

Section 13.17N, 07W
Greene County
Stouton Township

Section 13.17N, 07W
Greene County
Stouton Township

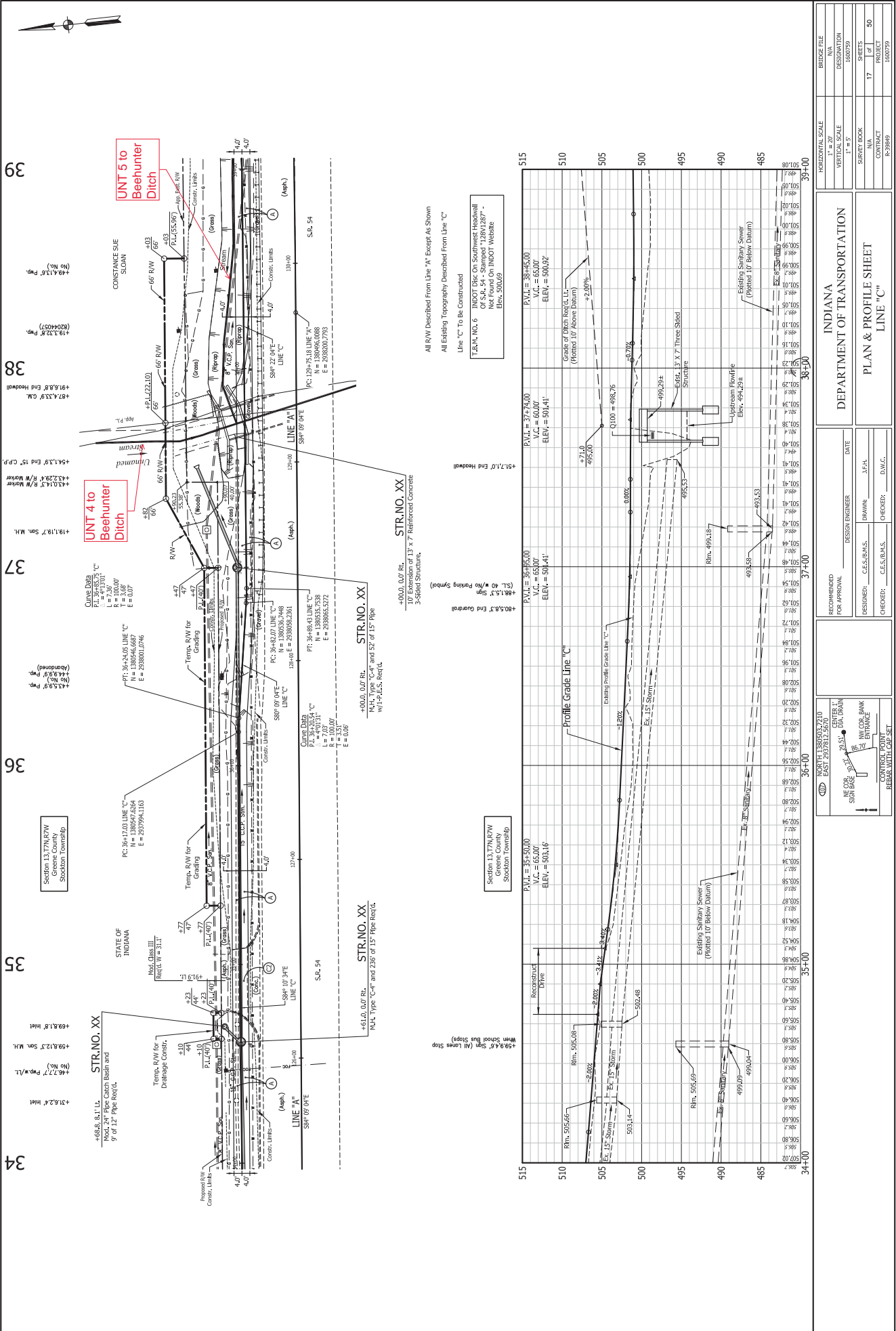
Section 13.17N, 07W
Greene County
Stouton Township

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Greene County
Stouton Township

Section 13.17N, 07W
Greene County
Stouton Township

INDIANA DEPARTMENT OF TRANSPORTATION		DESIGN ENGINEER	DATE
PLAN & PROFILE SHEET LINE "C"		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.	
BRIDGE FILE N/A		PROJECT PS2869	
DESIGNATION 1600759		SHEETS 16 of 50	
VERTICAL SCALE 1" = 5'		CONTRACT PS2869	
HORIZONTAL SCALE 1" = 20'		PROJECT NO. 1600759	



Section 13.17N, R/W
Greene County
Shannon Township

STATE OF INDIANA

CONTRACT NO. 13-00007

DATE: 08/11/10

DESIGNED BY: CES/B.M.S.

CHECKED BY: CES/B.M.S.

DRAWN BY: J.F.H.

DATE: 08/11/10

DESIGN ENGINEER: [Signature]

FOR APPROVAL: [Signature]

RECOMMENDED FOR APPROVAL: [Signature]

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

LINE "C"

BRIDGE FILE: N/A

DESIGNATION: 1600759

SHEET NO.: 17

TOTAL SHEETS: 50

PROJECT: PS2869

CONTRACT: PS2869

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

LINE "C"

BRIDGE FILE: N/A

DESIGNATION: 1600759

SHEET NO.: 17

TOTAL SHEETS: 50

PROJECT: PS2869

CONTRACT: PS2869

Section 13.17N, R/W
Greene County
Shannon Township

STATE OF INDIANA

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DESIGNED BY: CES/B.M.S.

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DATE: 08/11/10

DESIGN ENGINEER: [Signature]

FOR APPROVAL: [Signature]

RECOMMENDED FOR APPROVAL: [Signature]

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

LINE "C"

BRIDGE FILE: N/A

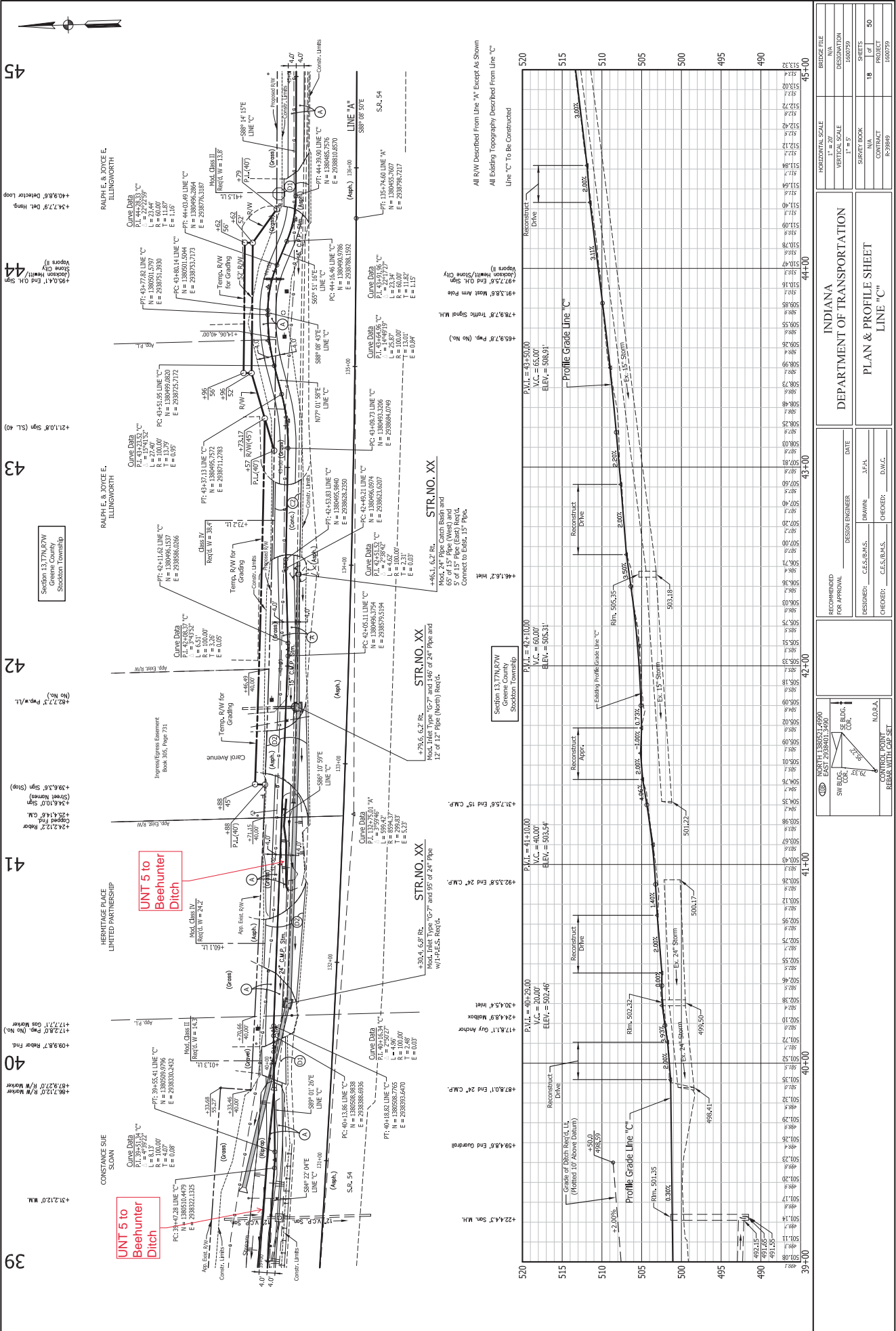
DESIGNATION: 1600759

SHEET NO.: 17

TOTAL SHEETS: 50

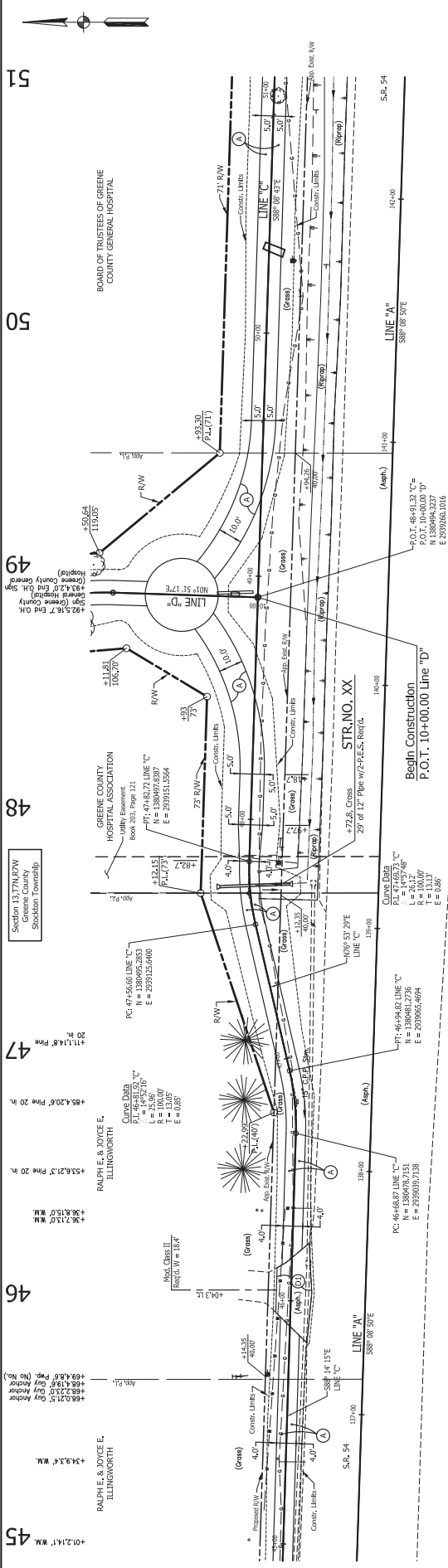
PROJECT: PS2869

CONTRACT: PS2869



39 40 41 42 43 44 45

NORTH 138051.4399 EAST 793501.3490 SW BLDG. COR. SE BLDG. COR. CONTROL POINT REBAR WITH CAP SET	DESIGN ENGINEER DATE DRAWN: J.E.H. CHECKED: D.W.C.	INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE N/A VERTICAL SCALE 1" = 5' DESIGNATION 1600759 SHEETS 18 PROJECT CONTRACT P32869 SHEETS 50
		HERITAGE PLACE LIMITED PARTNERSHIP		

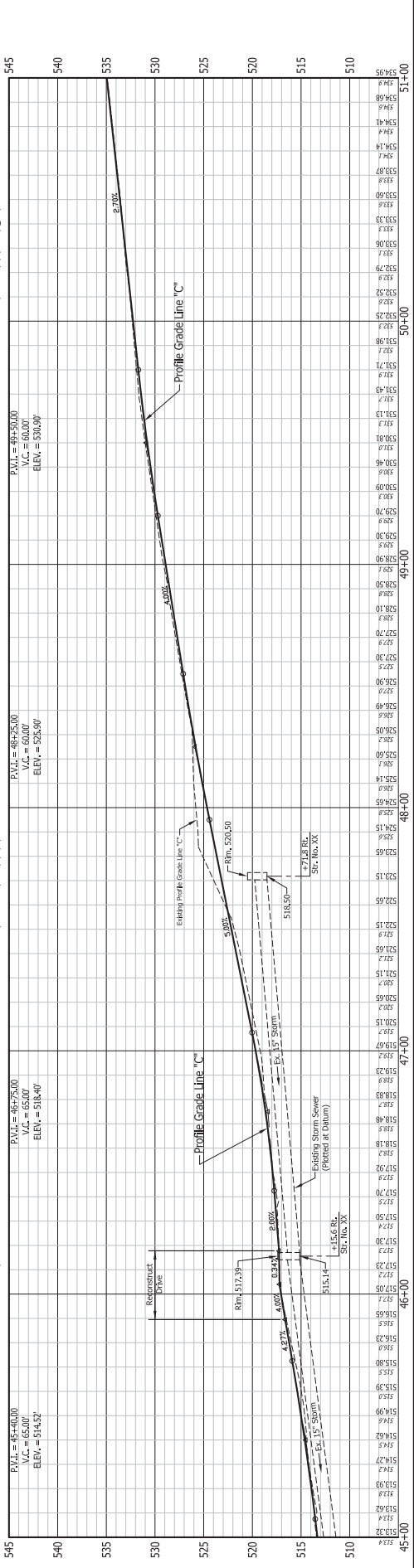


All Existing Topography Described From Line "C" Except As Shown
 Line "C" To Be Constructed
 T&E.M. NO. 5 Railroad Spine Set In South Side Of
 P.M. 250± West of C.P. 1000 W.
 On North Side Of S.A. 54
 Sec. 16, T. 34 N., R. 10 W.,
 E.B. 533.28'

Section 13.77N.7W
 Greene County
 Station Township

Section 13.77N.7W
 Greene County
 Station Township

Section 13.77N.7W
 Greene County
 Station Township



NORTH 138046.4270 EAST 2939165.8990 CUT "X" IN CURB 2' NW COR. 20' W. FROM FACE OF CURB CUT "Y" IN CURB 2' SW COR. 20' W. FROM FACE OF CURB CONTROL POINT REBAR WITH COP SET		RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION PLAN & PROFILE SHEET LINE "C"	BRIDGE FILE N/A DESIGNATION 1600759 SHEETS 19 of 50 PROJECT CONTRACT P-32869 DRAWING C.E.S./B.A.S. CHECKED C.E.S./B.A.S.
DESIGNER C.E.S./B.A.S. CHECKER C.E.S./B.A.S.				



