

FINDING OF NO SIGNIFICANT IMPACT
FOR THE
PIGEON ROOST CREEK BRIDGE REPLACEMENT
ENVIRONMENTAL ASSESSMENT

NATCHEZ TRACE PARKWAY

The selected alternative does not constitute an action that normally requires preparation of an Environmental Impact Statement (EIS). The selected alternative will not have a significant effect on the human environment. Negative environmental impacts that could occur are negligible or minor in intensity. There are no significant impacts on public health, public safety, threatened or endangered species, sites or districts listed in or eligible for listing in the National Register of Historic Places, or other unique characteristics of the region. No highly uncertain or controversial impacts, unique or unknown risks, significant cumulative effects, or elements of precedence were identified. Implementation of the action will not violate any Federal, State, or local environmental protection law.

Based on the foregoing, it has been determined that an EIS is not required for this project and thus will not be prepared.

Recommended: John R.D. Ream 8/6/2007
Date
for Superintendent, Natchez Trace Parkway

Recommended: Kevin S. Rose 7/11/07
Date
Environmental Compliance Specialist, Eastern Federal Lands Highway Division

Approved: Paul T. Nishimoto 7/11/07
Date
Planning and Programming Engineer, Eastern Federal Lands Highway Division

Approved: Patricia A. Hooks 8/14/07
Date
for Regional Director, National Park Service, Southeast Region

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BACKGROUND

Built in the 1930's, the present 444-mile long Natchez Trace Parkway (Parkway) follows the historic Natchez Trace through Tennessee, Alabama and Mississippi from Nashville, Tennessee to Natchez, Mississippi. The Parkway encompasses more than 51,000 acres and is visited by approximately 5,600,000 people annually. The National Park Service (NPS) proposes to replace the existing bridge on the Parkway over the Pigeon Roost Creek, located at milepost 203.3, to maintain safe access to the historic Natchez Trace. The Parkway would like to accomplish this goal without diminishing the visitor experience, Parkway resources, or the interpretive value and the historic importance of the Parkway. If the existing bridges are not replaced, they will continue to rapidly deteriorate, resulting in further loss of load-bearing capacity.

The Federal Highway Administration (FHWA) prepared the *Environmental Assessment for the Pigeon Roost Creek Bridge Replacement (EA)* in cooperation with the Parkway, and it was available for public review from May 1, 2007, through May 31, 2007. The EA analyzed two alternatives: the No Action and the Action Alternative (Preferred Alternative). The EA was prepared pursuant to the Council of Environmental Quality's regulations for implementing the National Environmental Policy Act (NEPA) (40 CFR 1500 et seq.), 42 U.S.C. 4332(2)(C), and National Park Service Director's Order #12: Conservation Planning, Environmental Impact Analysis, and Decisionmaking and Handbook (2003) (DO-12).

SELECTED ALTERNATIVE

The NPS, in cooperation with the FHWA, has selected the Action Alternative. The existing bridge over the Pigeon Roost Creek will be removed and a new bridge will then be built in the same location. The proposed bridge will be similar in appearance to the existing bridge and will have an approximate total width of 34 feet. Demolition of the existing bridge and construction of a new one will require closing a portion of the Parkway. An adjacent detour will be constructed. Culverts will be placed in Pigeon Roost Creek approximately 60 feet west of the existing Parkway Bridge, and a temporary paved road will tie into the Parkway. The route will be approximately 1,000 feet long, with an approximate total width of 26 feet. The posted speed limit will be 20 miles per hour. The Parkway will be closed in the vicinity of the bridge over Pigeon Roost Creek for a maximum of 2 years during which traffic will be diverted to the temporary detour. After completion of the permanent bridge, the temporary detour will be removed and the affected area restored to natural conditions prior to construction. Construction staging will occur in the Pigeon Roost Parking Area. After the new bridge is completed, the Parking Area will be milled and repaved.

