



CE-4

APPENDIX C: EARLY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

June 28, 2021

Sample Early Coordination Letter

To Early Coordination Mailing List.

Re: Early Coordination Letter
Des. No. 1900162
I-64 Improvement Project
From US 150 to Spring Street and I-265, from I-64 to Green Valley Road
Floyd County, Indiana

Dear Resource Agency or Stakeholder,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an improvement project on I-64 in Floyd County, Indiana. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed 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 effects. This study will be conducted in accordance with the National Environmental Policy Act (NEPA). **INDOT and FHWA have not yet determined the NEPA class of action for the project (i.e., Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).** This determination will be made once more details about the proposed action are defined and potential human and natural environmental resources near the project have been identified.

Project Location: The I-64 Improvement Project is approximately 5.67 miles long, located on I-64 from approximately US 150 to Spring Street in New Albany, Floyd County, Indiana. Additional work is anticipated on I-265 from I-64 to Green Valley Road and on US 150 from I-64 to 900 feet north of Old Vincennes Road (east leg). It is within Georgetown, Lafayette, and New Albany Townships, as shown on the Georgetown and New Albany, Indiana USGS Topographic Quadrangles, in Sections 22, 27, 28, 29, 30, 31, 32, 33, and 34 in Township 2 South and Range 6 East, and Sections 2 and 3 in Township 3 South and Range 6 East.

Existing Conditions: I-64 and I-265 are classified as Interstates and are part of the National Highway System and National Truck Network. US 150 is an Urban Minor Arterial and is on the National Truck Network. I-64 from US 150 to I-265 has five 12-foot through lanes (three westbound and two eastbound). I-64 from I-265 to Spring Street has a total of six 12-foot lanes (three in each direction). I-265 has a total of four 12-foot lanes (two in each direction). US 150 within the project area has two lanes in each direction. There are 14 bridges and 14 culverts within the project limits. Summary tables are provided below.

Preliminary Purpose and Need: The need for the project is due to existing traffic congestion as demonstrated by poor levels of service (LOS) on the interstate and interchange components within the project area. Analysis of crash history for 2017, 2018, and 2019 shows that approximately 88% of the crashes appear to be of types related to inadequate capacity due to slow or stopped traffic.

The purpose of the project is to reduce congestion and improve the LOS on the interstate and interchange components.

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Proposed Project: The project is anticipated to include the following elements:

1. Addition of a travel lane in each direction on I-64 from US 150 to Spring Street, except for westbound I-64 between I-265 and Spring Street where no lanes will be added. In most areas, the additional lanes will be added to the median. Rock cuts will be necessary in some areas. The median may also be widened in some areas.
2. Addition of travel/auxiliary lanes on I-265 from State Street to I-64. Lanes will be added to both the median and outside of I-265.
3. Addition of lanes on the I-64/US 150 and I-64/I-265 interchange exit and entrance ramps.
4. Traffic signal improvements at ramp terminal intersections, if determined necessary.
5. Replacement and/or rehabilitation of pavement on I-64 and I-265.
6. Relocation of ramps within the I-64/I-265 interchange, construction of new bridges is anticipated to accommodate the ramp relocations.
7. Replacement, widening, and painting of bridges throughout the project area.
8. Replacement of culverts and storm sewers, and construction of detention basins.
9. Installation of guardrail as needed along I-64.
10. Replacement and addition of signage and pavement markings.
11. Replacement and addition of lighting.
12. Above ground and underground utility relocations.
13. Possible acquisition of new right-of-way and building demolition for any relocations.
14. A noise analysis will be completed for the project. As part of this analysis, possible noise barriers could be identified and analyzed to determine if they are reasonable and feasible in accordance with INDOT’s Traffic Noise Analysis Procedure (2017).

Bridges

Existing Bridges to be Replaced, Widened, or Painted		
Location	Construction Date	Bridge #
EB US 150 over I-64	1966	150-22-04983 AEBL
WB US 150 over I-64	1966	150-22-04983 AWBL
EB I-64 over Quarry Rd.	1965	I-64-120-04984 JBEB
WB I-64 over Quarry Rd.	1965	I-64-120-04984 CWBL
WB I-64 over EB I-64 ramp to EB I-265	1965	I-64-121-04985 RCB
WB I-64 over WB I-265 ramp to EB I-64	1965	I-64-121-04985 RBB
WB I265 ramp to EB I-64 over EB I-64 ramp to EB I-265	1972	(I-64) I-265-00-05228B
EB I-64 over Captain Frank Rd.	1965	I-64-121-04986 JCEB
WB I-64 over Captain Frank Rd.	1965	I-64-121-04986 CWBL
EB and WB I-64 over Cherry St.	1965	I-64-122-04988C
I-64 over Fall Run at SBEX / NBEN gore of Spring St I/C	1965	I64-123-04687
EB I-265 & Ramp over State St.	1972/1983	I-265-00-05513 JBEB & DRCA
US 150 EB over Little Indian Creek	1965	150-22-05230 BEB
US 150 WB over Little Indian Creek	1965	150-22-05230 BWB

Culverts

Location	Stream	CV Asset ID
I-265 WB at I-64 I/C	UNT Valley View Creek	CV I265-022-0WB R1
I-265, at State St I/C NBEX Gore	Trinity Run	CV I265-022-0.71
I-265, at State St I/C SBEX Gore	UNT Green Run	CV I265-022-1.05
I-265, 500 ft N of Glenview Heights Road	Green Run	CV I265-022-1.35
I-265, 1500 ft W of Green Valley Road	UNT Falling Run	CV I265-022-1.57
I-265, 700 ft W of Green Valley Road	Lost Knob Brook	CV I265-022-1.70
I-64, at SR 150 I/C WBEN Gore	UNT Little Indian Creek	CV I64-022-119.35
I-64, 1800 ft W of I-265 I/C	UNT Valley View Creek	No Str. Number
I-64, at west end of I-265 I/C	Hill Brook	No Str. Number
I-64 WB and I-64 EBR at I-265 I/C	UNT Valley View Creek	CV I64-022-121.61 R
I-64 WB at I-265 I/C	UNT Valley View Creek	CV I64-022-121.71 EB
I-64 EB at Captain Frank Road	UNT Valley View Creek	CV I64-022-121.95 EB
I-64 WB at I-265 I/C	UNT Valley View Creek	CV I64-022-122.14 W
Along I-64 EB	Valley View Creek	CV I64-022-122.90 EB ADJ

Right-of-Way: Additional right-of-way may be required for the project. At this time, the exact right-of-way needs are not known. Utility coordination will be completed to verify location of surrounding utilities for potential relocation.

Maintenance of Traffic (MOT): The maintenance of traffic plan will include maintaining the existing number of lanes of traffic in each direction (two to three depending on location) through the majority of construction. Intermittent lane restrictions will be implemented on I-64 and I-265. It is anticipated that Quarry Road, Captain Frank Road and Cherry Street will be closed for periods during construction of the bridges overhead and construction of foundations adjacent to the roadway. Nighttime closures may be required for construction activities along State Street.

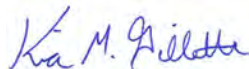
Surrounding Resources: Land use in the vicinity of the project is primarily forested, residential, and commercial. There are approximately 18 rivers and streams flowing within or adjacent to the project area. A Waters of the US Report will be prepared to document wetlands and streams. Tree clearing will be required within the construction limits. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat and the Information for Planning and Consultation (IPaC) on-line tool will be utilized to determine if there will be impacts to these bats.

The project area is near the karst region of the state. A karst study will be completed to determine if any karst features are present within the project area.

Coordination will occur with INDOT Cultural Resources Office to evaluate the project area for archaeological and historic resources and for Section 106 compliance.

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 Kia Gillette, of HNTB Corporation, at kgillette@hntb.com or 317-917-5240; or Greg Prince, INDOT Project Manager, at gprince@indot.in.gov or 812-524-3783. Thank you in advance for your input.

Sincerely,
HNTB CORPORATION



Kia M. Gillette
Environmental Project Manager

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Employer**



Attachments: Project Location Map
USGS 7.5 Minute Topographic Quad Map
Photograph Map Key
Project Site Photographs

Attachments were removed to reduce file size. Maps and photographs can be found in Appendix B.

Cc:

Greg Prince, INDOT Project Manager
Ron Bales, INDOT Environmental Policy Manager
Brandon Miller, INDOT Senior Environmental Manager
Dan Thatcher, HNTB Project Manager

Early Coordination Mailing List

Jeff Gahan, New Albany Mayor
Todd Bailey, New Albany Police Department
Matthew Juliot, New Albany Fire Department
Joe Ham, New Albany Street Department
Christopher Gardner, New Albany Flood Control Department
Alicia Meredith, New Albany Parks and Recreation
Scott Wood, New Albany Planning & Zoning (Floodplain Administrator)
April Dickey, New Albany Utilities
David Brewer, New Albany Township Trustee
Bill Gibson, Floyd County Surveyor
Frank Loop, Floyd County Sheriff
Horacio Urieta, Floyd County Engineer
Justin Tackett, Floyd County Plan Commission Director (Floodplain Administrator)
Chris Moore, Floyd County Stormwater
Shawn Carruthers, Floyd County Commissioner
Bradley Snyder, New Albany Floyd County Schools Superintendent
Kent Barrow, Floyd County Emergency Management Agency
Wesley Chapel United Methodist Church
Cherry Street Church of Christ
Cherry Valley Par-3 Golf Course, City of New Albany Parks & Recreation
Pleasant Valley Golf Practice Facility
Amy Huber, Holy Family School
Barbara, Burke Fondren, Community Montessori School
Missy Hooks, Green Valley Elementary School
Chris Kane, Scribner Middle School
Children's Academy Early Learning Center New Albany
Gregory Andres, Andres Center (NPDES Permit Holder)
Ed Wilmot, Fairfield Inn and Suites (NPDES Permit Holder)
Jarrett Haley, Kentuckiana Regional Planning & Development Agency (KIPDA) Executive Director
David Dye, INDOT Environmental Manager, Seymour District
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish and Wildlife
Deborah Snyder, US Army Corps of Engineers, Louisville District
Rick Neilson, Natural Resources Conservation Service
Erica Tait, Federal Highway Administration Planning and Environmental Specialist
Robin McWilliams-Munson, US Fish and Wildlife Service
National Park Service, Midwest Regional Office
Melanie H. Castillo, US Department of Housing and Urban Development
Alisha Turnbow, Indiana Department of Environmental Management, Groundwater Section
Indiana Geological and Water Survey (via web form)
Indiana Department of Environmental Management (via web form)



INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric J. Holcomb, Governor
Michael Smith, Commissioner

April 13, 2023

New Beginnings Community Church

Re: Early Coordination Letter
Des. No. 1900162
Improve 64 Project
From US 150 to Main Street and I-265, from I-64 to Green Valley Road
Floyd County, Indiana

To Whom it May Concern,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with the Improve 64 project in Floyd County, Indiana. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed 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 effects. This study will be conducted in accordance with the National Environmental Policy Act (NEPA). **INDOT and FHWA have not yet determined the NEPA class of action for the project (i.e., Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).** This determination will be made once more details about the proposed action are defined and potential human and natural environmental resources near the project have been identified.

Project Location: The Improve 64 project is approximately 5.67 miles long and will include work on sections of I-64, I-265, and US 150. The proposed project limits will extend northwest along I-64 for approximately 4.23 miles from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 1.75 miles north-northeast to approximately the Green Valley Road overpass. It is within Georgetown, Lafayette, and New Albany Townships, as shown on the Georgetown and New Albany, Indiana USGS Topographic Quadrangles, in Sections 22, 27, 28, 29, 30, 31, 32, 33, and 34 in Township 2 South and Range 6 East, and Sections 2 and 3 in Township 3 South and Range 6 East.

Existing Conditions: I-64 and I-265 are classified as Interstates and are part of the National Highway System and National Truck Network. US 150 is an Urban Minor Arterial and is on the National Truck Network. I-64 from US 150 to I-265 has five 12-foot through lanes (three westbound and two eastbound). I-64 from I-265 to Spring Street has a total of six 12-foot lanes (three in each direction). I-265 has a total of four 12-foot lanes (two in each direction). US 150 within the project area has two lanes in each direction. There are 14 bridges and 14 culverts within the project limits. Summary tables are provided below.

Preliminary Purpose and Need: The need for the project is due to existing traffic congestion as demonstrated by poor levels of service (LOS) on the interstate and interchange components within the project area, and the deteriorating condition of the existing pavement.

The purpose of the project is to reduce congestion and improve the LOS and address deteriorating pavement on the interstate and interchange components.

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Proposed Project: The project is anticipated to include the following elements:

1. Addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street. In most areas, the additional lanes will be added to the median where rock excavation will be necessary.
2. Addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street. The auxiliary lane will be added on the outside and the travel lane added within the median.
3. Addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150.
4. Replacement and/or rehabilitation of pavement on I-64, I-265, and US 150.
5. Relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange. Construction of a new bridge on eastbound I-64 is required to accommodate the ramp relocation.
6. Replacement, widening, and deck rehabilitation of bridges throughout the project area.
7. Replacement of culverts and storm sewers, and construction of detention basins
8. Installation of guardrail and concrete barrier wall as needed along I-64.
9. Replacement and addition of signage, lighting, ITS conduit, and pavement markings.
10. Above-ground and underground utility relocations.
11. Acquisition of new right-of-way and drainage easement(s).
12. Construction of retaining walls at multiple locations to minimize right-of-way acquisition and to accommodate new traffic lanes added within the narrowed median along I-64 between US 150 and the Captain Frank Road overpass, east of the I-265/I-64 system interchange ramps.
13. Possible noise barrier construction along I-64 and I-265 pending the results of public involvement in accordance with INDOT's Traffic Noise Analysis Procedure (2022).

Bridges

Existing Bridges to be Replaced, Widened, or Painted		
Location	Construction Date	Bridge #
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Right-of-Way: Additional right-of-way may be required for the project. At this time, the exact right-of-way needs are not known. Utility coordination will be completed to verify location of surrounding utilities for potential relocation.

Maintenance of Traffic (MOT): The maintenance of traffic (MOT) plan is to maintain the existing number of lanes of traffic in each direction to the maximum extent possible. Intermittent lane restrictions will be implemented on I-64 and I-265 during off peak hours. Quarry Road, Captain Frank Road, Cherry Street and Spring Street will be closed for short durations during construction of the bridges above, and construction of foundations adjacent to, those roadways. Interchange ramps at the I-64/US 150, I-64/I-265, and I-64/State Street interchanges will require short-term off-peak closures. Additional longer-term closures of ramps at I-64/Spring Street interchange will be necessary. These longer-term closures will likely last 4-6 months.

Surrounding Resources: Land use in the vicinity of the project is primarily forested, residential, and commercial. There are approximately 18 rivers and streams flowing within or adjacent to the project area. A Waters of the US Report will be prepared to document wetlands and streams. Tree clearing will be required within the construction limits. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat and the Information for Planning and Consultation (IPaC) on-line tool will be utilized to determine if there will be impacts to these bats.

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Sincerely,
HNTB CORPORATION



Dan Logsdon
Environmental Planner IV

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Kia Gillette, HNTB Environmental Project Manager



INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric J. Holcomb, Governor
Michael Smith, Commissioner

May 11, 2023

The City of New Albany, Indiana – Stormwater Department

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Phil Aldridge,

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3. Addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150.
4. Replacement and/or rehabilitation of pavement on I-64, I-265, and US 150.
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Maintenance of Traffic (MOT): The maintenance of traffic (MOT) plan is to maintain the existing number of lanes of traffic in each direction to the maximum extent possible. Intermittent lane restrictions will be implemented on I-64 and I-265 during off peak hours. Quarry Road, Captain Frank Road, Cherry Street and Spring Street will be closed for short durations during construction of the bridges above, and construction of foundations adjacent to, those roadways. Interchange ramps at the I-64/US 150, I-64/I-265, and I-64/State Street interchanges will require short-term off-peak closures. Additional longer-term closures of ramps at I-64/Spring Street interchange will be necessary. These longer-term closures will likely last 4-6 months.

