INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 462-7031

Eric Holcomb, Governor
Michael Smith, Commissioner

August 16, 2022

Sample Early Coordination Letter

«First» «Last_Name»
«Title_»
«Agency»
«Mailing_1»
«Mailing_2»
«City», «State» «Zip»

Re: Early Coordination Letter; Des. No. 2002424: Revive I-70 project, from approximately 1.5 miles west of the Interstate 70 (I-70)/State Road (SR) 1 interchange to approximately 0.65 mile east of the Indiana/Ohio State Line, Wayne County, Indiana

Dear «Sal» «Last_Name»,

The Indiana Department of Transportation (INDOT), with federal funding from the Federal Highway Administration (FHWA), plans to proceed with a roadway improvement project along a 22-mile section of I-70 in Wayne County, Indiana, from approximately 1.5 miles west of the I-70/SR 1 interchange to the Indiana/Ohio State Line. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

There are six interchanges within the project area located at SR 1, North Centerville Road, US 35 (Williamsburg Pike), US 27 (Chester Boulevard), SR 227 (Middleboro Pike), and US 40. Within the project area, I-70 is a divided highway and is classified as a principal arterial freeway. The typical cross section consists of two 12-foot travel lanes in each direction, a 60-foot wide median, inside and outside shoulders ranging from 4 to 12 feet wide, and auxiliary lanes at the interchanges, weigh stations, and rest area. Median barriers are present throughout the corridor and overhead lighting is present at four of the six interchanges: the exceptions being the interchanges at North Centerville Road and SR 227 (Middleboro Pike). There are 48 bridges (Table 1) and multiple culverts within the project area. Stormwater is primarily managed by overland flow to roadside ditches. Multiple streams and rivers intersect the corridor, including the Whitewater River, Martindale Creek, Dry Branch, Greens Fork, College Corner Branch, Black Water Branch, Far Run, Nolands Fork, Plum Creek, and Clear Creek. The Cardinal Greenway Trail crosses the project area via an underpass west of US 27. There are no other pedestrian facilities within the project corridor. There are no existing noise abatement measures along this section of I-70. The site setting varies from rural to suburban throughout the corridor.

The needs for this project stem from existing geometric deficiencies within the project area and from INDOT's statewide plan to expand I-70 to six lanes (three lanes in each direction[1]). The INDOT *2045 Long-Range Transportation Plan* identifies the I-70 corridor as critical to the state's mobility and economic activity. The plan recommends maximizing I-70's performance to ensure the efficient movement of people and goods, and regional connectivity, including the expansion of I-70 from four to six lanes across the state, linking freight truck mobility, and continued planning for the future. Within this section of I-70, most of the existing ramp acceleration and deceleration lanes and merge/diverge points do not meet current Indiana Design Manual (IDM) standards, and mainline shoulder widths are too narrow in many locations. There are also specific operational issues associated with the acceleration/deceleration lanes and loop ramps at the I-70/US 35 (Williamsburg Pike) interchange and the I-70/US 40 interchange.

[1] Source: INDOT: 2045 INDOT Long-Range Transportation Plan (https://www.in.gov/indot/resources/planning-studies/technical-planning/2045-indot-long-range-transportation-plan/)

The proposed recommended alternative includes adding two travel lanes (one lane in each direction) in the grass median; reconfiguring the interchanges at I-70/US 35 (Williamsburg Pike) and I-70/US 40; modifying ramps at the other four interchanges, weigh stations, and rest area; replacing pavement in the form of continuously reinforced concrete (CRC); replacing the I-70 bridges over East Fork Whitewater River; widening and improving 43 of the 48 bridges to accommodate the added travel lanes; rehabilitating and replacing culverts; and improving the stormwater drainage system. The bridges over a service road and the Cardinal Greenway Trail may be replaced with smaller structures but there uses would be maintained. Additionally, existing lighting, signage, guardrail, and barrier systems would be upgraded. Most of the work would occur within existing, previously disturbed right-of-way (ROW). The maintenance of traffic would be conducted in several phases. At least two travel lanes in each direction of I-70 will be maintained at all times. Short-term ramp and local road closures may occur. Due to the proposed added travel lanes, a Noise Study is required, and noise abatement measures may be proposed.

The USGS 7.5-minute quadrangle topographical map depicts numerous streams within or adjacent to the project area (Attachments: Page 2). CHA Consulting Inc. staff conducted waters investigations to determine the presence of jurisdictional streams and wetlands. A *Waters of the US Report* will be prepared. All applicable permits will be applied for and acquired before construction can begin. Parsons will continue to work in coordination with INDOT Ecology and Waterway Permitting Office (EWPO) to determine the presence and impacts to ecological resources.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-eared Bat Range-Wide Standard Informal Programmatic Consultation will be applied to this project. Project information was uploaded to the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website to identify if any species listed or proposed to be listed may be present in the area of the proposed action. An Official Species List was generated and no critical habitats, and no other species, other than aforementioned bats, were listed as threatened or endangered. Tree trimming/clearing is anticipated as part of this project.

Regarding Section 106 of the National Historic Preservation Act, the Minor Projects Programmatic Agreement (MPPA) Category B applies to this project. Coordination with INDOT's Cultural Resources Office (CRO) has occurred.

Please respond with your comments on any environmental impacts associated with this project**. Should we not receive your response within thirty (30) calendar days from the date of this letter, 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 matter, please feel free to contact me at (813) 951-5119 or via email at michelle.greene@parsons.com, or the INDOT Project Manager, Nathan Riggs, at (317) 467-3986 or via email at nriggs@indot.in.gov. Thank you in advance for your input.

Sincerely,

Michelle Greene, AICP
Senior Planner
Parsons

Attachments:

Table 1 – Revive I-70 Bridge List
Maps/Graphics (Location, Topographic, Aerials)

Attachments intentionally omitted.
Refer to Appendix A and Appendix B.

The following agencies received Early Coordination Letters:

Letters sent on August 16, 2022, unless otherwise noted.

