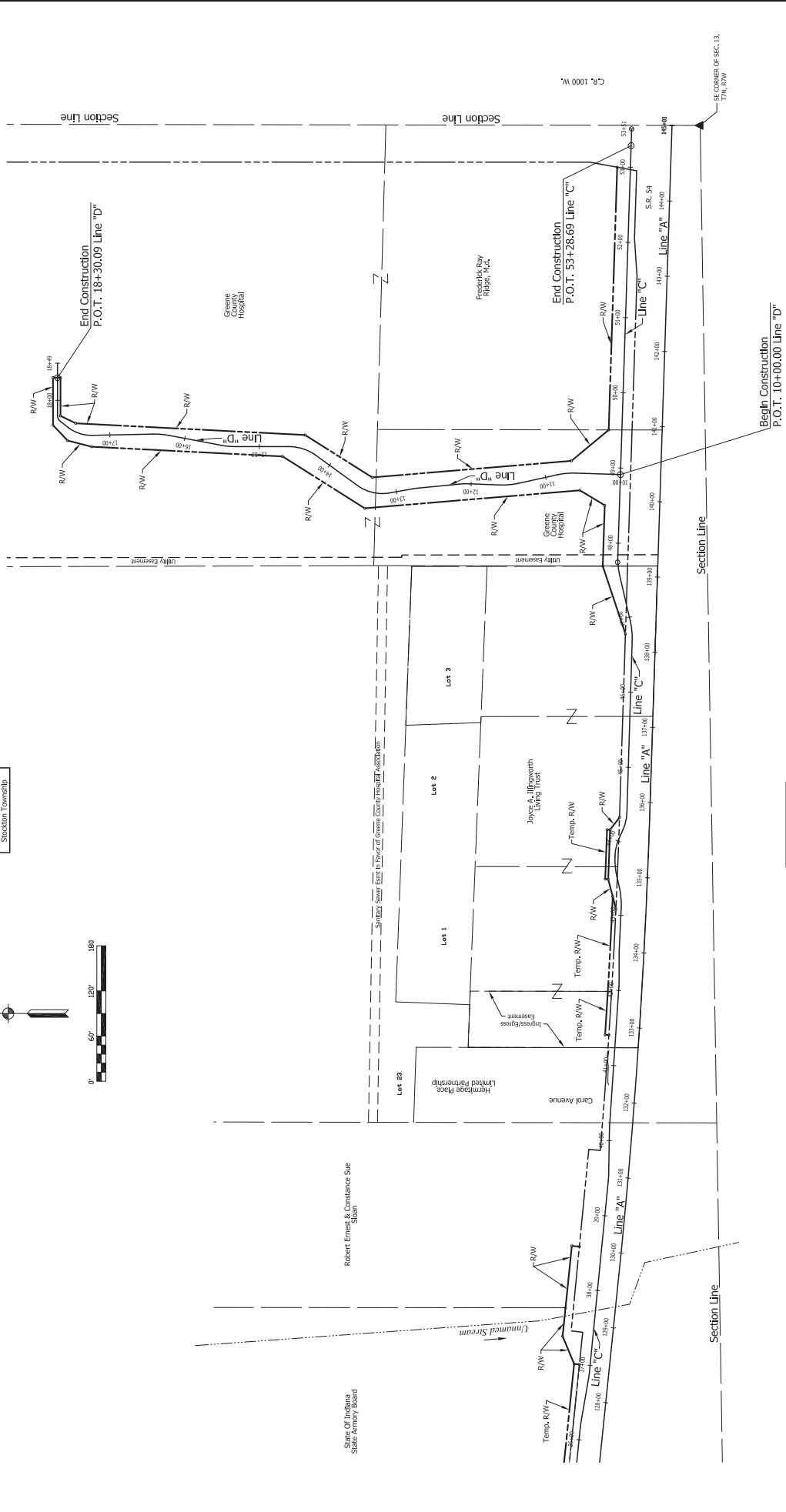
HORIZONTAL SCALE	1" = 60'
VERTICAL SCALE	N/A
DESIGNATION	1600759
SURVEY BOOK	N/A
SHEETS	5
PROJECT	R-39849
CONTRACT	1600759

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAT NO. 1	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: B.M.S.	DRAWN: B.M.S.	
CHECKED: C.E.S.	CHECKED: D.W.C.	