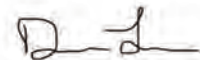
Surrounding Resources: Land use in the vicinity of the project is primarily forested, residential, and commercial. There are approximately 18 rivers and streams flowing within or adjacent to the project area. A Waters of the US Report will be prepared to document wetlands and streams. Tree clearing will be required within the construction limits. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat and the Information for Planning and Consultation (IPaC) on-line tool will be utilized to determine if there will be impacts to these bats.

The project area is near the karst region of the state. A karst study will be completed to determine if any karst features are present within the project area.

Coordination will occur with INDOT Cultural Resources Office to evaluate the project area for archaeological and historic resources and for Section 106 compliance.

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 Dan Logsdon, of HNTB Corporation, at dlogsdon@hntb.com or 463-777-3664; or Greg Prince, INDOT Project Manager, at gprince@indot.in.gov or 812-524-3783. Thank you in advance for your input.

Sincerely,
HNTB CORPORATION



Dan Logsdon
Environmental Planner IV

www.in.gov/dot/
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Employer**



Attachments: Project Location Map
USGS 7.5 Minute Topographic Quad Map
Photograph Map Key
Project Site Photographs

Attachments were removed to reduce file size. Maps and photographs can be found in Appendix B.

Cc:

Greg Prince, INDOT Project Manager
Dan Thatcher, HNTB Project Manager
Kia Gillette, HNTB Environmental Project Manager



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

July 1, 2020

66-33
HNTB Corporation
Attention: Kia M. Gillette
PO Box 44141
Indianapolis, Indiana 46244

Dear Kia M. Gillette,

RE: Wellhead Protection Area
Proximity Determination
Des No 1900162
I-64 Improvement Project, From
US 150 to Spring Street and I-265,
from I-64 to Green Valley Road
Floyd County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and aturnbow@idem.in.gov.

Sincerely,

Alisha Turnbow,
Environmental Manager
Ground Water Section, Drinking Water
Branch, Office of Water Quality



Please Reduce, Reuse, Recycle



Jeff M. Gahan, Mayor

CITY OF NEW ALBANY, INDIANA
NEW ALBANY CITY PLAN COMMISSION
NEW ALBANY BOARD OF ZONING APPEALS
SCOTT B. WOOD, DIRECTOR

12 July 2021

Kia M. Gillette
Environmental Project Manager
HNTB Corporation

VIA EMAIL

In Reference: DES. No. 1900162 I-64 Improvement Project

Ms. Gillette:

I am the Director of Planning and Zoning for the City of New Albany and I write in regards to the early coordination letter from InDOT for the I-64 Improvement Project dated 28 June 2021. I believe InDOT should be aware of a number of issues related to the proposed project, as follows:

1. Historic Resources

The City of New Albany published an updated inventory of historic structures in 1991 "City of New Albany, Interim Report: Indiana Historic Sites and Structures Report" which predominantly studied neighborhoods and development up to the cusp of American involvement in World War II. In the 30 years since that update, a significant number of post-World War II homes and structures have become eligible for listing in the National Register of Historic Places, including many in the likely Area of Potential Effects (APE) for this project. These structures are primarily residences along west side of I-64 and include Valley View Road, Captain Frank Road, Wildwood Lane, and Braeview Drive. These properties were not surveyed and so were not included in the 1991 Interim Report. The vicinity is not included in the IDNR SHAARD database. On the east side of I-64 lies a working class neighborhood and includes an early local public housing project built to house victims of the great 1937 flood (Valley View Court), and a historic African American public cemetery (Westhaven Cemetery). Some of this area is included in the 1991 Interim Report as "scattered sites" and thus is partly included in SHAARD.

2. Creeks and flooding

Valley View Creek extends along the west side of I-64, after relocation during original construction of the freeway. Valley View is an important public conveyance leading to Falling Run Creek, approximately three-quarters of a mile north of the Ohio River. Falling Run Creek drains approximately two-thirds of the land inside I-64 and I-265 (Lee Hamilton Expressway). Care in addressing these two important creeks will be

City-County Building 311 Hauss Square -Suite 329 • New Albany, Indiana 47150
Telephone: (812) 948-5333 • Indiana Statewide Relay 1-800-743-3333 (Hearing Impaired)
Fax: (812) 981-3776 • www.cityofnewalbany.com



Jeff M. Gahan, Mayor

CITY OF NEW ALBANY, INDIANA
NEW ALBANY CITY PLAN COMMISSION
NEW ALBANY BOARD OF ZONING APPEALS
SCOTT B. WOOD, DIRECTOR

required to minimize and possible future flooding.

3. *Noise*

Numerous residents along the I-64 corridor in New Albany have complained to the City about high levels of ambient noise from I-64 and, in particular, the use of engine brakes (Jake Brake) by semi trucks descending from rural Floyd County into downtown New Albany and across the Sherman Minton Bridge. Interstate noise may be worsened by the Interstate's proximity to the southern limits of the Knobstone Escarpment, which rises some 150' above the adjacent freeway. The City believes that a noise study is warranted and abatement measures will be necessary.

Please consider this letter as the City of New Albany's official request to be a consulting party as this project moves forward.

If you have any questions, you may contact me at this office.

NEW ALBANY CITY PLAN COMMISSION

Scott B. Wood
Director

Copies: Robert J. Norwood, President, New Albany City Plan Commission
Shane L. Gibson, Corporate Counsel

From: [McWilliams, Robin](#)
To: [Kia Gillette](#)
Subject: Re: [EXTERNAL] Early Coordination Letter - I-64 Improvement Project - Des. No. 1900162
Date: Wednesday, July 14, 2021 2:15:04 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Dear Kia,

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

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a “Not Likely to Adversely Affect” determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Depending on how much and how far from the roadway tree-clearing occurs, additional mitigation measures may be necessary. Please keep us informed as project details are developed. We also support karst investigations in this area.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management’s Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

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

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

[Mon-Tues 8-3:30p](#)
[Wed-Thurs 8:30-3p Telework](#)

July 15, 2021

Kia M. Gillette
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
kgillette@hntb.com

Dear Ms. Gillette:

The proposed project to make improvements along I64 from US 150 to Spring Street and I265 and from I64 to Green Valley Road in Floyd County, Indiana, (Des No 1900162), as referred to in your letter received June 28, 2021, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2021.07.15
15:48:57 -04'00'

RICK NEILSON
State Soil Scientist

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

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

DNR #: ER-23836

Request Received: June 28, 2021

Requestor: HNTB Corporation
Kia Gillette
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: Roadway improvements along I-64 from US 150 to Spring Street (New Albany), along I-265 from I-64 to Green Valley Road, and along US 150 from I-64 to 900' north of Old Vincennes Road (Georgetown); Des #1900162

County/Site info: Floyd

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 state threatened Longbeak Arrowhead (*Sagittaria australis*) and the state endangered Kirtland's Snake (*Clonophis kirtlandii*) have been documented within 1/2 mile of the project area. The Division of Nature Preserves do not anticipate any impacts to the plant species as a result of this project.

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

1) Kirtland's Snake:
As long as the project work occurs within the current right-of-way (ROW), then we do not foresee any impacts to the Kirtland's snake as a result of this project. However, if the project extends farther south than the existing ROW, mostly along the stretch of SR 64/SR 150 that approaches New Albany from the northwest, we recommend further coordination with DNR's state herpetologist, Nate Engbrecht (nengbrecht@dnr.in.gov; 812-334-1137).

2) Crossing Structures:
For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the

Attachments: A - Bridge Exemption Criteria

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

crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (<http://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, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) 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) Scour Protection/Bank Stabilization:

Limit the use of riprap on the channel banks to toe protection and do not place riprap in the bed of the channel. Use alternative erosion protection materials whenever possible. From the riprap toe protection to the top of the bank, heavy duty erosion control blankets or turf reinforcement mats or a similar bioengineering materials should be used and these materials should be seeded with native plants to allow a natural, vegetated stream bank to develop.

Attachments: A - Bridge Exemption Criteria

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

Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

5) Lighting:

If LED lighting is used there is the potential for negative impacts to fish, wildlife and botanical resources as certain types of LED lighting can have negative impacts on both human and wildlife health and safety. The International Dark-Sky Association has developed a set of recommendations for those choosing LED lighting systems. These suggestions will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution. The Division of Fish & Wildlife strongly encourages visiting the IDA's website to learn more about selecting lighting fixtures that minimize the harmful effects of lighting on humans and wildlife (see <http://darksky.org/lighting/lighting-basics/>) and about the potential negative impacts of improperly selected LED lighting systems (see <http://darksky.org/light-pollution/light-pollution-solutions/>).

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

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, 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. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
9. 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.

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: July 28, 2021

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

Attachments: A - Bridge Exemption Criteria

From: [Engbrecht, Nathan J](#)
To: [Kia Gillette](#)
Subject: RE: ER -23836, Des. No. 1900162 - Improve 64 (I-64 Added Travel Lanes) Project in Floyd County - Eastern Box Turtle (Terrapene carolina)
Date: Thursday, May 11, 2023 5:35:25 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Kia,

For a situation like this, my advice would be to relocate turtles found in the work area to an area of natural habitat immediately outside of the work zone. If this become a recurring problem, an entrenched silt fence could be installed along the edge of the work zone to serve as a barrier for keeping them out. However, the work space is large enough and in within a general forested region that occasional box turtles could wander into the workspace at various points of the work space, and I'm guessing that installing silt fence along the edge of the entire workspace isn't financially or logistically feasible. So it might be better to focus on areas with recurring box turtle encounters if you choose to go the silt fence route. Other than that, physically moving them out of the way probably be the most simple solution, although there's no guarantee they'll stay out.

Not sure how much this helps, but that would be my suggestion. Thanks for reaching out on this, and let me know if you have any other questions.

-Nate

Nate Engbrecht

Herpetologist
Indiana Department of Natural Resources
5596 E. State Road 46
Bloomington, IN 47401
(812) 334-1137
nengbrecht@dnr.in.gov

** Please let us know about the quality of our service by taking this [brief customer survey](#).*

From: Kia Gillette <kgillette@HNTB.com>
Sent: Monday, May 08, 2023 7:32 AM
To: Engbrecht, Nathan J <NEngbrecht@dnr.IN.gov>
Cc: Dan Logsdon <dlogsdon@HNTB.com>
Subject: ER -23836, Des. No. 1900162 - Improve 64 (I-64 Added Travel Lanes) Project in Floyd County - Eastern Box Turtle (Terrapene carolina)

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

Nate,

Organization and Project Information

Project ID: 1900162
Des. ID: 1900162
Project Title: I-64 Added Travel Lanes
Name of Organization: HNTB Corporation
Requested by: Dan Logsdon

Environmental Assessment Report

1. Geological Hazards:

- Potential Karst
- 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:

- None documented in the area

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

DISCLAIMER:

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

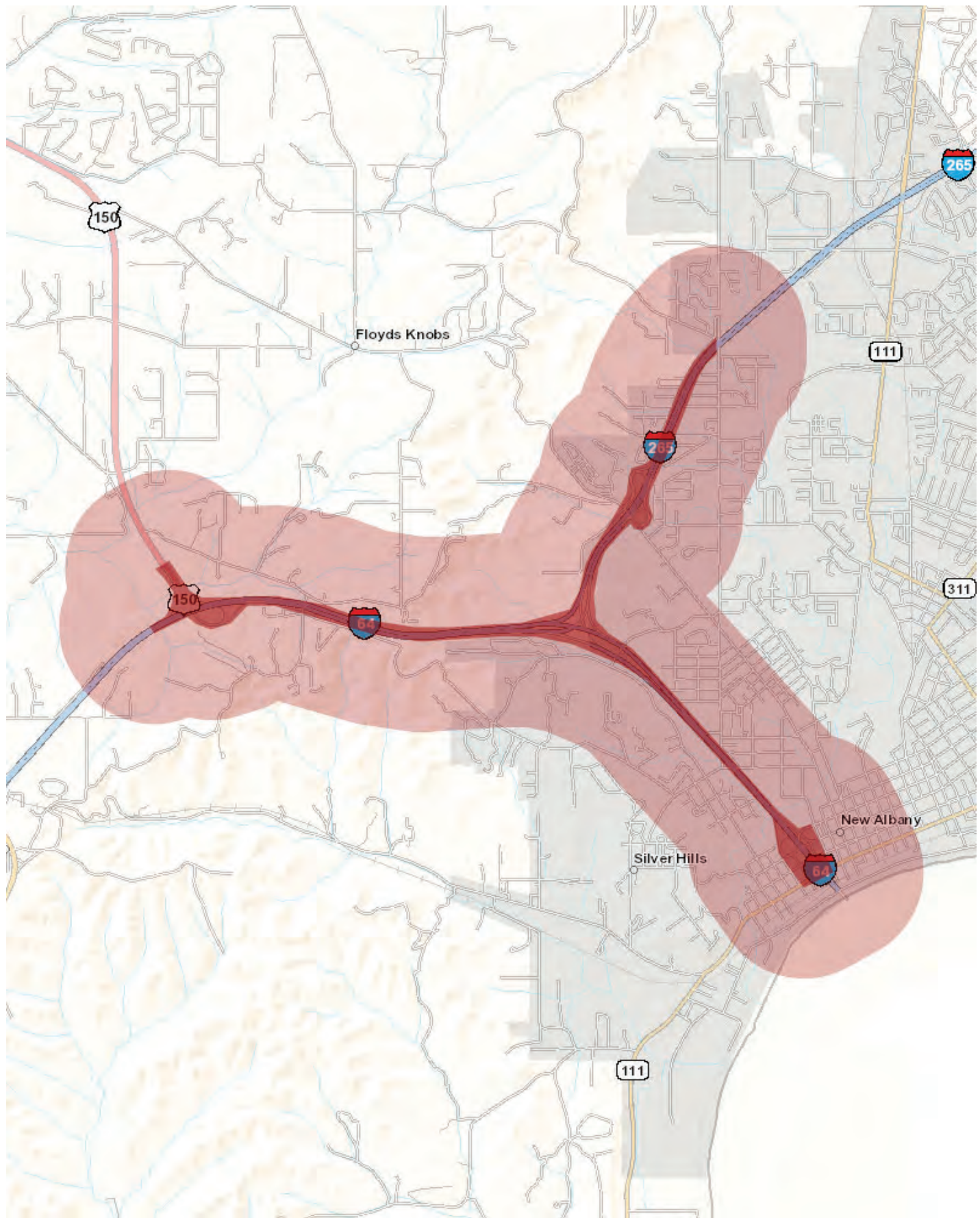
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: April 29, 2023



Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA)

Range-wide Programmatic Consultation for
Indiana Bat and Northern Long-eared Bat

Project Submittal Form

Updated June 2019

The use of the Assisted Determination Key in the U.S. Fish and Wildlife Service (Service) Information for Planning and Conservation (IPaC) System is strongly recommended for submitting project-level information to the Service for use of the range-wide programmatic consultation covering actions that may affect the Indiana bat and/or northern long-eared bat (NLEB). However, if not using the key, transportation agencies must provide this submittal form (or a comparable Service approved form) with project-level information to the Service. The completed form should be submitted to the appropriate Service Field Office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide (Section 3).

By submitting this form, the transportation agency ensures that each component of the proposed project(s) adheres to the criteria and conditions of the range-wide programmatic consultation, as outlined in the biological assessment (BA) and biological opinion (BO). Upon submittal of this form, the appropriate Service Field Office may review the project-specific information provided and request additional information. For projects that may affect, but are not likely to adversely affect (NLAA) the Indiana bat and/or NLEB, if the applying transportation agency is not contacted by the Service with any questions or concerns within 14 calendar days of form submittal, it may proceed under the range-wide programmatic consultation and assume concurrence of the NLAA determination made by the Service in the BO. For projects that may affect, and are likely to adversely affect (LAA) the Indiana bat and/or the NLEB, the appropriate Service Field Office will respond¹ within 30 calendar days of receiving a complete project-level submission, which includes, but may not be limited to this completed form.

