



United States Department of the Interior

FISH AND WILDLIFE SERVICE

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December 1, 2009

Timothy M. Hill
Office of Environmental Services
Ohio Department of Transportation
P.O. Box 899
Columbus, OH 43216-0899

TAILS: 31420-2010-F-0094 (PID 82532)

Attn: Megan Michael
Bill Cody
RE: **FRA-CR52-4.48 (PID 82532)**

Dear Mr. Hill:

This letter is in response to your October 30, 2009 request for site-specific review pursuant to section 7 of the Endangered Species Act of 1973, as amended, received in our office on November 3, 2009 regarding the Dodridge Street bridge replacement project in Franklin County, Ohio. The project, as proposed, will replace the existing deteriorated bridge along CR-52 (Dodridge Street) over the Olentangy River in Columbus. The bridge will be replaced on the same line and grade with a slightly wider structure. We understand that the project will result in impacts to 260 linear feet of the Olentangy River (a perennial WWH), but that Ackerman Run, a small tributary immediately north of the bridge, will not be impacted. In addition, 3 suitable Indiana bat roost trees may be removed for the project, including 1 tree that exhibits maternity roost characteristics.

The project is located within the range of the Federally Endangered Indiana bat (*Myotis sodalis*), Scioto madtom (*Noturus trautmani*), clubshell mussel (*Pleurobema clava*), and northern riffleshell mussel (*Epioblasma torulosa rangiana*); the Federal Candidate Species rayed bean (*Villosa fabalis*) and rabbitsfoot mussels (*Quadrula c. cylindrica*); and the Federal Species of Concern bald eagle (*Haliaeetus leucocephalus*) and snuffbox mussel (*Epioblasma triquetra*).

ODOT has determined that this project will have *no effect* on the **Scioto madtom, bald eagle, and northern riffleshell**; therefore, these species are not expected to be impacted by the project.

ODOT has determined that this project *may affect but is not likely to adversely affect* the **snuffbox, rayed bean, clubshell, and rabbitsfoot** mussels; but the project *may affect and is likely to adversely affect* the **Indiana bat**. Historic records of the snuffbox and clubshell exist for the Olentangy River at the CR-52 bridge site. However, during a presence/absence survey conducted by ODOT OES biologists in late fall of 2008 no individuals of these species were found. Although dead and weathered shells of common species were found upstream and downstream of the bridge, no live mussel specimens were discovered. At the time of the survey, the water directly under the bridge was too deep to search, but suitable mussel habitat appeared to be present. The Service concurs with your determination that this project *may affect*

but is not likely to adversely affect the snuffbox, rayed bean, clubshell or rabbitsfoot species. However, if an additional survey is conducted prior to construction and live mussels are found at the site, they should be moved to a suitable location outside the project area. The remainder of this letter addresses impacts to the **Indiana bat**.

On January 26, 2007, the U.S. Fish and Wildlife Service (Service) issued a programmatic biological opinion (PBO) for the Ohio Department of Transportation's (ODOT) Statewide Transportation Program through January 2012. This PBO established a two-tiered consultation process for ODOT activities, with issuance of the programmatic opinion being Tier 1 and all subsequent site-specific project analyses constituting Tier 2 consultations. Under this tiered process, the Service will produce tiered biological opinions when it is determined that site-specific projects are likely to adversely affect federally listed species. When *may affect, not likely to adversely affect* determinations are made, the Service will review those projects and if justified, provide written concurrence and section 7(a)(2) consultation will be considered completed for those site-specific projects.

In issuing the PBO (Tier 1 biological opinion), we evaluated the effects of all ODOT actions outlined in your Biological Assessment on the federally listed Indiana bat (*Myotis sodalis*). Your current request for Service review of the CR-52 bridge replacement project is a Tier 2 consultation under the January 26, 2007, PBO. We have reviewed the information contained in the letter and supporting materials submitted by your office describing the effects of the proposed project on federally listed species. We concur with your determination that the action is *likely to adversely affect* the Indiana bat. As such, this review focuses on determining whether: (1) this proposed site-specific project falls within the scope of the Tier 1 PBO, (2) the effects of this proposed action are consistent with those anticipated in the Tier 1 PBO, and (3) the appropriate conservation and mitigation measures identified in the biological assessment are adhered to.

That is, this letter serves as the Tier 2 biological opinion for the proposed CR-52 bridge replacement project. As such, this letter also provides the level of incidental take that is anticipated and a cumulative tally of incidental take that has been authorized and exempted in the PBO.