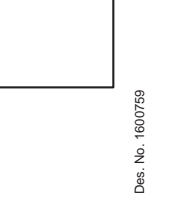
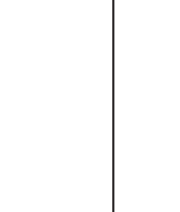
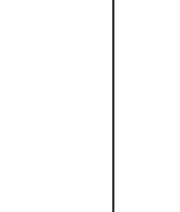
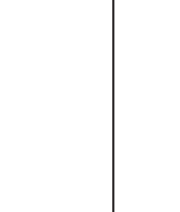
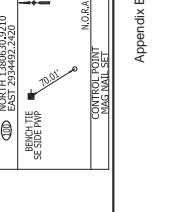
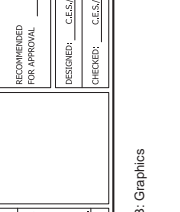
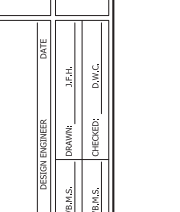
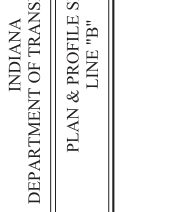
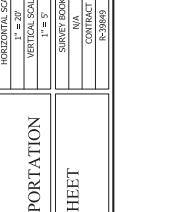
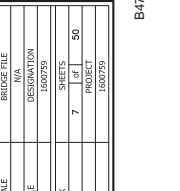
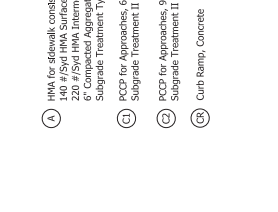
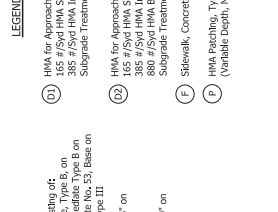
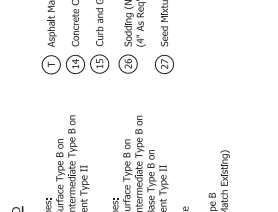
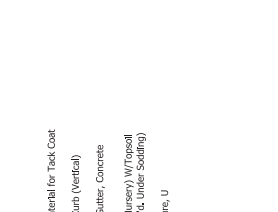
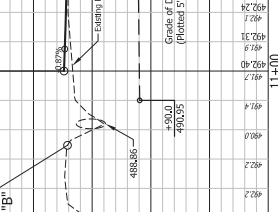
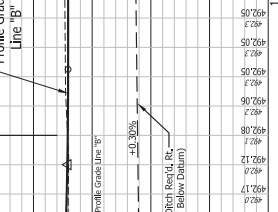
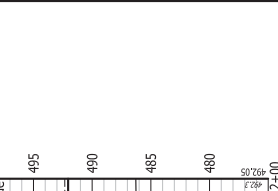
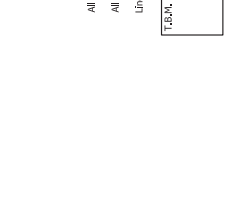
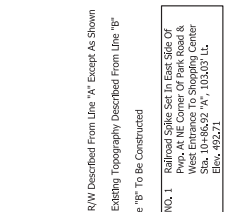
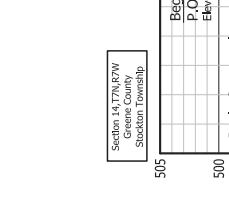
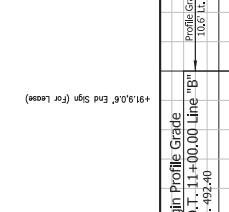
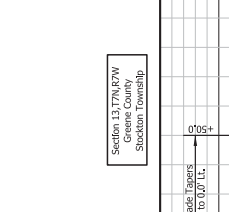
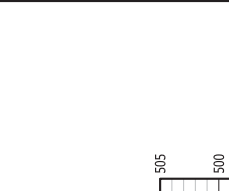
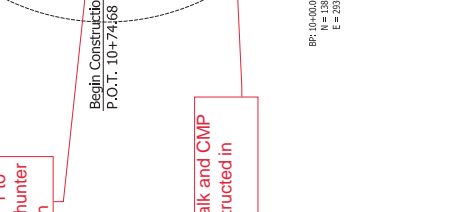
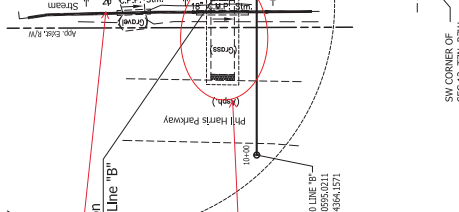
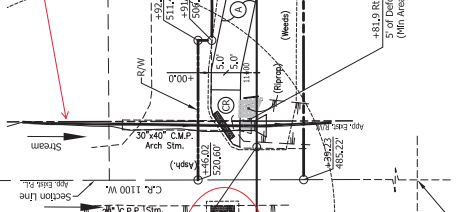
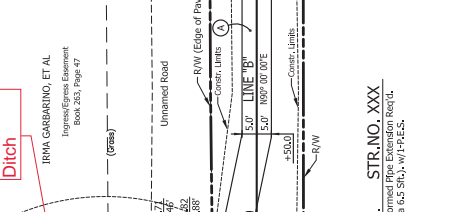
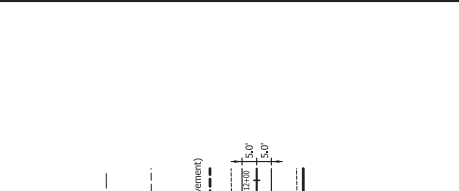


Section 13, 17N, R/W
Greene County
Stockton Township



Section 31, 17N, R/W
Greene County
Stockton Township

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
	B.M.S.	B.M.S.		DESIGNATION	1" = 60'
DESIGNED:	B.M.S.	DRANK:	PLAT NO. 1	VERTICAL SCALE	1600759
C.E.S.	C.E.S.	CHECKED:		SURVEY BOOK	N/A
				CONTRACT	6
				R-39849	PROJECT
					1600759