Federal Highway Administration
Federal Office Building
575 N Pennsylvania Street, Room 254
Indianapolis, IN 46204

US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
Indianapolis, IN 46216

Field Environmental Officer
US Department of Housing & Urban Development
Chicago Regional Office
Metcalf Federal Building
77 W Jackson Blvd. Room 2401
Chicago, IL 60604

Regional Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102

Indiana Geological and Water Survey
611 North Walnut Grove
Bloomington, IN 47405

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 W Washington Street, Room W273
Indianapolis, IN 46204

Section Chief, Wetlands and Stormwater Programs
Indiana Department of Environmental Management
100 N Senate Avenue
Indianapolis, IN 46204

Indiana Department of Transportation
Greenfield District Office
32 South Broadway
Greenfield, IN 46140

Indiana Department of Transportation
Environmental Services Division
100 N. Senate Avenue, IGCN 758-ES
Indianapolis, IN 46204

Indiana Department of Transportation
Office of Aviation
100 N. Senate Avenue, Room. 955
Indianapolis, IN 46204

Field Supervisor
US Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, IN 47403-2121

Commander
Eighth Coast Guard District
Attn: Bridge Branch
1222 Spruce Street, Room 2.102D
St Louis, MO 63103-2832

Eastern Indiana Regional Planning Commission
Executive Director
401 East Main Street
Richmond, IN 47374

Wayne County Commission
401 East Main Street
Richmond, IN 47374

Wayne County Emergency Management
401 East Main Street
Richmond, IN 47374

Wayne County Highway Department
401 East Main Street
Richmond, IN 47374

Wayne County Sheriff's Office
200 East Main Street
Centerville, IN 47330

Wayne County Surveyor
401 East Main Street
Richmond, IN 47374

City of Richmond City Council
50 North 5th Street
Richmond, IN 47374

City of Richmond Mayor
50 North 5th Street
Richmond, IN 47374

City of Richmond Police Department
50 North 5th Street
Richmond, IN 47374

City of Richmond Fire Department
101 North 5th Street
Richmond, IN 47374

City of Richmond Public Works & Engineering
50 North 5th Street
Richmond, IN 47374

City of Richmond Street Department
50 North 5th Street
Richmond, IN 47374

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, Indiana 46278

Rail Programs Manager
Indiana Department of Transportation
100 North Senate Avenue, IGCN N758-MM
Indianapolis, IN. 46204

Indiana Eastern Railroad
Operations Office
2551 S. US Hwy 27
Liberty, IN 47353

CSX
Corporate Headquarters
500 Water Street, 15th Floor
Jacksonville, FL 32202

Norfolk Southern
650 West Peachtree Street
Atlanta, GA 30308

Reid Health
1100 Reid Parkway
Richmond, IN 47374

Living Faith Church
3777 Nolandsfork Road
Richmond, IN 47374

Lighthouse Assembly of God
2339 W Cart Road
Richmond, IN 47374

Pentecost Airport
5094 Gaar Jackson Road
Centerville, IN 47330

Hagerstown Airport
999 Washington Street
Hagerstown, IN 47346

Richmond KOA Holiday Campground
3101 Cart Road
Richmond, IN 47374

Highland Lake Golf Course
1972 Highland Road
Richmond, IN 47374

Cardinal Greenways, Inc.
700 E. Wysor Street
Muncie, IN 47305

Hardcopy mailed to New Creation Cross on May 8, 2023.

Transportation Director
City of Richmond Schools
3175 North Salisbury Road
Richmond, IN 47374

Cambridge City Town Council
127 North Foote Street
Cambridge City, IN 47327

Public Works Superintendent
Cambridge City Public Works
127 North Foote Street
Cambridge City, IN 47327

Cambridge City Volunteer Fire Department
127 North Foote Street
Cambridge City, IN 47327

Cambridge City Police Department
127 North Foote Street
Cambridge City, IN 47327

Centerville Town Council
204 E. Main Street
Centerville, IN 47330

Superintendent
Centerville-Abington Community Schools
115 W. South Street
Centerville, IN 47330

Ivy Tech Community College - Richmond
2357 Chester Boulevard
Richmond, IN 47374

Indiana University East
2325 Chester Boulevard
Richmond, IN 47374

Purdue Polytechnic - Richmond
2325 Chester Boulevard
Tom Raper Hall, Room 214
Richmond, IN 47374

Centerville Municipal Light & Water
601 S. Morton Avenue
Centerville, IN 47330

Richmond Power and Light
2000 US Hwy 27 S.
Richmond, IN 47374

Hoosier Energy Rural Electric Cooperative, Inc.
2501 South Cooperative Way
Bloomington, IN 47403

THIS IS NOT A PERMIT

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

DNR #: ER-24946 **Request Received:** August 17, 2022

Requestor:
Parsons
Michelle Greene
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Project: Revive I-70 added travel lanes and pavement replacement, from about 1.5 miles west of the I-70/SR 1 interchange to about 0.30 mile east of the Indiana/Ohio State Line; Des #2002424

County/Site info: Wayne

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, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked.
The DNR, Division of Fish & Wildlife's Martindale Public Fishing Area is located south of the project area. Also, the species below have been documented within 1/2 mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the insect species as a result of this project.

A) INSECTS:
1. A Northern Casemaker Caddisfly (Pycnopsyche rossi), state endangered
2. Cobblestone Tiger Beetle (Cicindela marginipennis), state endangered

B) ANIMALS:
1. Kirtland's snake (Clonophis kirtlandii), state endangered
2. American badger (Taxidea taxus), state special concern
3. Bald eagle (Haliaeetus leucocephalus)

Fish & Wildlife Comments: We do not foresee any impacts to the Kirtland's snake as a result of this project. Also, Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

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 areas:

Attachments: A - Bridge Exemption Criteria

1) Bald Eagle
The Bald Eagle is no longer a state species of special concern. However, this species is still federally protected (see https://fws.gov/law/bald-and-golden-eagle-protection-act). The recommended buffer between any disturbance and an active eagle nest is 660 feet. To minimize impacts to Bald Eagles, follow the National Bald Eagle Management Guidelines found at https://www.fws.gov/sites/default/files/documents/national-bald-eagle-management-guidelines_0.pdf. Please contact the US Fish and Wildlife Service if further consultation is needed regarding Bald Eagles.

2) Fish & Wildlife Passage:
Maintaining or improving fish and wildlife passage at existing or proposed crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The DFW has outlined different requirements for different types of crossing structure impacts. For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:
https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems,
https://www.fs.usda.gov/wildlifecrossings/library/index.php,
https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/,
https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf.

3) Riparian Habitat:
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 Habitat Mitigation Guidelines (and plant lists) can be found online at:
http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.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, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10"

Attachments: A - Bridge Exemption Criteria

dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

4) Stream and Wetland Impacts:
For any in-stream and wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Impacts on in-stream habitat and wetlands may require mitigation. Please refer to the Habitat Mitigation Guidelines mentioned above for more details.