Description of the Proposed Action

Pages 1-2 of your letter, along with the supporting materials you submitted, include the location and a thorough description of the proposed action. The action, as proposed, involves the replacement of the bridge over the Olentangy River along CR-52 in Columbus, Ohio. The purpose of this project is to replace the existing bridge, which was classified as structurally deficient in its last annual inspection. Three trees that exhibit suitable summer roost habitat characteristics for the Indiana bat will be removed for the project, including one tree that exhibits brood-rearing habitat for the species. ODOT will implement the following conservation measures to avoid, minimize, and/or mitigate adverse impacts to the Indiana bat: 1) any unavoidable tree removal will take place between September 30 and April 1 to avoid direct impacts (avoidance measure A-1), and 2) credit for the Indiana bat summer ecology study (Gehrt/Swanson, 2008-2010) will be applied to mitigate adverse impacts to the bat (mitigation measure M-6). **The Service appreciates ODOT's use of the revised tree clearing dates of September 30 and April 1.**

Status of the Species

Species description, distribution, life history, population dynamics, and status are fully described on pages 13-26 for the Indiana bat in the PBO and are hereby incorporated by reference. Since the issuance of the PBO in 2007, there has been no change in the status of the species.

Species descriptions, life histories, population dynamics, status and distributions are fully described on pages 23-30 for the Indiana bat in the PBO and are hereby incorporated by reference. The most recent

population estimate indicates 468,184 Indiana bats occur rangewide (King 2008). The current revised Indiana Bat Recovery Plan: First Revision (2007) delineates recovery units based on population discreteness, differences in population trends, and broad level differences in land-use and macrohabitats. There are currently four recovery units for the Indiana bat: Ozark-Central, Midwest, Appalachian Mountains, and Northeast. All of Ohio falls within the Midwest Recovery Unit.

In 2007, white nose syndrome (WNS) was found to fatally affect several species of bats, including the Indiana bat in eastern hibernacula. To date, WNS is known from New York, Massachusetts, Vermont, West Virginia, Pennsylvania, New Jersey, New Hampshire, and Connecticut (all within the Northeast Recovery Unit). Roughly 70,000 Indiana bats, approximately 15% of the total population, occur in the affected states and are vulnerable to WNS at this time. The extent of the impact this syndrome may have on the species rangewide is uncertain but based on our current limited understanding of WNS, we expect mortality of bats at affected sites to be high (personal communication, L. Pruitt, 2008).

Environmental Baseline

The environmental baseline for the species listed above was fully described on pages 21-26 of the PBO and is hereby incorporated by reference. Since the issuance of the PBO in 2007, there has been no change in the environmental baseline.

Status of the species within the action area

Since the issuance of the PBO in 2007, there have been no new Indiana bat capture records within the vicinity of this project. Your letter and supporting materials state that suitable habitat exists within the action area, thus we are assuming presence.

Effects of the Action

Based on analysis of the information provided in your letter and supporting materials and a field review of the CR-52 bridge replacement site by biologists from our office and ODOT OES on November 24, 2009, we have determined that the effects of the proposed action are consistent with those contemplated and fully described on pages 31-35 of the PBO. Adverse effects to the Indiana bat from this project could occur due to the removal of a potential maternity roost tree. However, implementation of seasonal cutting restrictions (avoidance measure A-1) will avoid direct adverse effects to individual bats. Projects that require the removal of one or more potential primary maternity roost trees outside of the Indiana bats' maternity season can result in adverse effects to colony members upon their return to maternity areas following hibernation. When a primary roost tree becomes unsuitable, members of a colony may initially distribute themselves among several previously used alternate roost trees (USFWS 2002; Kurta et al. 2002). It is not known how long it takes for the colony to attain the same level of roosting cohesiveness that it experienced prior to the loss of an important primary roost tree. As explained in the PBO, colony cohesiveness is essential for successful birth and rearing of young. It is likely that due to the ephemeral nature of roost trees, the Indiana bat has evolved to be able to relocate replacement roosts, if available, when their previously-used roost trees become unsuitable. Until the bats from the colony locate another desirable primary roost tree and reunite, it is possible, however, that some individual members of a colony will be subject to increased stress resulting from: (1) having to search for a replacement primary roost tree, which increases energy expenditure and risk of predation; (2) having to roost in alternate trees that are less effective in meeting thermoregulatory needs; and (3) having to roost singly, rather than together, which decreases the likelihood in meeting thermoregulatory needs, thereby reducing the potential for reproductive success.