LEGEND

- (A) HMA for sidewalk consisting of:
 - 140 #5/5yd HMA Surface, Type B on
 - 140 #5/5yd HMA Intermediate, Type B on
 - 6" Compacted Aggregate No. 53, Base on
 - Subgrade Treatment Type III
- (C1) PCCP for Approaches, 6" on
 - Subgrade Treatment II
- (C2) PCCP for Approaches, 9" on
 - Subgrade Treatment II
- (CR) Curb Ramp, Concrete
- (D) HMA for Approaches:
 - 385 #5/5yd HMA Surface, Type B on
 - 385 #5/5yd HMA Intermediate, Type B on
 - Subgrade Treatment Type II
- (D1) HMA for Approaches:
 - 385 #5/5yd HMA Surface, Type B on
 - 385 #5/5yd HMA Intermediate, Type B on
 - Subgrade Treatment Type II
- (E) Sidewalk, Concrete
- (P) HMA Patching, Type B (Variable Depth, Match Existing)
- (T) Asphalt Material for Tack Coat
- (14) Concrete Curb (Vertical)
- (15) Curb and Gutter, Concrete
- (26) Sodding (Nursery) w/Topsoil (4" As Bed, Under Sodding)
- (27) Seed Mixture, U

All R/W Described From Line "A" Except As Shown
All Existing Topography Described From Line "B"
Line "B" To Be Constructed

T.B.M., NO. 1 - Railroad Spike Set In East Side Of Pave. At NE Corner Of Park Road & Section Line. Stationing: 10+86.92' N, 103.03' Lc. Elev. 492.27'

BRIDGE FILE: N/A
DESIGNATION: 1600759
SHEETS: 7 of 50
PROJECT: CONTRACT P32869
PROJECT: 1600759

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'

Section 13.17N, R2W
Greene County
Stockton Township

Section 14.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
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Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

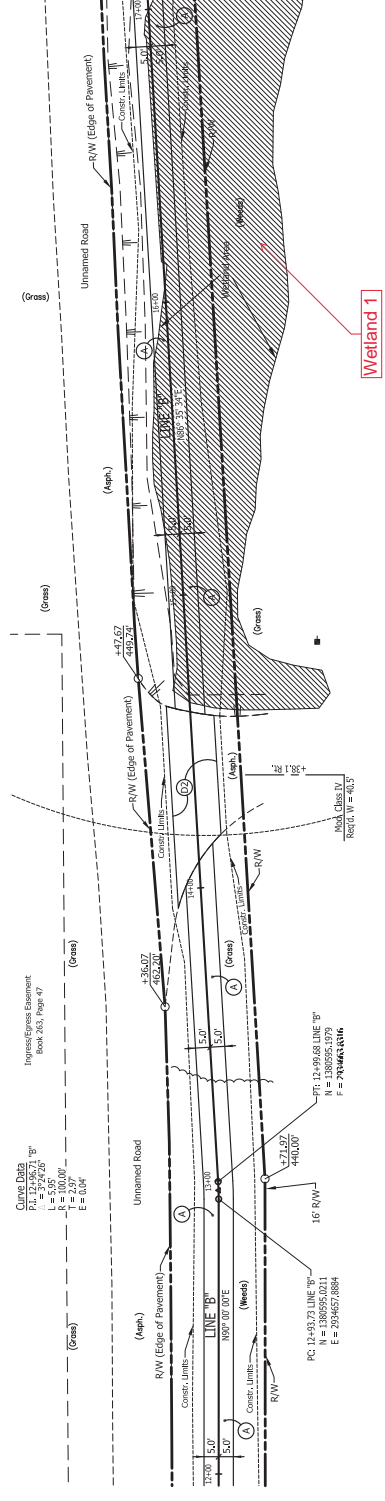
Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N, R2W
Greene County
Stockton Township

Section 13.17N/R/W
Greene County
Stockton Township



IRMA GABRIANO, ET AL

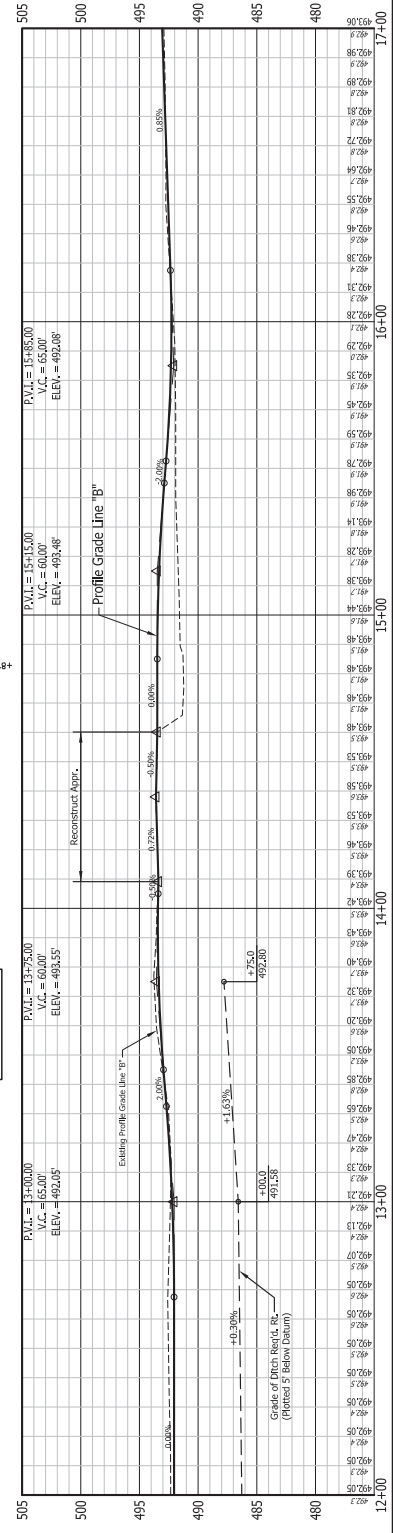


Wetland 1

+18.44' Pcp. (No. 6)