Further instructions on completing the submittal form can be found by hovering your cursor over each text box.

1. Date: 9/14/2023

2. Lead agency: FHWA

*This refers to the **Federal governmental** lead action agency initiating consultation; select **FHWA, FRA or FTA** as appropriate.*

3. Requesting agency: INDOT

This refers to the transportation agency completing the form (it may or may not be the same as the Lead Agency).

- Name: Kia Gillette

¹ Service Field Offices should use the response letter template for projects that may affect, and are likely to adversely affect the Indiana bat and/or NLEB.

- Title: Environmental Project Manager
- Phone: 317-695-0825
- Email: kgillette@hntb.com

4. Consultation code:² 2023-0045578

5. Project name(s): Des. 1900162, Improve 64

6. Project description:

Please attach additional documentation or explanatory text if necessary.

Please see attached description.

7. Project location (county, state): Floyd, Indiana

If not delineated in IPaC, attach shape files.

8. For species other than Indiana bat and NLEB (from IPaC official species list):

No effect – project(s) are inside the range, but no suitable habitat (see additional information attached).

May affect – see additional information provided for those species (see attached or forthcoming).

Please confirm and identify how each component of the proposed project(s) adheres to the criteria of the BO by completing the following (see User Guide Section 2.0):

² Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

NO EFFECT

9. For Indiana bat/NLEB, if applicable, select your no effect determination:

- No effect – project(s) are outside the species' range.
- No effect – project(s) are inside the species range with no suitable summer habitat within the project action area; project(s) must also be greater than 0.5 miles from any hibernaculum unless meeting exceptions listed below.
- No effect – project(s) do not involve any construction activities³ (e.g., bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales).
- No effect – project(s) do not cause any stressors to the bat species, including as described in the BA/BO (i.e., do not involve habitat removal, tree removal/trimming, bridge or structure activities, temporary or permanent lighting, or use of percussives (e.g., lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.)).
- No effect - project(s) within 0.5 mile of hibernacula that are limited to the maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins) located outside suitable summer habitat – no new ground disturbance.⁴
- No effect – project(s) are within 300 feet from the existing road/rail surface surface (must also be greater than 0.5 miles of a hibernacula) that include percussives or other activities that increase noise above existing traffic/background levels:
- within areas that contain suitable habitat (**documented or undocumented**),
 - conducted during the inactive season, and
 - does not involve tree removal/trimming or bridge/structure work.
- No effect – project(s) includes removal, replacement, or maintenance of bridge(s) and/or structure(s) without any signs of bats (bridge/structure assessment documents no sign of bat use (bats, guano, etc.)) and does not impact suitable summer habitat within the project action area.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the BO.

³ Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

⁴ Ground disturbance is defined as any activity that compacts or disturbs the ground. Ground disturbance can be caused by the use of hand tools (shovels, pick axe, posthole digger, etc.), heavy equipment (excavators, backhoes, bulldozers, trenching and earthmoving equipment, etc.), and heavy trucks (large four wheel drive trucks, dump trucks and tractor trailers, etc.). Note that ground disturbance can be a component of other actions (e.g., bulldozing trees). Contact the local Service Field Office, as needed, to assist in determining if and how ground disturbance may affect bat hibernacula.

MAY AFFECT, NOT LIKELY TO ADVERSELY EFFECT – W/O AMMS

10. For Indiana bat/NLEB, if applicable, select your may affect, NLAA determination (without implementation of AMMs):

- NLAA – project(s) are inside the species range and within suitable bat habitat, but **negative** bat presence/absence (P/A) surveys; must also be greater than 0.5 miles from any hibernaculum.
- NLAA – project(s) are within 300 feet of the existing road/rail surface (must also be greater than 0.5 miles of a hibernacula) that include percussives or other activities that increase noise above existing traffic/background levels:
 - within areas that contain **undocumented** habitat
 - conducted during the **active season**
 - does not involve tree removal/trimming or bridge/structure work.
- NLAA – project(s) are limited to slash pile burning (must also be greater than 0.5 miles from any hibernaculum).
- NLAA – project(s) are limited to wetland or stream protection activities associated with compensatory wetland/stream mitigation that do not clear suitable habitat (must also be greater than 0.5 miles from any hibernaculum).
- NLAA – project(s) within 0.5 mile of hibernacula that are limited to the maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins) located within suitable summer habitat – no new ground disturbance or tree removal/trimming.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the BO.

MAY EFFECT, NOT LIKELY TO ADVERSELY AFFECT – WITH AMMs

11. For Indiana bat/NLEB, if applicable, document your may affect, NLAA determination (**with implementation of AMMs**) by completing the following section; use #13 to document AMMs).

Affected Resource/Habitat Type:

a. Trees

- Verify that the project is within 100 feet of existing road/rail surfaces.
- Verify that all tree removal/trimming occurs greater than 0.5 mile from any hibernaculum.

- Verify that all trees to be removed/trimmed are clearly demarcated.
- Verify that no documented Indiana bat and/or NLEB roosts and/or surrounding summer habitat within 0.25 mile of documented roosts will be impacted.
- Verify that all tree removal/trimming will occur outside the active season (i.e., will occur in winter):⁵
- Or**
- Verify that tree removal/trimming will include 10 or fewer trees⁶ per project during the active season, and visual emergence survey⁷ observed no bats. Acres of trees 0-100 feet of existing road/rail surface proposed for removal/trimming:
- Verify that all applicable lighting minimization measures will be implemented.

b. Bridge/Structure Work

Projects Proposed work: bridge rehab, culvert replacement/rehab

Timing of work: Fall 2024 - Fall 2027

Signs of bat activity on/in bridge/structure? Yes: No:

- Verify that work will be conducted outside the active season, or if during the active season, verify that no roosting bats will be harmed or disturbed in any way:⁸
- Verify that work will maintain suitable roosting habitat.⁹
- Verify that all applicable lighting minimization measures will be implemented.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the BO.

MAY AFFECT, LIKELY TO ADVERSELY AFFECT

12. For Indiana bat/NLEB, if applicable, document your may affect, LAA determination by completing the following section (use #13 to document AMMs).

⁵ Coordinate with the local Service Field Office for appropriate dates.

⁶ Areas containing more than 10 trees will be assessed by the local Service Field Office on a case-by-case basis with the project proponent.

⁷ Refer to <http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>

⁸ See page 12 of the User Guide for a description of activities that are NLAA roosting bats during the active season.

⁹ This only applies when assessment documents signs of bat use of when bat use is assumed.

Affected Resource/Habitat Type:

a. Trees

Project Location:

- 0-100 feet from edge of existing road/rail surface
- 100-300 feet from edge of existing road/rail surface
- Verify that all tree removal/trimming occurs greater than 0.5 mile from any hibernaculum

Timing of tree removal/trimming:

- Verify that no documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted between May 1 and July 31.
- Verify that no documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted between June 1 and July 31.

Acres of trees 0-100 feet of existing road/rail surface proposed for removal/trimming: **48.6 acres (14.3 acres low quality)**

Acres of trees 100-300 feet of existing road/rail surface proposed for removal/trimming: **5.5 acres (1.2 acres low quality)**

- Verify that all applicable lighting minimization measures will be implemented.

b. Bridge/Structure Work Projects

Proposed work: bridge rehab, culvert replacement/rehab

Timing of work: Fall 2024 - Fall 2027

- Verify no signs of a maternity colony.
- Verify that work will maintain suitable roosting habitat.¹⁰
- Verify that all applicable lighting minimization measures will be implemented.

13. For Indiana bat/NLEB, if applicable to the action type, the following AMMs will be implemented¹¹ unless P/A surveys and/or bridge/structure assessments document that

¹⁰ This only applies when assessment documents signs of bat use or when bat use is assumed.

¹¹ See AMMs Fact Sheet (Appendix C) for more information on AMMs.

the species are not likely to be present:

- General AMM 1 (required for all projects)
- Tree Removal AMM 1
- Tree Removal AMM 2 (required for NLAA)
- Tree Removal AMM 3 (required for all projects)
- Tree Removal AMM 4 (required for NLAA)
- Tree Removal AMM 5 (required for LAA)
- Tree Removal AMM 6 (required for LAA)
- Tree Removal AMM 7 (required for LAA)

- Bridge AMM 1
- Bridge AMM 2 (required for NLAA during active season)
- Bridge AMM 3 (required for NLAA during active season)
- Bridge AMM 4 (required for all projects)

- Structure AMM 1 (required for all projects for Indiana bat and required for NLAA for NLEB)
- Structure AMM 2 (required for NLAA for both bat species) or
- Structure AMM 3 (required for NLAA for both bat species)
- Structure AMM 4 (required for all projects for Indiana bat and required for NLAA for NLEB)

- Lighting AMM 1 (required for all projects during the active season)
- Lighting AMM 2 (required for all projects)

- Hibernacula AMM 1 (required for all projects)

14. For Indiana bat, if applicable, compensatory mitigation measures will also be required to offset adverse effects on the species (see Section 2.10 of the BA). Please verify the mechanism in which compensatory mitigation will be implemented and that sufficient information is provided to the Service.

Range-wide In-Lieu Fee Program, The Conservation Fund

State, Regional, Recovery Unit-Specific In-Lieu Fee
Program Name:

Conservation Bank
Name:
Location:

Local Conservation Site(s)
Name:
Location:
Description:

FHWA and the INDOT Seymour District are planning to proceed with Improve 64, an added travel lanes project on I-64 and I-265 in New Albany, Floyd County, Indiana. The proposed project limits will extend northwest along I-64 for approximately 4.23 miles from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 1.75 miles north-northeast to approximately the Green Valley Road overpass. Approximately 1-2 acres of ROW and drainage easement(s) are anticipated to be acquired for this project.

Proposed project activities include: addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street; addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street; addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150; replacement and/or rehabilitation of pavement; relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange (involves construction of a new bridge); replacement, widening, and deck rehabilitation of bridges; replacement of culverts and storm sewers, and construction of detention basins; installation of guardrail and concrete barrier wall; construction of retaining walls; possible noise barrier construction; and, replacement and addition of signage, lighting, ITS conduit, and pavement markings.

Construction is anticipated to start in Fall 2024 and end in Fall 2027.

Suitable habitat exists within and adjacent to the project area. The project tree clearing is more than 20 acres, but coordination with the USFWS field office has occurred and USFWS has approved using the Programmatic consultation for the project. Conservative tree clearing limits that take into account access and construction were developed for the project. Low quality bat habitat includes tree cover on rock outcrops and on steep slopes (2:1 or greater). A maximum of 54.1 acres (15.5 acres low quality) of tree clearing may occur for the project. Of this, 48.6 acres (14.3 acres low quality) will be within 100 feet of the road, and 5.5 acres (1.2 acres low quality) will be removed 100-300 feet from road. Dominant tree species included silver maple (*Acer saccharinum*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), Eastern red cedar (*Juniperous virginiana*), sycamore (*Platanus occidentalis*), hackberry (*Celtis occidentalis*), cottonwood (*Populus deltoides*), and red bud (*Cercis canadensis*). Construction activities are anticipated to elevate noise levels above existing levels and the project involves permanent and temporary lighting modifications. A query of the USFWS Bat Database by INDOT Seymour District staff on 5/24/2021, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Bridge and culvert inspections completed in 2021-2022 by HNTB staff found bats on the I-64 bridge over Cherry Street (I64-122-04988 C). One guano sample, consisting of two vials at one location, was collected from under the bridge on 7/30/2021 (sampling form, location, and photos were uploaded to IPaC). The sample was sent for sampling to

Northern Arizona University on 9/9/2021. The guano sampling results were received on 10/21/2021 and showed only the non-federally and non-state listed *Eptesicus fuscus* (big brown bat). No evidence of bats was found for the remaining culverts and bridges. Some culvert openings were inaccessible due to being smashed, silted in, or could not be located in the field.

Mitigation for tree clearing will be required for the higher quality habitat to be impacted between 100-300 feet from a road. The mitigation calculation for the project is (4.3 acres) x (1.5) x \$11,350 = \$73,207.50.



INDIANA DEPARTMENT OF TRANSPORTATION

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Eric J. Holcomb, Governor
Michael Smith, Commissioner

October 2, 2023

Ms. Robin McWilliams Munson
US Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, IN 47403

Via E-mail: Robin_Mcwilliams@fws.gov

Re: Standard Informal Consultation/Conference Letter for the Gray Bat and Pink Mucket
Des. No. 1900162 (Lead)
Improve 64, I-64 Added Travel Lanes Project
Floyd County, Indiana

Dear Ms. McWilliams Munson:

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), is submitting this letter for standard informal consultation for the gray bat (*Myotis grisescens*) and pink mucket (pearly mussel) (*Lampsilis abrupta*) for the Improve 64 project.

The Rangewide Programmatic Agreement will be used for the federally endangered Indiana bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*) (NLEB).

In addition, on 9/12/2022, the U.S. Fish and Wildlife Service (USFWS) published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) (TCB) as endangered under the Endangered Species Act (ESA). USFWS has up to 12 months from the date the proposal was published to make a final determination to list the TCB under the ESA or withdraw the proposal. The project is within the range of the TCB. It is anticipated the project will use the revised Rangewide Programmatic Agreement for the TCB once the listing becomes effective.

Background

INDOT, with funding from FHWA, is planning to proceed with Improve 64, an added travel lanes project on I-64 and I-265 in New Albany, Floyd County, Indiana. A portion of the project is in the City of New Albany. It is within Georgetown, Lafayette, and New Albany Townships, as shown on the Georgetown, Indiana and New Albany, Indiana USGS Topographic Quadrangles, in Sections 22, 27, 28, 29, 30, 31, 32, 33, and 34 in Township 2 South and Range 6 East, and Sections 2 and 3 in Township 3 South and Range 6 East.

Existing Conditions

I-64 and I-265 are classified as Interstates and are part of the National Highway System and National Truck Network. US 150 is an Urban Minor Arterial and is on the National Truck Network. I-64 from US 150 to I-265 has five 12-foot through lanes (three westbound and two eastbound). I-64 from I-265 to Spring Street has a total of six 12-foot lanes (three in each direction). I-265 has a total of four 12-foot lanes (two in each direction). US 150 is within the project area has two lanes in

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each direction.

The need for the project is due to existing traffic congestion as demonstrated by poor levels of service (LOS) on the interstate and interchange components within the project area, and the deteriorating condition of the existing pavement. The purpose of the project is to reduce congestion and improve the LOS and address deteriorating pavement on the interstate and interchange components.

Proposed Improvements

The proposed Improve 64 project limits will extend northwest along I-64 for approximately 4.23 miles from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 1.75 miles north-northeast to approximately the Green Valley Road overpass. Approximately 0.26 acre of permanent right-of-way and 0.44 acre of temporary right-of-way are anticipated to be acquired for this project.

Proposed project activities include: addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street; addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street; addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150; replacement and/or rehabilitation of pavement; relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange (involves construction of a new bridge); replacement, widening, and deck rehabilitation of bridges; replacement of culverts and storm sewers, and construction of detention basins; installation of guardrail and concrete barrier wall; construction of retaining walls; possible noise barrier construction; and, replacement and addition of signage, lighting, ITS conduit, and pavement markings.