Section 18.17N.87W
Greene County
Stockton Township

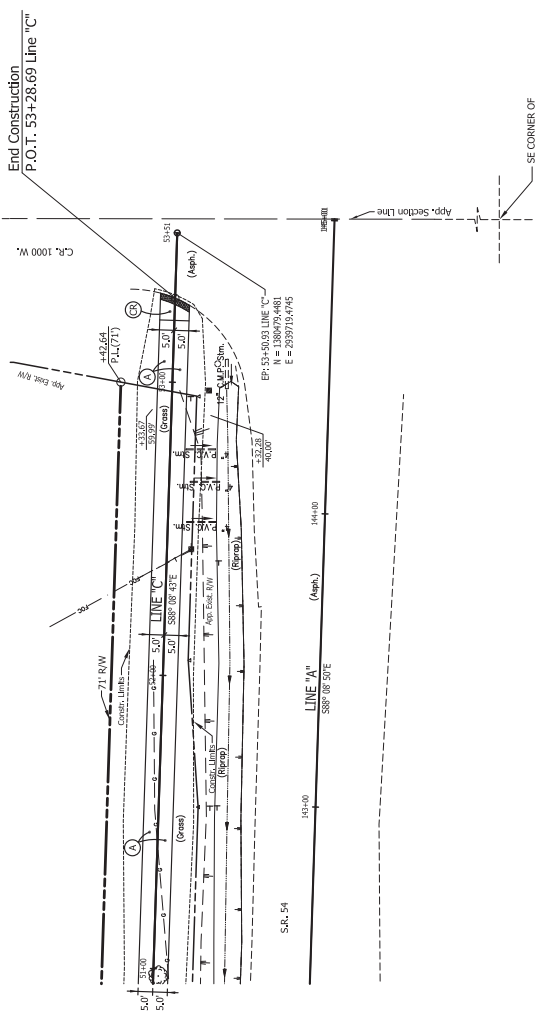
Section 13.17N.87W
Greene County
Stockton Township

Section 13.17N.87W
Greene County
Stockton Township

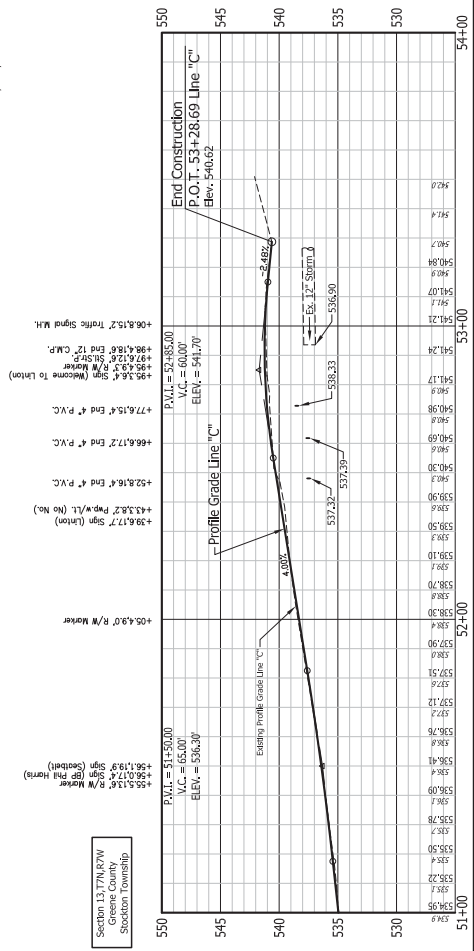
Section 13.17N.87W
Greene County
Stockton Township

Section 13.17N.87W
Greene County
Stockton Township

BOARD OF TRUSTEES OF GREENE
COUNTY GENERAL HOSPITAL



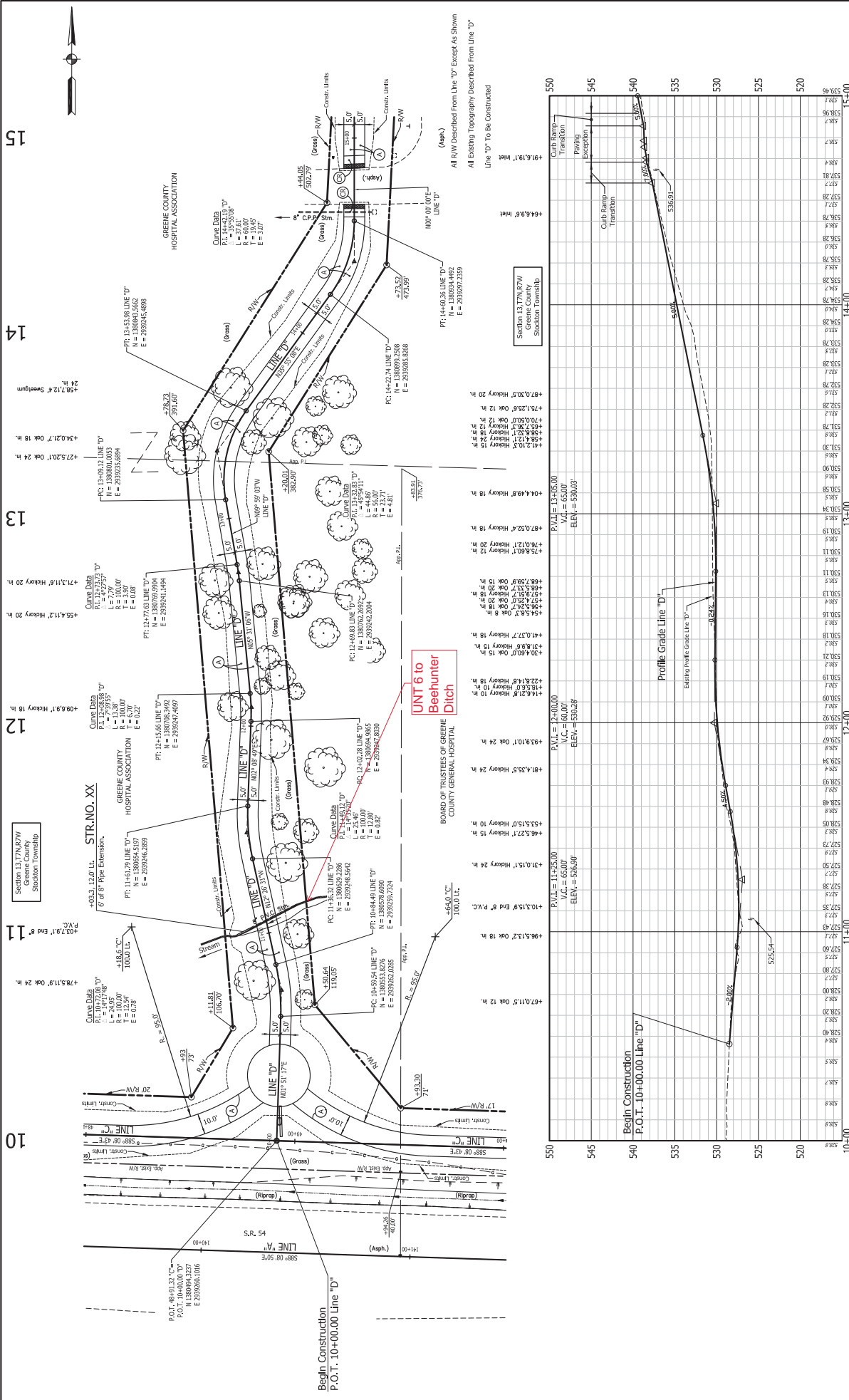
All R/W Described From Line "A" Except As Shown
All Existing Topography Described From Line "C"
Line "C" To Be Constructed



HORIZONTAL SCALE	N/A
VERTICAL SCALE	1" = 20'
SHEET BOOK	N/A
DESIGNATION	1600759
PROJECT	20
CONTRACT	1600759
SHEETS	20
PROJECT	1600759
CONTRACT	1600759

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

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

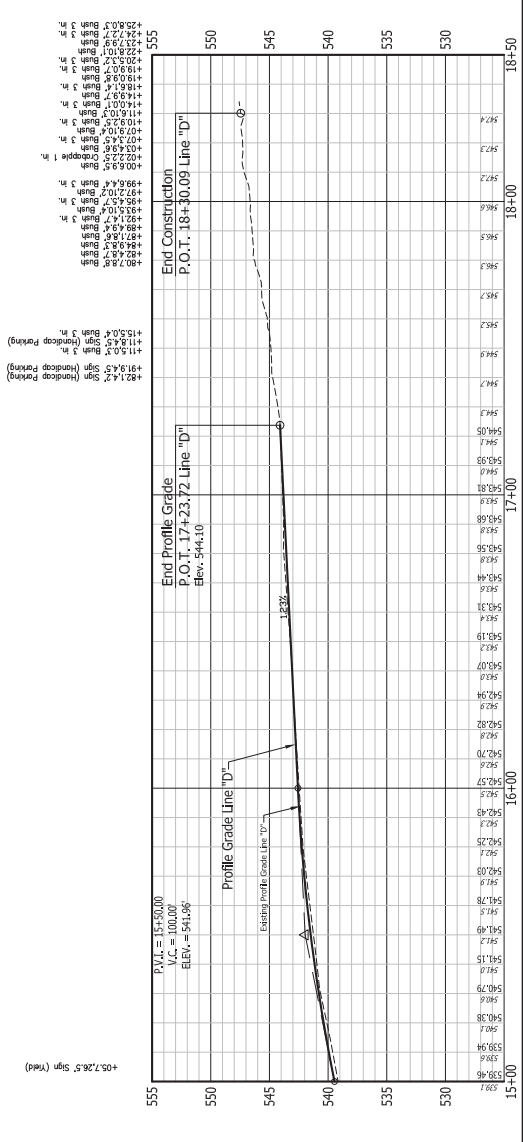
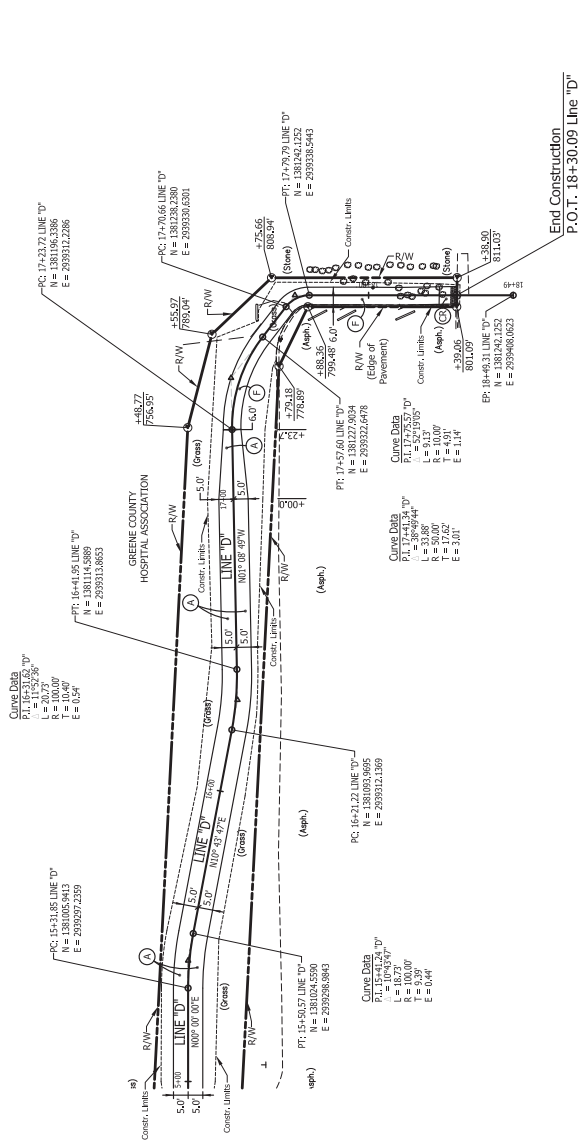


BRIDGE FILE N/A		DESIGNATION 1600759	
HORIZONTAL SCALE 1" = 20'		SHEETS 21 of 50	
VERTICAL SCALE 1" = 5'		PROJECT CONTRACT P-32869	
SHEET BOOK N/A		PROJECT CONTRACT P-32869	
INDIANA DEPARTMENT OF TRANSPORTATION PLAN & PROFILE SHEET LINE "D"			
RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE		DRAWN CHECKED D.W.C.	
DESIGNED CHECKER C.E.S./B.A.S.		DATE CHECKED D.W.C.	