OTHER ALTERNATIVES CONSIDERED

No Action Alternative

Under the No Action Alternative, no improvements to the existing bridge on the Parkway over Pigeon Roost Creek would occur. The existing bridge structure would remain in place and only routine maintenance operations would be performed. The bridge would continue to deteriorate and weight restrictions would be placed on the bridge until the bridge eventually fails. This would limit visitors with recreational vehicles and/or trailers from using this portion of the Parkway.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

The Environmentally Preferred Alternative is simply put, "this means the alternative that causes the least damage to the biological and physical environment; it also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources" (Q6a)(516 DM 6 4.10(A)(5).

Replacing the bridge over Pigeon Roost Creek (Action Alternative) allows visitors to continue to access the historic Natchez Trace, an important aspect of our national heritage. Protection of the Parkway through the replacement of a deteriorating structure allows visitors to continue to enjoy the scenic, recreational, and historic features. The No Action Alternative would limit visitors' use of the Parkway, create potential risk to health and safety, and would not protect the Parkway. Continued deterioration, including spalling and the emission of efflorescence, would add concrete and minerals to the surrounding wetlands and vegetation, which may adversely impact those resources. Therefore, the Action Alternative is the Environmentally Preferred Alternative because it best protects, preserves, and enhances historic, cultural, and natural resources.

WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT ON THE HUMAN ENVIRONMENT

The selected alternative (Action Alternative) will have minor, short-term and long-term, adverse impacts to some of the natural and cultural resources; however they will be minimized and mitigated as described in the EA.

As defined at 40 CFR §1508.27, from the regulations of the Council on Environmental Quality that implement the provisions of NEPA, significance is determined by examining the following criteria:

Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.

The replacement of the existing deteriorating bridge over the Pigeon Roost Creek will benefit all visitors traveling along the Parkway by increasing their safety. Halting the continued spalling and seepage of efflorescence will have beneficial effects on the natural environment of the Parkway. During construction, temporary jobs will be created for some of the local residents.

The selected alternative will have a minor short-term adverse impact on vegetation because approximately 3.2 acres of vegetation comprised of mowed grass and mature

trees will need to be cleared to construct the adjacent detour. The disturbed area would be re-vegetated with native species including switchcane to simulate the habitat of the passenger pigeon. There would be short-term minor adverse impact to wetlands because approximately 0.23 acres of wetlands would be filled to construct the temporary detour. The temporary impact of approximately 0.23 acres of wetlands would be mitigated through the restoration of another wetland area as described in the Statement of Findings.

The selected alternative would have a short-term minor adverse impact during construction while the fill material associated with the detour is in place, and a long-term negligible adverse impact to floodplains due to slight changes in the new bridge.

The selected alternative will have short-term minor adverse impacts to the cultural landscape during construction because the presence of the detour route changes the appearance of the area adjacent to the bridge over Pigeon Roost Creek and alters the vegetation; a character defining feature. The selected alternative would have a long-term minor adverse impact because although it is expected that the disturbed area would blend completely into its surrounding area, it may take several years after construction. The alteration of the vegetated pattern of the landscape would not diminish the overall integrity of the landscape. The new bridge structure would be designed to closely resemble the existing bridge.

The degree to which the action affects public health or safety

The selected alternative would have a long-term moderate beneficial impact to health and safety. The replacement of the deteriorating bridge would ensure the safety of visitors traveling the Parkway. Short-term minor adverse impacts would occur during construction because of the possible conflicts between construction equipment and motorists.

Unique characteristics of the geographic area such as proximity to historic or cultural resources, parklands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas

The Mississippi Department of Archives and History have determined that the implementation of the selected alternative will result in no significant adverse effects to cultural resources. The selected alternative has also been reviewed and approved for compliance with Section 106 of the National Historic Preservation Act by the Parkway's Cultural Resource Specialist.

The Mississippi Field Office of the U.S. Fish and Wildlife Service (FWS) determined that there are no known federally listed threatened or endangered species, or their habitats, within the study area that might be impacted by the selected alternative.

The selected alternative will impact approximately 0.23 acres of palustrine forested broad-leaved deciduous and riverine intermittent unconsolidated mud bottom wetlands.