The maintenance of traffic (MOT) plan is to maintain the existing number of lanes of traffic in each direction to the maximum extent possible. Intermittent lane restrictions will be implemented on I-64 and I-265 during off peak hours. Quarry Road, Captain Frank Road, Cherry Street and Spring Street will be closed for short durations during construction of the bridges above, and construction of foundations adjacent to, those roadways. Interchange ramps at the I-64/US 150, I-64/I-265, and I-64/State Street interchanges will require short-term off-peak closures. Additional longer-term closures of ramps at I-64/Spring Street will be necessary. These longer-term closures will likely last 4-6 months.

Construction is anticipated to start in Fall 2024 and end in Fall 2027.

Coordination Completed

Early coordination was sent to resource agencies on 6/28/2021. The Indiana Department of Natural Resources (IDNR) responded on 7/28/2021 and the USFWS responded on 7/14/2021. IDNR and USFWS responses are summarized below and letters are included in Attachment Pages 46-51. A federally listed species list was generated from IPaC on 3/20/23 and is included in Attachment Pages 52-68.

IDNR

The Natural Heritage Program's data indicates the state threatened longbeak arrowhead (*Sagittaria australis*) and the state endangered Kirtland's snake (*Clonophis kirtlandii*) have been documented within ½ mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the plant species as a result of the project. IDNR did not foresee impacts to the Kirtland's snake as a result of this project as long as the project work occurs within the current right-of-way and does not extend further south than the existing right-of-way along the stretch of SR 64/SR 150 that approaches New Albany from the northwest.

IDNR also suggested several commitments to minimize impacts from the project.

USFWS

The project is within the range of the Indiana bat and NLEB and should follow the programmatic process if applicable. Depending on how much and how far from the roadway tree clearing occurs, additional mitigation measures may be necessary. We also support karst investigations in this area. Wetland and stream impacts may require permits from the US

Army Corps of Engineers (USACE) and Indiana Department of Environmental Management (IDEM). Wetland impacts should be avoided and unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

USFWS also provided standard recommendations to minimize impacts from the project.

IPaC

The IPaC species list indicated the project is in the range of the federally endangered gray bat and Indiana bat, federally threatened (now endangered) NLEB, and federally endangered pink mucket pearly mussel. There is no critical habitat for these species within the project area.

Existing Habitat and Bat Data

A review of the US Fish and Wildlife Service (USFWS) GIS bat database on 5/24/21 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

The project area includes forested tracts along with residential and commercial development near the I-64/Spring Street and I-265/State Street interchanges.

Bridge and culvert inspections completed in 2021-2022 by HNTB staff found bats on the I-64 bridge over Cherry Street (I64-122-04988 C). Guano sampling results showed only the non-federally and non-state listed big brown bat (*Eptesicus fuscus*). Additional information regarding structure inspections is included below.

Suitable habitat for the gray bat exists within and adjacent to the project area. Dominant tree species included silver maple (*Acer saccharinum*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), Eastern red cedar (*Juniperus virginiana*), sycamore (*Platanus occidentalis*), hackberry (*Celtis occidentalis*), cottonwood (*Populus deltoides*), and red bud (*Cercis canadensis*).

There are no documented gray bat maternity colonies within or near the project area.

Water Resources and Wetlands

A Waters of the US Report was prepared for the proposed project. Thirty-six (36) streams were identified within the project area. They include: Falling Run Creek and three (3) Unnamed Tributaries (UNTs); Green Run Creek and two (2) UNTs; Hill Brook Creek; Holy Run Creek and one (1) UNT; Little Indian Creek and seven (7) UNTs; Logan Hollow Creek, Lost Knob Brook Run Creek; Trinity Run Creek and three (3) UNTs; and Valley View Creek and 11 UNTs.

Twelve (12) wetlands were identified within the project area, including 10 emergent wetlands, one (1) forested wetland, and one (1) forested/emergent wetland complex.

Karst

A karst survey was completed for the project area in March and April 2021 by a karst geologist. No karst features were identified during the field survey. Eight (8) non-karst springs were identified during the field survey. If impacted, flow from these springs will be perpetuated with a spring-box or other appropriate engineered structure. If unknown karst features are discovered during construction, all work within 100 feet of the feature shall stop and the Project Engineer shall be notified immediately. Karst features include, but are not limited to voids, caves, sinking streams, and sinkholes. INDOT will provide the treatment measures to be incorporated for the feature. The karst feature shall be protected from sedimentation runoff. Work shall not resume in the area until directed by the Project Engineer.

There are no documented gray bat hibernacula within or near the project area.

Structure Inspections

Bridge and culvert inspections completed in 2021-2022 by HNTB staff found bats on the I-64 bridge over Cherry Street (I64-122-04988 C). One guano sample, consisting of two vials at one location, was collected from under the bridge on

7/30/2021. The sample was sent for sampling to Northern Arizona University on 9/9/2021. The guano sampling results were received on 10/21/2021 and showed only the non-federally and non-state listed big brown bat (*Eptesicus fuscus*). No evidence of bats was found for the remaining culverts and bridges. Some culvert openings were inaccessible due to being smashed, silted in, or could not be located in the field. Structure inspection information is in Attachment Pages 19-38.

Impacts

Tree Cover

Tree removal will be required for the project. Conservative tree clearing limits that take into account access and construction were developed for the project. Low quality bat habitat includes tree cover on rock outcrops and on steep slopes (2:1 or greater). Table 1 provides a summary of the tree clearing locations and acreages. Proposed tree clearing is shown on the Tree Clearing, Wetlands, and Streams Maps (Attachment Pages 39-45).

Table 1. Tree Clearing Summary

Tree Clearing Location	Area of Tree Clearing
Trees Cleared 0-100 feet from Existing Road or Railbed	48.6 acres (14.3 acres low quality)
Trees Cleared 100-300 feet from Existing Road or Railbed	5.5 acres (1.2 acres low quality)
Trees Cleared >300 feet from Existing Road or Railbed	0 acres
Total Tree Clearing	54.1 acres (15.5 acres low quality)

Streams

Table 2. summarizes the anticipated stream impacts. Stream impacts are primarily due to culvert replacement, extension, or lining. One stream, UNT 11 to Valley View Creek, is an existing INDOT mitigation site. Coordination is ongoing with USACE and IDEM regarding Section 404/401 permitting.

Table 2. Stream Impact Summary

Stream Name	Stream Type	Impact
Hill Brook Creek	Intermittent	1,039 feet
UNT 1 to Little Indian Creek	Intermittent	313 feet
UNT 2 to Little Indian Creek	Ephemeral	340 feet
UNT 3 to Little Indian Creek	Ephemeral	498 feet
UNT 7 to Little Indian Creek	Intermittent	471 feet
Logan Hollow Creek	Intermittent	10 feet
Valley View Creek	Perennial	141 feet
UNT 2 to Valley View Creek	Ephemeral	353 feet
UNT 3 to Valley View Creek	Ephemeral	440 feet
UNT 4 to Valley View Creek	Ephemeral	601 feet
UNT 5 to Valley View Creek	Ephemeral	362 feet
UNT 6 to Valley View Creek	Ephemeral	29 feet
UNT 7 to Valley View Creek	Ephemeral	71 feet
UNT 8 to Valley View Creek	Ephemeral	36 feet
UNT 10 to Valley View Creek	Ephemeral	517 feet
UNT 11 to Valley View Creek	Ephemeral	705 feet
TOTAL Stream Impacts		5,926 feet

Wetlands

Table 3. summarizes the anticipated wetland impacts. Coordination is ongoing with USACE and IDEM regarding Section 404/401 jurisdictional determinations and permitting.

Table 3. Wetland Impact Summary

Wetland Name	Wetland Type	Impact
Wetland 4	Forested/Emergent	0.383 acre
Wetland 5	Emergent	0.031 acre
Wetland 7	Emergent	0.102 acre
Wetland 9	Emergent	0.013 acre
Wetland 11	Emergent	0.026 acre
TOTAL Wetland Impacts		0.555 acre

Lighting

Existing lighting will be replaced and new lighting will be added as part of the project. Light trespass outside of the roadway will be limited through the use of shields or other means.

Commitments

The following commitments are proposed to reduce impacts to the gray bat and pink mucket (pearly mussel). These commitments will also benefit the Indiana bat, NLEB, and TCB.

1. 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.
2. Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season.
3. 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, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
4. Tree Removal AMM 1. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.
5. Tree Removal AMM 2. Apply time of year (October 1 to March 31) 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.
6. 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).
7. Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition

and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261.

8. A “Reinitiation Notice” is required if: more than 54.1 acres of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the BO or the project information.
9. USFWS Bridge/Structure Assessment shall take place no earlier than 2 (two) years prior to the start of construction. If construction will begin after the dates shown in Attachment Tables 1 and 2 (Attachment Pages 19-23), an inspection of the structures listed in Attachment Tables 1 and 2 and shown on Attachment maps (Attachment Pages 19-30) by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contracted immediately.
10. Appropriately designed measures for controlling erosion and sediment will be implemented to prevent sediment from entering streams or leaving the construction site. These measures will be maintained until construction is complete and all disturbed areas are stabilized.

Effect Findings/Conclusion

The FHWA is requesting USFWS concurrence with the following project effect determinations:

Gray Bat

Approximately 54.1 acres of tree removal will occur, of which most (48.6 acres), is within 100 feet of an existing road. Approximately 15.5 acres (29%) of the total tree removal is considered low quality bat habitat because it is on rock outcrops or steep slopes (2:1 or greater). The impacts to gray bat foraging areas will be minimal and occur when the bat is not present. There are no maternity colonies or hibernacula within or near the project area. Stream and wetland impacts will be mitigated in accordance with USACE and IDEM guidelines. New lighting will be installed and will be designed to minimize light trespass beyond the roadway.

Based on the review of existing data, assessment of likely suitable summer habitat, tree clearing quantities, and avoidance and minimization measures, the FHWA has determined the proposed project has an effect finding of “Not Likely to Adversely Affect” for the federally endangered gray bat.

Pink Mucket (Pearly Mussel)

According to the Recovery Plan for the Pink Mucket Pearly Mussel (USFWS, 1985), the species is found in medium to large rivers (20 meters (66 feet) wide or greater) and its historic range included the Ohio River. The project will not impact the Ohio River. Valley View Creek is largest stream to be impacted and its width is 11.5 feet. Erosion and sediment control measures will be implemented to protect streams from sedimentation. Because there will be no impacts to the Ohio River and the impacted streams are unlikely to be large enough for the pink mucket (pearly mussel), the FHWA has determined the proposed project will have “No Effect” on this species.

Please contact Kia Gillette at HNTB at kgillette@hntb.com or 317-917-5240 or Jenni Curry at JCurry1@indot.IN.gov or 317-503-8207 if you have any questions or require additional information. We appreciate your attention to this project.

Sincerely,

Jennifer Curry
Team Lead, Ecology and Waterway Permitting
Indiana Department of Transportation

Attachments:

Project Location Map (Attachment Page 1)
USGS (1:24,000 scale) Topographic Maps (Attachment Pages 2-3)
Project Aerial Maps (Attachment Pages 4-7)
Project Photos (Attachment Pages 8-18)
Structure Inspection Information (Attachment Pages 19-38)
Tree Clearing, Wetlands, and Streams Maps (Attachment Pages 39-45)
Agency Coordination (Attachment Pages 46-51)
IPaC Species List (Attachment Pages 52-68)

Some attachments have been removed to reduce file size and for data sensitivity reasons.

Cc: Greg Prince, INDOT Project Manager
Kyanna Wheeler, INDOT Major Projects
Dan Thatcher, HNTB Project Manager
Kia Gillette, HNTB Environmental Project Manager

Table 1: INDOT Bridge Inspections
 Floyd County, Indiana
 Des 1900162
 Inspected by: D. Logsdon, K. Williams

Map Page	Structure Number	Bats Observed?	Inspection Date	Inspection Time	Stream or Road Crossed	Structure Description	Entire Structure Inspected?	Latitude	Longitude	Temp.	Precipitation (in.)	Wind Speed (mph)	Sunrise	Sunset
1	150-22-04983 AEBL	No	7/28/2021	9:31:00	I-64	4-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.303231	-85.890365	84	0	0	6:43:00	20:57:00
1	150-22-04983 AWBL	No	7/28/2021	9:32:00	I-64	4-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.303304	-85.890127	84	0	0	6:43:00	20:57:00
1	150-22-05230 BEB	No	7/30/2021	14:30:00	Little Indian Creek	3-Span Concrete Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.311237	-85.896562	84	0	10	6:45:00	20:56:00
1	150-22-05230 BWB	No	7/30/2021	14:31:00	Little Indian Creek	3-Span Concrete Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.311391	-85.89635	84	0	10	6:45:00	20:56:00
2	I64-120-04984 CWBL	No	7/30/2021	16:21:00	Quarry Road	3-Span Prestressed Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.303739	-85.878786	85	0	9	6:45:00	20:56:00
2	I64-120-04984 JBEB	No	7/30/2021	16:22:00	Quarry Road	3-Span Prestressed Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.303466	-85.878851	85	0	9	6:45:00	20:56:00
4	I64-121-04986 JCEB	No	7/21/2021	15:02:00	Captain Frank Road	3-Span Prestressed Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.299513	-85.847036	87	0	10	6:37:00	21:03:00
4	I64-121-04986 CWBL	No	7/22/2021	9:26:00	Captain Frank Road	3-Span Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.30027	-85.846465	79	0	7	6:38:00	21:02:00
4	(I64)I265-00-05228 B	No	7/22/2021	10:16:00	I-265 EB Ramp	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.302638	-85.850541	80	0	8	6:38:00	21:02:00
4	I64-121-04985 RBB	No	7/22/2021	10:36:00	I-265 WB Ramp	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.30163	-85.85006	80	0	8	6:38:00	21:02:00
4	I64-121-04985 RCB	No	7/22/2021	15:36:00	I-64 EB Ramp to I-265 EB	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.301915	-85.851465	85	0	8	6:38:00	21:02:00
5	I64-123-04689 B	No	3/11/2021	10:17:00	Spring Street	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.28432	-85.82809	60	0	18	7:01:00	18:47:00
5	I64-123-04688 C	No	6/17/2021	8:19:00	I-64 Ramp	3-Span Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.285374	-85.828327	72	0	3	6:20:00	21:09:00
5	I64-123-04687	No	7/21/2021	10:06:00	Falling Run	Single-Span Concrete Culvert	Yes	38.286919	-85.830927	81	0	9	6:37:00	21:03:00
5	I64-122-04988 C	Yes	7/30/2021	14:18:00	Cherry Street	3-Span Prestressed Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.290683	-85.835125	84	0	10	6:45:00	20:56:00
5	I64-123-04690 BEBL	No	10/24/2021	12:35:00	Market Street	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.283325	-85.827209	74	0	13	8:02:00	18:54:00
5	I64-123-04690 JBWB	No	10/24/2021	12:40:00	Market Street	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.283405	-85.827049	74	0	13	8:02:00	18:54:00
6	I265-00-05513 DRCA	No	7/21/2021	11:49:00	State Street	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.310755	-85.845578	85	0	7	6:37:00	21:03:00
6	I265-00-05513 CWBL	No	7/21/2021	11:49:00	State Street	3-Span Steel Continuous Stringer/Multi-beam or Girder Bridge	Yes	38.310979	-85.84585	85	0	7	6:37:00	21:03:00
6	I265-00-05513 JBEB	No	7/21/2021	11:51:00	State Street	3-Span Prestressed Concrete Stringer/Multi-beam or Girder Bridge	Yes	38.311005	-85.845808	85	0	7	6:37:00	21:03:00