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 that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
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. Do not excavate in the low flow area except for the placement of riprap and new structures, or the removal of old structures.
6. Do not construct any temporary runarounds, access bridges, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. 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.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

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

Early Coordination/Environmental Assessment

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 **Date:** September 16, 2022

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

Attachments: A - Bridge Exemption Criteria

Organization and Project Information

Project ID:
Des. ID: 2002424
Project Title: Revive I-70
Name of Organization: Parsons
Requested by: Keaton Veldkamp

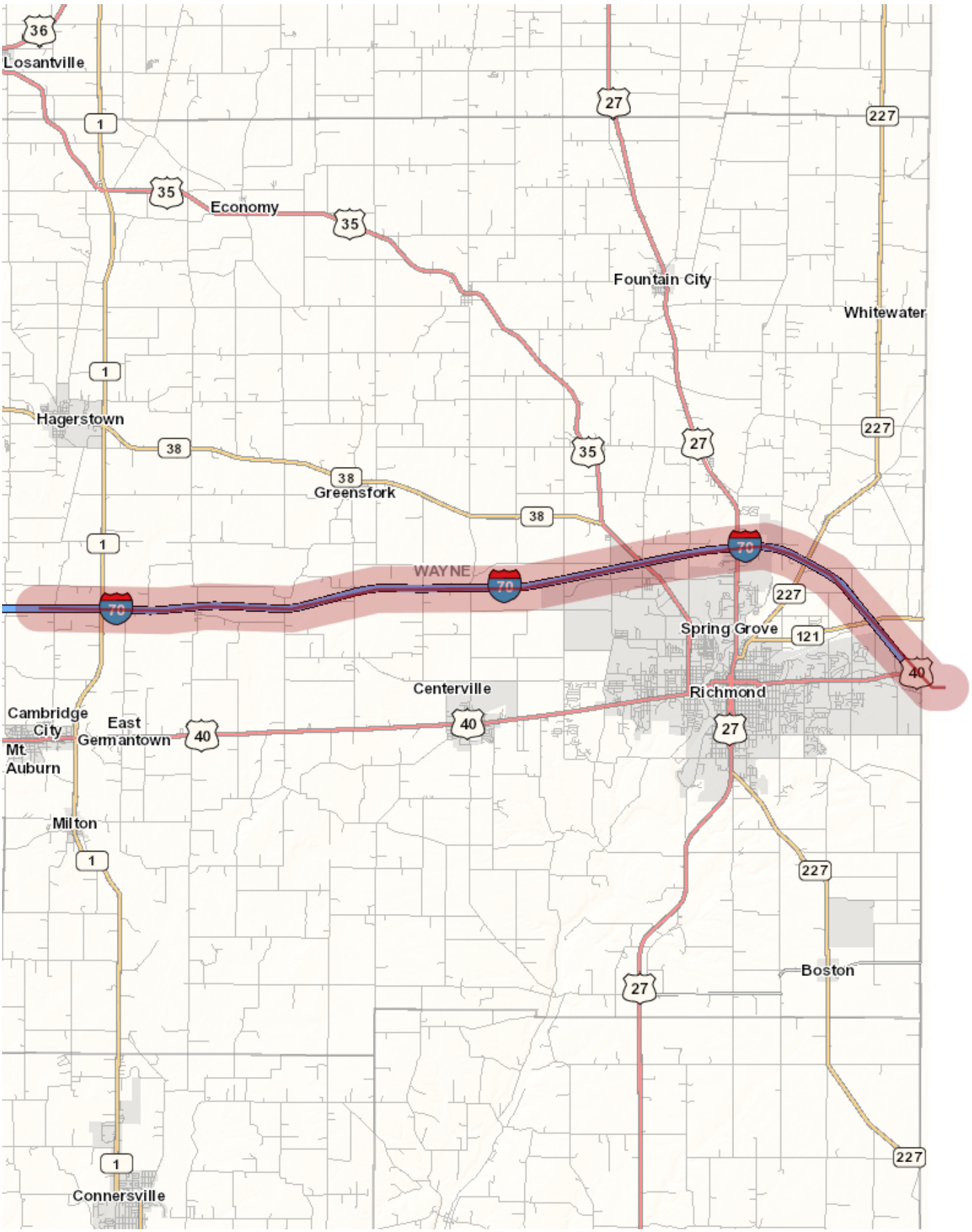
Environmental Assessment Report

1. Geological Hazards:
    - High liquefaction potential
    - Floodway
2. Mineral Resources:
    - Bedrock Resource: High Potential
    - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
    - Abandoned Industrial Minerals Sand Gravel Pits

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

This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: September 22, 2022



Metadata:

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

United States Department of Agriculture
Farm Production and Conservation
Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

August 22, 2022

Becky Beil
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Dear Ms. Beil:

The proposed roadway improvement project in Wayne County, Indiana, (Des. No. 2002424) as referred to in your letter received August 17, 2022, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2022.08.22 17:43:03 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosers

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

July 17, 2023

Cedric Diefenbaugh
101 West Ohio Steet, Suite 2121
Indianapolis, Indiana 46204

Dear Mr. Difenbaugh:

The proposed project to Revive I-70 Added Travel Lanes and Pavement Replacement in Wayne County, Indiana (Des. No. 2002424), as referred to in your letter received on June 6, 2023, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2023.07.18 06:53:23 -04'00'

JOHN ALLEN
State Soil Scientist

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 07/10/23	
Name of Project DES2002424 I-70 Reconstruction		Federal Agency Involved FHWA	
Proposed Land Use Transportation		County and State Wayne County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 213 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 236170% 91	Amount of Farmland As Defined in FPPA Acres: 18474% 71	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 7/17/23	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	1.11			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	1.11			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.79			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	12			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	86			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	10			
2. Perimeter In Non-urban Use	(10)	8			
3. Percent Of Site Being Farmed	(20)	18			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	5			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	1			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	1			
TOTAL SITE ASSESSMENT POINTS	160	53	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	86	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	53	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	139	0	0	0

Site Selected: A	Date Of Selection 7/24/23	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

The preferred alternative meets the purpose and need of the proposed project.

Name of Federal agency representative completing this form: Cedric Diefenbaugh - Parsons	Date: 7/24/23

(See Instructions on reverse side) **Form AD-1006 (03-02)**

From: Beil, Becky [NN-US]
To: Greene, Michelle [NN-US]
Subject: FW: Revive I-70 Added Travel Lanes and Pavement Replacement Project
Date: Thursday, August 25, 2022 10:36:07 AM
Attachments: image001.png

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Thursday, August 25, 2022 10:13 AM
To: Beil, Becky [NN-US] <Becky.Beil@parsons.com>
Subject: [EXTERNAL] Revive I-70 Added Travel Lanes and Pavement Replacement Project

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 110 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov [aviation.indot.in.gov]

[in.gov]

Graf, Jennifer [US-US]

From: Greene, Michelle [NN-US]
Sent: Friday, September 9, 2022 9:13 AM
To: Graf, Jennifer [US-US]
Subject: FW: [EXTERNAL]
Attachments: 08.17.22 letter from INDOT.pdf

From: Banach, Jason R <jbanach@indiana.edu>
Sent: Tuesday, September 6, 2022 3:13 PM
To: Greene, Michelle [NN-US] <Michelle.Greene@parsons.com>
Subject: [EXTERNAL]

Michelle:

I am in receipt of the attached letter. Indiana University believes that we may have both electrical and telecom infrastructure that may be impacted by this project near our East Campus in Richmond. Is this the appropriate time for us to raise that issue?