15 16 17 18

Section 13.17A, R/W
Greene County
Stoddard Township



+05.12% Sign (add)

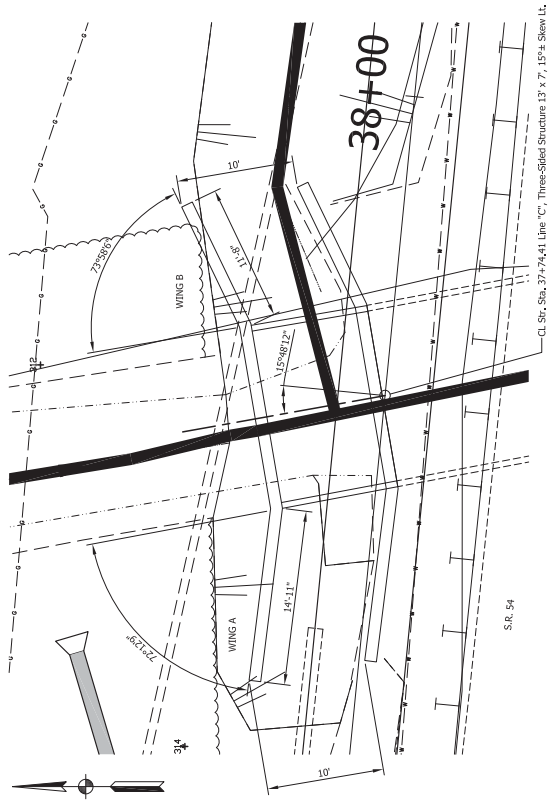
All R/W Described From Line "D" Except As Shown
All Existing Topography Described From Line "D"
Line "D" To Be Constructed

BRIDGE FILE	N/A
HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
DESIGNATION	1600759
SHRIFT BOOK	N/A
SHEETS	22 of 50
PROJECT	CONTRACT
CONTRACT	PS2869
PROJECT	1600759

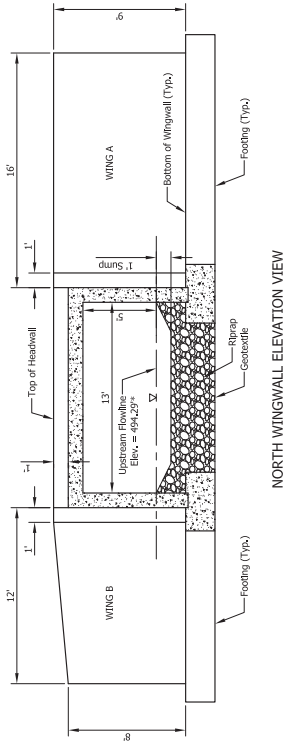
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE SHEET
LINE "D"

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Note:
Approximate Dimensions Of Culvert Location Extension.
Actual Dimensions And Details To Be Determined During
Culvert Design.

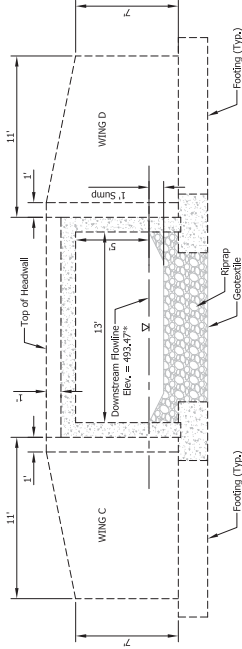


PLAN VIEW
Scale: 1" = 5'-0"



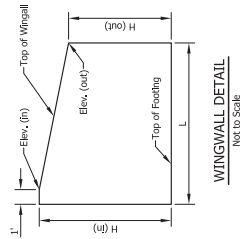
NORTH WINGWALL ELEVATION VIEW

Scale: 1/4" = 1'-0"
*: The Contractor must field verify the flowline elevation to set the appropriate sump elevation.



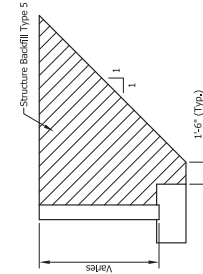
SOUTH WINGWALL ELEVATION VIEW

Scale: 1/4" = 1'-0"
*: The Contractor must field verify the flowline elevation to set the appropriate sump elevation.

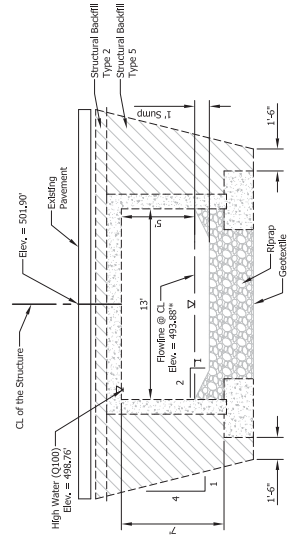


WINGWALL DETAIL
Not to Scale

Wingwall	H (ft)	L (ft)	Elev. (ft)	Area (SF)
A	9'	15'	501.29'	144
B	8'	11'	500.29'	101.5
C	7'	10'	498.47'	87
D	7'	10'	498.47'	87



TYPICAL WINGWALL SECTION
Not to Scale



ELEVATION VIEW AT CENTERLINE (PERPENDICULAR)

Scale: 1/4" = 1'-0"
*: The Contractor must field verify the flowline elevation to set the appropriate sump elevation.
Culvert Slope = 1.23%

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE	
DESIGNED: C.E.S./B.M.S.	DRAWN: J.F.H.	CHECKED: C.E.S./B.M.S.	CHECKED: D.W.C.	AS NOTED		N/A	
				VERTICAL SCALE		DESIGNATION	
				N/A		1600759	
				SURVEY BOOK		SHEETS	
				N/A		23 of 50	
				CONTRACT		PROJECT	
				R-39849		1600759	
				DETAILS			



Categorical Exclusion
Appendix C
Early Coordination



October 9, 2019

Sample Early
Coordination Letter

«AgencyCompany»
«Name», «Title»
«Address_1»
«Address_2»
«City», «State» «Zip»

Re: Des. No.: 1600759
Linton Multi-Use Path
Bike and Pedestrian Facilities
Linton City Park to Greene County General Hospital
City of Linton, Greene County, Indiana

Dear «Salu»:

The City of Linton and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT), intend to proceed with the aforementioned federal-aid project to construct a multi-use path along State Road (SR) 54 (A Street NE) and a local unnamed road from the east side of Linton City Park to Greene County General Hospital (Des. No. 1600759). In addition, the path will extend from its turn north towards Greene County General Hospital to CR 1000 W (Lone Tree Road). An additional section of path will extend south-southwest from Leslie Lane through the Linton Shopping Center to tie into the main line of the path.

This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located in western Greene County, on the east side of the City of Linton. Specifically, the project is located in Sections 13 and 24, Township 7 North, Range 7 West of Stockton Township as depicted on the Linton U.S. Geological Survey (USGS) Quadrangle.

Existing land uses within the project area are primarily urban residential and commercial. SR 54 (A Street NE) consists of two 13-foot travel lanes (one in each direction), and a 13-foot center turning lane for the majority of the project area. In a portion of the project area, at the stoplight near Burger King, SR 54 (A Street NE) consists of two 12-foot to 21-foot travel lanes (one in each direction) and a 12-foot right turn lane. The posted speed limit along SR 54 (A Street NE) is 40 miles per hour (mph). Within the project area, CR 1100 W (Park Road) consists of two 10-foot travel lanes.

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

Purpose and Need

The primary need of the project is the lack of sufficient pedestrian facilities within the City of Linton. The need for installation and upgrading of facilities is also identified in Greene County's *American with Disabilities Act (ADA) Transition Plan*.

The purpose of the project is to provide improved pedestrian and bicycle access through the City of Linton.

Proposed Project

The current proposed project involves the construction of a multi-use path from the Linton City Park to Greene County General Hospital. The multi-use path will extend from the eastern edge of the Linton City Park (also called Humphreys Park) at Phil Harris Parkway, and continues east, crossing CR 1100 W (Park Road). The multi-use path continues through the parking lot of the Linton Shopping Center, along the north side of SR 54 (A Street NE) before turning north to end at Greene County General Hospital. In addition, the multi-use path will extend east 0.08 mile, from where the multi-use path heads north to the hospital, to CR 1000 W (Lone Tree Road). A section of multi-use path will extend 0.11 mile south-southwest from Lezlie Lane to tie into the main path section in the Linton Shopping Center. The typical section will include an 8 to 10-foot paved path with 2-foot shoulders. An existing 30-inch by 40-inch corrugated metal pipe structure will be extended further to the south underneath the multi-use path and an unnamed road on the east side of CR 1100 W. Another existing culvert that carries UNT to Beehunter Ditch under SR 54 will also need to be extended. The length of the proposed multi-use path is approximately 1.3 miles.

The maintenance of traffic (MOT) plan for this project may require some lane closures. Standard INDOT signage and flashing beacons will be used to warn motorists and pedestrians of ongoing construction. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Construction is anticipated to begin in Fiscal Year (FY) 2022.

Right-of-Way (ROW)

Within the project limits, the existing ROW extends 20 feet north and south of the SR 54 (A Street NE) centerline. The existing ROW extends 20 feet east and west of the CR 1100 W (Park Road) centerline. The existing ROW extends 30 feet east and west of the CR 1000 W (Lone Tree Road) centerline. The proposed improvements are anticipated to require the acquisition of approximately 2.24 acres of permanent ROW for construction of the multi-use path and 0.24 acre of temporary ROW for grading. Temporary ROW will revert to the original property owners upon completion of the project. Some minimal tree clearing may be required for this project.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Three religious facilities (Linton Assembly of God, Trinity Lutheran, and First Baptist Church) are located within or immediately adjacent to the project area. One hospital,

Greene County General Hospital, is located adjacent to the project area. One recreational facility, Linton City Park, is located immediately adjacent to the project area. One pipeline, owned by the Linton Municipal Gas Company, is located adjacent to the project area. The contaminated groundwater plume of a Leaking Underground Storage Tank (LUST) extends under Linton City Park, adjacent to the project area. One stream segment, unnamed tributary (UNT) to Beehunter Ditch, is located within the project area. One wetland is located 0.03 mile north of the project area. The project is located within the floodplain of UNT to Beehunter Ditch. A *Waters of the U.S. Determination Report* will be prepared for the project. No other “Red Flags” are mapped within the immediate vicinity of the project.

Section 106

The *National Register of Historic Places* (National Register) and the *Indiana Register of Historic Sites and Structures* (State Register) were reviewed using the *State Historic Architectural and Archaeological Research Database* (SHAARD) and the *Indiana Historic Buildings, Bridges, and Cemeteries Map* (IHBBM). No resources listed in the National Register were identified within or near the proposed project area. The *Greene County Interim Report* (2000) was examined, and it was determined that there are potential National Register-eligible properties within the vicinity of the project area. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges listed in or eligible for listing in the NRHP are located within the project area. No cemeteries were located near the project area. It is anticipated that this project will require full Section 106 due to the western terminus which is located within a National Register-eligible park.

Range-wide Informal Programmatic Consultation

Land use in the vicinity of the project is primarily urban residential and commercial. The City of Linton, or their agent, will perform a waters and wetlands investigation and an ecological assessment to identify any pertinent resources that may be present. Greene County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a likely determination of “Not Likely to Adversely Affect,” or “Likely to Adversely Affect” is reached then additional consultation with the USFWS will occur through INDOT.

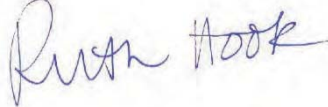
Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. If no response is received by that date, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this project, please feel free to contact Ruth Hook at 317.222.3880 or rhook@lochgroup.com. Additionally, should you want to contact the sponsor of this project, City of Linton, please contact the Street Commissioner, Tim Turpen, at 812.847.4971 or 86 S Main Street, Linton, Indiana 47441.

Thank you in advance for your input.

Sincerely,



Ruth Hook, CPESC, CESSWI
Environmental Biologist
Lochmueller Group, Inc.