The degree to which the effects on the quality of the human environment are likely to be highly controversial

Implementation of the project will not result in controversial effects on the human environment. The project will replace an existing structure, and the Parkway will remain open to visitors throughout construction. No comments were received regarding the project during the public comment period.

Degree to which the possible effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.

There are no identified risks associated with the selected alternative that are unique or unknown, and there are no effects associated with the selected alternative that are highly uncertain that were identified during the analysis for the EA or during the public review of the EA.

The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The selected alternative does not establish a precedent for any future actions that may have significant effects, nor does it represent decisions about future considerations. The purposed of this action is to address safety and environmental concerns associated with the deterioration of the bridge over the Pigeon Roost Creek.

Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.

Another action proposed to occur along the Parkway in the vicinity of the bridge sites is a road resurfacing/rehabilitation project from milepost 130 to Milepost 204 in Attala, Choctaw, Leake and Madison Counties in Mississippi. This project is currently planned for fiscal year 2009. This action would have no to negligible impacts, and would not be cumulatively significant.

The degree to which the action may adversely affect items listed or eligible for listing in the National Register of Historic Places, or other significant scientific, cultural or historic resources.

On April 20, 2001 the project description and a copy of the latest bridge inspection report for the bridge over Pigeon Roost Creek was submitted to the Mississippi Department of Archives and History. A letter dated April 26, 2001 from the Mississippi Department of Archives and History in response to a cultural resources assessment request for the project states, "It is our determination that no properties listed in or eligible for listing in the National Register of Historic Places will be affected..." The project is located near the county line between Webster and Choctaw counties, and was stated as occurring in Webster County throughout this correspondence.

The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

A letter dated September 23, 2003 was sent to the Mississippi Field Office of the U.S. FWS requesting information regarding federally listed species in the study area. The FWS replied on October 3, 2003, stating, "There are no known federal listed threatened or endangered species, or their habitats, within the project area. Therefore, the Service anticipates no impacts to any listed species to occur as a result of the proposed project. The Service has no objections or special concerns regarding the current proposal." Personal communication with the Mississippi Field Office of the FWS on August 9, 2006, confirmed that there are no concerns regarding federally listed species.

Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

This action violates no Federal, State, or local environmental protection laws.

MITIGATION

In order to minimize the environmental impacts associated with the selected alternative, the following measures are recommended for implementation:

- All disturbed areas would be restored to previous ground elevations and re-vegetated with native species.
- Noxious weed seeds would be restricted from use in seed mixes, and exotic invasive species would be managed when feasible.
- All fill material would be removed.
- The temporary impact of approximately 0.23 acres of wetlands would be mitigated through the restoration of a wetland area that is approximately 65 miles north along the Parkway, which is approximately 1/3 acre in size.
- An erosion and sediment control plan would be prepared to meet Mississippi and NPS standards and guidelines. All Best Management Practices to limit erosion and sedimentation would be incorporated to the extent possible.
- If any archeological resources are discovered during the construction of the project, all work would stop, and the appropriate agency personnel would be notified. In the unlikely event that human remains or cultural items subject to the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered, all work would stop, and the appropriate provisions of NAGPRA would be followed.

PUBLIC INVOLVEMENT

The EA was made available for public review and comment during a 30-day period starting **May 1, 2007**. A notice of availability was published in the local papers during the week prior. Copies of the EA were made available at the Tupelo Visitor Center, the Choctaw County Public Library. The public review and comment period for the EA closed on **May 31, 2007**, and no public comments were received.

IMPAIRMENT STATEMENT

In addition to reviewing the list of significance criteria, the NPS has determined that implementation of the proposal will not constitute an impairment to the critical resources and values of the Parkway. This conclusion is based on a thorough analysis of the environmental impacts described in the EA, public comments, relevant scientific studies, and the professional judgment of the decision-maker guided by the direction in NPS *Management Policies 2006*. The plan under the selected alternative will not result in any adverse impacts to Parkway resources. Overall, the plan results in benefits to Parkway resources and values, opportunities for their enjoyment, and it does not result in their impairment.