Thanks.

Jason

Jason R. Banach | University Director of Real Estate

INDIANA UNIVERSITY | **Office of the Vice President for Capital Planning and Facilities**
Real Estate Department | Service Building | 2901 East Discovery Parkway | Bloomington, IN 47408
Voice: 812-855-4100 | Fax: 812-855-1156

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

In Reply Refer To:
Project Code: 2022-0090271
Project Name: Des. 2002424 Revive I-70

January 06, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Note: IPaC has provided all available attachments because this project is in multiple field office jurisdictions.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

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

This project's location is within the jurisdiction of multiple offices. However, only one species list document will be provided for all offices. The species and critical habitats in this document reflect the aggregation of those that fall in each of the affiliated office's jurisdiction. Other offices affiliated with the project:

Ohio Ecological Services Field Office
4625 Morse Road, Suite 104
Columbus, OH 43230-8355
(614) 416-8993

Project Summary

Project Code: 2022-0090271
Project Name: Des. 2002424 Revive I-70
Project Type: Road/Hwy - Maintenance/Modification
Project Description: INDOT and FHWA are planning a roadway improvement project along a 22-mile section of I-70 from approx. 1.5 mi. west of the I-70/SR 1 interchange to 0.30 mile east of the Indiana/Ohio State Line in Wayne Co, Des. 2002424. The site setting along the project area varies from rural to suburban.

Within the project area, I-70 is a divided highway classified as a rural/ urban freeway. The typical cross section consists of two 12 foot-wide travel lanes in each direction with auxiliary lanes at interchanges, weigh station, and rest area, and a 60-foot wide median. Guardrail, bridge rails, median barriers, and interchange lighting are present throughout most of the project area. Existing inside and outside shoulders range from 4 to 12 feet wide. There are six interchanges within the project area located at SR 1, North Centerville Road, US 35, Chester Boulevard, SR 227, and US 40. There are 47 bridges and multiple culverts within the project area (see Bridge Table). Storm water is primarily managed by overland flow to roadside ditches.

A review of the USFWS GIS database for Indiana bat and Northern long−eared bat roosting, hibernacula and capture site was conducted for Des No. 2002424 on August 31, 2022. There are no documented sites within a half mile the project area. However, the project is within a five−mile buffer of a maternity for the Indiana bat.

There is suitable summer habitat within the project action area along most of the corridor. Multiple streams and rivers intersect the project area, including but not limited to the Whitewater River, East Fork Whitewater River, Black Water Branch, Martindale Creek, Middle Fork East Fork Whitewater River, Nolands Fork, and West Fork East Fork Whitewater River.

The proposed recommended alternative includes adding 2 travel lanes (one EB and one WB) in the grass median along I-70; reconfiguring the I-70 and US 35/Williamsburg Pike and I-70 and US 40 interchanges; modifying the lengths of the ramps at the other four interchanges, weigh station, and rest area; replacing existing mainline and shoulder pavement; placing continuous concrete barrier at the the median; replacing the I-70 bridges over East Fork Whitewater River; widening and improving 40 bridges to accommodate the added travel lanes; rehabilitating and replacing culverts; and improving the stormwater drainage system. Additionally, existing lighting, signage, and guardrail/barrier systems would be upgraded. There will be no work to structures at the rest area and weigh station.

A total of approx. 49 acres of trees may be cleared for this project during

the inactive season. The majority of the tree clearing, approximately 48.32 acres, is within 100 feet of existing roadway. There is one area where tree clearing from 100 to 300 feet from the roadway will be needed for storm water detention, the former rest area where up to 1.18 acres of trees may be cleared. No tree clearing over 300 feet from paved surfaces will be permitted without re-coordinating with INDOT ESD/USFWS (firm commitment).

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.8512567,-84.83574438203223,14z

Counties: Indiana and Ohio

Endangered Species Act Species

There is a total of 4 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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.

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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 *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Henslow's Sparrow *Ammodramus henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence

in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

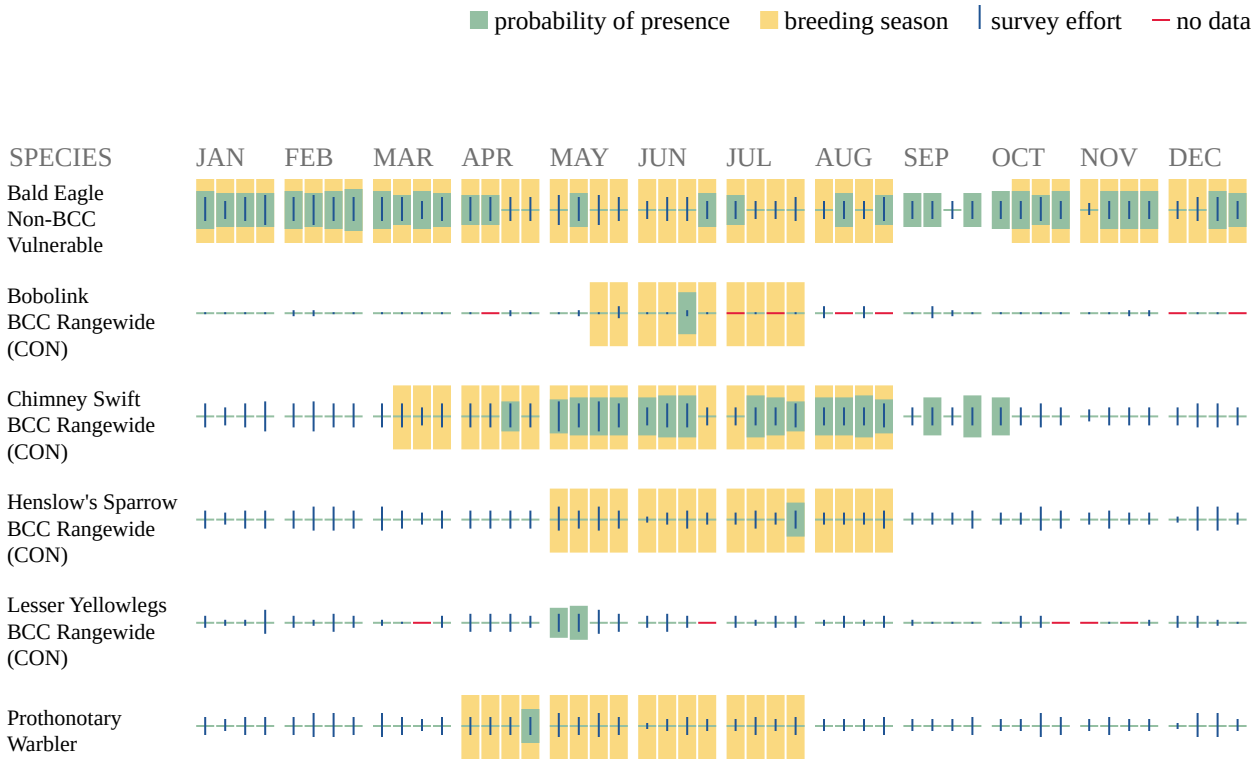
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