Section 13.17N/R/W
Greene County
Stockton Township

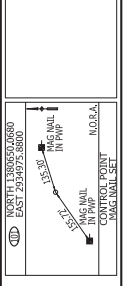
All R/W Described From Line "A" Except As Shown
All Existing Topography Described From Line "B"
Line "B" To Be Constructed



BRIDGE FILE	N/A
DESIGNATION	1600759
SHEETS	6 of 50
PROJECT	CONTRACT PS2869
PROJECT	1600759

INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE SHEET
LINE "B"

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: C.E.S./B.A.S.	DRAWN: J.F.H.	
CHECKED: C.E.S./B.A.S.	CHECKED: D.W.C.	



20

21

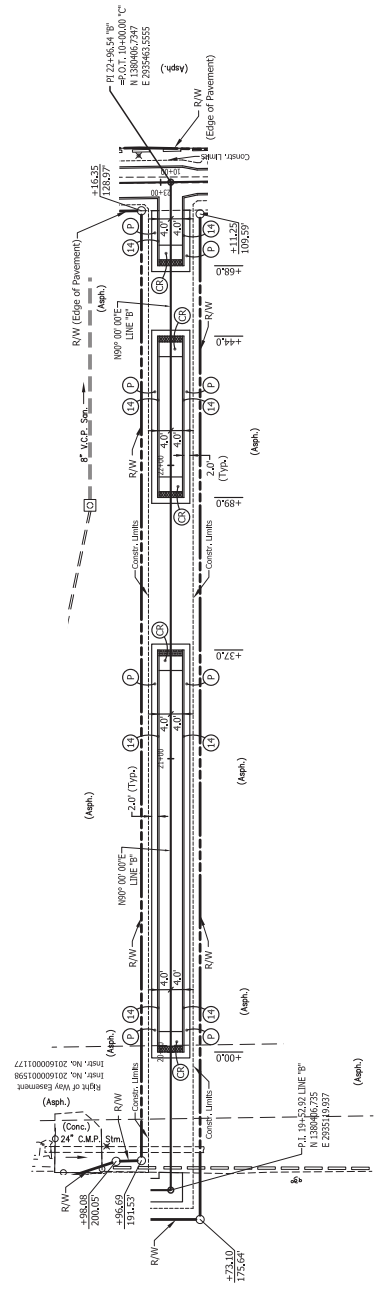
22

23

Section 13.17A.R7W
Greene County
Stockton Township

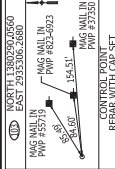
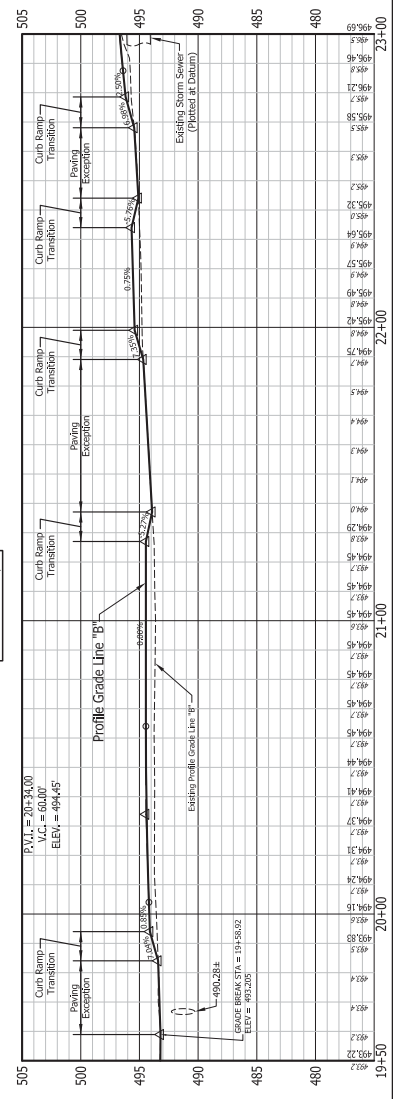
+96.4275' 5th. MH.
+16.8377' L.P. (No No.)