Table 2: INDOT Small Structure Inspections

Floyd County, Indiana
 Des 1900162
 Inspected by: D. Logsdon, K. Williams

Map Page	Structure Type	Structure Number	Bats Observed?	Inspection Date	Inspection Time	Stream or Road Crossed	Structure Description	Entire Structure Inspected?	Latitude	Longitude	Temp.	Precipitation (in.)	Wind Speed (mph)	Sunrise	Sunset
1	Culvert	CLV-63777	No	7/28/2021	8:43:00	I-64	Corrugated Metal Pipe	Yes	38.30331	-85.885198	82	0	0	6:43:00	20:57:00
1	Culvert	CLV-55917	No	7/28/2021	14:06:00	US-150	Corrugated Metal Pipe	Yes	38.30457	-85.890262	91	0	6	6:43:00	20:57:00
1	Culvert	CV I64-022-119.83	No	7/30/2021	12:09:00	I-64	Corrugated Metal Pipe	Yes	38.30396	-85.88523	81	0	12	6:45:00	20:56:00
1	Culvert	CLV-63761	Inaccessible	7/30/2021	14:16:00	US-150	Corrugated Metal Pipe	Inaccessible	38.30406	-85.890354	83	0	10	6:45:00	20:56:00
1	Culvert	CLV-88245	No	7/30/2021	17:34:00	I-64	Corrugated Metal Pipe	Yes	38.30201	-85.892968	85	0	8	6:45:00	20:56:00
1	Culvert	CV I64-022-119.35	No	7/30/2021	17:40:00	I-64	Corrugated Metal Pipe	Yes	38.30181	-85.893396	85	0	8	6:45:00	20:56:00
1	Culvert	CLV-55918	No	4/5/2022	8:00:00	US-150	Corrugated Metal Pipe	Yes	38.30429	-85.890731	51	0.1	5	7:23:00	20:10:00
1	Culvert	CLV-64572	No	4/5/2022	8:04:00	I-64	Corrugated Metal Pipe	Yes	38.30451	-85.885422	51	0.1	5	7:23:00	20:10:00
1	Culvert	HNTB-18	Inaccessible	4/5/2022	8:52:00	US-150	Corrugated Metal Pipe	Inaccessible	38.30837	-85.89436	51	0.1	5	7:23:00	20:10:00
1	Culvert	HNTB-23	No	4/5/2022	9:12:00	I-64	Corrugated Metal Pipe	Yes	38.30346	-85.887614	52	0	0	7:23:00	20:10:00
1	Culvert	HNTB-32	No	4/5/2022	9:48:00	I-64	Corrugated Metal Pipe	Yes	38.30316	-85.889644	52	0	0	7:23:00	20:10:00
1	Culvert	HNTB-41	No	4/5/2022	10:24:00	US-150	Corrugated Metal Pipe	Yes	38.30532	-85.891019	53	0	7	7:23:00	20:10:00
1	Culvert	HNTB-42	No	4/5/2022	10:28:00	US-150	Corrugated Metal Pipe	Yes	38.30274	-85.890129	53	0	7	7:23:00	20:10:00
1	Culvert	HNTB-121	Inaccessible	4/5/2022	15:44:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30378	-85.884146	57	0	5	7:23:00	20:10:00
1	Culvert	HNTB-122	No	4/5/2022	15:48:00	I-64	Corrugated Metal Pipe	Yes	38.30419	-85.887982	57	0	5	7:23:00	20:10:00
1	Culvert	HNTB-123	No	4/5/2022	15:52:00	US-150	Corrugated Metal Pipe	Yes	38.30278	-85.890228	57	0	5	7:23:00	20:10:00
1	Culvert	HNTB-124	No	4/5/2022	15:56:00	US-150	Corrugated Metal Pipe	Yes	38.30661	-85.8926	58	0	5	7:23:00	20:10:00
1	Culvert	CLV-77561	No	11/24/2022	10:30:00	I-64	Corrugated Metal Pipe	Yes	38.30101	-85.895236	50	0	0	7:35:00	17:27:00
1	Culvert	CLV-88243	No	11/24/2022	10:40:00	I-265 SB Ramp to	Corrugated Metal Pipe	Yes	38.30318	-85.892429	50	0	0	7:35:00	17:27:00
1	Culvert	CLV-55916	Inaccessible	11/24/2022	10:40:00	I-265 SB Ramp to	Corrugated Metal Pipe	Inaccessible	38.30332	-85.892329	50	0	0	7:35:00	17:27:00
1	Culvert	CLV-88241	No	11/24/2022	10:54:00	I-64	Corrugated Metal Pipe	Yes	38.30132	-85.894815	50	0	0	7:35:00	17:27:00
2	Culvert	HNTB-99	No	7/21/2021	16:02:00	I-64	Corrugated Metal Pipe	Yes	38.3036	-85.878828	86	0	10	6:37:00	21:03:00
2	Culvert	CLV-63785	No	7/30/2021	15:29:00	I-64	Corrugated Metal Pipe	Yes	38.30422	-85.882316	84	0	10	6:45:00	20:56:00
2	Culvert	CLV-64584	No	7/30/2021	16:59:00	I-150	Corrugated Metal Pipe	Yes	38.30228	-85.872603	85	0	7	6:45:00	20:56:00
2	Culvert	HNTB-29	Inaccessible	4/5/2022	9:36:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30103	-85.867582	52	0	0	7:23:00	20:10:00
2	Culvert	HNTB-30	No	4/5/2022	9:40:00	I-64	Corrugated Metal Pipe	Yes	38.301	-85.867492	52	0	0	7:23:00	20:10:00
2	Culvert	HNTB-33	No	4/5/2022	9:52:00	I-64	Corrugated Metal Pipe	Yes	38.30379	-85.881892	52	0	0	7:23:00	20:10:00
2	Culvert	HNTB-64	Inaccessible	4/5/2022	11:56:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30217	-85.872909	55	0	6	7:23:00	20:10:00
2	Culvert	HNTB-115	No	4/5/2022	15:20:00	I-64	Corrugated Metal Pipe	Yes	38.30204	-85.873708	57	0	5	7:23:00	20:10:00
2	Culvert	HNTB-116	No	4/5/2022	15:24:00	I-64	Corrugated Metal Pipe	Yes	38.30207	-85.873798	57	0	5	7:23:00	20:10:00
2	Culvert	HNTB-117	No	4/5/2022	15:28:00	I-64	Corrugated Metal Pipe	Yes	38.3039	-85.879224	57	0	5	7:23:00	20:10:00
2	Culvert	HNTB-118	no	4/5/2022	15:32:00	I-64	Corrugated Metal Pipe	Yes	38.30365	-85.880122	57	0	5	7:23:00	20:10:00
2	Culvert	HNTB-119	Inaccessible	4/5/2022	15:36:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30422	-85.881784	57	0	5	7:23:00	20:10:00
2	Culvert	HNTB-120	No	4/5/2022	15:40:00	I-64	Corrugated Metal Pipe	Yes	38.30429	-85.882654	57	0	5	7:23:00	20:10:00
3	Culvert	CLV-63823	No	7/22/2021	15:29:00	I-64	Corrugated Metal Pipe	Yes	38.30173	-85.852784	85	0	7	6:38:00	21:02:00
3	Culvert	CV I64-022-121.07	No	7/28/2021	14:06:00	I-64	Corrugated Metal Pipe	Yes	38.30173	-85.854317	91	0	6	6:43:00	20:57:00
3	Culvert	CLV-89708	No	7/29/2021	9:43:00	I-64	Corrugated Metal Pipe	Yes	38.30123	-85.854031	81	0	6	6:44:00	20:57:00
3	Culvert	HNTB-1	No	7/29/2021	9:48:00	I-64	Corrugated Metal Pipe	Yes	38.30151	-85.858136	81	0	6	6:44:00	20:57:00
3	Culvert	CLV-63793	No	7/30/2021	9:34:00	I-64	Corrugated Metal Pipe	Yes	38.30067	-85.862517	78	0	6	6:45:00	20:56:00
3	Culvert	CLV-77562	Inaccessible	4/5/2022	8:08:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30162	-85.860278	51	0.1	5	7:23:00	20:10:00
3	Culvert	HNTB-31	No	4/5/2022	9:44:00	I-64	Corrugated Metal Pipe	Yes	38.30105	-85.865336	52	0	0	7:23:00	20:10:00
3	Culvert	CLV-89706	Inaccessible	4/5/2022	9:56:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30088	-85.867007	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-35	Inaccessible	4/5/2022	10:00:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30145	-85.862281	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-36	Inaccessible	4/5/2022	10:04:00	I-64	Corrugated Metal Pipe	Inaccessible	38.3011	-85.861195	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-37	Inaccessible	4/5/2022	10:08:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30133	-85.860161	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-38	No	4/5/2022	10:12:00	I-64	Corrugated Metal Pipe	Yes	38.30134	-85.85911	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-39	Inaccessible	4/5/2022	10:16:00	I-64	Corrugated Metal Pipe	Inaccessible	38.3014	-85.857035	53	0	7	7:23:00	20:10:00
3	Culvert	HNTB-40	No	4/5/2022	10:20:00	I-64	Corrugated Metal Pipe	Yes	38.30177	-85.856002	53	0	7	7:23:00	20:10:00

Note: "Inaccessible" was applied for structures which were silted-in or otherwise obstructed, or which could not be located in the field.

Map Page	Structure Type	Structure Number	Bats Observed?	Inspection Date	Inspection Time	Stream or Road Crossed	Structure Description	Entire Structure Inspected?	Latitude	Longitude	Temp.	Precipitation (in.)	Wind Speed (mph)	Sunrise	Sunset
3	Culvert	HNTB-60	No	4/5/2022	11:40:00	I-64	Corrugated Metal Pipe	Yes	38.30231	-85.853792	54	0	8	7:23:00	20:10:00
3	Culvert	HNTB-63	No	4/5/2022	11:52:00	I-64	Corrugated Metal Pipe	Yes	38.30229	-85.854152	54	0	8	7:23:00	20:10:00
3	Culvert	HNTB-102	Inaccessible	4/5/2022	14:28:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30141	-85.852885	56	0	7	7:23:00	20:10:00
3	Culvert	HNTB-104	Inaccessible	4/5/2022	14:36:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30187	-85.854295	56	0	7	7:23:00	20:10:00
3	Culvert	HNTB-105	No	4/5/2022	14:40:00	I-64	Corrugated Metal Pipe	Yes	38.30187	-85.855329	56	0	7	7:23:00	20:10:00
3	Culvert	HNTB-106	No	4/5/2022	14:44:00	I-64	Corrugated Metal Pipe	Yes	38.301827	-85.856362	56	0.0	7	7:23:00	20:10:00
3	Culvert	HNTB-107	No	4/5/2022	14:48:00	I-64	Corrugated Metal Pipe	Yes	38.301756	-85.857395	56	0.0	7	7:23:00	20:10:00
3	Culvert	CLV-89530	No	4/5/2022	14:52:00	I-64	Corrugated Metal Pipe	Yes	38.302123	-85.858491	56	0.0	7	7:23:00	20:10:00
3	Culvert	HNTB-109	No	4/5/2022	14:56:00	I-64	Corrugated Metal Pipe	Yes	38.301819	-85.861419	57	0.0	7	7:23:00	20:10:00
3	Culvert	HNTB-110	Inaccessible	4/5/2022	15:00:00	I-64	Corrugated Metal Pipe	Inaccessible	38.301960	-85.862497	57	0.0	5	7:23:00	20:10:00
3	Culvert	HNTB-111	Inaccessible	4/5/2022	15:04:00	I-64	Corrugated Metal Pipe	Inaccessible	38.301411	-85.863333	57	0.0	5	7:23:00	20:10:00
3	Culvert	HNTB-112	Inaccessible	4/5/2022	15:08:00	I-64	Corrugated Metal Pipe	Inaccessible	38.3019	-85.863539	57	0	5	7:23:00	20:10:00
3	Culvert	HNTB-113	Inaccessible	4/5/2022	15:12:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30135	-85.864366	57	0	5	7:23:00	20:10:00
3	Culvert	HNTB-114	Inaccessible	4/5/2022	15:16:00	I-64	Corrugated Metal Pipe	Inaccessible	38.301326	-85.867285	57	0.0	5	7:23:00	20:10:00
4	Culvert	CLV-63848	No	7/21/2021	11:59:00	I-64	Corrugated Metal Pipe	Yes	38.29637	-85.842321	85	0	7	6:37:00	21:03:00
4	Culvert	CV I64-022-122.14 WB	No	7/21/2021	16:01:00	I-64	Corrugated Metal Pipe	Yes	38.29854	-85.843991	86	0	10	6:37:00	21:03:00
4	Culvert	CV I64-022-121.95 EB	No	7/22/2021	9:32:00	I-64	Corrugated Metal Pipe	Yes	38.29954	-85.847214	76	0	5	6:38:00	21:02:00
4	Culvert	CLV-63832	No	7/22/2021	9:38:00	I-64	Corrugated Metal Pipe	Yes	38.30212	-85.850957	76	0	5	6:38:00	21:02:00
4	Culvert	CLV-95067	No	7/22/2021	10:02:00	I-64	Corrugated Metal Pipe	Yes	38.29987	-85.847333	80	0	8	6:38:00	21:02:00
4	Culvert	CLV-63815	No	7/22/2021	10:19:00	I-265	Corrugated Metal Pipe	Yes	38.30311	-85.850313	79	0	8	6:38:00	21:02:00
4	Culvert	CLV-63867	No	7/22/2021	10:34:00	I-265	Corrugated Metal Pipe	Yes	38.30255	-85.849881	79	0	8	6:38:00	21:02:00
4	Culvert	CV I64-022-121.71 EB	No	7/22/2021	14:23:00	I-64	Corrugated Metal Pipe	Yes	38.30075	-85.85045	83	0	6	6:38:00	21:02:00
4	Culvert	CV I64-022-121.61 R	No	7/22/2021	15:52:00	I-64	Corrugated Metal Pipe	Yes	38.30183	-85.850759	85	0	8	6:38:00	21:02:00
4	Culvert	CLV-63804	No	7/22/2021	16:16:00	I-265	Corrugated Metal Pipe	Yes	38.30231	-85.850037	85	0	8	6:38:00	21:02:00
4	Culvert	CLV-63841	No	7/23/2021	9:43:00	I-64	Corrugated Metal Pipe	Yes	38.29805	-85.844739	76	0	6	6:39:00	21:01:00
4	Culvert	CV I265-022-0WB R1	No	7/29/2021	8:39:00	I-64	Corrugated Metal Pipe	Yes	38.30341	-85.851238	79	0	6	6:44:00	20:57:00
4	Culvert	HNTB-20	No	4/5/2022	9:00:00	I-265	Corrugated Metal Pipe	Yes	38.30236	-85.851097	52	0	0	7:23:00	20:10:00
4	Culvert	CLV-90248	Inaccessible	4/5/2022	9:20:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29908	-85.846642	52	0	0	7:23:00	20:10:00
4	Culvert	CLV-89716	Inaccessible	4/5/2022	9:24:00	I-64	Corrugated Metal Pipe	Inaccessible	38.2987	-85.845744	52	0	0	7:23:00	20:10:00
4	Culvert	HNTB-27	Inaccessible	4/5/2022	9:28:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29818	-85.844252	52	0	0	7:23:00	20:10:00
4	Culvert	HNTB-28	No	4/5/2022	9:32:00	I-64	Corrugated Metal Pipe	Yes	38.29549	-85.841216	52	0	0	7:23:00	20:10:00
4	Culvert	HNTB-43	Inaccessible	4/5/2022	10:32:00	I-64	Corrugated Metal Pipe	Inaccessible	38.2946	-85.840111	53	0	7	7:23:00	20:10:00
4	Culvert	CLV-89566	Inaccessible	4/5/2022	10:44:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29435	-85.838943	53	0	7	7:23:00	20:10:00
4	Culvert	CLV-88745	Inaccessible	4/5/2022	11:05:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29493	-85.840514	53	0	7	7:23:00	20:10:00
4	Culvert	HNTB-56	No	4/5/2022	11:24:00	I-265	Corrugated Metal Pipe	Yes	38.30264	-85.852041	54	0	8	7:23:00	20:10:00
4	Culvert	HNTB-59	Inaccessible	4/5/2022	11:36:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29614	-85.84083	54	0	8	7:23:00	20:10:00
4	Culvert	HNTB-62	No	4/5/2022	11:48:00	I-64	Corrugated Metal Pipe	Yes	38.2954	-85.841099	54	0	8	7:23:00	20:10:00
4	Culvert	CLV-88747	No	4/5/2022	12:52:00	I-64	Corrugated Metal Pipe	Yes	38.29432	-85.839743	55	0	6	7:23:00	20:10:00
4	Culvert	CLV-89564	Inaccessible	4/5/2022	12:56:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29476	-85.839401	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89548	Inaccessible	4/5/2022	13:04:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29538	-85.840084	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89546	Inaccessible	4/5/2022	13:08:00	I-64	Corrugated Metal Pipe	Inaccessible	38.296	-85.840713	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89542	Inaccessible	4/5/2022	13:12:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29665	-85.841423	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89540	Inaccessible	4/5/2022	13:20:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29729	-85.842087	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89536	Inaccessible	4/5/2022	13:24:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29791	-85.842779	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-88239	No	4/5/2022	13:28:00	I-64	Corrugated Metal Pipe	Yes	38.29852	-85.843426	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-63841	No	4/5/2022	13:32:00	I-64	Corrugated Metal Pipe	Yes	38.29821	-85.844872	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89536	No	4/5/2022	13:36:00	I-64	Corrugated Metal Pipe	Yes	38.29907	-85.843974	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-90246	Inaccessible	4/5/2022	13:44:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29968	-85.846049	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-95065	No	4/5/2022	13:48:00	I-64	Corrugated Metal Pipe	Yes	38.299423	-85.847423	56	0.0	7	7:23:00	20:10:00
4	Culvert	CLV-63832	No	4/5/2022	13:52:00	I-64	Corrugated Metal Pipe	Yes	38.30022	-85.847317	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89714	No	4/5/2022	13:56:00	I-64	Corrugated Metal Pipe	Yes	38.299705	-85.848142	56	0.0	7	7:23:00	20:10:00
4	Culvert	CLV-95079	No	4/5/2022	13:59:00	I-64	Corrugated Metal Pipe	Yes	38.300156	-85.847118	56	0.0	7	7:23:00	20:10:00

Note: "Inaccessible" was applied for structures which were silted-in or otherwise obstructed, or which could not be located in the field.