Attachments:

- General Location Map
- USGS Quadrangle Map
- Red Flag Investigation Maps Removed to avoid duplication; see Appendices B & E
- Project Aerial Map
- Photo Location Map
- Photographs

Distribution List:

- USFWS, Bloomington Field Office (electronic submission)
- Natural Resources Conservation Service, Indianapolis Office (electronic submission)
- U.S. Army Corps of Engineers, Louisville District (electronic submission)
- U.S. Housing and Urban Development (electronic submission)
- National Park Service
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (electronic submission)
- Indiana Department of Environmental Management (IDEM) (electronic submission)
- FHWA, Indiana Division (electronic submission)
- INDOT, Office of Aviation (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, Vincennes District (electronic submission)
- Indiana Geological Survey (electronic submission)
- Greene County Highway Department (electronic submission)
- Greene County Board of Commissioners (electronic submission)
- Greene County Council (electronic submission)
- Greene County, Stockton Township Trustee

- Greene County Surveyor's Office (electronic submission)
- City of Linton City Council
- City of Linton Mayor's Office
- Greene County Emergency Management Agency (electronic submission)
- First Baptist Church
- Linton Assembly of God
- Trinity Lutheran Church
- Greene County General Hospital
- City of Linton Parks and Recreation Department
- Linton Gas Utility
- Greene County Sheriff Department
- Greene County Ambulance Service
- Linton-Stockton School Corporation
- City of Linton Fire Department
- City of Linton Police Department (electronic submission)

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-8027 - (317) 232-8603 - www.idem.IN.gov

City of Linton
Tim Turpen
86 S. Main Street
Linton, IN 47441

Lochmueller Group
Ruth Hook
3502 Woodview Trace
Suite 150
Indianapolis, IN 46268

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The City of Linton and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT), intend to proceed with the aforementioned federal-aid project to construct a multi-use path along State Road (SR) 54 (A Street NE) and a local unnamed road from the east side of Linton City Park to Greene County General Hospital (Des. No. 1600759). In addition, the path will extend from its turn north towards Greene County General Hospital to CR 1000 W (Lone Tree Road). An additional section of path will extend south-southwest from Lezlie Lane through the Linton Shopping Center to tie into the main line of the path. The proposed project is located in western Greene County, on the east side of the City of Linton. Specifically, the project is located in Sections 13 and 24, Township 7 North, Range 7 West of Stockton Township as depicted on the Linton U.S. Geological Survey (USGS) Quadrangle. 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The proposed improvements are anticipated to require the acquisition of approximately 2.24 acres of permanent ROW for construction of the multi-use path and 0.24 acre of temporary ROW for grading. Temporary ROW will revert to the original property owners upon completion of the project. Some minimal tree clearing may be required for this project. A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Three religious facilities (Linton Assembly of God, Trinity Lutheran, and First Baptist Church) are located within or immediately adjacent to the project area. One hospital, Greene County General Hospital, is located adjacent to the project area. One recreational facility, Linton City Park, is located immediately adjacent to the project area. 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No resources listed in the National Register were identified within or near the proposed project area. The Greene County Interim Report (2000) was examined, and it was determined that there are potential National Register-eligible properties within the vicinity of the project area. The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges (February 2009) by Mead & Hunt was reviewed. No bridges listed in or eligible for listing in the NRHP are located within the project area. No cemeteries were located near the project area. It is anticipated that this project will require full Section 106 due to the western terminus which is located within a National Register-eligible park. Land use in the vicinity of the project is primarily urban residential and commercial. The City of Linton, or their agent, will perform a waters and wetlands investigation and an ecological assessment to identify any pertinent resources that may be present. Greene County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a likely determination of "Not Likely to Adversely Affect," or "Likely to Adversely Affect" is reached then additional consultation with the USFWS will occur through INDOT.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o IC 14-28-1 Flood Control Act 310 IAC 6-1
 - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - o IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>). Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>)).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD@dem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The City of Linton and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT), intend to proceed with the aforementioned federal-aid project to construct a multi-use path along State Road (SR) 54 (A Street NE) and a local unnamed road from the east side of Linton City Park to Greene County General Hospital (Des. No. 1600759). In addition, the path will extend from its turn north towards Greene County General Hospital to CR 1000 W (Lone Tree Road). An additional section of path will extend south-southwest from Lezlie Lane through the Linton Shopping Center to tie into the main line of the path. The proposed project is located in western Greene County, on the east side of the City of Linton. Specifically, the project is located in Sections 13 and 24, Township 7 North, Range 7 West of Stockton Township as depicted on the Linton U.S. Geological Survey (USGS) Quadrangle. Existing land uses within the project area are primarily urban residential and commercial. SR 54 (A Street NE) consists of two 13-foot travel lanes (one in each direction), and a 13-foot center turning lane for the majority of the project area. In a portion of the project area, at the stoplight near Burger King, SR 54 (A Street NE) consists of two 12-foot to 21-foot travel lanes (one in each direction) and a 12-foot right turn lane. The posted speed limit along SR 54 (A Street NE) is 40 miles per hour (mph). Within the project area, CR 1100 W (Park Road) consists of two 10-foot travel lanes. The primary need of the project is the lack of sufficient pedestrian facilities within the City of Linton. The need for installation and upgrading of facilities is also identified in Greene County's American with Disabilities Act (ADA) Transition Plan. The purpose of the project is to provide improved pedestrian and bicycle access through the City of Linton. The current proposed project involves the construction of a multi-use path from the Linton City Park to Greene County General Hospital. The multi-use path will extend from the eastern edge of the Linton City Park (also called Humphreys Park) at Phil Harris Parkway, and continues east, crossing CR 1100 W (Park Road). The multi-use path continues through the parking lot of the Linton Shopping Center, along the north side of SR 54 (A Street NE) before turning north to end at Greene County General Hospital. In addition, the multi-use path will extend east 0.08 mile, from where the multi-use path heads north to the hospital, to CR 1000 W (Lone Tree Road). A section of multi-use path will extend 0.11 mile south-southwest from Lezlie Lane to tie into the main path section in the Linton Shopping Center. The typical section will include an 8 to 10-foot paved path with 2-foot shoulders. An existing 30-inch by 40-inch corrugated metal pipe structure will be extended further to the south underneath the multi-use path and an unnamed road on the east side of CR 1100 W. Another existing culvert that carries UNT to Beehunter Ditch under SR 54 will also need to be extended. The length of the proposed multi-use path is approximately 1.3 miles. The maintenance of traffic (MOT) plan for this project may require some lane closures. Standard INDOT signage and flashing beacons will be used to warn motorists and pedestrians of ongoing construction. The MOT will be implemented per the Indiana Design Manual guidelines. Construction is anticipated to begin in Fiscal Year (FY) 2022. Within the project limits, the existing ROW extends 20 feet north and south of the SR 54 (A Street NE) centerline. The existing ROW extends 20 feet east and west of the CR 1100 W (Park Road) centerline. The existing ROW extends 30 feet east and west of the CR 1000 W (Lone Tree Road) centerline. The proposed improvements are anticipated to require the acquisition of approximately 2.24 acres of permanent ROW for construction of the multi-use path and 0.24 acre of temporary ROW for grading. Temporary ROW will revert to the original property owners upon completion of the project. Some minimal tree clearing may be required for this project. A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Three religious facilities (Linton Assembly of God, Trinity Lutheran, and First Baptist Church) are located within or immediately adjacent to the project area. One hospital, Greene County General Hospital, is located adjacent to the project area. One recreational facility, Linton City Park, is located immediately adjacent to the project area. One pipeline, owned by the Linton Municipal Gas Company, is located adjacent to the project area. The contaminated groundwater plume of a Leaking Underground Storage Tank (LUST) extends under Linton City Park, adjacent to the project area. One stream segment, unnamed tributary (UNT) to Beehunter Ditch, is located within the project area. One wetland is located 0.03 mile north of the project area. The project is located within the floodplain of UNT to Beehunter Ditch. A Waters of the U.S. Determination Report will be prepared for the project. No other "Red Flags" are mapped within the immediate vicinity of the project. The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). No resources listed in the National Register were identified within or near the proposed project area. The Greene County Interim Report (2000) was examined, and it was determined that there are potential National Register-eligible properties within the vicinity of the project area. The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges (February 2009) by Mead & Hunt was reviewed. No bridges listed in or eligible for listing in the NRHP are located within the project area. No cemeteries were located near the project area. It is anticipated that this project will require full Section 106 due to the western terminus which is located within a National Register-eligible park. Land use in the vicinity of the project is primarily urban residential and commercial. The City of Linton, or their agent, will perform a waters and wetlands investigation and an ecological assessment to identify any pertinent resources that may be present. Greene County is within the range of

the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a likely determination of "Not Likely to Adversely Affect," or "Likely to Adversely Affect" is reached then additional consultation with the USFWS will occur through INDOT.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 7/16/2020

Signature of the INDOT
Project Engineer or Other Responsible Agent 
Tim Turpen

Date: 5/12/2020

Signature of the
For Hire Consultant 
Ruth Hook



Organization and Project Information

Project ID:
Des. ID: 16001759
Project Title: Linton Multi-use Path project
Name of Organization: Lochmueller Group
Requested by: Samantha Beaupre

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: None documented in the area

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

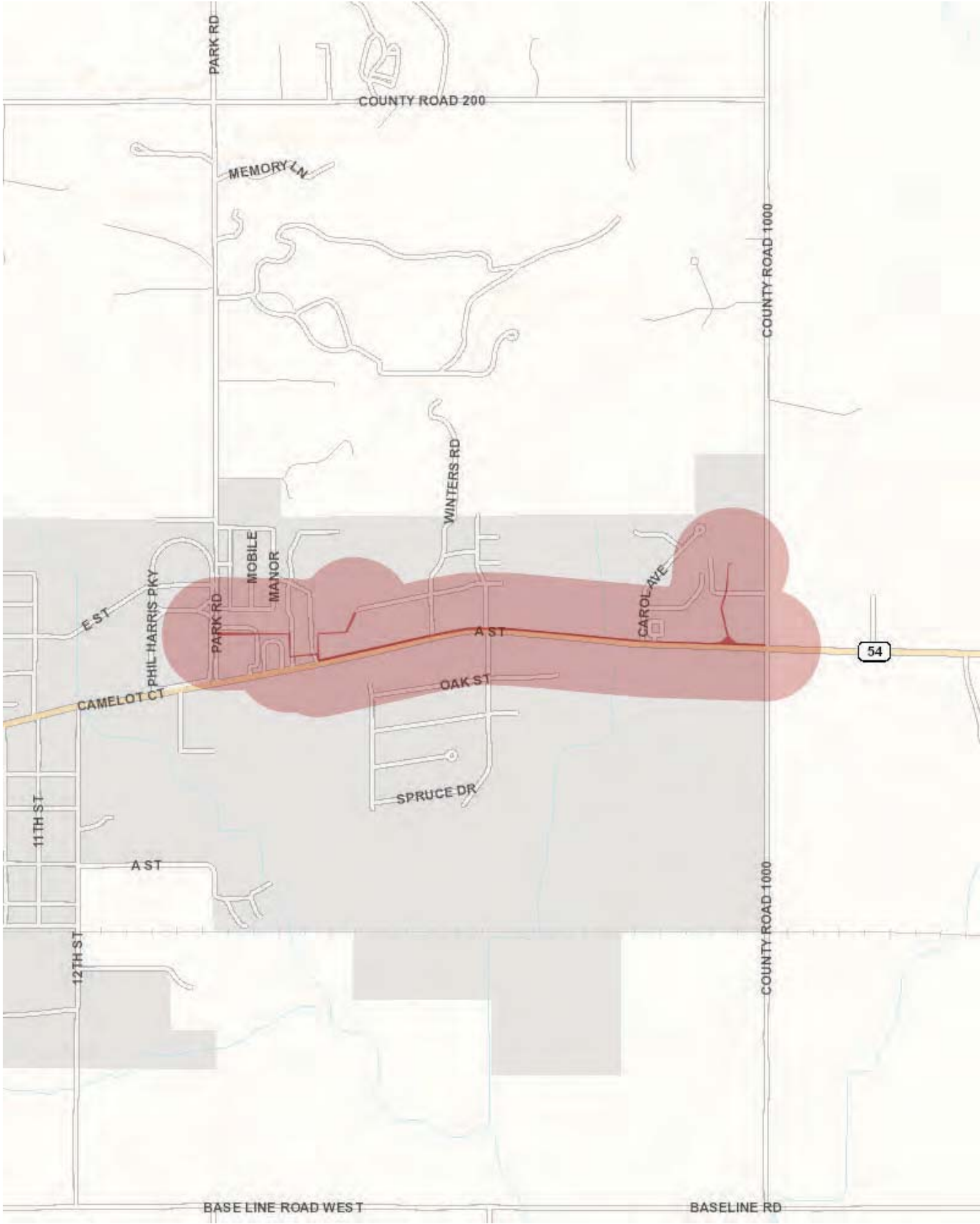
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 09, 2019



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Samantha Beaupre

From: Wright, Mary <MWRIGHT@indot.IN.gov>
Sent: Monday, October 21, 2019 9:55 AM
To: Beaupre, Samantha
Subject: RE: Linton Multi-use Path project (Des. No. 1600759) Early Coordination

Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager
100 North Senate Avenue, Room N642
Indianapolis, IN 46204
Phone: 317-232-6601
Email: rclark@indot.in.gov

From: Beaupre, Samantha [mailto:SBeaupre@lochgroup.com]
Sent: Wednesday, October 09, 2019 3:29 PM
To: Clark, Rickie <RCLARK@indot.IN.gov>
Cc: Wright, Mary <MWRIGHT@indot.IN.gov>
Subject: Linton Multi-use Path project (Des. No. 1600759) Early Coordination

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

Please see the attached early coordination letter and attachments for the Linton Multi-use Path project (Des. No. 1600759).

Please contact myself or Ruth Hook at RHook@lochgroup.com with any questions.

Thank you,

Samantha Beaupre
Environmental Biologist



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Ruth Hook
Lochmueller Group, Inc.
(317) 222-3880
rhook@lochgroup.com

October 29, 2019

Re: Early Coordination Review, Des. 1600759

Linton Multi-Use Path, Linton City Park to Greene County General Hospital, City of Linton, Greene County, Indiana

Dear Ms. Hook:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be at least three active projects you should be aware of that are within Des. 1600759's project area. A summary of these projects is provided below. Contact information for the project manager is listed below if you would like to request additional information.

DES: 1601051 – HMA Overlay, Preventive Maintenance on SR-54 from E Jct SR-59 to 1.13 mi E of E Jct SR-59
Project Sponsor: Indiana Department of Transportation
Project Manager: Alan Davis
Timeline: Letting scheduled for 08/11/2021

DES: 1702052 – Bridge Deck Overlay on SR-54 over Beehunter Ditch, 00.78 mile E SR-59
Project Sponsor: Indiana Department of Transportation
Project Manager: Clay Carrie
Timeline: Letting scheduled for 12/11/2019

DES: 1592257 – HMA Overlay, Preventive Maintenance on SR-54 from 1.1 mile E of SR-59 to SR-67
Project Sponsor: Indiana Department of Transportation
Project Manager: Alan Davis
Timeline: Letting scheduled for 04/05/2017

Appropriate hazardous materials investigations should be conducted in areas of excavation. If during the Hazardous Material investigation sites are identified that have a reasonable potential to impact the project area(s), ESD recommends that the Indiana Department of Environmental Management's (IDEM) Virtual File Cabinet (VFC) be consulted. The VFC will provide information that is useful in assessing the risk of impacts.