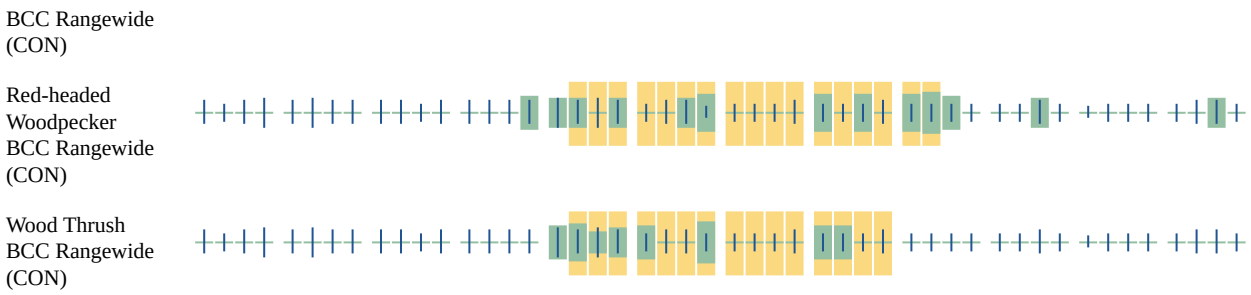
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list

of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical

Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPaC User Contact Information

Agency:	Parsons
Name:	Juliet Port
Address:	101 West Ohio St
Address Line 2:	Suite 2121
City:	Indianapolis
State:	IN
Zip:	46203
Email	juliet.port@parsons.com
Phone:	3176164693

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Assistant Director-Ecological Services
1849 C Street Nw
Room 3345
Washington, DC 20240-0001
Phone: (202) 208-4646 Fax: (202) 208-5618

In Reply Refer To:
Project code: 2022-0090271
Project Name: Des. 2002424 Revive I-70

May 08, 2023

Subject: Concurrence verification letter for the 'Des. 2002424 Revive I-70' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated May 08, 2023 to verify that the **Des. 2002424 Revive I-70** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) 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, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:
If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs 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 any 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 contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. 2002424 Revive I-70

DESCRIPTION

INDOT and FHWA are planning a roadway improvement project along a 22-mile section of I-70 from approximately 1.5 mile west of the I-70/SR 1 interchange to 0.30 mile east of the Indiana/Ohio State Line in Wayne County, Des. 2002424. The site setting along the project area varies from rural to suburban.

Within the project area, I-70 is a divided highway classified as a rural/urban freeway. The typical cross section consists of two 12 foot-wide travel lanes in each direction with auxiliary lanes at interchanges and rest area/weigh station, and a 60-foot wide median. Guardrail, bridge rails, median barriers, and interchange lighting are present throughout most of the project area. Existing inside and outside shoulders range from 4 to 12 feet wide. There are six interchanges within the project area located at SR 1, North Centerville Road, US 35, Chester Boulevard, SR 227, and US 40. There are 47 bridges and multiple culverts within the project area (see Bridge Table and Culvert Table). Storm water is primarily managed by overland flow to roadside ditches.

A review of the USFWS GIS database for the Indiana bat and northern long−eared bat (NLEB) roosting, hibernacula and capture site was conducted for Des No. 2002424 on August 31, 2022. There are no documented sites within a half mile the project area. However, the project is within a five−mile buffer of a maternity site for the Indiana bat.

There is suitable summer habitat within the project action area along most of the corridor. Multiple streams and rivers intersect the project area, including but not limited to the Whitewater River, East Fork Whitewater River, Black Water Branch, Martindale Creek, Middle Fork East Fork Whitewater River, Nolands Fork, and West Fork Whitewater River.

The proposed recommended alternative includes adding 2 travel lanes (one EB and one WB) in the grass median along I-70; reconfiguring the I-70 and US 35/Williamsburg Pike and I-70 and US 40 interchanges; modifying the lengths of the ramps at the other four interchanges, weigh station, and rest area; replacing existing mainline and shoulder pavement; placing continuous concrete barrier at the the median; replacing the I-70 bridges over East Fork Whitewater River; widening and improving 40 bridges to accommodate the added travel lanes; rehabilitating and replacing culverts; and improving the storm water drainage system. Additionally, existing lighting, signage, and guardrail/barrier systems would be upgraded. All structures in the project area were inspected, no signs of bats were found. There will be no work to structures at the rest area and weigh station.

A total of approximately 45 acres of trees may be cleared for this project during the inactive season. All tree clearing is within 100 feet of existing roadway. The dominant tree species include white mulberry (Morus alba), Eastern cottonwood (Populus deltoides), and American sycamore (Platanus occidentalis). Permanent lighting will be installed, and temporary lighting may also be required. Construction is anticipated to start Summer 2024.

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered 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 concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) 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 User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.

   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?

    No

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?

    Yes

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

    - *BridgeSummaryTable_.pdf https://ipac.ecosphere.fws.gov/project/B7P4IPIQYVF4TFYEYR6KFFWC2Y/projectDocuments/126057474*
    - *CulvertSummaryTable.pdf https://ipac.ecosphere.fws.gov/project/B7P4IPIQYVF4TFYEYR6KFFWC2Y/projectDocuments/126057382*

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?

    Yes

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?

    Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

    Yes

32. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

    No

33. 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?

    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 are not associated with habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

    Automatically answered

    Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

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 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.

39. 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

40. **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

41. **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

42. **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

43. **Tree Removal AMM 4**
Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] 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.)

Yes

44. **Lighting AMM 2**
Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society[1] to rate the amount of light emitted in unwanted directions?

[1] Refer to The BUG System—A New Way To Control Stray Light

Yes

45. **Lighting AMM 2**
Will the **permanent** lighting used during removal of suitable habitat and/or the removal/ trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

46. **Lighting AMM 1**
    Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

    Yes

PROJECT QUESTIONNAIRE

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

   Yes

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

   No

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.

   45

4. Please describe the proposed bridge work:

   The proposed recommended alternative includes adding 2 travel lanes (one EB and one WB) in the grass median along I-70; reconfiguring the I-70 and US 35/Williamsburg Pike and I-70 and US 40 interchanges; modifying the lengths of the ramps at the other four interchanges, weigh station, and rest area; replacing existing mainline and shoulder pavement; placing continuous concrete barrier at the the median; replacing the I-70 bridges over East Fork Whitewater River; widening and improving 40 bridges to accommodate the added travel lanes; rehabilitating and replacing culverts; and improving the storm water drainage system. Additionally, existing lighting, signage, and guardrail/ barrier systems would be upgraded. There will be no work to structures at the rest area and weigh station.