Adult male and non-reproductive female Indiana bats may also be indirectly exposed to loss of roosting habitat. In general, effects on these individual bats would be less severe than the effects associated with individuals of maternity colonies. Adult male and non-reproductive female Indiana bats are not subject to the physiological demands of pregnancy and rearing young. Males and non-reproductive females

typically roost alone or occasionally in small groups. When these individuals are displaced from roosts they must utilize alternative roosts or seek out new roosts. Because these individuals are not functioning as members of maternity colonies, they do not face the challenge of reforming as a colony. Roost tree requirements for non-reproductive Indiana bats are less specific whereas maternity colonies generally require larger roost trees to accommodate multiple members of a colony. Therefore, it is anticipated that adverse indirect effects to non-reproductive bats will be less than the effects to reproductively active females. The Service anticipates that indirect effects to non-reproductive Indiana bats from the loss of roosting habitat will be insignificant.

In addition, scientific research on the Indiana bat that is funded by ODOT (mitigation measure M-6) promises to enhance our knowledge of Indiana bat maternity colony behavior relative to roosting, foraging, and rearing of offspring in the central-Ohio region. The study will also estimate the proportion of colony residents that survive, reproduce, and return to the colony among successive years. These findings will refine our understanding of maternity colony site fidelity and its associated effects on reproduction and survival, as described above.

We are not aware of any non-federal actions in the action area that are reasonably certain to occur. Thus, we do not anticipate any cumulative effects associated with this project.

Conclusion

We believe the proposed CR-52 bridge replacement project is consistent with the PBO. After reviewing site specific information, including 1) the scope of the project, 2) the environmental baseline, 3) the status of the Indiana bat and its assumed presence within the project area, 4) the effects of the action, and 5) any cumulative effects, it is the Service’s biological opinion that this project is not likely to jeopardize the continued existence of the Indiana bat.

Incidental Take Statement

The Service anticipates that the proposed action will result in incidental take associated with projects in the Central management unit. Incidental take for this project, based on the potential removal of 75 trees, is approximately 3.75 acres, resulting in the cumulative incidental take of 27.50 for this management unit. This project, added to the cumulative total of incidental take for the implementation of ODOT’s Statewide Transportation Program, is well within the level of incidental take anticipated in the PBO through 2012 (see table below).

Management Unit	IT anticipated in PBO	IT for this project	Cumulative IT granted to date
West	1,565 acres	0 acres	79.14 acres
Central	2,280 acres	3.75 acres	27.50 acres
Northeast	4,679 acres	0 acres	136.75 acres
East	6,370 acres	0 acres	58.74 acres
South	7,224 acres	0 acres	52.09 acres
Statewide	22,118 acres	3.75 acres	354.22 acres

We determined that this level of anticipated and exempted take of Indiana bats from the proposed project, in conjunction with the other actions taken by ODOT pursuant to the PBO to date, is not likely to result in jeopardy to the species.

We understand that ODOT is implementing all pertinent Indiana bat conservation measures, specifically A-1 and M-6 stipulated in the Biological Assessment on pages 29-31. In addition, ODOT is monitoring

the extent of incidental take that occurs on a project-by-project basis. These measures will minimize the impact of the anticipated incidental take.

This fulfills your section 7(a)(2) requirements for this action. However, should the proposed project be modified or the level of take identified above be exceeded, ODOT should promptly reinstate consultation as outlined in 50 CFR §402.16. As provided in 50 CFR §402.16, reinstatement of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the continued implementation of ODOT's Statewide Transportation Program and projects predicated upon it may affect listed species in a manner or to an extent not considered in this opinion; (3) the continued implementation of ODOT's Statewide Transportation Program and projects predicated upon it are subsequently modified in a manner that cause an effect to federally listed species not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease, pending reinstatement. Requests for reinstatement, or questions regarding reinstatement, should be directed to the U.S. Fish Wildlife Service's Columbus, Ohio Field Office.

We appreciate your continued efforts to ensure that this project is consistent with all provisions outlined in the Biological Assessment and PBO. If you have any questions regarding our response or if you need additional information, please contact Karen Hallberg at extension 23.

Sincerely,



Mary Knapp, Ph.D.
Field Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH
Ohio Regulatory Transportation Office, Columbus, OH