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Vincennes District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Terri Fair: 317-232-0680 or TFair@indot.IN.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Bales".

for Ron Bales
Environmental Policy Manager,
Environmental Services Division

October 30, 2019

Ruth Hook
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Mr. Hook:

The proposed project to construct a multi-use path from Linton City Park to Greene County General Hospital in the City of Linton, Greene County, Indiana, (Des No 1600759), as referred to in your letter received October 9, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR Digitally signed by JERRY
RAYNOR
Date: 2019.11.06 10:59:06 -05'00'

JERRY RAYNOR
State Conservationist

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-21907

Request Received: October 9, 2019

Requestor: Lochmueller Group Inc
Ruth Hook
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: Construction of a multi-use path from Linton City Park (Humphreys Park) to Greene County General Hospital, City of Linton, Des #1600759

County/Site info: Greene

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. 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.

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Riparian/Wooded Habitat:

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 recti-linear alignment that would require tree removal.

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

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).

B) Trail Guidelines:

The following is a basic list of recommendations from IDNR Division of Fish and Wildlife to consider when planning trails to minimize impacts to fish, wildlife, and botanical resources.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

1. 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.
2. 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 (see <https://www.access-board.gov/attachments/article/1637/outdoor-guide.pdf>, Outdoor developed areas: a summary of accessibility standards for Federal outdoor developed areas).
3. 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.
4. 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.
5. 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.
6. 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 as discussed below. Wetlands and karst features are but two examples of areas to avoid.
7. 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.
8. 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.
9. 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.
10. 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.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

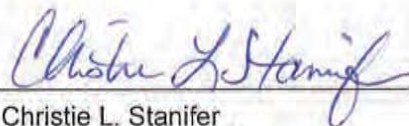
11. Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended 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 wherever it can be used.
12. 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.
13. 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.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. 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.
5. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
6. Post "Do Not Mow or Spray" signs along the right-of-way.
7. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
8. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: November 8, 2019

From: [McWilliams, Robin](#)
To: [Beaupre, Samantha](#)
Subject: Re: [EXTERNAL] Linton Multi-use Path project (Des. No. 1600759) Early Coordination
Date: Wednesday, October 16, 2019 2:04:01 PM

Dear Samantha,

This responds to your recent letter, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). We will review that information once it is received. Please note, if tree-clearing is proposed greater than 300 feet from the edge of pavement, the project may not qualify under the programmatic. In addition, any tree-removal between 100-300 feet from pavement will need to be mitigated for. The small forested area the trail is planned to go through appears to be within 300 feet of pavement, but please be sure to confirm this before using the key.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objections to the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**
2. 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.

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.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. 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.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. 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.

7. 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.

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

On Wed, Oct 9, 2019 at 3:49 PM Beaupre, Samantha <SBeaupre@lochgroup.com> wrote:

Robin,

Please see the attached early coordination letter and attachments for the Linton Multi-use Path project (Des. No. 1600759).

Please contact myself or Ruth Hook at RHook@lochgroup.com with any questions.

Thank you,

Samantha Beaupre

Environmental Biologist



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

July 16, 2020

Consultation Code: 03E12000-2020-SLI-0222

Event Code: 03E12000-2020-E-08803

Project Name: Linton Multi-use Path Project (Des. No. 1600759), Linton City Park -Greene County General Hospital

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-0222

Event Code: 03E12000-2020-E-08803

Project Name: Linton Multi-use Path Project (Des. No. 1600759), Linton City Park
-Greene County General Hospital

Project Type: TRANSPORTATION

Project Description: The City of Linton and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT), intend to proceed with the aforementioned federal-aid project to construct a multi-use path along State Road (SR) 54 (A Street NE) and a local unnamed road from the east side of Linton City Park to Greene County General Hospital (Des. No. 1600759). In addition, the path will extend from its turn north towards Greene County General Hospital to CR 1000 W (Lone Tree Road). An additional section of path will extend south-southwest from Lezlie Lane through the Linton Shopping Center to tie into the main line of the path. Stormwater infrastructure and culverts will be upgraded within the project area. During the development of the project, a 30-foot section of the trail was constructed within the Linton City Park property. Suitable summer habitat is located within the project area north of SR 54 (A Street NE), where the project extends north towards Greene County General Hospital. Tree removal will consist of 0.03 acre of sugar maple (*Acer saccharum*) and black willow (*Salix nigra*) within 0-100 feet from existing pavement. Tree removal will consist of 0.0036 acre of shagbark hickory (*Carya ovata*) within 100-300 feet from existing pavement. Compensatory mitigation will be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund. 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 price per acre; $0.0036 \text{ acre} \times 1.5 \times \$10,762 = \$58.11$. Some vegetation will also be cleared where SR 54 (A Street NE) crosses UNT 4 to Beehunter Ditch to extend the existing culvert. This does not consist of suitable summer habitat. Tree clearing will occur in the inactive season from October 1 to March 31 in 2022 for both the trees 0-100 and 100-300 feet from existing roadway. A review of the USFWS database was performed by INDOT Vincennes District on November 29, 2018. The review did not indicate the presence of endangered bat species in or within the 0.5 mile search radius of the project area. Construction of the trail will begin in 2022. Existing culverts to be upgraded were inspected on April 23, 2019. No

evidence of bats was seen or heard. No permanent lighting will be installed and no temporary lighting will be used for the project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.039338300460514N87.1308992392931W>



Counties: Greene, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i>	Final

NAME

STATUS

<https://ecos.fws.gov/ecp/species/5949#crithab>



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 312-21409983

April 26, 2020

Subject: Consistency letter for the 'Linton Multi-use Path Project (Des. No. 1600759), Linton City Park -Greene County General Hospital' project (TAILS 03E12000-2020-R-0222) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Linton Multi-use Path Project (Des. No. 1600759), Linton City Park -Greene County General Hospital** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, and is likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project. Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative for review, and as the agency deems appropriate, transmit to this Service Office for verification that the project is consistent with the PBO.

This Service Office will respond by letter to the requesting Federal action agency or designated non-federal representative within 30 calendar days to:

- verify that the Proposed Action is consistent with the scope of actions covered under the PBO;
- verify that all applicable avoidance, minimization, and compensation measures are included in the action proposal;
- identify any action-specific monitoring and reporting requirements, consistent with the monitoring and reporting requirements of the PBO, and
- identify anticipated incidental take.

ESA Section 7 compliance for this Proposed Action is not complete until the Federal action agency or its designated non-federal representative receives a verification letter from the Service.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

Linton Multi-use Path Project (Des. No. 1600759), Linton City Park -Greene County General Hospital

Description

The City of Linton and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT), intend to proceed with the aforementioned federal-aid project to construct a multi-use path along State Road (SR) 54 (A Street NE) and a local unnamed road from the east side of Linton City Park to Greene County General Hospital (Des. No. 1600759). In addition, the path will extend from its turn north towards Greene County General Hospital to CR 1000 W (Lone Tree Road). An additional section of path will extend south-southwest from Lezlie Lane through the Linton Shopping Center to tie into the main line of the path. Stormwater infrastructure and culverts will be upgraded within the project area. During the development of the project, a 30-foot section of the trail was constructed within the Linton City Park property. Suitable summer habitat is located within the project area north of SR 54 (A Street NE), where the project extends north towards Greene County General Hospital. Tree removal will consist of 0.03 acre of sugar maple (*Acer saccharum*) and black willow (*Salix nigra*) within 0-100 feet from existing pavement. Tree removal will consist of 0.0036 acre of shagbark hickory (*Carya ovata*) within 100-300 feet from existing pavement. Compensatory mitigation will be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund. 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 price per acre; $0.0036 \text{ acre} \times 1.5 \times \$10,762 = \$58.11$. Some vegetation will also be cleared where SR 54 (A Street NE) crosses UNT 4 to Beehunter Ditch to extend the existing culvert. This does not consist of suitable summer habitat. Tree clearing will occur in the inactive season from October 1 to March 31 in 2022 for both the trees 0-100 and 100-300 feet from existing roadway. A review of the USFWS database was performed by INDOT Vincennes District on November 29, 2018. The review did not indicate the presence of endangered bat species in or within the 0.5 mile search radius of the project area. Construction of the trail will begin in 2022. Existing culverts to be upgraded were inspected on April 23, 2019. No evidence of bats was seen or heard. No permanent lighting will be installed and no temporary lighting will be used for the project.

Determination Key Result

Based on your answers provided, this project is likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the conclusion and Incidental Take Statement provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

Yes

20. Are *all* trees that are being removed clearly demarcated?

Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

23. Does the project include slash pile burning?

No

24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

Yes

25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *Structure1.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19048728>
- *Structure3.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19048729>
- *Structure2.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19048730>
- *Structure5.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19048732>
- *Structure4.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19048733>
- *Structure_7.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19049435>
- *Structure_6.pdf* <https://ecos.fws.gov/ipac/project/7YYHPW5DFVDHHI24UX4N2JGH7M/projectDocuments/19049436>

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

No

31. Will the project install new or replace existing **permanent** lighting?

No

32. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

33. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

35. Will the project raise the road profile **above the tree canopy**?

No

36. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal that occurs outside the Indiana bat's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.

39. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

40. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal that occurs outside the NLEB's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.

41. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

42. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

43. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

Yes

44. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

45. For Indiana bat, if applicable, compensatory mitigation measures are required to offset adverse effects on the species (see Section 2.10 of the BA). Please select the mechanism in which compensatory mitigation will be implemented:

1. *Range-wide In Lieu Fee Program, The Conservation Fund*

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.03

4. How many acres^[1] of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.0036

5. **Please verify:**

All tree removal will occur greater than 0.5 mile from any hibernaculum.

Yes, I verify that all tree removal will occur greater than 0.5 miles from any hibernaculum.

6. Is the project location 0-100 feet from the edge of existing road/rail surface?

Yes

7. Is the project location 100-300 feet from the edge of existing road/rail surface?

Yes

8. **Please verify:**

No documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted between May 1 and July 31.

Yes, I verify that no documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted during this period.

9. **Please verify:**

No documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted between June 1 and July 31.

Yes, I verify that no documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted during this period.

10. Please describe the proposed bridge work:

Structure #1 will require 5 feet of pipe extension. Structure #2 will require 6 feet of pipe extension. Structure #3 will require the replacement of the existing culvert with a new 16-foot long, 1-foot span pipe. Structure #4 will require the replacement of the existing culvert with a new 18-foot long, 1-foot span pipe. Structure #5 will require the replacement of the existing pipe with a new 14-foot long, 1-foot span pipe. Structure #6 will require 10 feet of extension of the 13-foot by 7-foot reinforced concrete 3-sided structure. Structure #7 will require 6 feet of 8-inch pipe extension.

11. Please state the timing of all proposed bridge work:

FY 2022

12. Please enter the date of the bridge assessment:

April 23, 2019

13. You have indicated that the following Avoidance and Minimization Measures (AMMs) will be implemented as part of the proposed project:

- *General AMM 1*
- *Tree Removal AMM 1*
- *Tree Removal AMM 3*

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project # Structure #1 -87.1478°, 39.0389°	Water Body UNT 2 to Beehunter Ditch	Date/Time of Inspection April 23, 2019/ 11:10 AM	Within 1,000ft of suitable bat habitat (circle one) Yes No
-------------------------------------------------------------	-----------------------------------------------	------------------------------------------------------------	-----------------------------------------------------------------------------

Route	County	Federal Structure ID
CR 1100 W/ Unnamed Road	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			X	High		
All crevices >12" deep & not sealed			X	None/poor	Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
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Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: _____	Ruth Hook
Signature(s): _____	
District Environmental Use Only: Date Received by District Environmental Manager: _____	

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
Structure #2 -87.1442°, 39.0382°	N/A	April 23, 2019/ 12:00 PM	Yes No

Route	County	Federal Structure ID
SR 54/ A St NE	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			X	High		
All crevices >12" deep & not sealed			X	None/poor	Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
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Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook	Signature(s): <u>Ruth Hook</u>
District Environmental Use Only: Date Received by District Environmental Manager: _____	

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
Structure #3 -87.1442, 39.0381	N/A	April 23, 2019/ 12:00 PM	Yes No

Route	County	Federal Structure ID
SR 54/ A St NE	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			X	High		
All crevices >12" deep & not sealed			X	None/poor	Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
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Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook	Signature(s): _____ <i>Ruth Hook</i>
District Environmental Use Only: Date Received by District Environmental Manager: _____	

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
Structure #4 -87.1432°, 39.0382°	N/A	April 23, 2019/ 12:10 PM	Yes No

Route	County	Federal Structure ID
SR 54/ A St NE	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			High			
All crevices >12" deep & not sealed				None/poor	Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
---------------------------------------	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook	Signature(s): <u>Ruth Hook</u>
District Environmental Use Only: Date Received by District Environmental Manager: _____	

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project # Structure #5 -87.1386°, 39.0389°	Water Body UNT 3 to Beehunter Ditch	Date/Time of Inspection April 23, 2019/ 12:20 PM	Within 1,000ft of suitable bat habitat (circle one) <input checked="" type="radio"/> Yes <input type="radio"/> No
-------------------------------------------------------------	-----------------------------------------------	------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------

Route	County	Federal Structure ID
SR 54/ A St NE	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting		
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			X	High	Low	None
All crevices >12" deep & not sealed			X	None/poor	Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
---------------------------------------	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: <u>Ruth Hook</u> Signature(s): <u><i>Ruth Hook</i></u>
District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
Structure #6 -87.1346°, 39.0387°	UNT 4 to Beehunter Ditch	April 23, 2019/ 1:20 PM	<input checked="" type="radio"/> Yes <input type="radio"/> No

Route	County	Federal Structure ID
SR 54/ A St NE	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)			
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep			<input checked="" type="checkbox"/> High			
All crevices >12" deep & not sealed				None/poor	<input checked="" type="checkbox"/> Marginal	Excellent
All guardrails						
All expansion joints						
Spaces between concrete end walls and the bridge deck						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams			
---------------------------------------	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.) Guano Staining definitively from bats

- Live __ number seen Odor Y/N Photo documentation Y/N
- Dead __ number seen Photo documentation Y/N

Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook	Signature(s): <u>Ruth Hook</u>
District Environmental Use Only: Date Received by District Environmental Manager: _____	

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project # Structure #7 -87.1308°, 39.0388°	Water Body UNT 6 to Beehunter Ditch	Date/Time of Inspection April 23, 2019/ 1:30 PM	Within 1,000ft of suitable bat habitat (circle one) <input checked="" type="radio"/> Yes <input type="radio"/> No
-------------------------------------------------------------	-----------------------------------------------	-----------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------

Route	County	Federal Structure ID
N/A	Greene	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges	Culverts/Other Structures		Summary Info (circle all that apply)				
	Crevices, rough surfaces or imperfections in concrete	Spaces between walls, ceiling joists	Human disturbance or traffic under bridge/in culvert or at the structure	Possible corridors for netting	High	Low	None
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep						<input checked="" type="radio"/>	
All crevices >12" deep & not sealed							
All guardrails							
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams						
---------------------------------------	--	--	--	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

- Visual (e.g. survey, thermal, emergent etc.)
- Live __ number seen
 - Dead __ number seen
- Photo documentation Y/N
- Guano Odor Y/N Photo documentation Y/N
- Staining definitively from bats Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook Signature(s): <i>Ruth Hook</i>
District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

From: [Falls, Ryan G](#)
To: robin_mcwilliams@fws.gov
Cc: [Samantha Beaupre](#); [Wright, Kristy](#)
Subject: FW: Linton Multi-use Path Project (INDOT Des. No. 1600759) IPaC Review Request - IPaC LAA Review Request
Date: Monday, April 27, 2020 1:06:44 PM

Robin McWilliams Munson,

Please review the above referenced project. The finding in IPaC was LAA. You have been added as a project member. If anything further is needed, please let me know.