Map Page	Structure Type	Structure Number	Bats Observed?	Inspection Date	Inspection Time	Stream or Road Crossed	Structure Description	Entire Structure Inspected?	Latitude	Longitude	Temp.	Precipitation (in.)	Wind Speed (mph)	Sunrise	Sunset
4	Culvert	HNTB-95	No	4/5/2022	14:00:00	I-64	Corrugated Metal Pipe	Yes	38.300480	-85.847855	56	0.0	7	7:23:00	20:10:00
4	Culvert	HNTB-96	Inaccessible	4/5/2022	14:04:00	I-64	Corrugated Metal Pipe	Inaccessible	38.301241	-85.847513	56	0.0	7	7:23:00	20:10:00
4	Culvert	HNTB-97	No	4/5/2022	14:08:00	I-64	Corrugated Metal Pipe	Yes	38.30087	-85.848735	56	0	7	7:23:00	20:10:00
4	Culvert	HNTB-98	No	4/5/2022	14:12:00	I-64	Corrugated Metal Pipe	Yes	38.30128	-85.849615	56	0	7	7:23:00	20:10:00
4	Culvert	CV I64-022-121.61 R	No	4/5/2022	14:16:00	I-64	Corrugated Metal Pipe	Yes	38.30119	-85.850453	56	0	7	7:23:00	20:10:00
4	Culvert	CLV-89710	No	4/5/2022	14:20:00	I-64	Corrugated Metal Pipe	Yes	38.300551	-85.851026	56	0.0	7	7:23:00	20:10:00
4	Culvert	HNTB-101	Inaccessible	4/5/2022	14:24:00	I-64	Corrugated Metal Pipe	Inaccessible	38.30129	-85.851834	56	0	7	7:23:00	20:10:00
4	Culvert	HNTB-125	No	4/5/2022	16:00:00	I-265	Corrugated Metal Pipe	Yes	38.30255	-85.850217	58	0	5	7:23:00	20:10:00
4	Culvert	CLV-89568	No	4/5/2022	16:16:00	I-64	Corrugated Metal Pipe	Yes	38.29387	-85.838368	58	0	5	7:23:00	20:10:00
4	Culvert	CLV-89712	No	4/5/2022	16:20:00	I-64	Corrugated Metal Pipe	Yes	38.30016	-85.849013	58	0	5	7:23:00	20:10:00
4	Culvert	CLV-88749	No	11/24/2022	11:43:00	I-64	Corrugated Metal Pipe	Yes	38.29377	-85.839081	53	0	0	7:35:00	17:27:00
5	Culvert	CLV-77563	No	6/17/2021	12:09:00	I-64 Exit Ramp to	Corrugated Metal Pipe	Yes	38.28564	-85.828143	85	0	0	6:20:00	21:09:00
5	Culvert	CLV-77564	No	6/17/2021	12:13:00	I-64 EB Entrance	Corrugated Metal Pipe	Yes	38.28517	-85.827869	85	0	0	6:20:00	21:09:00
5	Culvert	CLV-88867	Inaccessible	7/21/2021	11:15:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28703	-85.83142	85	0	7	6:37:00	21:03:00
5	Culvert	CV I64-022-122.90	No	7/21/2021	11:49:00	Valley View	Concrete Precast Box	Yes	38.28727	-85.832036	85	0	7	6:37:00	21:03:00
5	Culvert	CLV-88873	Inaccessible	7/21/2021	12:15:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28775	-85.832177	85	0	7	6:37:00	21:03:00
5	Culvert	CLV-63857	No	7/21/2021	14:15:00	I-64	Corrugated Metal Pipe	Yes	38.29254	-85.837847	87	0	12	6:37:00	21:03:00
5	Culvert	CV I64-022-122.60	No	7/21/2021	14:28:00	I-64	Corrugated Metal Pipe	Yes	38.29344	-85.838368	87	0	12	6:37:00	21:03:00
5	Culvert	CLV-64576	No	4/5/2022	8:40:00	I-64	Corrugated Metal Pipe	Yes	38.29299	-85.838341	51	0.1	5	7:23:00	20:10:00
5	Culvert	CLV-77565	No	4/5/2022	8:44:00	I-64	Corrugated Metal Pipe	Yes	38.28574	-85.828622	51	0.1	5	7:23:00	20:10:00
5	Culvert	CLV-I 064-022-0.98	No	4/5/2022	10:36:00	I-64	Corrugated Metal Pipe	Yes	38.29114	-85.835134	53	0	7	7:23:00	20:10:00
5	Culvert	HNTB-45	No	4/5/2022	10:40:00	I-64	Corrugated Metal Pipe	Yes	38.29056	-85.835395	53	0	7	7:23:00	20:10:00
5	Culvert	CLV-89570	Inaccessible	4/5/2022	10:48:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29299	-85.837479	53	0	7	7:23:00	20:10:00
5	Culvert	CLV-I 064-022-122.79	No	4/5/2022	10:52:00	I-64	Corrugated Metal Pipe	Yes	38.29172	-85.83588	53	0	7	7:23:00	20:10:00
5	Culvert	HNTB-49	No	4/5/2022	10:56:00	I-64	Corrugated Metal Pipe	Yes	38.28589	-85.828792	54	0	8	7:23:00	20:10:00
5	Culvert	HNTB-50	No	4/5/2022	11:00:00	I-64	Corrugated Metal Pipe	Yes	38.28638	-85.829412	54	0	8	7:23:00	20:10:00
5	Culvert	CLV-88863	No	4/5/2022	11:04:00	I-64	Corrugated Metal Pipe	Yes	38.28742	-85.830823	54	0	8	7:23:00	20:10:00
5	Culvert	CLV-88869	No	4/5/2022	11:08:00	I-64	Corrugated Metal Pipe	Yes	38.2878	-85.831245	54	0	8	7:23:00	20:10:00
5	Culvert	HNTB-53	No	4/5/2022	11:12:00	I-64	Corrugated Metal Pipe	Yes	38.28577	-85.82996	54	0	8	7:23:00	20:10:00
5	Culvert	HNTB-54	No	4/5/2022	11:16:00	I-64	Corrugated Metal Pipe	Yes	38.28513	-85.830867	54	0	8	7:23:00	20:10:00
5	Culvert	CLV-88765	Inaccessible	4/5/2022	11:20:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28878	-85.833257	54	0	8	7:23:00	20:10:00
5	Culvert	CLV-88875	Inaccessible	4/5/2022	11:44:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28814	-85.832628	54	0	8	7:23:00	20:10:00
5	Culvert	CLV-89574	No	4/5/2022	12:00:00	I-64	Corrugated Metal Pipe	Yes	38.28527	-85.828936	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88879	Inaccessible	4/5/2022	12:04:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28823	-85.831936	55	0	6	7:23:00	20:10:00
5	Culvert	HNTB-68	Inaccessible	4/5/2022	12:12:00	I-64	Corrugated Metal Pipe	Inaccessible	38.28981	-85.834398	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88761	Inaccessible	4/5/2022	12:16:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29029	-85.834973	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88901	Inaccessible	4/5/2022	12:20:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29053	-85.834443	55	0	6	7:23:00	20:10:00
5	Culvert	HNTB-71	Inaccessible	4/5/2022	12:24:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29065	-85.834622	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88759	Inaccessible	4/5/2022	12:28:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29101	-85.835817	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88757	Inaccessible	4/5/2022	12:32:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29161	-85.836518	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88755	Inaccessible	4/5/2022	12:36:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29212	-85.837111	55	0	6	7:23:00	20:10:00
5	Culvert	HNTB-75	Inaccessible	4/5/2022	12:40:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29227	-85.836662	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88753	Inaccessible	4/5/2022	12:44:00	I-64	Corrugated Metal Pipe	Inaccessible	38.29252	-85.837587	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88751	No	4/5/2022	12:48:00	I-64	Corrugated Metal Pipe	Yes	38.29306	-85.838314	55	0	6	7:23:00	20:10:00
5	Culvert	CLV-88887		11/24/2022	11:34:00	I-64	Corrugated Metal Pipe	Yes	38.28905	-85.832874	53	0	0	7:35:00	17:27:00
5	Culvert	CLV-89572	No	11/24/2022	12:05:00	Gravel Access	Corrugated Metal Pipe	Yes	38.285627	-85.828950	53	0.0	0	7:35:00	17:27:00
6	Culvert	CV I265-022-0.71	No	7/21/2021	14:26:00	I-265	Corrugated Metal Pipe	Yes	38.31028	-85.84646	87	0	12	6:37:00	21:03:00
6	Culvert	CLV-88339	No	7/23/2021	9:43:00	I-265 Ramp to	Corrugated Metal Pipe	Yes	38.31023	-85.84418	79	0	7	6:39:00	21:01:00
6	Culvert	CLV-88351	Inaccessible	7/28/2021	11:10:00	I-256 WB Entrance Ramp	Corrugated Metal Pipe	Inaccessible	38.31199	-85.845495	88	0	0	6:43:00	20:57:00
6	Culvert	CLV-61736	Inaccessible	7/28/2021	14:35:00	I-265	Corrugated Metal Pipe	Inaccessible	38.31498	-85.843524	93	0	5	6:43:00	20:57:00
6	Culvert	CLV-63877	No	7/28/2021	14:55:00	I-265	Corrugated Metal Pipe	Yes	38.31462	-85.843686	93	0	5	6:43:00	20:57:00

Note: "Inaccessible" was applied for structures which were silted-in or otherwise obstructed, or which could not be located in the field.

Map Page	Structure Type	Structure Number	Bats Observed?	Inspection Date	Inspection Time	Stream or Road Crossed	Structure Description	Entire Structure Inspected?	Latitude	Longitude	Temp.	Precipitation (in.)	Wind Speed (mph)	Sunrise	Sunset
6	Culvert	CV 1265-022-1.05	No	7/28/2021	14:55:00	I-265	Corrugated Metal Pipe	Yes	38.31473	-85.843136	93	0	5	6:43:00	20:57:00
6	Culvert	CLV-61726	No	4/5/2022	8:12:00	I-265	Corrugated Metal Pipe	Yes	38.31151	-85.845645	51	0.1	5	7:23:00	20:10:00
6	Culvert	CLV-61734	No	4/5/2022	8:16:00	I-265	Corrugated Metal Pipe	Yes	38.31415	-85.843102	51	0.1	5	7:23:00	20:10:00
6	Culvert	CLV-61742	No	4/5/2022	8:20:00	I-265	Corrugated Metal Pipe	Yes	38.31566	-85.842312	51	0.1	5	7:23:00	20:10:00
6	Culvert	CLV-88373	No	4/5/2022	8:56:00	I-265	Corrugated Metal Pipe	Yes	38.31429	-85.8441	52	0	0	7:23:00	20:10:00
6	Culvert	CLV-88349	No	4/5/2022	9:04:00	I-265	Corrugated Metal Pipe	Yes	38.31102	-85.84445	52	0	0	7:23:00	20:10:00
6	Culvert	CLV-88409	No	4/5/2022	11:28:00	I-265	Corrugated Metal Pipe	Yes	38.31424	-85.844872	54	0	8	7:23:00	20:10:00
6	Culvert	HNTB-58	No	4/5/2022	11:32:00	I-265	Corrugated Metal Pipe	Yes	38.31339	-85.84524	54	0	8	7:23:00	20:10:00
6	Culvert	CLV-61732	No	4/5/2022	16:04:00	I-265	Corrugated Metal Pipe	Yes	38.31227	-85.843821	58	0	5	7:23:00	20:10:00
6	Culvert	HNTB-127	No	4/5/2022	16:08:00	I-265	Corrugated Metal Pipe	Yes	38.3141	-85.84312	58	0	5	7:23:00	20:10:00
6	Culvert	HNTB-128	Inaccessible	4/5/2022	16:12:00	I-265	Corrugated Metal Pipe	Inaccessible	38.3154	-85.842824	58	0	5	7:23:00	20:10:00
7	Culvert	CV 1265-022-1.57	No	7/28/2021	12:33:00	I-265	Corrugated Metal Pipe	Yes	38.32188	-85.839346	89	0	3	6:43:00	20:57:00
7	Culvert	CV 1265-022-1.70	No	7/28/2021	13:56:00	I-265	Corrugated Metal Pipe	Yes	38.32325	-85.83819	91	0	6	6:43:00	20:57:00
7	Culvert	CV 1265-022-1.35	No	7/28/2021	14:15:00	I-265	Corrugated Metal Pipe	Yes	38.31895	-85.841116	91	0	6	6:43:00	20:57:00
7	Culvert	CLV-61467	No	7/28/2021	14:29:00	I-265	Corrugated Metal Pipe	Yes	38.32415	-85.836876	93	0	5	6:43:00	20:57:00
7	Culvert	CLV-88247	No	7/28/2021	15:06:00	I-265	Corrugated Metal Pipe	Yes	38.3203	-85.840611	93	0	5	6:43:00	20:57:00
7	Culvert	CLV-61746	No	4/5/2022	8:24:00	I-265	Corrugated Metal Pipe	Yes	38.31717	-85.841503	51	0.1	5	7:23:00	20:10:00
7	Culvert	CLV-61750	Inaccessible	4/5/2022	8:28:00	I-265	Corrugated Metal Pipe	Inaccessible	38.31889	-85.840569	51	0.1	5	7:23:00	20:10:00
7	Culvert	CLV-61469	No	4/5/2022	8:32:00	I-265	Corrugated Metal Pipe	Yes	38.32316	-85.837811	51	0.1	5	7:23:00	20:10:00
7	Culvert	CLV-61748	Inaccessible	4/5/2022	8:48:00	I-64	Corrugated Metal Pipe	Inaccessible	38.31886	-85.840632	51	0.1	5	7:23:00	20:10:00

Note: "Inaccessible" was applied for structures which were silted-in or otherwise obstructed, or which could not be located in the field.