**STATEMENT OF FINDINGS FOR EXECUTIVE ORDER 11988:
FLOODPLAIN MANAGEMENT
AND EXECUTIVE ORDER 11990: WETLANDS PROTECTION**

Pigeon Roost Creek Bridge Replacement

**Natchez Trace Parkway
Choctaw County, MS**

Recommended:

Jenna R Young

Superintendent, Natchez Trace Parkway
(Att: Mr. ...)

7/26/07

Date

Certified for Technical Adequacy and Servicewide Consistency:

William S. ...

Chief, WASO Water Resources Division

7/31/07

Date

Approved:

Art Frederick

Director, Southeast Region
foh

8/14/07

Date

*Statement of Findings
Wetland Protection and Floodplains Management*

*Pigeon Roost Bridge Replacement
PRA-NATR 3H24*

INTRODUCTION

Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands) require the NPS and other federal agencies to evaluate the likely impacts of actions in floodplains and wetlands. The objective of E.O. 11988 is to avoid, to the extent possible, the long and short term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative. E.O. 11990 was issued to avoid to the extent possible the long and short term adverse impacts associated with the destruction or modification of wetland and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. NPS Director's Order #77-1 Wetland Protection and Procedural Manual #77-1 provide NPS policies and procedures for complying with E.O. 11990, and NPS Director's Order #77-2 Floodplain Management and Procedural Manual #77-2 provide NPS policies and procedures for complying with E.O. 11988. This Statement of Findings (SOF) documents compliance with these NPS wetland protection and floodplain management procedures.

PROPOSED ACTION

The Action Alternative (Preferred Alternative) would remove the existing bridge over Pigeon Roost Creek, which is a three-span 85-foot long two-lane bridge built in 1956. It has a continuous monolithic concrete slab superstructure supported by concrete abutments at each end and two piers built on pile foundations. The Federal Highway Administration Bridge Office last inspected the bridge over Pigeon Roost Creek in January of 2006. The bridge was determined to be in poor condition due to the extensive deterioration of the superstructure concrete. Additional problems include severe deterioration of the curb and railing expansion joint material, minor cracking of the substructure units, and minor erosion at the piers and along the channel banks. Widespread moderate cracks were found in the concrete slab underside and deck. Heavy efflorescence was found on both the deck and the abutments of the bridge. This deterioration was determined to be the result of alkali-silica reactivity between the cement and aggregate in the concrete. If not replaced, the bridge would continue to deteriorate rapidly, resulting in further loss of load-bearing capacity and eventual failure.

A new bridge would then be built in this location. The proposed bridge would be similar in appearance to the existing bridge, and would have an approximate total width of 34 feet. The vertical profile of the bridge over Pigeon Roost Creek may be raised and the vertical clearance may be reduced due to the increase in bridge depth, however it would remain 85' long.

Demolition of the existing bridge and construction of a new one would require closing a portion of the Natchez Trace Parkway. Culverts would be placed in Pigeon Roost Creek approximately 60 feet west of the existing Natchez Trace Parkway Bridge, and a temporary paved road would tie into the Parkway. The route would be approximately 1,000 feet long, with an approximate total width of 26 feet. The posted speed limit would be 20 miles per hour (MPH). The Natchez Trace Parkway would be closed in the vicinity of the bridge over Pigeon Roost Creek for approximately two years during which traffic would be diverted to the temporary detour. After completion of the permanent bridge, the temporary bypass route would be removed and the affected area restored to natural conditions prior to construction.

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SITE DESCRIPTION

Floodplains

Federal Emergency Management Agency (FEMA) Flood Insurance Rate maps are not available for the area surrounding Pigeon Roost Creek. The Natchez Trace Parkway was built upon an embankment; as a result the floodplains are abruptly constricted to 85' at the current bridge across Pigeon Roost Creek. The Pigeon Roost floodplain includes three bridges, which convey the Pigeon Roost Creek, Pigeon Roost Canal, and Pigeon Roost Slough. Flooding along the Natchez Trace Parkway generally occurs during high rainfall events in the winter months of the year, and occasionally in the spring. Floodwaters seldom overtop the banks of the roadway, and have not historically caused any closures of the Parkway. The floodplain contains the Pigeon Roost Creek, Pigeon Roost Canal, and Pigeon Roost Slough. Through analysis it was determined that downstream of the Parkway, the 100-year event water elevation is 380.0 feet. Upstream of the Parkway, the 100-year event water elevation is 382.2 feet.