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

   Summer 2024

6. Please enter the date of the bridge assessment:

   See table

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation

agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

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).

TREE REMOVAL AMM 4
Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or
documented foraging habitat any time of year.

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.

LIGHTING AMM 1
Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2
Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on April 03, 2023. 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 endangered **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.

IPAC USER CONTACT INFORMATION

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

REVIVE I-70
MORE LANES, SAFER TRAVEL

Table 1. Bridge Inspection Summary - Revive I-70

Bridge No.	Structure No.	Date Inspected	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
1	I70-136-05159 DEBL	6/14/2022	No	**Yes**	I70 EB over Whitewater River	Deck Replacement & Widening
2	I70-136-05159 DWBL	6/14/2022	No	**Yes**	I70 WB over Whitewater River	Deck Replacement & Widening
3	I70-136-05252 CWBL	6/14/2022	No	**Yes**	I70 WB over Whitewater River Overflow	SS Replacement & Widening
4	I70-136-05252 CEBL	6/14/2022	No	**Yes**	I70 EB over Whitewater River Overflow	SS Replacement & Widening
5	001-89-04968C	7/26/2022	No	No	SR1 over I70	Thin Deck Overlay
6	I70-137-04969 DWBL	6/14/2022	No	No	I70 WB over Martindale Creek	Thin Deck Overlay & Widening
7	I70-137-04969 DEBL	6/14/2022	No	No	I70 EB over Martindale Creek	Thin Deck Overlay & Widening
8	I70-139-04970 CEBL	7/26/2022	No	No	I70 EB over Jacksonburg Rd.	Rigid Deck Overlay & Widening
9	I70-139-04970 CWBL	7/26/2022	No	No	I70 WB over Jacksonburg Rd.	Rigid Deck Overlay & Widening
10	I70-139-04971 CEBL	6/14/2022	No	No	I70 EB over Plum Creek	SS Replacement & Widening
11	I70-139-04971 CWBL	6/14/2022	No	No	I70 WB over Plum Creek	SS Replacement & Widening
12	I70-141-04972 DEBL	6/16/2022	No	**Yes**	I70 EB over Greens Fork	Rigid Deck Overlay & Widening
13	I70-141-04972 DWBL	6/16/2022	No	**Yes**	I70 WB over Greens Fork	Rigid Deck Overlay & Widening
14	I70-141-04973 A	7/26/2022	No	No	Washington Rd. over I70	SS Replacement
15	I70-145-04521 CEBL	6/20/2022	No	**Yes**	I70 EB over Nolands Fork	Thin Deck Overlay & Widening
16	I70-145-04521 CWBL	6/20/2022	No	**Yes**	I70 WB over Nolands Fork	Thin Deck Overlay & Widening
17	I70-145-04522 C	7/26/2022	No	No	CR40 over I70	Beam Painting
18	I70-147-02259 CEBL	N/A	N/A	N/A	I70 EB over NSRR	Rigid Deck Overlay & Widening
19	I70-147-02259 CWBL	N/A	N/A	N/A	I70 WB over NSRR	Rigid Deck Overlay & Widening
20	I70-147-04523 BEBL	7/26/2022	No	No	I70 EB over Round Barn Rd.	SS Replacement & Widening
21	I70-147-04523 CWBL	7/26/2022	No	No	I70 WB over Round Barn Rd.	SS Replacement & Widening
22	I70-148-04525 CEBL	6/27/2022	No	No	I70 EB over Clear Creek	SS Replacement & Widening
23	I70-148-04525 JCWB	6/27/2022	No	No	I70 WB over Clear Creek	SS Replacement & Widening
24	35-89-04526 JBNB	7/26/2022	No	No	US35 NB over I70	Beam Painting
25	35-89-04526 BSBL	7/26/2022	No	No	US35 SB over I70	Beam Painting
27	I70-149-02260 CEBL	7/26/2022	No	No	I70 EB over Cardinal Greenway	Thin Deck Overlay & Widening
28	I70-149-02260 CWBL	7/26/2022	No	No	I70 WB over Cardinal Greenway	Thin Deck Overlay & Widening
29	I70-150-04527 BEBL	7/26/2022	No	No	I70 EB over CR 500 E Old SR 627 (Union Pike)	SS Replacement & Widening
30	I70-150-04527 BWBL	7/26/2022	No	No	I70 WB over CR 500 E Old SR 627 (Union Pike)	SS Replacement & Widening
31	I70-150-04528 CEBL	6/15/2022	No	No	I70 EB over W FK/E Fk Whitewater River	SS Replacement & Widening

32	I70-150-04528 CWBL	6/15/2022	No	No	I70 WB over W FK/E Fk Whitewater River	SS Replacement & Widening
33	I70-152-04531 BEBL	6/15/2022	No	**Yes**	I70 EB over M FK/E Fk Whitewater River	Rigid Deck Overlay & Widening
34	I70-152-04531 JBWB	6/15/2022	No	**Yes**	I70 WB over M FK/E Fk Whitewater River	Rigid Deck Overlay & Widening
35	I70-153-04675 A	7/26/2022	No	No	CR38 (Smyrna Rd.) over I70	Beam Painting
36	I70-154-10118 EBL	7/28/2022	No	No	I70 EB over SR121	Widening Only
37	I70-154-10119 WBL	7/28/2022	No	No	I70 WB over SR121	Widening Only
38	I70-154-04534 BEBL	6/14/2022	No	No	I70 EB over E FK/E FK Whitewater River	Full Replacement
39	I70-154-04534 BWBL	6/14/2022	No	No	I70 WB over E FK/E FK Whitewater River	Full Replacement
40	I70-154-02262 CEBL	9/18/2022	No	No	I70 EB over Access Road	Rigid Deck Overlay & Widening
41	I70-154-02262 CWBL	9/18/2022	No	No	I70 WB over Access Road	Rigid Deck Overlay & Widening
42	I70-156-04536 EWBL	7/26/2022	No	**Yes**	I70 WB over US40	Widening Only
43	I70-156-04536 EEBL	7/26/2022	No	**Yes**	I70 EB over US40	Widening Only
44	I70-142-04974 A	7/26/2022	No	No	Mineral Springs over I70	No work
45	I70-148-08070 A	7/26/2022	No	No	Salisbury Rd over I70	No work
46	027-89-08174 A	7/26/2022	No	No	US27 over I70	No work
47	227-89-04530 C	7/26/2022	No	No	SR227 over I70	No work
48	I70-153-04532 A	7/26/2022	No	No	Reservoir Rd over I70	No work