LOCAL BUSINESS
ENTERPRISES, LLC



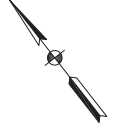
All R/W Described From Line "B" Except As Shown
All Existing Topography Described From Line "B"
Line "B" To Be Constructed

Section 13.17A.R7W
Greene County
Stockton Township

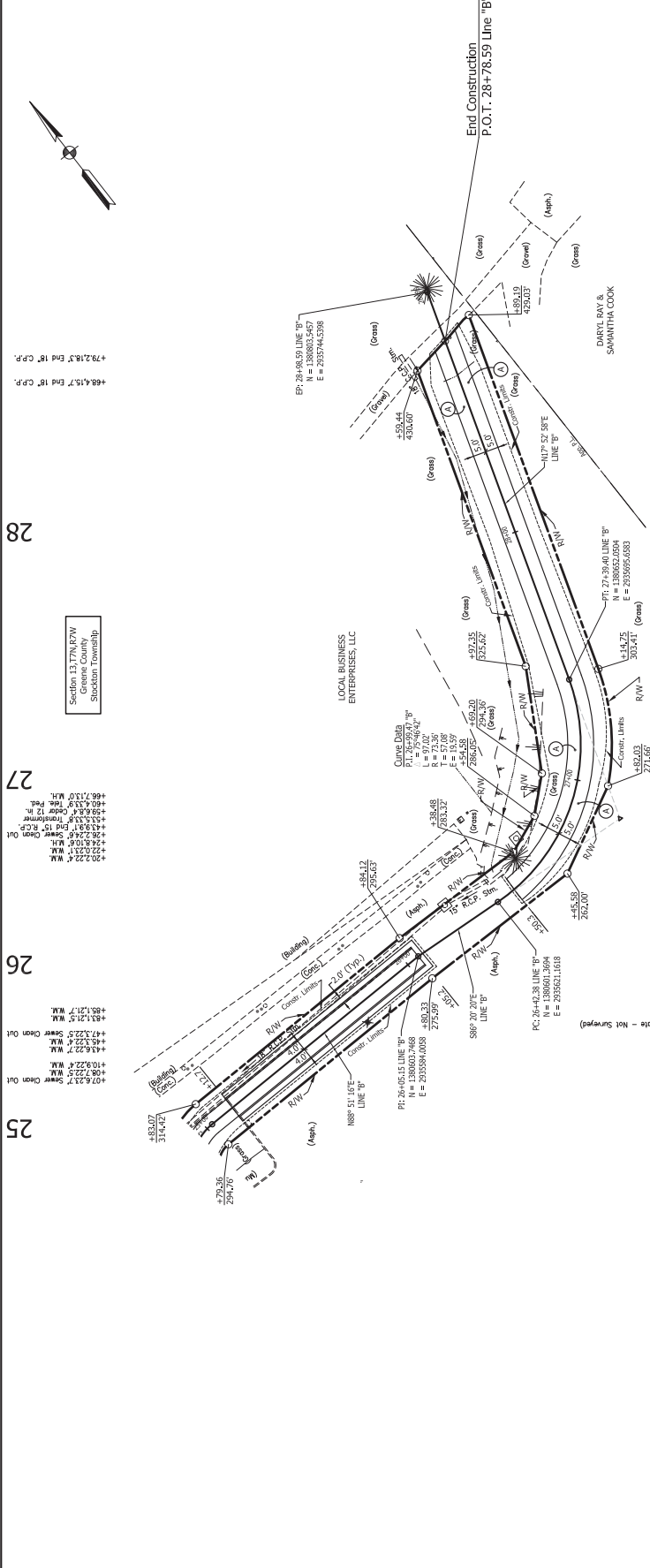


RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: C.E.S./B.A.S.		DRAWN: J.F.H.	
CHECKED: C.E.S./B.A.S.		CHECKED: D.W.C.	

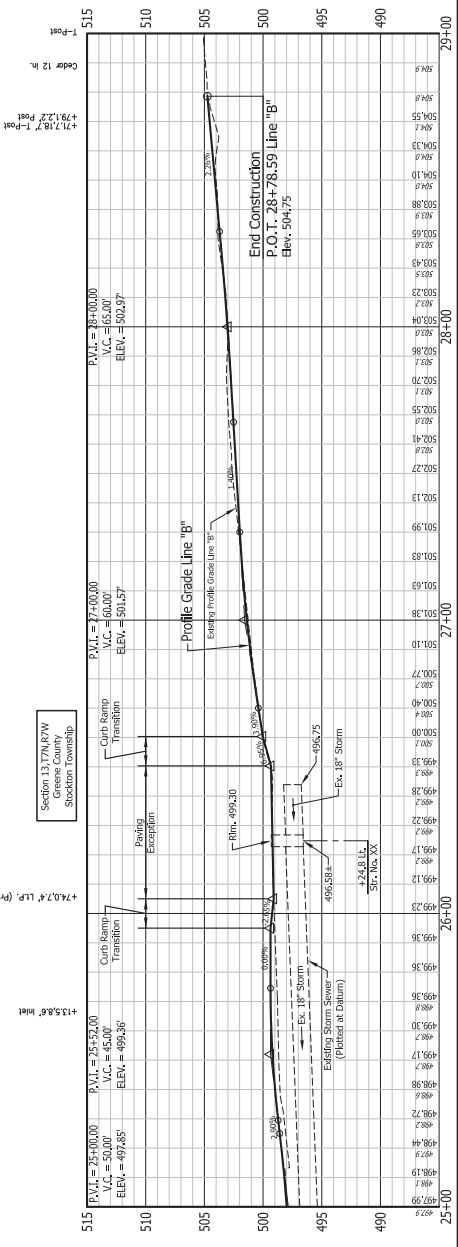
INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE	
PLAN & PROFILE SHEET		N/A	
LINE "B"		DESIGNATION	
		1600759	
		SHEETS	
		10 of 50	
		PROJECT	
		CONTRACT	
		PS2869	
		SHEET BOOK	
		N/A	
		VERTICAL SCALE	
		1" = 5'	
		HORIZONTAL SCALE	
		1" = 20'	