Wetlands

The majority of wetlands within the study area are palustrine forested broad-leaved deciduous wetlands. The canopy is dominated by various bottomland trees that include sweet gum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), American elm (*Ulmus Americana*), green ash (*Fraxinus pennsylvanica*), water oak (*Quercus nigra*), willow oak (*Q. phellos*), swamp chestnut oak (*Q. michauxii*), and cherrybark oak (*Q. pagoda*). Understory species include ironwood (*Carpinus caroliniana*), common paw paw (*Asimina triloba*), and American holly (*Ilex opaca*). Shrubs include Chinese privet (*Ligustrum sinense*), storax (*Styrax americana*), swamp dogwood (*Cornus stricta*), black highbush blueberry (*Vaccinium fuscatum*), and cane (*Arundinaria gigantea*). The herbaceous stratum is dominated by blunt broom sedge (*Carex tribuloides*), bladder sedge (*C. intumescens*), white-edged sedge (*C. debilis*), slender spikegrass (*Chasmanthium laxum*), water-horehound (*Lycopus virginicus*), poison ivy (*Toxicodendron radicans*), cross-vine (*Bignonia capreolata*), and common greenbrier (*Smilax rotundifolia*).

The main Pigeon Roost Creek Channel and an unnamed tributary of Pigeon Roost Creek enter the project area from the northeast and conjoin with Pigeon Roost Creek southeast of the bridge. Both of these streams have been heavily disturbed by channelization, erosion, and sedimentation.

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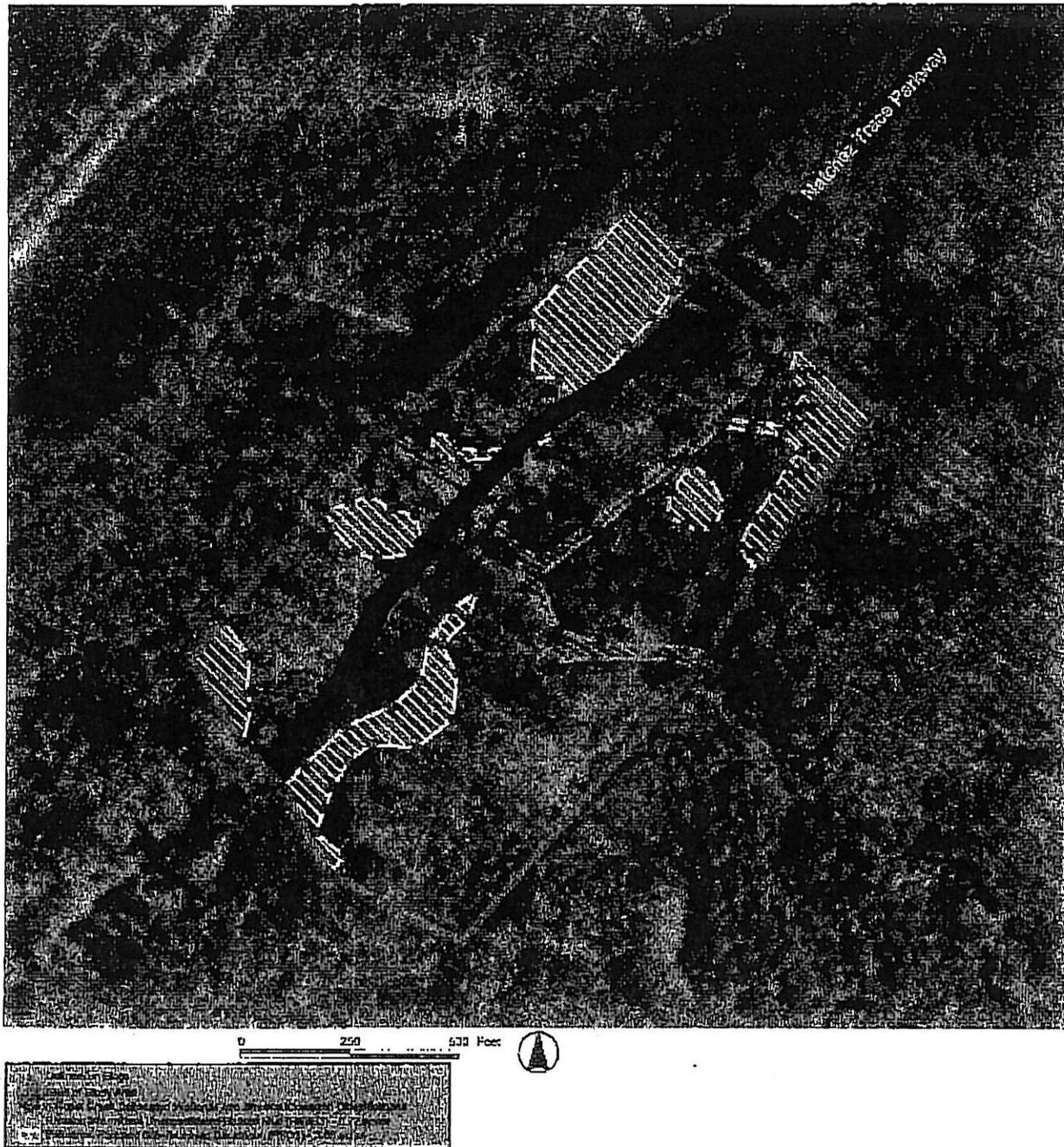