REVIVE I-70
MORE LANES, SAFER TRAVEL

Table 2. Culvert Summary - Revive I-70

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
1	CV I70-089-135.86	7/20/2022	No	No	2.6 mi East of Wayne/Henry Line	Replacement
2	CLV-75503	5/4/2023	No	No	0.64 mi West of SR 1	Replacement
3	CLV-75509	5/4/2023	No	No	1.27 mi East of SR 1	Replacement
4	CLV-75510	5/4/2023	No	No	1.56 mi East of SR 1	Replacement
5	CLV-75511	5/4/2023	No	No	1.85 mi East of SR 1	Replacement
6	CLV-75506	5/4/2023	No	No	Westbound I-70 Exit Ramp to SR 1	Replacement
7	CLV-75507	5/4/2023	No	No	SR 1 to Eastbound I-70 Entrance Ramp	Removal
8	CLV-75514	5/4/2023	No	No	Washington Road North of I-70	Add Bored Pipe
9	CLV-75513	5/4/2023	No	No	Washington Road South of I-70	Add Bored Pipe
10	CV I70-089-137.13	7/20/2022	No	No	3.9 mi East Wayne/Henry Line	Lining (To be completed prior to this project)
11	CLV-75505	5/4/2023	No	No	SR 1 to Westbound I-70 Entrance Ramp	Replacement
12	CLV-75512	5/4/2023	No	No	0.70 mi West of Washington Road	Replacement
13	Not in Asset Viewer	5/4/2023	No	No	Eastbound I-70 Exit Ramp to SR 1	Replacement
14	CLV-75504	5/4/2023	No	No	0.50 mi West of SR 1	Removal (Not to be replaced)
15	CLV-75508	5/4/2023	No	No	0.95 mi West of SR 1	Removal (Not to be replaced)

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
16	CLV 75515	6/16/2022	No	No	0.57 mi East of Washington Street	Existing structure to be replaced, grading around upstream and downstream of culvert.
17	CV I70-089-142.19	7/20/2022	No	No	0.93 mi East of Washington Street	Existing structure to be replaced, grading around upstream and downstream of culvert.
18	CV I70-089-143.12	7/20/2022	No	No	0.32 mi East of Mineral Springs Road	Existing structure to be replaced, grading around upstream and downstream of culvert.
19	CV I70-089-144.08	8/26/2022	No	No	1.30 mi East of Mineral Springs Road	Existing structure to be replaced, the downstream end will be regraded
20	CLV 75519	6/20/2022	No	No	0.11 mi West of Centerville Road	Existing structure to be replaced and ditch grading on the downstream side
21	CLV 75520	5/4/2023	No	No	0. mi South of Centerville Road	Existing structure to be replaced and ditch grading on the upstream and downstream side
22	CLV 75521	5/4/2023	No	No	0.0 mi North of Centerville Road	Existing structure to be replaced and ditch grading on the upstream and downstream side
23	CLV 75522	5/4/2023	No	No	0.07 mi West of Centerville Road	Existing structure to be replaced, grading around upstream and downstream of culvert.
24	CV I70-089-145.60	8/26/2022	No	No	0.31 mi East of Centerville Road	Existing structure to remain

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
25	CLV 75523	5/4/2023	No	No	1.0 mi West of Round Barn Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
26	CLV 75524	5/4/2023	No	No	0.62 mi West of Round Barn Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
27	CV I70-089-147.71	5/4/2023	No	No	0.13 mi East of Round Barn Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
28	CLV 75525	5/4/2023	No	No	0.18 mi West of Salisbury Road	Existing structure to be replaced and ditch grading on the upstream and downstream side
29	CLV 75529	5/4/2023	No	No	0.09 mi West of Salisbury Road4	Existing structure to be replaced and ditch grading on the upstream and downstream side
30	CLV 75530	9/14/2022	No	No	0.28 mi West of US 35	Existing structure to be replaced and ditch grading on the upstream and downstream side
31	CLV 75531	5/4/2023	No	No	0.15 mi West of US 35	Existing Structure will be moved based on new interchange layout
32	CLV 75532	5/4/2023	No	No	0.04 mi West of US 35	Existing Structure will be moved based on new interchange layout

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
33	CLV 75533	5/4/2023	No	No	0.13 mi West of US 35	Existing Structure will be moved based on new interchange layout
34	CLV 75534	5/4/2023	No	No	0.00 mi East of US 35	Existing Structure will be moved based on new interchange layout
35	CLV 75536	5/4/2023	No	No	0.06 mi East of US 35	No work is proposed
36	CLV 75538	5/4/2023	No	No	0.00 mi East of US 35	Existing structure will be replaced
37	CLV 75539	5/4/2023	No	No	Waiting for Information	Existing Structure will be replaced
38	CLV 75540	5/4/2023	No	No	0.06 mi East of US 35, RP 6+50	Existing structure will be eliminated based on new interchange layout
39	CLV 75541	5/4/2023	No	No	0.34 mi East of US 35	Existing structure to be replaced and ditch grading on the upstream and downstream sides
40	CLV I70-089-149.61	8/26/2022	No	No	0.65 mi East of US 35	Existing structure to be replaced and ditch grading on the upstream and downstream sides
41	CLV 75542	8/26/2022	No	No	0.73 mi East of US 35	Existing structure will be removed and replaced with a single structure that will carry flow from CLV 75543 as well

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
42	CLV 75543/ CV 170-089-149.79	5/4/2023	No	No	0.74 mi East of US 35	Existing structure will be replaced with a single crossing
43	CLV 75544	5/4/2023	No	No	0.26 mi West of Union Pike Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
44	CLV 75545	5/4/2023	No	No	0.16 mi West of Union Pike Road, RP 790+70	Culvert will be removed as the ditch drains to CLV 75544 and does not go to this culvert.
45	CLV 75546	5/4/2023	No	No	0.14 mi West of Union Pike Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
46	CLV 75548	5/4/2023	No	No	0.10 mi West of Union Pike Road	Culvert will be removed as the ditch drains to CLV 75546 and does not go to this culvert
47	CLV 75549	6/14/2022	No	No	0.02 mi West of Union Pike Road	Culvert is listed as abandoned and will not be replaced
48	CLV 75551	6/14/2022	No	No	0.07 mi East of Union Pike Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
49	CLV 75553	6/15/2022	No	No	0.04 mi East of US-27	Existing structure will be abandoned as the upstream ditch continues east and the skew is very bad