Thank you,

Ryan Falls

Capital Program Management-Senior Environmental Manager Supervisor

Indiana Department of Transportation

3650 South US Highway 41

Vincennes, IN 47591

Office: 812-895-7326

Cell: 812-582-1387

Email: rfalls@indot.IN.gov



From: Samantha Beaupre <SBeaupre@lochgroup.com>
Sent: Sunday, April 26, 2020 3:33 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>; Wright, Kristy <KWright@indot.IN.gov>
Subject: RE: Linton Multi-use Path Project (Des. No. 1600759) IPaC Review Request & 1st Comments

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

Ryan,

Thank you for your review. I've made the requested revisions. Please let me know if anything else is needed.

Thank you,

Samantha Beaupre

Environmental Biologist

Lochmueller Group

317.334.6828 (direct)

SBeaupre@lochgroup.com

This e-mail message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Falls, Ryan G <RFalls@indot.IN.gov>
Sent: Thursday, April 23, 2020 11:29 AM
To: Samantha Beaupre <SBeaupre@lochgroup.com>; Wright, Kristy <KWright@indot.IN.gov>
Subject: RE: Linton Multi-use Path Project (Des. No. 1600759) IPaC Review Request & 1st Comments

Samantha Beaupre,



United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

April 30, 2020

Karstin Carmany-George
Federal Highway Administration
575 N. Pennsylvania St. Room 254
Indianapolis, Indiana 46204
(sent via email)

TAILS: 03E12000-2020-SLI-0222

RE: Linton Multi-use Path Project (Des. No. 1600759), Greene County

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated April 26, 2020 to verify that the proposed Linton Multi-use Path (the Project) may rely on the February 5, 2018, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated LAA Consistency Letter on April 27, 2020.

This letter provides the Service's response as to whether the Federal Highway Administration may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and/or NLEB.

The Federal Highway Administration has determined that the Project is *likely to adversely affect* the Indiana bat and/or the NLEB.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the Federal Highway Administration's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat and/or the NLEB. In coordination with

your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take

Indiana Bat

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of Indiana bats. As described in the Incidental Take Statement (ITS) of the BO, such taking will be difficult to detect. The Service determined that it is appropriate to measure the amount or extent of incidental taking resulting from BO projects using the proposed acreage of tree removal from Indiana bat suitable habitat as a surrogate for the numbers of individuals taken.

The proposed Project will remove **0.0336 acre(s)** of trees from habitat that is suitable for the Indiana bat. All tree removal will occur in winter and comply with all other conservation measures in the BO. Based on the BO, **0.03 acre(s)** of the removal are not anticipated to result in any adverse effects, and **0.0036 acre(s)** are anticipated to result in adverse effects.

The Federal Highway Administration uses the mitigation ratio of **1.5** from Table 3 of the BO¹ to calculate the compensatory mitigation required to offset these adverse impacts for a total of **0.0054 acres²** of trees that is suitable for the Indiana bat.

Based on the mitigation identified above² and the information provided in Table 2 of Exhibit E in The Conservation Fund's (TCF) In Lieu Fee (ILF) Instrument³, the Federal Highway Administration will contribute **\$58.11** to TCF prior to the start of construction in order to comply with the mitigation requirements of the program of transportation projects reviewed in the BO. These calculations are based on the 2018-2019 Land Use Values in Table 2 of Exhibit E in TCF's ILF Instrument, which are applicable even if the project construction should occur in a different calendar year. At the time of payment, the Federal Highway Administration or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this programmatic consultation. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

In addition, the Project may take up to 5 Indiana bats that were not detected during bridge/culvert bat assessments conducted prior to implementing the proposed work on the

¹ https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ILF_ratios_transportation_agencies.pdf

² XX acres * XX ratio

³ https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ExhibitE_Table2_FeeSchedule_LandValues.pdf

various structures. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service (refer to User Guide Appendix E - Post Assessment Discovery of Bats at Bridge/Structure Form). Although such take is reasonably certain to occur at up to 10 bridge projects per year as included in the scope of the BO, it is a remote possibility for any individual project that is implemented consistent with the conservation measures of the BO.

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of Indiana bat incidental take and exempted from the prohibitions of Section 9 of the ESA. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the BO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the BO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located in project action areas.

Northern Long-eared Bat

The Service anticipates that tree removal associated with the Project will cause incidental take of NLEBs. However, the Project is consistent with the BO, and such projects will not cause take of NLEB that is prohibited under the ESA section 4(d) rule for this species (50 CFR §17.40(o)). Therefore, the incidental take of NLEBs resulting from the Project does not require exemption from the Service.

Reporting Dead or Injured Bats

The Federal Highway Administration, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats and/or NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to 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 this 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 endangered or threatened species must promptly notify this Service Office.

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-

level consultation is required where the Federal Highway Administration discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of Indiana bat is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that the Project may affect.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes trees of more than **0.0036 acre(s)** of habitat suitable between 100 and 300 feet from the edge of pavement) for the Indiana bat; or
- the Project takes more than 5 Indiana bats resulting from work on the bridge/structure.

In instances where the amount or extent of incidental take is exceeded, the Federal Highway Administration is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at 812-334-4261 or Robin_Mcwilliams@fws.gov.

Sincerely,

SCOTT PRUITT Digitally signed by SCOTT PRUITT
Date: 2020.04.30 16:14:44 -04'00'

Scott Pruitt
Field Supervisor

Cc: (via email)

Laura Hilden, INDOT, Indianapolis, IN
Meghan Hinkle, INDOT, Indianapolis, IN
Ryan Falls, INDOT, Indianapolis, IN
Samantha Beaupre, Lochmuller Group, Indianapolis, IN
Ibat ILF coordinator – to be sent by INDOT at later date

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

**Linton Multiuse Trail Project:
Linton City Park to Greene County General Hospital
City of Linton, Greene County, Indiana
Des. Nos. 1600759**

800.11(e) Documentation

March 20, 2020



**Prepared for:
City of Linton
Federal Highway Administration**



Hannah Blad

Hannah Blad

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**LINTON MULTIUSE TRAIL PROJECT
LINTON CITY PARK TO GREENE COUNTY GENERAL HOSPITAL
CITY OF LINTON, GREENE COUNTY, INDIANA
DES. NO.: 1600759**

**AREA OF POTENTIAL EFFECTS (APE)
(Pursuant to 36 CFR Section 800.4(a) (1))**

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 that may not be immediately adjacent but that 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 A, page 3 for a map of the APE.

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

The APE contains no properties listed in the National Register of Historic Places (National Register).

The APE contains one property eligible for the National Register:

Humphreys Park (Indiana Historic Sites and Structures Inventory [IHSSI] #055-362-27020). 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 workers worked on the park from 1937 to 1938. The multitude of largely unaltered structures that display the rustic architecture typical of WPA projects continue to exemplify and support its connection to the WPA. This property 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 significance.

EFFECT FINDING

Humphreys Park (IHSSI #055-362-27020) – “No Adverse Effect”

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration’s (FHWA) behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of “No Adverse Effect.”

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

This undertaking will convert property Humphreys Park (IHSSI #055-362-27020), s 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 hereby intends to issue a “de minimis” finding for Humphreys Par (IHSSI #055-362-27020), pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property.

Consulting parties will be provided a copy of INDOT's findings and determinations in accordance with INDOT and FHWA's Section 106 Procedures. Comments will be accepted for 30 days upon receipt of the findings.

Anuradha Kumar V.

Anuradha V. Kumar
Manager, Cultural Resources Office, Environmental Services
INDOT for FHWA

03/23/2020

Approval Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.5(c)**

**LINTON MULTIUSE TRAIL PROJECT
LINTON CITY PARK TO GREENE COUNTY GENERAL HOSPITAL
CITY OF LINTON, GREENE COUNTY, INDIANA
DES. NO.: 1600759**

1. DESCRIPTION OF THE UNDERTAKING

The City of Linton, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a multiuse trail project (Des. No. 1600759). The FHWA is providing funding and is the lead federal agency for this Section 106 undertaking. Specifically, the proposed undertaking is in the City of Linton and extends from the Linton City Park (also called Humphreys Park) to the Greene County General Hospital in Greene County, Indiana. It is within Stockton Township, Linton U.S. Geological Survey (USGS), in Sections 13, 14 & 24, Township 7 North, Range 7 West. Adjacent land use is recreational, commercial, and residential.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. The federal involvement is funding from the FHWA. The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

The primary need for the project is based on a lack of connectivity between pedestrian and multiuse facilities within the City of Linton. The installation and upgrading of facilities are also identified in Greene County's American with Disabilities Act (ADA) Transition Plan. The purpose of the project is to provide improved pedestrian and bicycle connectivity through the City of Linton.

The proposed project involves the construction of a trail from Linton City Park near CR 1100 W to Greene County General Hospital. The trail will extend east from Phil Harris Parkway, along the east boundary of Linton City Park, crossing CR 1100 W (Park Road), continue along the south side of an unnamed road to Linton Shopping Center, extend through the parking lot of Linton Shopping Center, and continue along the north side of State Road (SR) 54 (A Street NE) before turning north to Greene County General Hospital. The City of Linton has already constructed a 30-foot sidewalk at the beginning of the trail and removed the gravel access drive and corrugated metal pipe (CMP) at this location. At Greene County General Hospital, a pad/resting area will be installed with a couple of benches. Design of the pad/resting area is still ongoing, and more information will be available at a future date. In addition, another trail segment will extend east 0.08 mile, from where the trail heads north towards the hospital, to CR 1000 W (Lone Tree Road). Another segment of trail will extend 0.11 mile south-southwest from Lezlie Lane to tie into the primary trail route. The typical section will include an 8 to 10-foot paved trail with 2-foot shoulders. Pedestrian crossings will consist of INDOT/ADA designed curb ramps and path transitions across drives and streets. The crossings will be marked and signed with current INDOT standards as well. An existing 30-inch by 40-inch CMP arch structure will be extended to the south on the east side of CR 1100 W. Another existing 24-inch CMP located near where the trail exits the Linton Shopping Center and SR 54 will be extended. Stormwater upgrades will also occur along the project route. The length of the proposed trail is approximately 1.3 miles.

Approximately 2.24 acres of permanent right-of-way (ROW) and 0.24 acre of temporary ROW will be required. Please see maps of the project area in Attachment A.

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 that may not be immediately adjacent but that 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 A, page 3 for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register and Indiana Register of Historic Sites and Structures (State Register) for Greene County were reviewed online 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 proposed APE. The *Greene County Interim Report: Indiana Historic Sites and Structures Inventory* (2000) was examined. 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; M & H Architecture, Inc.) was reviewed. No bridges eligible for listing in the National Register are within the APE.

Early coordination was initiated on June 17, 2019. The early coordination letter was uploaded to IN SCOPE (INDOT's publicly accessible website) on June 17, 2019 and released for viewing online the same day. The early coordination email was also sent to consulting parties on June 17, 2019. The email asked consulting parties to review the early coordination letter, via IN SCOPE, which is INDOT's Section 106 document website <http://erms.indot.in.gov/Section106Documents/>. Hard copies of these materials were mailed to the SHPO, the Mayor of Linton, and the City of Linton Parks Department on June 17, 2019. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-2.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- Southern Indiana Development Commission
- Greene County Commissioners
- Greene County Highway Supervisor
- Greene County Historian
- Greene County Historical Society
- Indiana Landmarks – Western Regional Office
- Mayor of Linton
- City of Linton, Parks Department
- Delaware Nation of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

In a letter dated July 10, 2019, the Indiana SHPO staff found no additional consulting parties that should be invited beyond those that had already been invited to be consulting parties. See Appendix D, page 6-7 for a copy of the communication.

Gary Quigg, a Lochmueller Group historian who meets the Secretary of the Interior's Professional Qualification Standards, performed a site inspection of the project area on January 11 and June 11, 2019. 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. See Appendix B for photographs from this field review and Appendix E, page 2 for a summary of the Historic Property Report (HPR) completed for this project.

A Phase 1a archaeological reconnaissance survey was conducted by Cultural Resource Analysts, Inc. (CRA) on February 11, 2019. No previously documented or undocumented archaeological sites were found during the field reconnaissance. Therefore, it was recommended that the project be allowed to proceed as planned. See Appendix E, page 3-5 for a summary of the Phase 1a archaeological reconnaissance survey.