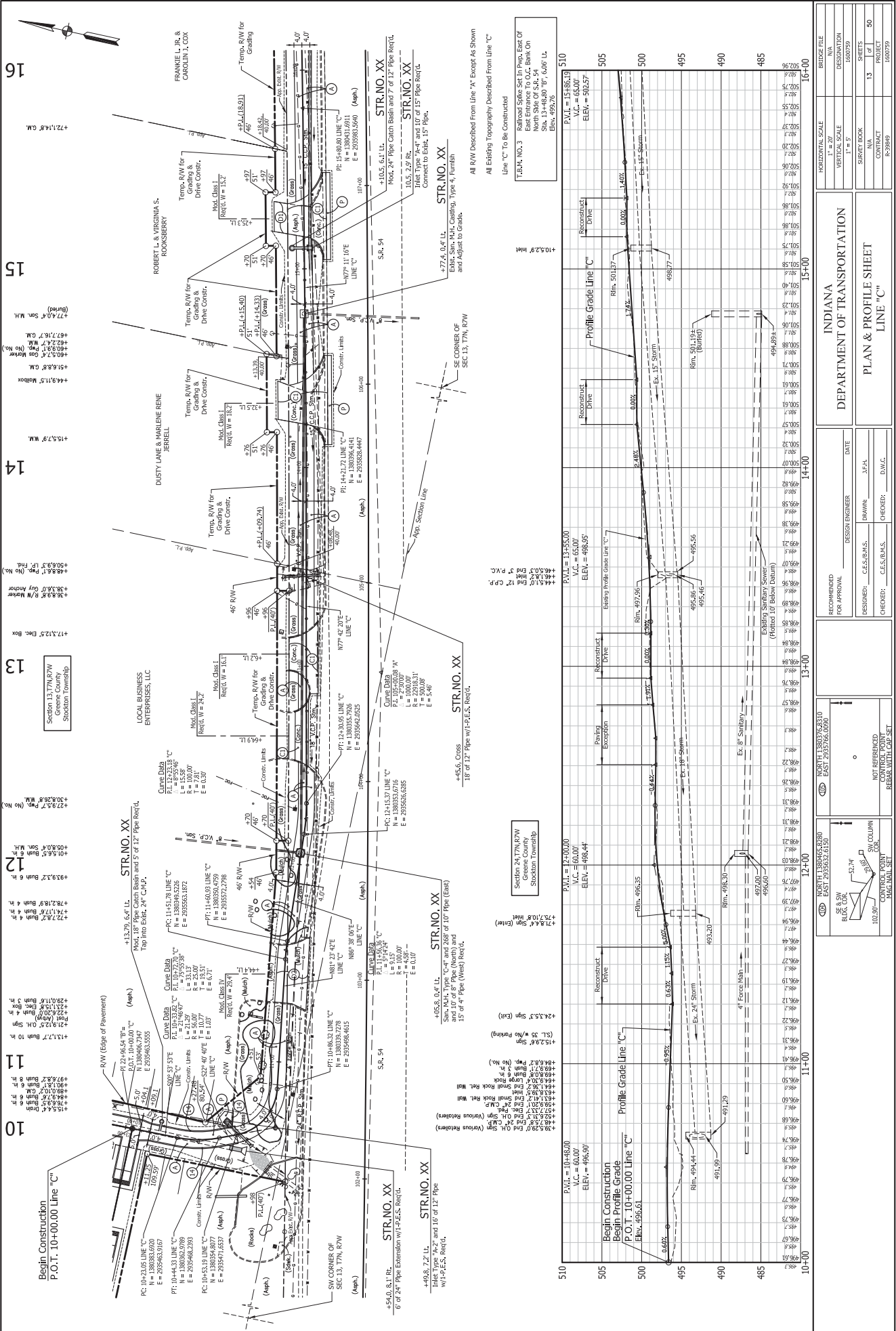
25 26 27 28



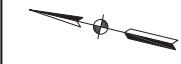
All R/W Described From Line 'A' Except As Shown
All Existing Topography Described From Line 'A'