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:

March 20, 2023

Project Code: 2023-0045578

Project Name: Improve 64, Floyd County (I-64 Added Travel Lanes, Des. No. 1900162)

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.**

Attachment(s):

- Official Species List
- 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

PROJECT SUMMARY

Project Code: 2023-0045578
Project Name: Improve 64, Floyd County (I-64 Added Travel Lanes, Des. No. 1900162)
Project Type: Road/Hwy - Maintenance/Modification
Project Description: FHWA and the INDOT Seymour District are planning to proceed with an added travel lanes project on I-64 and I-265 in New Albany, Floyd County, Indiana. The proposed project limits will extend northwest along I-64 for approximately 4.23 miles from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 1.75 miles north-northeast to approximately the Green Valley Road overpass. Approximately 1-2 acres of ROW and drainage easement(s) are anticipated to be acquired for this project.

Proposed project activities include: addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street; addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street; addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150; replacement and/or rehabilitation of pavement; relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange (involves construction of a new bridge); replacement, widening, and deck rehabilitation of bridges; replacement of culverts and storm sewers, and construction of detention basins; installation of guardrail and concrete barrier wall; construction of retaining walls; possible noise barrier construction; and, replacement and addition of signage, lighting, ITS conduit, and pavement markings.

Construction is anticipated to start in Fall 2024 and end in Fall 2026.

Suitable habitat exists within and adjacent to the project area. A maximum of 80 acres of tree clearing may occur for the project. Of this, 67 acres will be within 100 feet of the road, and 13 acres will be removed 100-300 feet from road. Dominant tree species included silver maple (*Acer saccharinum*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), Eastern red cedar (*Juniperous virginiana*), sycamore (*Platanus occidentalis*), hackberry (*Celtis occidentalis*), cottonwood (*Populus deltoides*), and red bud (*Cercis canadensis*). Construction activities are anticipated to elevate noise levels above existing levels and the project involves permanent and temporary lighting modifications. A query of the USFWS Bat Database by INDOT Seymour District staff on 5/24/2021, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Bridge and culvert inspections completed in 2022 by HNTB staff found

bats on the I-64 bridge over Cherry Street (I64-122-04988 C). One guano sample, consisting of two vials at one location, was collected from under the bridge on 7/30/2021 (sampling form, location, and photos were uploaded to IPaC). The sample was sent for sampling to Northern Arizona University on 9/9/2021. The guano sampling results were received on 10/21/2021 and showed only the non-federally and non-state listed *Eptesicus fuscus* (big brown bat). No evidence of bats was found for the remaining culverts and bridges. Some culvert openings were inaccessible due to being smashed, silted in, or could not be located in the field.

Mitigation for tree clearing will be required. The mitigation calculation for the project is $(13 \text{ ac}) \times (1.5) \times \$10,528 = \$205,296$.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.3036257,-85.8881489452209,14z>



Counties: Floyd County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 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 Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> 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 <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

CLAMS

NAME	STATUS
Pink Mucket (pearlymussel) <i>Lampsilis abrupta</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7829	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> 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.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

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](#).

-
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 <i>Haliaeetus leucocephalus</i> 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 Sep 1 to Jul 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 23 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Field Sparrow <i>Spizella pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
Golden Eagle <i>Aquila chrysaetos</i> 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. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> 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
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler <i>Protonotaria citrea</i> 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 <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere

NAME	BREEDING SEASON
Wood Thrush <i>Hylocichla mustelina</i> 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.



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-incident-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.

RIVERINE

- [R4SBC](#)
- [R2UBH](#)

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Kia Gillette
Address: 111 Monument Circle
Address Line 2: Suite 1200
City: Indianapolis
State: IN
Zip: 46204
Email: kgillette@hntb.com
Phone: 3176950825

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Kia Gillette
Email: kgillette@hntb.com



United States Department of the Interior Fish and Wildlife Service



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

October 2, 2023

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

USFWS Project Code #:2023-0045578

RE: Improve 64 Added Travel Lane Project (Des. 1900162), Floyd County, Indiana

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated September 14, 2023 to verify that the proposed Improve 64 Added Travel Lane Project (the Project) may rely on the amended February 5, 2018, Programmatic Biological Opinion (BO) (dated March 23, 2023) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated Project Submittal Form on September 18, 2023.

This letter provides the Service's response as to whether the Federal Highway Administration (FHWA) may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and NLEB. This letter also responds to your request for Service concurrence that the Project may affect, but is not likely to adversely affect (NLAA) ESA-listed species and/or designated critical habitats other than the Indiana bat and NLEB.

The FHWA has determined that the Project is *likely to adversely affect* the Indiana bat and the NLEB.

The FHWA has also determined that the Project is *not likely to adversely affect* the following species:

- Gray bat (*Myotis grisescens*).

The Service concurs with this NLAA determination, because impacts to foraging areas will be limited and occur when gray bats are not on the landscape. There are no gray bat records in the immediate vicinity of the project and bridge and culvert assessments did not find evidence of gray bat use. This concurrence concludes your ESA Section 7 responsibilities relative to the gray bat for this Project, subject to the Reinitiation Notice below.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the FHWA's commitment to implement any applicable mitigation measures as indicated on the Project Submittal Form. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat or the NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take

Indiana Bat and Northern Long-eared Bat

Tree Removal

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of Indiana bats and NLEBs. As described in the Incidental Take Statement (ITS) of the BO, quantifying the specific number of individuals affected is not practicable. Therefore, the Services uses a surrogate (acreage of tree removal) to prove a means of expressing and monitoring take of the Indiana bat and the NLEB.

The proposed Project will remove a maximum of **54.1 acre(s)** of trees along approximately 6 miles of interstate. Of this amount, 15.5 acres is determined to be low-quality roosting habitat for the Indiana bat and NLEB. Although this amount is above the typical 20-acre threshold, the project's impacts are consistent with those analyzed in the BO. All tree removal will occur in winter and comply with all other conservation measures in the BO. Based on the BO, 48.6 acres (14.3 acres of which is low quality) will be removed within 100 feet of the existing interstate and is not anticipated to result in any adverse effects. A total of 5.5 acres of trees will be removed between 100-300 feet. Of this total, 1.2 acres is considered low-quality habitat and not suitable for Indiana bat or NLEB roosting. As a result, **4.3 acres** of suitable habitat removal is anticipated to result in adverse effects. No trees will be removed beyond 300 feet from the edge of pavement.

The FHWA used the mitigation ratio of 1.5 from Table 3 of the BO¹ to calculate the compensatory mitigation required to offset adverse impacts to the Indiana bat for a total of 6.45 acres² of trees that is suitable for the Indiana bat. **Mitigation is not required for the NLEB.**

To comply with the mitigation requirements of the BO, the FHWA will contribute \$72,207.50 to The Conservation Fund (TCF), the Program Sponsor, within 1 year of this letter or prior to the start of construction, whichever is earliest. These calculations are based on the mitigation identified above² and the 2023 Land Use Values in Table 2 of Exhibit E in TCF's ILF

¹ <https://www.fws.gov/media/compensatory-mitigation-ratios-indiana-bat-table-3-biological-opinion>

² XX acres * XX ratio

Instrument³. If payment is made later than 1 year from the date of this letter, the mitigation cost may change as a result of updated land use values in Table 2 of Exhibit E. The FHWA or designated non-federal representative must notify TCF at least five days prior to payment so that TCF can verify that the appropriate land value has been used. At the time of payment, the FHWA or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above.

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

Bridge, Culvert, and/or Structure Activities

Incidental take of Indiana bats and/or NLEBs is reasonably certain to occur at up to 10 bridges/culverts or structures range-wide in a 12-month period when signs of bat use or occupancy is observed (five or fewer bats observed) and is covered under the ITS in the BO. If an initial bridge/culvert or structure bat assessment fails to detect Indiana bat 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.

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the ESA. The Service has up to 12-months from the date the proposal was published to make a final determination, either to list the tricolored bat under the ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across North America. Because tricolored bat populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and “take” will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect tricolored bats after the potential new listing goes into effect, we recommend that the effects of the project on tricolored bat and their habitat be analyzed to determine whether authorization under ESA Section 7 is necessary. Projects or programs with an existing Section 7 biological opinion may require reinitiation of consultation.

³<https://www.fws.gov/sites/default/files/documents/IBAT-NLEB-ILF-Exhibit-E-Fee-Schedule-2023-01-04.pdf>

The tricolored bat is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters. For more information on tricolored bats and the proposed rule, please see:

<https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus>

and for more information on WNS, please see: <https://www.whitenosesyndrome.org/>

Reasonable and Prudent Measures

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

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

Reporting Dead or Injured Bats

The FHWA, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats and NLEBs, or any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO has been exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the FHWA's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of Indiana bats or NLEBs is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO or in the Project information that supported Service concurrence with NLAA determinations;

3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO or in the Project information that supported Service concurrence with NLAA determinations; or
4. a new species is listed or critical habitat designated that may be affected by the Project.

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

- the Project removes more than 4.3 of habitat suitable for the Indiana bat and/or NLEB between 100-300 feet from the edge of pavement or any amount beyond 300 feet; or
- the Project takes more than 5 Indiana bats and/or 5 NLEBs as a result of bridge, culvert, or structure activity.

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

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

Sincerely,

ROBIN
MCWILLIAM
S-MUNSON

Digitally signed by
ROBIN MCWILLIAMS-
MUNSON
Date: 2023.10.02
10:51:13 -04'00'

For Susan E. Cooper
Field Office Supervisor

Project: Des 1900162 I-64 ATL, Floyd County, Contract R-42570
Purpose: Transportation Management Plan Meeting
Date/Time: August 24, 2022, 9:00 a.m. – 10:30 a.m. EST
Location: MS Teams Meeting

Attendee List

Abby Mantsch	INDOT	Kelly Scott	HNTB
Andy Rosemeyer	HNTB	Kyanna Wheeler	INDOT
Chris Keeton	Police	Marcus Bruce	INDOT
Curtis Snider	INDOT	Mike Ernst	HNTB
Damon Brown	INDOT	Mike Tiger	HNTB
Don Lopp	Floyd County Highway	Mischa Kachler	INDOT
Doug Homan	HNTB	Paul Schmidt	INDOT
Hayley Wilhelm	HNTB	Phil Kuntz	HNTB
Horacio Urieta	Floyd County Highway	Ryan Houchen	Fire Department
Isaac Williams	Fire Department	Todd Bailey	Police
Jeremy Klein	Fire Department	Tracy Lovell	KYTC
Justin Matumueni	FHWA	Call-Ins:	(502) 974-7094
			(812) 725-2270

1. Introductions

- a. Project Team
 - i. INDOT
 - Greg Prince, Kyanna Wheeler, Bob Tally
 - INDOT Construction, Traffic, Maintenance
 - ii. HNTB Corporation
 - Dan Thatcher, Phil Kuntz, Mike Ernst, Andy Rosemeyer, Doug Homan, Mike Tiger
- b. TMP Members
 - i. Consultants, INDOT, KYTC, FHWA, Fire Department, Police, EMS, Local Agencies, Schools, Hospitals
- c. TMP Goals
 - i. Speaking: Phil Kuntz
 - Safe work zones for construction workers and traffic

2. Project Overview

- a. Project Purpose & Need

- i. Speaking: Andy Rosemeyer
 - ii. Project Location: NW of Louisville, US 150 to Spring Street, Work on US 150 WB, I-265 EB & WB, as well as roads under I-64, Quarry Rd and Captain Frank Rd.
 - iii. Terrain: Unique topography with vertical drops, with rock cuts.
 - Creates a confined footprint leading to unique proposed roadway and MOT designs
 - b. Scope of Work
 - i. Added Travel Lanes
 - EB and WB directions will each have one additional lane added from US 150 to Cherry Street
 - I-265 EB will have an additional lane from I-64 to Green Valley Road
 - ii. Bridge Rehabilitation and Replacement
 - 1 new bridge, 6 bridge replacements, and 10 rehabilitated bridges
 - iii. Drainage Infrastructure and Detention
 - Ensure water flows effectively through project location and during construction
 - c. Recent Public Meetings
 - i. First Public Information Meeting (PIM) was on August 17
 - Public comment period is still open until September 2
 - ii. Noise Analysis PIM will be held in Fall 2022
 - d. Anticipated Schedule
 - i. Currently: Engaging the public and stake holders, in early stages of design, determining the environmental footprint and where RW Acquisition required
 - ii. Construction starts in Fall of 2024
 - e. [Improve64.com](https://www.improve64.com)
 - i. This website will be used to provide information regarding this project to the public as well as show schedule and meeting updates
- 3. **Transportation Management Plan (TMP)**
 - a. Maintenance of Traffic (MOT) and TMP Goals
 - i. Speaking: Mike Ernst
 - ii. Develop a plan to build the project in a way that's safe during construction, for contractors and workers, as well as traveling traffic
 - iii. Minimize the number of lane closures during peak hours of traffic and maintain the existing number of lanes during peak hours where possible
 - iv. Minimize short-term ramp closures and detours for local roads

b. MOT Phasing and Lane Closures

i. I-64

- Three primary phases of construction
 - a. First phase: temporarily closing a single lane in each direction to strengthen the outside shoulder. Nighttime work only
 - b. Second Phase: traffic shifted to the outside to construct all the inside work, including retaining walls
 - c. Third phase: traffic shifted to the completed inside lanes to construct outside work
 - d. There will be several instances throughout construction where a temporary single lane closure in each direction will be needed to provide contractors access to overlay existing travel lanes. Closures expected to be during nighttime or off-peak hours

ii. I-265

- Similar to I-64, with three primary phases
 - a. First phase: strengthening outside shoulder for I-265 EB and inside shoulder for I-265 WB
 - i. The difference from I-64 is primarily due to ramp construction
 - b. Second phase: traffic shifted to the strengthened shoulders with inside construction on I-265 EB and outside construction on I-265 WB
 - c. Third phase: shift traffic to completed proposed construction and construct the outside of I-265 EB and the inside of I-265 WB

iii. State Street Interchange

- I-265 EB bridge is being widened.
- Reducing each direction down to one lane under I-265 bridges

iv. Spring Street Interchange

- I-64 at the Spring Street interchange rehabilitation is not time dependent
- First phase: shift to the inside
 - a. Due to this there will be some ramp closures for a few months for construction on bridges
- Second phase: shift to completed outside
- Possible to switch which side built first if there is a time that works better for ramp closures

v. US 150

- US 150 WB weekend ramp closure to complete that work
- Proposed storm sewer in median U-turn, resulting in right in/right out from Wesley Chapel

4. Traffic Mitigation

a. Speaking: Mike Tiger

- i. Traffic mitigation is goals and strategies used to help traffic move through a work zone safely and effectively
- ii. Remove unfamiliarity from workzone
- iii. In the events where we do need to take single lane closures in each direction, in “off-peak” hours, we are targeting times where congestion won’t be at its worst

b. Work zone Safety

- i. Automated work zone information systems to help with safety to regulate queuing within work zones

c. Indiana State Police Patrols

- i. Incident management that are written into the contract to make the contractor responsible to assist with clean up and re-establishing of traffic during incident management

d. PCMS Boards, DMS Messaging, Automated Work Zone Information Systems

- i. Used to communicate phase changes, upcoming work zones, traffic shifts etc.

e. Coordination between INDOT and stakeholders during construction

f. How we’ve developed goals:

- i. Current AM peak hours: large queuing in the EB direction west of US 150 through
- ii. Predicted AM peak hours without added lanes: ques past SR 62
- iii. Predicted AM Peak hours with added lanes: still working with low queuing between US 150 and I-265, but not as bad as the current situation

5. Questions & Comments

a. Don Lopp (Floyd County)

- i. Q: Can you speak more on the US 150 ramp closure?
 - A: (Mike Ernst) The US 150 bridge isn’t being replaced, but we have full depth construction adjacent to the downstream side of the bridge overpass. There isn’t enough space on the existing bridge to shift traffic to avoid the closure.
- ii. Q: How long is the anticipated closure and re-routing for this?