The HPR and Phase 1a Archaeology Report were uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the reports on September 6, 2019. Hard copies of these materials were also mailed to the SHPO on that same day.

In a letter dated October 10, 2019, the SHPO staff agreed with the recommendations of the HPR, stating in part the following, "[t]he proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur." Subsequently, the SHPO staff concurred with the findings within the HPR. See Appendix D, pages 14-15 for a copy of the communication.

In the October 10, 2019 letter referenced above, the SHPO staff also agreed with the recommendations of the archaeological report, stating in part the following: "[w]hile there is a minor deviation in the current design of the project and what was covered by the archaeological, it is our opinion that no further archaeological investigations appear necessary at this proposed project area." Please see Appendix D, pages 14-15 for a copy of this communication.

On December 17, 2019, Lochmueller Group emailed Shaun Miller of INDOT Cultural Resource Office (CRO) regarding minor trail design adjustments that had occurred since the approval of the Phase 1A archaeological report on August 8, 2019 by INDOT CRO, and October 10, 2019 by SHPO staff. On December 18, 2019, Miller determined from his review of maps provided by Lochmueller Group, that the trail design adjustments 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 investigations were performed.

No additional comments were received from consulting parties regarding the identification of historic properties.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Humphreys Park (IHSSI #055-362-27020).

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. This property 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.

4. DESCRIBE THE UNDERTAKING’S EFFECT ON HISTORIC PROPERTIES

Humphreys Park (IHSSI #055-362-27020) – No Adverse Effect

The proposed project extends into the eastern boundary of Humphreys Park. The portion of the trail within the park boundary was built by the City of Linton in 2019 when a 30-foot section of sidewalk between CR 1100 W and Phil Harris Parkway was added. At the same time, an 18-inch CMP was added to convey drainage along an existing side ditch beneath the constructed section of trail. This is the only section of the trail that extends into the recommended National Register boundary for Humphreys Park. This already-built portion of the trail is considered part of the federal undertaking for this project. Therefore, the effects for that portion of the trail are being taken into account as part of the Section 106 review.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT – INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR 800.5(a)(1) “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association.”

Humphreys Park (IHSSI #055-362-27020) – The criteria of adverse effect, as defined in 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the park beyond its present condition, but it will not alter Humphreys Park in a manner that diminishes its historic integrity. The addition of a new sidewalk, adjacent trail, signage, and pavement markings will not adversely alter the setting within the park.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause an “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.” The addition of a new sidewalk, adjacent trail, signage, and pavement markings will not diminish the integrity of the park nor will the portion of the trail that will be visible from the park diminish the integrity of the park.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Changes in the viewshed, such as the addition of a new sidewalk, adjacent trail, signage, and pavement markings will not change the character of the park and the physical features that contribute to its historic significance in this area such that the overall integrity of the park will be diminished. The existing viewshed/streetscape includes modern sidewalks, signage, curbing, ramps, pavement markings, and lighting which were installed

outside the period of significance. These changes will not diminish the historic integrity of the park. The historical use/character of the park has been recreational, and it likely included walkways and paths since its creation so the addition of a new sidewalk and adjacent trail within its setting is consistent with the historic character and use of the park.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Changes in the viewshed/streetscape, such as the addition of a new sidewalk, adjacent trail, signage, and pavement markings will introduce visual elements to the park. However, these elements will be very similar to existing elements nearby, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)2(vi), the undertaking will not result in the, “Neglect of a property which causes its deterioration...”

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the park will not change as a result of this project.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

As noted above, early coordination was initiated on June 17, 2019. All consulting parties received the early coordination materials via email and in addition, the SHPO, the Mayor of Linton, and the City of Linton Parks Department were mailed a hard copy of the materials. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-2.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- Southern Indiana Development Commission
- Greene County Commissioners
- Greene County Highway Supervisor
- Greene County Historian
- Greene County Historical Society
- Indiana Landmarks – Western Regional Office
- Mayor of Linton
- City of Linton, Parks Department
- Delaware Nation of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

In a letter dated July 10, 2019, the Indiana SHPO staff found no additional consulting parties that should be invited beyond those that had already been invited to be consulting parties. See Appendix D, page 6-7 for a copy of the communication.

The HPR and Phase Ia Archaeology Report were uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the reports on September 6, 2019. Hard copies of these materials were also mailed to the SHPO on that same day.

In a letter dated October 10, 2019, the SHPO staff agreed with the recommendations of the HPR, stating in part the following, “[t]he proposed area of potential effects (“APE”) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.” Subsequently, the SHPO staff concurred with the findings within the HPR. See Appendix D, pages 14-15 for a copy of the communication.

In the October 10, 2019 letter referenced above, the SHPO staff also agreed with the recommendations of the archaeological report, stating in part the following: “[w]hile there is a minor deviation in the current design of the project and what was covered by the archaeological, it is our opinion that no further archaeological investigations appear necessary at this proposed project area.” Please see Appendix D, pages 14-15 for a copy of this communication.

On February 13, 2020, a preliminary effects letter recommending a finding of “No Adverse Effect” was uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the letter. A hard copy of the letter was mailed to SHPO on that same day.

In a letter dated March 5, 2020, the SHPO staff responded to the effects letter stating, “[w]e agree with the opinions expressed in the February 13 effects letter that Humphreys Park, which is determined eligible for listing in the National Register of Historic Places (“NRHP”) under Criterion A & C, will not be adversely affected by this project.” Please see Appendix D, pages 22-23 for a copy of this communication.

No additional comments were received during Section 106 consultation.

A public notice will be published in the *Greene County Daily World* newspaper seeking the views of the public regarding the effects of the proposed project on the historic elements within the APE. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

APPENDICES

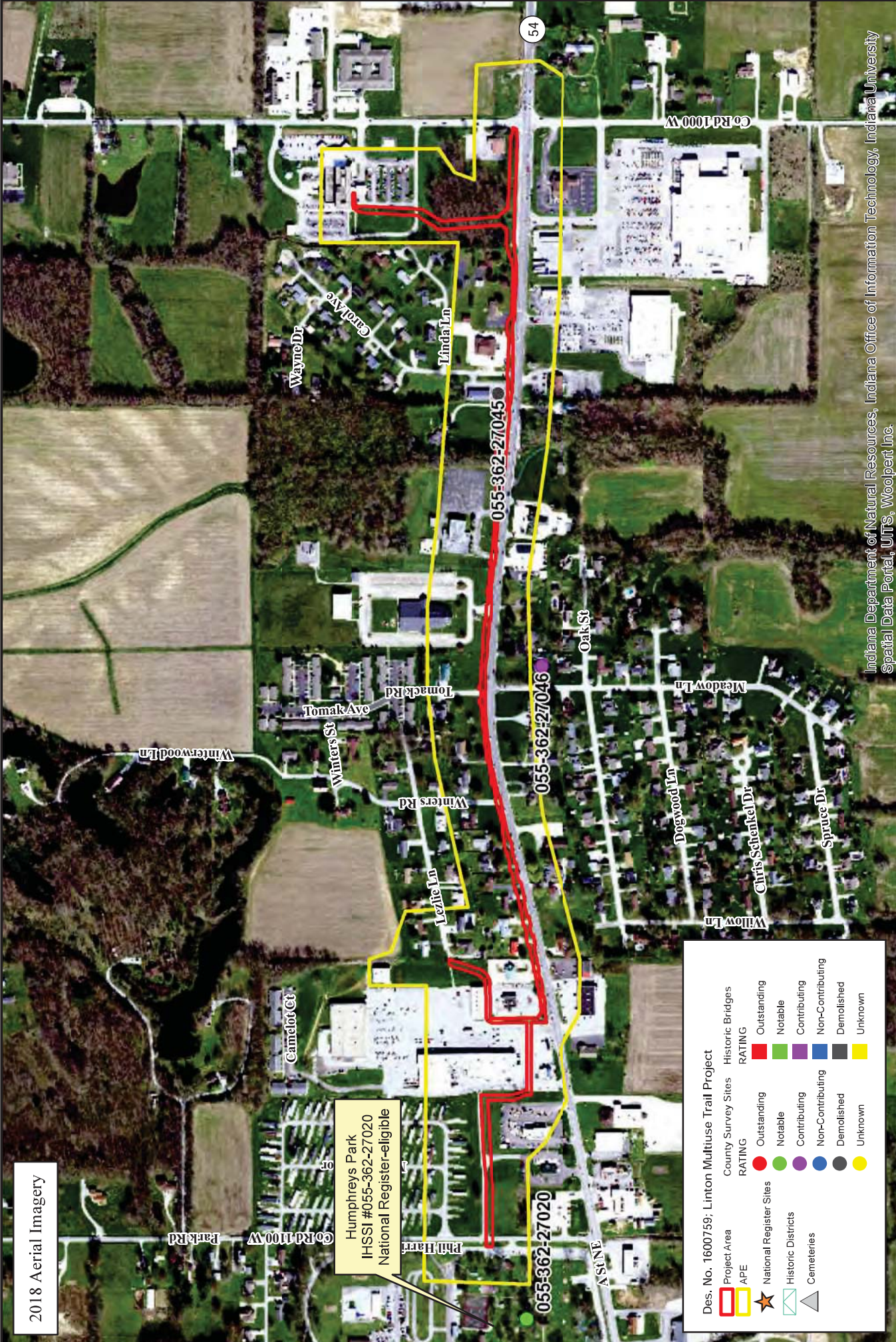
- A – Maps
- B – General Photographs
- C – Consulting Parties List
- D – Consulting Parties Correspondence
- E – Historic Property Short Report Summary and Archaeological Report Summary
- F – Stage 1 Plans

Section 106 800.11(e)

Appendix A

Maps

2018 Aerial Imagery



Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University
Spatial Data Portal, UIITS, Woolpert, Inc.

Des. No. 1600759; Linton Multiuse Trail Project

Project Area	County Survey Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
APE	National Register Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
National Register-eligible	Historic Districts	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
Cemeteries	Historic Bridges	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown

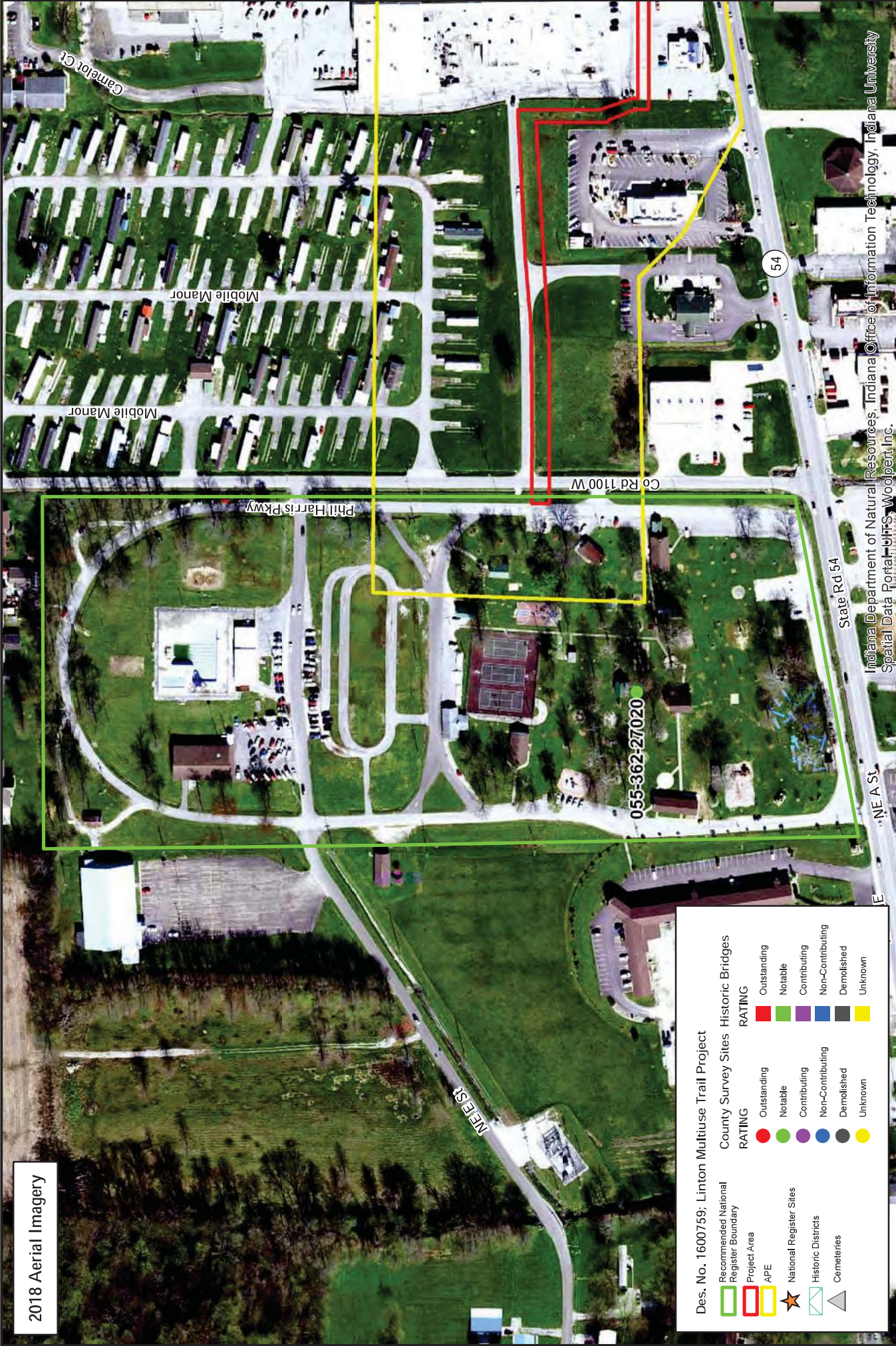
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

APE Map



Location: Linton
County: Greene
Township: Stockton
State: Indiana

Date: 9/4/2019



Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University
 Spatial Data Portal, GIS, Woodport, Inc.