Figure 1: The detour route is shown superimposed on the delineated wetland polygons.

Wetlands Functional Values Assessment

These wetlands function as flood attenuation and wildlife habitat, and provide an aesthetically pleasing view for Parkway visitors. These palustrine forested broad-leaved deciduous wetlands do not provide habitat for any federally-listed threatened or endangered species or Mississippi special concern species. However, they do provide habitat for a wide variety of mammals, birds, reptiles and amphibians. These wetlands also maintain plant communities (the

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bottomland hardwood forest) and provide for nutrient cycling between the plant community, animal community and detritus/decomposers.

No surface water was present within any of the wetland areas and none of the project area soils were saturated within 12 inches of the surface at the time of delineation. During high precipitation events, these wetlands reduce the velocity of the water currents and reduce erosion, providing floodwater detention. Some portion of any floodwater volume detained is likely to be evaporated or transpired, which would reduce the overall volume of floodwater. The detention of water also allows for the retention of particulates such as nutrients, minerals, and heavy metals, and sediment deposition; which all influence downstream water quality. These wetlands also detain precipitation which prevents or slows runoff from rainfall from entering the Pigeon Roost Creek and the Big Black River further downstream through the infiltration and absorption of water into the organic material and soil. Soils in the wetlands are comprised of silt loam; Arkabulta silt loam and Chenneby silt loam according to the Soil Survey for Choctaw County, Mississippi. Downstream of the Natchez Trace Parkway, the Big Black River controls the tailwater conditions on Pigeon Roost Creek. These wetlands are abundant throughout the Parkway.

FLOODPLAIN DISTURBANCE

At the existing Pigeon Roost Creek Bridge there is approximately 2.91 feet of freeboard during the 50-year event. The bridge would be replaced with a similar sized structure. The structure size assumed for the analysis was 88-foot long 3 span bridge with a 20-foot deck and a 2-inch overlay with the same vertical profile as the existing bridge. The existing bridge has a low steel elevation of 383.94 feet, but the new bridge would have a low steel elevation of 383.91 feet, which would result in a new freeboard of 2.87 feet. The freeboard would be reduced by 0.04 feet through the replacement of the existing bridge. The 100-year water surface elevation would increase by 0.01 foot. During final design other slight changes to the bridge design may be necessary to meet current design standards. These slight changes may include the use of a larger girder, and larger pier structures, but would not increase the 100-year event backwater by more than one foot, or reduce the 50-year freeboard to below two feet. Approximately 3,500 cubic yards of fill material would be placed to construct the detour route for Parkway visitor use while the bridge is closed for demolition and construction. The fill material would be in place for no longer than two years. After construction is completed, the fill material would be removed and the area would be restored to its previous contours.