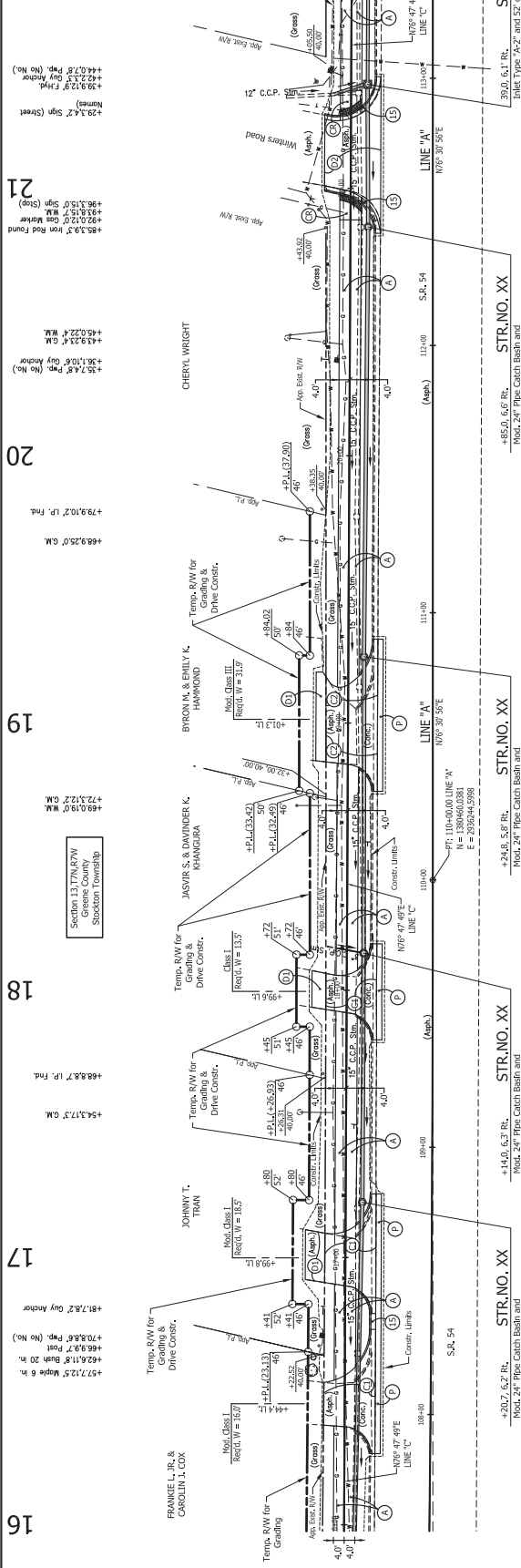
INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE N/A	
PLAN & PROFILE SHEET LINE "B"		DESIGNATION 1600759	
DESIGNED: CES/B.M.S.	DRAWN: J.E.H.	SHEET NO. 12	TOTAL SHEETS 50
CHECKED: C.E.S./B.M.S.	CHECKED: D.W.C.	PROJECT P32869	CONTRACT P32869



RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE	DESIGNED: CES/BAS. CHECKER: CES/BAS.	DRAWN: J.E.H. CHECKED: D.W.C.	BRIDGE FILE N/A 1600759	
			HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5' SHEETS 13 of 50 PROJECT CONTRACT P39869	
INDIANA DEPARTMENT OF TRANSPORTATION PLAN & PROFILE SHEET LINE "C"			NOT REFERENCED CONTROL POINT REBAR WITH COP SET	



16 17 18 19 20 21 22



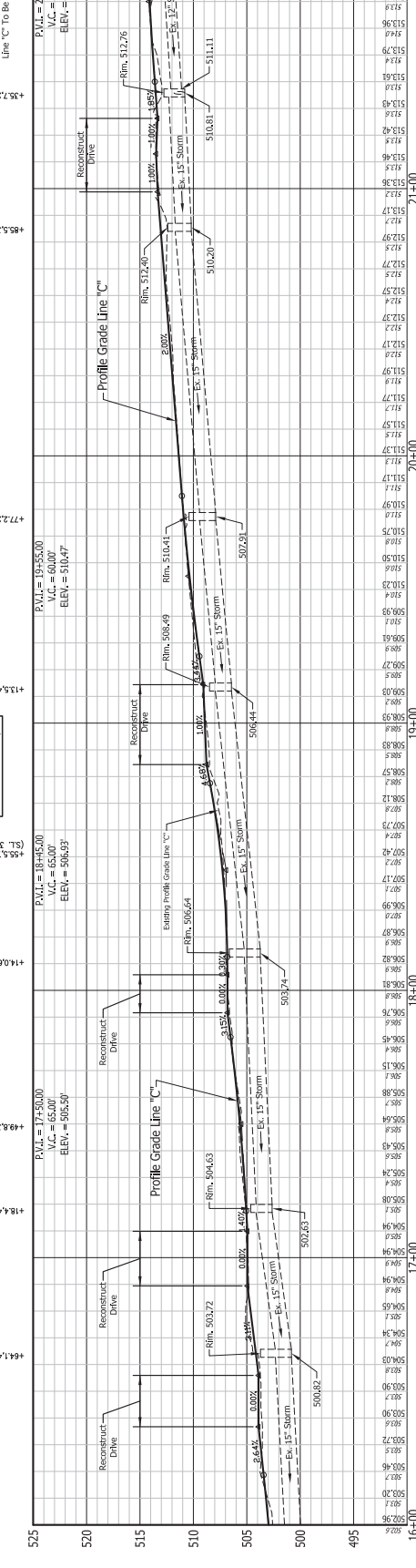
STR. NO. XX
 +20.7, 6.2 Rt.
 Mod. 24" Pipe Catch Basin and
 208 of 15" Pipe Req'd.
 S.O. 54
 LINE "C"
 N79° 47' 49"E
 108.00'