Des. No. 1600759; Linton Multiuse Trail Project

Recommended National Register Boundary	Project Area	APE	National Register Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
Recommended National Register Boundary	Project Area	APE	National Register Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
Recommended National Register Boundary	Project Area	APE	National Register Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
Recommended National Register Boundary	Project Area	APE	National Register Sites	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Humphreys Park
IHSSI #055-362-27020

0 125 250 500 Feet

Location: Linton
 County: Greene
 Township: Stockton
 State: Indiana

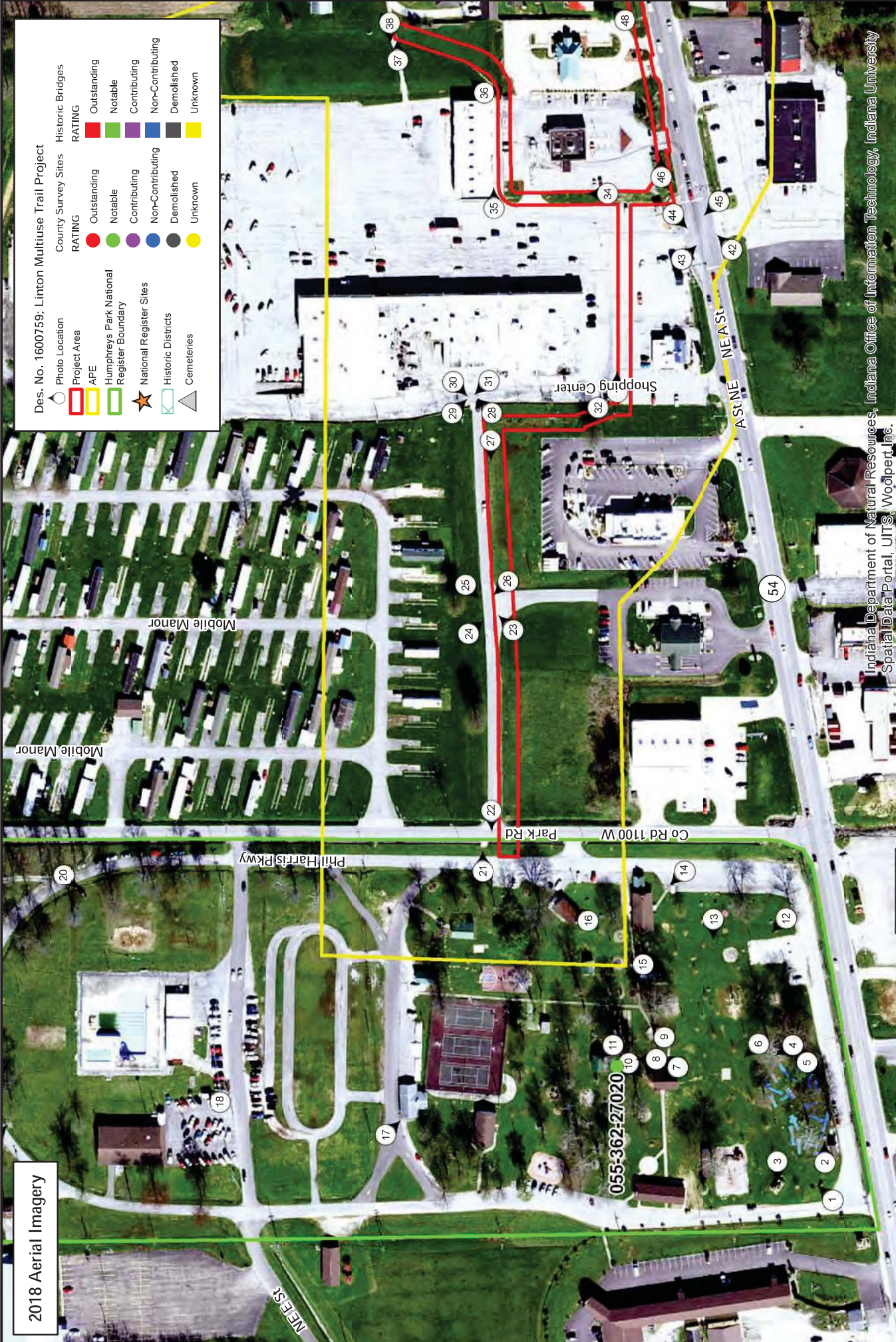
Date: 9/4/2019

Section 106 800.11(e)

Appendix B

General Photographs

2018 Aerial Imagery



Des. No. 1600759: Linton Multiuse Trail Project

Photo Location	County Survey Sites	Historic Bridges
Project Area	RATING	RATING
APE	Outstanding	Outstanding
Humphreys Park National Register Boundary	Notable	Notable
National Register Sites	Contributing	Contributing
Historic Districts	Non-Contributing	Non-Contributing
Cemeteries	Demolished	Demolished
	Unknown	Unknown

Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University
 Spatial Data Portal, UITS, Woolpert, Inc.

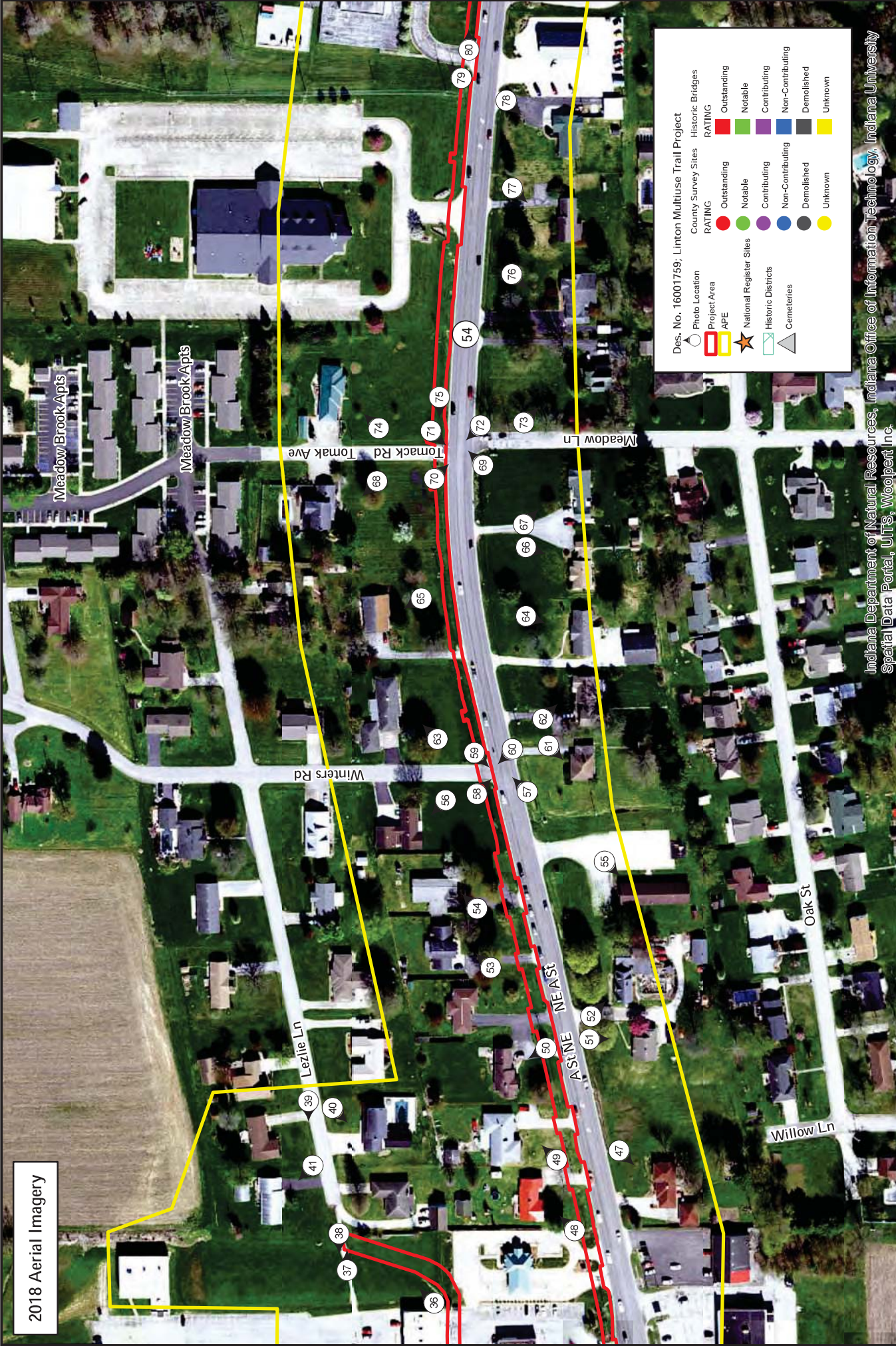
Photo Location Map 1

Location: Linton
 County: Greene
 Township: Stockton
 State: Indiana



LOCHMUELLER GROUP
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2018 Aerial Imagery



Des. No. 16001759; Linton Multiuse Trail Project

Symbol	Category	Rating
	Photo Location	
	County Survey Sites	Outstanding
	Project Area	Notable
	APE	Contributing
	National Register Sites	Non-Contributing
	Historic Districts	Demolished
	Cemeteries	Unknown
	Historic Bridges	Outstanding
		Notable
		Contributing
		Non-Contributing
		Demolished
		Unknown

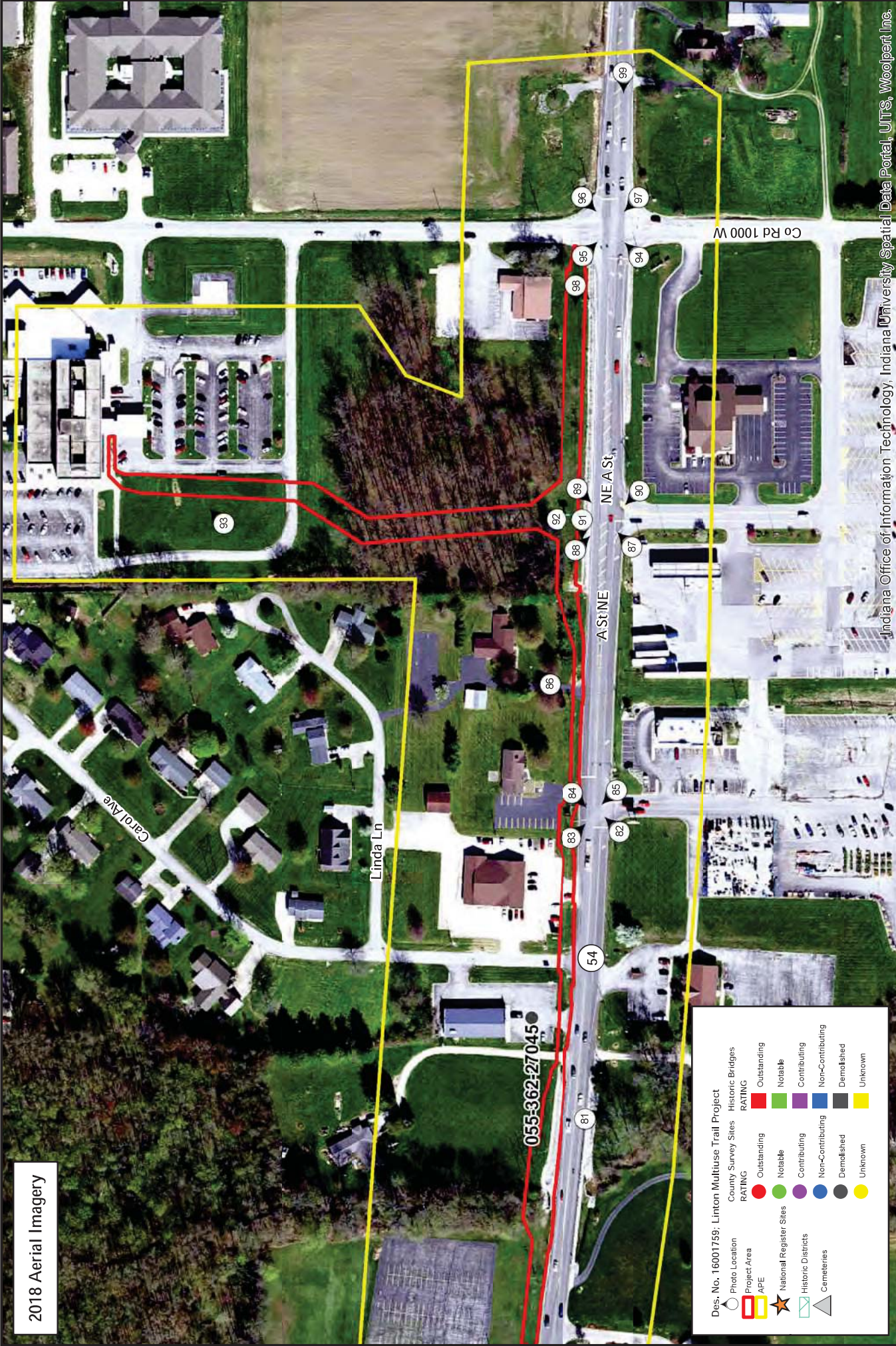
Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UIITS, Woolpert, Inc.

Photo Location Map 2



Location: Linton
 County: Greene
 Township: Stockton
 State: Indiana

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Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woodport, Inc.

Location: Linton
 County: Greene
 Township: Stockton
 State: Indiana

Photo Location Map 3



Des. No. 16001759: Linton Multiuse Trail Project

	Photo Location		County Survey Sites		Historic Bridges
	Project Area		Outstanding		Outstanding
	APE		Notable		Notable
	National Register Sites		Contributing		Contributing
	Historic Districts		Non-Contributing		Non-Contributing
	Cemeteries		Demolished		Demolished
			Unknown		Unknown

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