WETLAND DISTURBANCE

Under the Action Alternative, approximately 0.23 acres of wetlands, of which 0.13 acres are palustrine forested broad-leaved deciduous wetlands, and 0.10 acres are riverine intermittent unconsolidated mud bottom wetlands would be filled to construct the detour adjacent to the bridge over Pigeon Roost Creek. The fill would be in place for a maximum of two years while the existing bridge is demolished and the new bridge is constructed. The fill would then be removed to the previous ground elevation, and the area re-vegetated. There would be no permanent filling of the wetlands as a result of the Action Alternative.

JUSTIFICATION FOR USE OF THE FLOODPLAIN AND WETLANDS

An average of 960 vehicles per day use the 444-mile Natchez Trace Parkway, which commemorates an ancient trail that connected southern portions of the Mississippi River to salt licks in today's central Tennessee. This project is proposed to eliminate a health and safety risk associated with the deteriorating bridge. A detour using the existing roadways adjacent to

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the parkway was not considered because it would detour visitors off of the Parkway for approximately 13 miles, and reduce access to the Old Trace and Ballard Creek. The adjacent roads may not be able to handle recreation vehicles, and may confuse drivers. The project proposed to replace the existing bridge and a detour is necessary for Park visitors traversing the Parkway, therefore there are no additional feasible alternative sites.

INVESTIGATION OF ALTERNATIVE SITES

The proposed action is to replace an existing structure over a water crossing along the existing Natchez Trace Parkway; therefore it is not feasible to replace the bridge in another location. No alternative sites were investigated.

MITIGATIVE ACTIONS

Design considerations were sensitive to the historic importance of the Natchez Trace Parkway. Altering the bridge drastically from its existing state might cause an adverse affect on the Parkway.

Floodplain Mitigation

Although the bridge over Pigeon Roost Creek is not located in a mapped area, the increase in the water surface elevations is limited to one foot. Any changes in bridge design to meet current standards would not cause the 100-year flood event backwater to increase by greater than one foot. A freeboard of at least 2 feet would also be maintained for the 50-year event. Changes to the grade of the bridge and/or the bridge approaches are not likely to be necessary.

Wetland Mitigation

In order to minimize the temporary disturbance of the existing wetlands, the project detours were not placed on the side with the side channel. In order to minimize the environmental impacts, geotextile would be used to ensure that the ground is returned to its previous elevation, an erosion and sediment control plan would be prepared and included in the final construction plans, and disturbance of woody and turf vegetation would be minimized. The area disturbed by construction activities would be re-vegetated with native species.

Wetland mitigation is proposed to compensate for the approximate 0.23 acres of impacts during the two year construction period, and would be funded in conjunction with the construction project. Although this 0.23 acres would be returned to its previous wetland condition after construction is completed, there would be a temporary loss of wetland function that needs to be compensated. Therefore mitigation is proposed within the Natchez Trace Parkway. The Parkway has located a site approximately 65 miles north along the Parkway, which is approximately 1/3 acre in size. The site has been actively managed through mowing, and is proposed for restoration to a palustrine forested broad-leaved deciduous wetland. The area would be allowed to re-vegetate naturally, with plantings if necessary. The area is adjacent to a network of sloughs due to beaver activity, and is seasonally-flooded. Restoration of this area would begin prior to the start of the proposed action. The restoration would be completed and fully functioning within one year. The mitigated wetland would provide precipitation detention, nutrient cycling, element/sediment removal, plant and wildlife habitat, flood attenuation, and an aesthetically pleasing area; fully replacing the functions lost temporarily through the construction of the detour route associated with the Action Alternative.