- A: (Mike Ernst) Our goal is for the construction to be completed over a weekend closure.
- b. Jeremy Klein (Fire department)
 - i. Q: Is there a way to get a contact in case something comes up during construction?
 - A: (Doug Homan) Absolutely. Every TMP member will get a copy of the TMP document, which included contacts for consultants, INDOT and the construction engineer. Everyone you'll need to contact will be on the list. Stakeholders will be receiving updates during construction and phase shifts.
 - ii. Q: Signing for current construction projects have been wrong or confusing, is there a way to make sure that the signs are laid out properly?
 - A: (Doug Homan) We will have in the contract with contractor that they will need to follow the signing plans exactly as laid out in MOT Plans.
 - iii. Q: Timeline?
 - A: (Doug Homan) Construction letting is Fall of 2024, construction starts winter 2024 and completed winter of 2026.
- c. Don Lopp (Floyd County)
 - i. Please coordinate with myself, the director of operations for the county and Horacio, the county engineer so we can anticipate changes in local traffic.
- d. Horacio (Floyd County)
 - i. Will information be uploaded to Improve64.com in case people start to call asking us what is going on?
 - A: (Doug Homan) Absolutely, that is what the website is intended for. They can be directed to this website that will have all the information for scheduling and timeframe during construction, as well as other information.
- e. Isaac Williams (Fire)
 - i. Q: is there a game plan for Emergency response access during the EB lane single lane closure with barriers funneling traffic?
 - A: (Hayley Wilhelm) For the single lane closure in the EB direction, it should only be at night and there shouldn't be a barrier wall, so the drums can be moved, or traffic can move into that adjacent lane to allow for emergency vehicles to pass safely on the travel lane.
 - A: (Mike Tiger) There is a provision that allows contractors to help clear incidences off the road.

- A: (Mike Ernst) the goal is to not to have long work zones but work zones will have with ingress and egress in plans to show how to enter and exit a work zone safely.
- f. Mischa Kachler
- i. Incident management continues through construction to get input and thoughts from first responders
 - ii. It's becoming more and more clear how crucial and critical it is to the success of a project.
 - iii. There will be meetings and opportunities to get your input as a first responder emergency group to the contractor to get to know the contractor on other jobs.
 - iv. Availability to tour work zones for first responders

INDOT CONSTRUCTION	
<p>Joseph Stephenson District Construction Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274 Phone: (812) 528-1439 Email: jstephenson@indot.in.gov (Verified)</p>	<p>Ryan Cox Construction Area Engineer Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274 Phone: (812) 569-3198 Email: rycox@indot.in.gov (Verified)</p>
INDOT / FHWA DESIGN AND PUBLIC INFORMATION	
<p>Greg Prince Project Manager Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274r Phone: (812) 524-3783 Email: gprince@indot.in.gov (Verified)</p>	<p>Bob Tally Seymour Asset Manager Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274 Phone: (812) 524-3793 Email: rtally@indot.in.gov (Verified)</p>
<p>Damon Brown District Traffic Engineer Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274 Phone: (812) 524-3776 Email: dabrown@indot.in.gov (Verified)</p>	<p>Taylor Ruble Traffic Mobility Engineer Corridor Development Office 100 N Senate Rm N758-TE Indianapolis, IN 46204 Phone: (317) 232-5204 Email: truble@indot.in.gov (Verified)</p>
<p>Abby Mantsch Scoping Manager Indiana Department of Transportation 185 Agrico Ln Seymour, IN 47274 Phone: (812) 524-3785 Email: amantsch@indot.in.gov (Verified)</p>	<p>Kyanna Wheeler Project Manager - Vincennes Indiana Department of Transportation 3650 S US 41 Vincennes, IN 47591 Phone: (812) 203-2009 Email: kwheeler@indot.in.gov (Verified)</p>
<p>Ting Nahrwold Transportation Engineer US Department of Transportation Federal Highway Administration 575 North Pennsylvania Street, Room 254 Indianapolis, IN 46204 Phone: (317) 226-6509 Email: Ting.Nahrwold@dot.gov (Verified)</p>	<p>Mischa Kachler, PE Work Zone Safety Supervisor Traffic Management Division Indiana Department of Transportation 8620 E. 21st Street Indianapolis, IN 46219 Phone: (317) 899-8604 Email: mkachler@indot.in.gov (Verified)</p>

EMERGENCY RESPONSE

<p>Jason Smith EMS District Manager District 8 & 9 302 W Washington St Marion County, Indianapolis, IN 46204 Phone: (317) 460-5942 Email: jsmith@dhs.in.gov (Verified)</p>	<p>Lt. Christopher Keeton Sellersburg District 45 Commander Indiana State Police 8014 Highway 311 Sellersburg, IN 47172 Phone: (812) 246-5424 Phone: (800) 872-6743 Email: ckeeton@isp.in.gov (Verified)</p>
<p>Sheriff Jamey Joel Clark County Sheriff 2813 Grant Line Rd New Albany, IN 47150 Phone: (812) 283-4471 Email: jnoel@clarkcosheriff.com (Verified)</p>	<p>Sheriff Frank Loop Floyd County Sheriff 311 Hauss Square New Albany, In 47150 Phone: (812) 948-5411 Email: floop@fcsdin.net (Verified)</p>
<p>Chief Todd Bailey New Albany Police Department 311 Hauss Square, Room 131 New Albany, IN 47150 Phone: (812) 948-5300 Email: tbailey@napdin.net (Verified)</p>	<p>Travis Speece Georgetown Police Dept 1636 Henriott Road PO Box 455 Georgetown, IN 47122 Phone: (812) 951-2508 Email: travis.speece@georgetown.in.gov (Verified)</p>
<p>Chief Bill Banta Georgetown Fire Dept 5610 Corydon Ridge Road Georgetown, Indiana, 47122 Phone: (812)-948-0288 Fax: (812) 948-8825 Email: chiefs@gtfpd.com</p>	<p>Chief Jeremey Klein Lafayette Township Fire Protection District P.O. Box 51 Floyds Knobs, IN 47119 Phone: (812) 923-8003 Email: info@ltvfd.org</p>
<p>Chief Matthew Juliot New Albany Fire Department 316 E Spring Street New Albany, IN 47150 Phone: (812) 948-5314 Email: Contact NA City Clerk (Verified)</p>	<p>Louisville Metro Police Department First Division 416 N 29th Street Louisville, KY 40212 Phone: (502) 574-2445 Email: Contact Louisville PW Dept</p>

EMERGENCY RESPONSE (Continued)	
<p>Battalion Chief 1 Louisville Fire Department District 1 3228 River Park Drive Louisville, KY 40211 Phone: (502) 574-3070 Email: Contact Louisville PW Dept</p>	<p>Lt. Col. Terrance A. Delaney Operations office Louisville Kentucky Fire Department (All) 3228 River Park Dr Louisville, KY 40211 Phone: (502) 574-3924 Email: terence.delaney@louisvilleky.gov (Verified)</p>
<p>Robert Baldwin, AM EMS Area Manager Louisville Bowman Field Armory 3600 Century Division Way, STE. 167 Louisville, KY 40205 Phone: (502) 607-2640 Email: Robert.e.baldwin87.nfg@mail.mil (Verified)</p>	<p>Pat Johnson (Contact for Louisville EMS) Louisville Public Works Dept 444 S 5th Street Louisville, KY 40202 Phone: (502) 574-5810 Email: Pat.Johnson@louisvilleky.gov (Verified)</p>
<p>Jody Meiman (Contact for Louisville EMS) Louisville Public Works Dept 444 S 5th Street Louisville, KY 40202 Phone: (502) 574-5810 Email: Edward.MeimanIII@louisvilleky.gov (Verified)</p>	<p>Sgt. Carey Huls Sellersburg District 45 Public Info. Officer Indiana State Police 8014 Highway 311 Sellersburg, IN 47172 Email: CHuls@isp.in.gov (Verified)</p>
HOSPITALS	
<p>Jeremy Fentress Security Supervisor Baptist Health Floyd 1850 State Street New Albany, IN 47150 Phone: (812) 949-5788 Email: jeremy.fentress@bhsi.com (Verified)</p>	<p>Linda Ritter Communications Manager Clark Memorial Health 1220 Missouri Avenue Jeffersonville, IN 47130 Phone: (812) 282-6631 Email: linda.ritter@clarkmemorial.org (Verified)</p>
<p>Josh Goss Assistant Director of Environmental Safety and Security UofL Hospital – General Hospital 530 S. Jackson Street Louisville, KY 40202 Phone: (502) 308-9896 Email: Joshua.goss@uoflhealth.org (Verified)</p>	

MUNICIPAL	
<p>Larry Summers City Engineer New Albany Floyd County 142 East Main Street, Suite 200 New Albany, IN 47150 Phone: (812) 948-4730 lsummers@cityofnewalbany.com (Verified)</p>	<p>Floyd County Highway Engineering Horacio Urieta, P.E. 311 Hauss Square Room 122 New Albany IN 47150 Phone: (812) 923-3041 Fax: (812) 923-6274 mailto:hurieta@floydcounty.in.gov (Verified)</p>
<p>Vicki Glotzbach City Clerk (Board of Public Works) The City of New Albany 142 East Main Street, Suite 114 Phone: (812) 948-5336 Email: vglotzbach@cityofnewalbany.com (Verified)</p>	<p>Brian Dixon Highway Engineer Clark County Indiana Hwy Department 501 East Court Ave. Rm 404 Jeffersonville, IN 47130 Phone: (812) 285-6276 Email: sarah@clarkcounty.in.gov (Verified)</p>
<p>Beth Stuber Transportation Engineering Supervisor 444 South 5th St, 3rd floor Louisville, KY 40202 Phone: (502) 574-3875 Email: Elizabeth.stuber@louisvilleky.gov (Verified)</p>	<p>District 5 Kentucky Transportation Cabinet 8310 Westport Rd Louisville, KY 40242 Phone: (502) 210-5400 Email: KYTC.District5Info@ky.gov (Verified)</p>
SCHOOLS	
<p>Eric Reid Director of Transportation New Albany Floyd County Consolidated School Corporation 2813 Grant Line Road New Albany, IN 47150 Phone: (812) 542-4707 Email: ereid@nafcs.org (Verified)</p>	<p>Adam Gilbert Director of Maintenance Christian Academy of Indiana 1000 Academy Drive New Albany, IN 47150 Phone: (812) 944-6200 Email: agilbert@caschools.us (Verified)</p>
<p>Chris Kane Principal Scribner Middle School 910 Old Vincennes Road New Albany, IN 47150 Phone: (812) 542-3701 Email: ckane@nafcs.org (Verified)</p>	<p>Dr. Michelle Ginkins Principal New Albany High School 1020 Vincennes Street New Albany, IN 47150 Phone: (812) 542-8506 Email: mginkins@nafcs.org (Verified)</p>

SCHOOLS (Continued)

<p>Dr. Jessica Waters Principal Hazelwood Middle School 1021 Hazelwood Ave. New Albany, IN 47150 Phone: (812) 542-8502 Email: jwaters@nafcs.org (Verified)</p>	<p>Barbara Burke Fondren Director Community Montessori 4102 St. Joseph Road New Albany, IN 47150 Phone: (812) 948-100 Email: info@shiningminds.com (Verified)</p>
<p>Brandon Winebrenner Principal Parkwood Elementary 748 Spicewood Dr #119 Clarksville, IN 47129 Phone: (812) 945-2387 Email: bwinebrenner@gccschools.com (Verified)</p>	

Project: Des 1900162 I-64 ATL, Floyd County, Contract R-42570
Purpose: Transportation Management Plan Meeting
Date/Time: May 5, 2023, 1:00 p.m. – 2:00 p.m. EST
Location: MS Teams Meeting

1. Meeting Attendees

Andrew Rosemeyer	HNTB	Mike Ernst	HNTB
Damon Brown	INDOT	Mike Tiger	HNTB
Marcus Bruce	INDOT	Greg Prince	INDOT
Matt Bullock	KYTC	Ryan Huebschman	HNTB
Christopher Millard	UofL Health	Paul Schmidt	INDOT
Donald Conner	INDOT	Curtis Snider	INDOT
Naitore Djigbenou	KYTC	Joseph Stephenson	INDOT
Douglas Homan	HNTB	Larry Summers	New Albany
Jeremy Ashlock	HNTB	Robert Tally	INDOT
Mischa Kachler	INDOT	Hayley Wilhelm	HNTB
Kia Gillette	HNTB	Chuck Wolfe	KYTC
Kym Caird	HNTB	Call in:	812-493-8681
Tracy Lovell	KYTC		

2. Project Overview

3. Maintenance of Traffic Updates

- a. Bundled Projects
- b. Spring Street
 - i. Concrete Pavement Repair
 - ii. Long term Closures for 8-10 week Closures
 - iii. Anticipated closures in 2027
 - Pushing the work to avoid coinciding with earlier construction phases on this project
- c. Detours
- d. IHCP Summary
 - i. Anticipated Closures
 - Single Lane Closures Overnight (9pm to 6 am)
 - a. I-64, I-265 and US 150
 - Weekend Closures
 - a. I-64/I-265 system interchanges
 - b. I-64/I265 ramps
 - Short term traffic stoppages (20-minute closures)
 - a. Bridge demo and erection
 - b. Blasting or other unclassified common excavation
 - c. Overhead sign erection
 - Looking for least impactful closures to the public
 - a. IHCP is targeting minimizing traffic queue hours to the greatest extent possible.

4. Anticipated Schedule

- a. LET date – August 2024
- b. Prep work in fall of 2024
 - i. Still finalizing schedule details but anticipating major work in 2025 and 2026
- c. 2027 anticipated to be less impactful work on interstate
 - i. Mill and overlay
 - ii. US 150 over I64 Bridge painting
 - iii. Spring Street CPR work
 - iv. Bundled projects

5. TMP Team Members

- a. Individual meetings with New Albany will be scheduled
- b. Advance signing in Kentucky to be discussed with KYTC individually
 - i. Tracy Lovell suggested Blake Nelson as the eventual point of Contact and can facilitate conversation
 - ii. **HNTB to schedule meeting with KYTC to discuss traffic control**
 - iii. Joe Stephenson sent over Blake Nelsons contact information
BRANCH MANAGER PD&P BRANCH I
KYTC District 5
8310 Westport Road
Louisville, KY 40242
502-764-0836 OFFICE
502-751-8374 MOBILE
Blake.Nelson@ky.gov
- c. Coordination and communication is open

6. Questions/Comments

- a. Larry Summers:
 - i. For my project planning purposes, what year would the ramp closures be in place to detour on State St?
 - Mike Ernst: We are anticipating 2027. We are conducting a schedule workshop with the INDOT Area Construction Engineer in July to finalize the schedule items
 - Summers: Perfect. Please keep me in the loop on that so I don't have any State St projects in place for whichever year is chosen.
 - **Action Item: HNTB to schedule meeting with New Albany to discuss project and detours**
- b. Damon Brown:
 - i. Project on Spring Street Letting Feb of 2025
 - Converting Spring Street to 2-way traffic
 - a. DES 2000288; Contract No. R-43345
 - b. INDOT PM is William Fortson
 - c. HWC is designer
 - d. 2025 to 2026 construction
 - ii. **Action Item: HNTB to coordinate with INDOT on this project's schedule and MOT.**

7. Summary of Action items

- a. HNTB to schedule meeting with New Albany to discuss project and detours**
- b. HNTB to schedule meeting with KYTC to discuss traffic control**