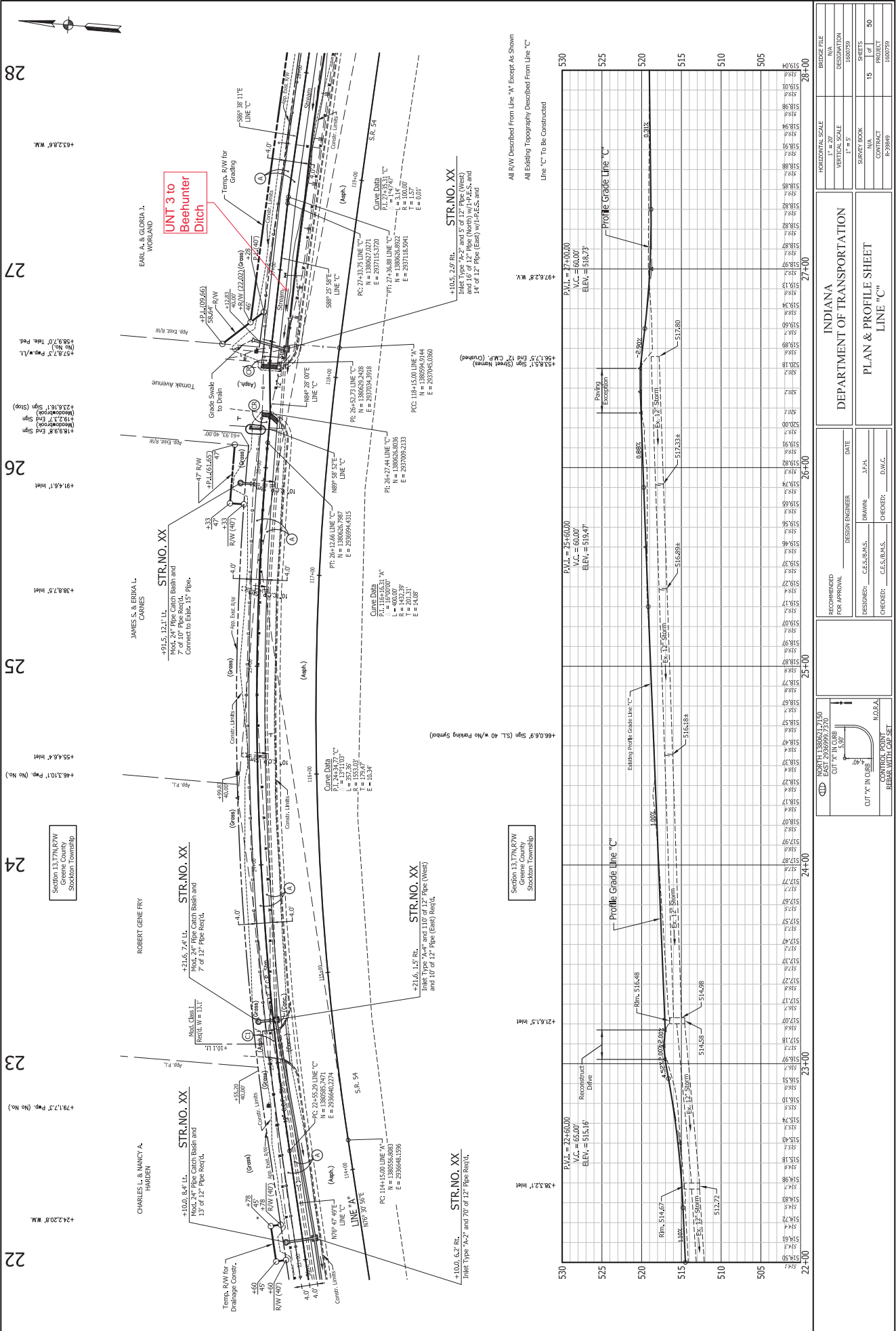
STR. NO. XX
 +14.0, 6.3 Rt.
 Mod. 24" Pipe Catch Basin and
 92 of 15" Pipe Req'd.
 S.O. 54
 LINE "C"
 N79° 47' 49"E
 108.00'

STR. NO. XX
 +24.8, 5.8 Rt.
 Mod. 24" Pipe Catch Basin and
 109 of 15" Pipe Req'd.
 S.O. 54
 LINE "A"
 N76° 30' 56"E
 111.00'

STR. NO. XX
 +85.0, 6.6 Rt.
 Mod. 24" Pipe Catch Basin and
 160 of 15" Pipe Req'd.
 S.O. 54
 LINE "C"
 N76° 30' 56"E
 111.00'

STR. NO. XX
 +39.0, 6.1 Rt.
 Mod. 24" Pipe Catch Basin and
 12 of 12" Pipe (North) Req'd.
 S.O. 54
 LINE "C"
 N76° 30' 56"E
 111.00'





BRIDGE FILE DESIGNATION 1600759		HORIZONTAL SCALE 1" = 20'	
SHEETS 15 of 50		VERTICAL SCALE 1" = 5'	
PROJECT CONTRACT P-23869		SHEET BOOK N/A	
PLAN & PROFILE SHEET LINE "C"		DESIGN ENGINEER DATE	
INDIANA DEPARTMENT OF TRANSPORTATION		DRAWN S.F.H.	
RECOMMENDED FOR APPROVAL		CHECKED D.W.C.	
DESIGNED C.E.S./B.A.S.		CHECKED C.E.S./B.A.S.	