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
50	CV I70-089-151.67	8/26/2022	No	No	0.57 mi East of US-27	No work is proposed
51	CLV 75554	6/15/2022	No	No	0.67 mi East of US-27	Existing structure to be replaced and ditch grading on the upstream and downstream sides
52	CV I70-089-151.90	8/26/2022	No	No	0.81 mi East of US-27	Existing structure to be replaced and ditch grading on the upstream and downstream sides
53	CLV 94999	6/15/2022	No	No	0.86 mi East of US-27	Existing structure to be replaced and ditch grading on the upstream and downstream sides
54	CLV 94732	6/15/2022	No	No	0.47 mi West of SR 227	Existing structure to be replaced and ditch grading on the upstream and downstream sides
55	CLV 75555	6/15/2022	No	No	0.28 mi West of SR 227	Existing structure to be abandoned
56	CLV 75556	5/4/2023	No	No	0.12 mi West of SR 227	Existing structure to be replaced and ditch grading on the downstream side
57	CLV 65955	5/4/2023	No	No	0.09 mi West of SR 227	Existing structure to be replaced and ditch grading on downstream side

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
58	CLV 75557	5/4/2023	No	No	0.03 mi West of SR 227	Existing structure to be replaced and ditch grading on downstream side
59	CLV 75559	5/4/2023	No	No	0.0 mi East of Smyrna Road	Existing structure to be replaced and ditch grading on the upstream and downstream side
60	CLV 75560	5/4/2023	No	No	0.0 mi East of Smyrna Road	Existing structure to be replaced and ditch grading on the upstream and downstream side
61	CV I70-089-153.15	8/26/2022	No	No	0.11 mi East of Smyrna Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
62	CLV 75561	5/4/2023	No	No	0.27 mi East of Smyrna Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
63	CLV 75563	5/4/2023	No	No	0.38 mi West of Reservoir Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
64	CLV 75562	5/4/2023	No	No	0.30 mi West of Reservoir Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
65	CLV 94738	5/4/2023	No	No	0.22 mi West of Reservoir Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
66	CLV 75564	5/4/2023	No	No	0.13 mi West of Reservoir Road	Existing structure to be replaced and ditch grading on the upstream and downstream sides
67	CLV 94740	5/4/2023	No	No	0.19 mi West of SR 121	Removal (Not to be replaced)
68	CV I70-089-154.44	8/26/2022	No	No	0.13 mi West of SR 121	Existing structure to be replaced and ditch grading on the upstream and downstream side
69	CV 170-089-154.81)	5/4/2023	No	No	0.27 mi East of SR 121	The existing bridge is being removed and the culvert will be changed to a ditch
70	CV 170-089-154.82	5/4/2023	No	No	0.27 mi East of SR 121	Existing structure to be replaced and ditch grading on the upstream and downstream side
71	CV I70-089-155.63	5/4/2023	No	No	0.67 mi West of US 40	No work is proposed
72	CLV 75565	5/4/2023	No	No	0.14 mi West of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side
73	CLV 75567	5/4/2023	No	No	0.08 mi West of US 40	Culvert to be removed with new interchange layout
74	CLV 75568	5/4/2023	No	No	0.02 mi West of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side

Culvert No.	Culvert/BIAS No.	Date Inspected *	Evidence of Bats?	Evidence of Birds?	Location/Crossing	Scope of Work
75	CLV 75569	5/4/2023	No	No	0.02 mi East of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side
76	CLV 75570	5/4/2023	No	No	0.02 mi West of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side
77	CLV 75571	5/4/2023	No	No	0.02 mi East of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side
78	CLV 75572	5/4/2023	No	No	0.10 mi East of US 40	Culvert to be removed with new interchange layout
79	CLV 75573	5/4/2023	No	No	0.02 mi East of US 40	Existing structure to be replaced and ditch grading on the upstream and downstream side
80	CLV 75574	5/4/2023	No	No	0.04 mi East of US 40	Culvert to be removed with new interchange layout
81	CLV 77500	5/4/2023	No	No	0.02 mi West of US 40	Culvert to be removed with new interchange layout

Subject: FW: [--EXTERNAL--]: RE: Bald Eagle Nests, Revive I-70, Wayne County, Indiana
Attachments: 0945 T&E CHA Revive I-70 Improvement Project, Wayne County.pdf

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From: Davis, Taylor <TDavis@dnr.IN.gov>
Sent: Tuesday, October 3, 2023 2:35 PM
To: Baughman, Molly <MBaughman@chacompanies.com>
Cc: Geissler, Aidan <AGeissler@indot.IN.gov>; Curry, Jennifer <JCurry1@indot.IN.gov>
Subject: [--EXTERNAL--]: RE: Bald Eagle Nests, Revive I-70, Wayne County, Indiana

Good afternoon all,

I have reviewed the project site and the following is additional information on the distance of the bird nest sites to the highway project. There was also an Osprey observation so I included that just in case as well.

- Bald eagle nest site – Martindale State Fishing Area: greater than 660ft buffer (~0.35 miles away)
- Bald eagle nest site – Richmond Middle Fork Res: greater than 660ft buffer (~0.20 miles away)
- Osprey nest site – Richmond Middle Fork Res: greater than 660ft buffer (~0.22 miles away and no recent nest activity)

Don't hesitate to let me know if there is anything I can follow up on. Thank you!

Taylor
Taylor Davis Astle (she/her)
Data Manager, IN Natural Heritage Data Center
Indiana Department of Natural Resources
317-233-2558 (O)
tdavis@dnr.in.gov

From: Baughman, Molly <MBaughman@chacompanies.com>
Sent: Wednesday, September 27, 2023 3:03 PM
To: Davis, Taylor <TDavis@dnr.IN.gov>
Cc: Geissler, Aidan <AGeissler@indot.IN.gov>
Subject: Bald Eagle Nests, Revive I-70, Wayne County, Indiana

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Good afternoon Taylor,

Do you have information/locations of known bald eagle nests in Wayne County, Indiana?

I am requesting this information to determine if any bald eagle nests are known within 660 ft of the Revive I-70 road improvement project (Lead Des. No. 2002424) from approximately 1.5 miles west of the I-70/SR-1 interchange to the Indiana/Ohio State Line. For reference, attached is a kmz and shapefile of the project area (construction limits).

Thank you!

Kind regards,

Molly Baughman
CHA
Office: (317) 493-3048

October 3, 2023

INDIANA HERITAGE DATA WITHIN 0.5 MILE OF:

Revive I-70 Improvement Project, Wayne County

Sci. Name	Com. Name	State	Fed.	Date	Site	Comments
Bird						
Haliaeetus leucocephalus	bald eagle			2020	MARTINDALE STATE FISHING AREA	NEST SITE
Haliaeetus leucocephalus	bald eagle			2021	RICHMOND MIDDLE FORK RES	NEST SITE
Pandion haliaetus	Osprey	SSC		0	RICHMOND - NORTH MIDDLE FORK RESERVOIR - NEST PLATFORM	NEST SITE

Fed: E = Federal endangered; T = Federal threatened; C = Federal candidate species

State: SE = State endangered; ST= State threatened; SR = State rare; SSC = State species of special concern; SG = State significant; no rank - not ranked but tracked to monitor status