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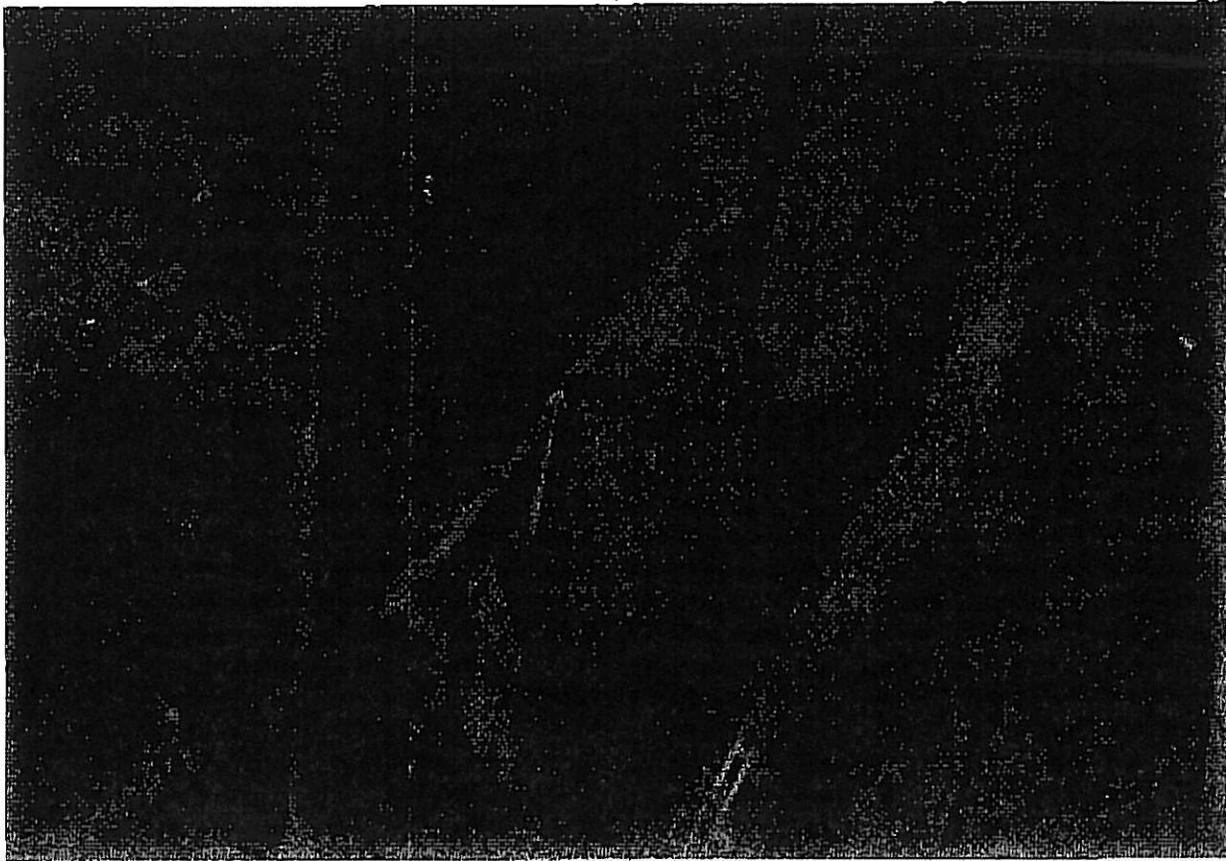


Figure 2: The location of the proposed wetland mitigation site is shown.

CONCLUSION

The National Park Service concludes that there is no practical alternative for replacement of the bridge over Pigeon Roost Creek. The preferred alternative would substantially reduce potentially hazardous conditions caused by continued bridge deterioration. Mitigation and compliance with regulations and policies to prevent impacts to wetlands, water quality, floodplain values, and loss of property or human life would be strictly adhered to during and after the construction. Individual permits with other federal and cooperating state and local agencies would be obtained prior to construction activities. No long-term adverse impacts would occur from the Preferred Alternative. Therefore, the National Park Service finds the Preferred Alternative to be acceptable under Executive Order 11988 for the protection of floodplains and under Executive Order 11990 for the protection of wetlands.