

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No	<b>B-4948</b>
W.B.S. No	<b>40104.1.1</b>
Federal Project No.	<b>BRSTP-1429(7)</b>

A. Project Description:

The purpose of this project is to replace Columbus County Bridge No. 144, which is on SR 1429 (Old Pine Log Road) and over Soules Swamp. The replacement structure will be a bridge that is approximately 80 feet in length; this length is based on preliminary design information and is set by hydraulic requirement. The clear deck width will be 30 feet and 10 inches, providing two 11 feet lanes and 4 feet and 5 inches offsets on each side. The roadway grade of the new structure will be approximately two feet higher than the existing grade, this will provide for the bridge caps to be outside the water.

The approach roadway will extend approximately 390 feet from the west end of the new bridge and 300 feet from the east end. The approaches will be widened to include a 22 foot pavement width providing two 11 feet lanes. Six foot shoulders (four feet paved and two feet turf) will be provided on each side. Shoulders will be nine feet where guardrail is included. The roadway will be designed using Sub-regional Tier guidelines with a 60 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1). Due to excessive cracking, one mile of SR – 1435 on the detour will be resurfaced. This will only be resurfacing with no increase to the pavement width, and thus will have no effect on the human and natural environment.

B. Purpose and Need:

NCDOT Bridge Management Unit records indicate Bridge No. 144 has a sufficiency rating of 38.89 out of a possible 100 for a new structure.

According to Federal Highway Administration (FHWA) standards, the structure is functionally obsolete. In 2013, the structural condition evaluation was 4 out of 9 and deck geometry appraisal was 2 out of 9.

In 2011, Bridge No. 144 carried 2,800 vehicles per day with 4,500 vehicles per day projected for the future year 2035. The substandard superstructure, substructure and deck geometry are unacceptable and that cannot be addressed by maintenance activities. Replacement of the bridge will result in safer traffic operations.

C. Proposed Improvements:

Circle one or more of the following Type II improvements, which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
  - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
  - b. Widening roadway and shoulders without adding through lanes
  - c. Modernizing gore treatments
  - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
  - e. Adding shoulder drains
  - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
  - g. Providing driveway pipes
  - h. Performing minor bridge widening (less than one through lane)
  - i. Slide Stabilization
  - j. Structural BMP's for water quality improvement
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
  - a. Installing ramp metering devices
  - b. Installing lights
  - c. Adding or upgrading guardrail
  - d. Installing safety barriers including Jersey type barriers and pier protection
  - e. Installing or replacing impact attenuators
  - f. Upgrading medians including adding or upgrading median barriers
  - g. Improving intersections including relocation and/or realignment
  - h. Making minor roadway realignment
  - i. Channelizing traffic
  - j. Performing clear zone safety improvements including removing hazards and flattening slopes
  - k. Implementing traffic aid systems, signals, and motorist aid
  - l. Installing bridge safety hardware including bridge rail retrofit
3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
  - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
  - b. Rehabilitating or replacing bridge decks
  - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
  - d. Replacing a bridge (structure and/or fill)
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas

6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2014 prices, are as follows:

Structure (bridge)	\$ 272,000
Roadway Approaches	\$ 334,000
Structure Removal	\$ 21,000
Utility Construction	\$ 124,000
Misc. & Mob.	\$ 122,000
Eng. & Contingencies	\$ 127,000
Total Construction Cost	\$ 1,000,000
Right-of-Way Costs	\$ 14,000
Utility Relocation	zero
Resurface 1 mile detour	\$ 275,000
Total Project Cost	\$ 1,289,000

**Estimated Traffic:**

Year 2016	-	3,154 vpd
Year 2036	-	4,570 vpd
Dual	-	2%
TTST	-	1%

**Accidents:** Traffic Engineering has evaluated a recent five-year period and found six accidents occurring near the project. Those were not due to the geometry of the bridge.

**Design Exceptions:** There are no anticipated design exceptions for this project.

**Pedestrian and Bicycle Accommodations:** The bridge is not on a state or local bicycle route, there is no indication of high numbers of bicycles or pedestrians, no special provisions will be made.

**Bridge Demolition:** Bridge No. 144 was constructed of reinforced concrete on steel I-beams and timber piles. Based on standard demolition practices, it should be possible to remove with no resulting debris in the water.

**Alternatives Discussion:**

**No Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served.

**Rehabilitation** – The bridge was constructed in 1951 and is reaching the end of its useful life. Rehabilitation would not solve the problem of deck geometry or structural deficiency.

**Offsite Detour** – Bridge No. 144 will be replaced on the existing alignment. The majority of traffic on the road is through traffic. During the construction period, traffic will be detoured offsite (see Figure 1). NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The detour for the average road user would result in 8 minutes additional travel time (5.5 miles additional travel). A six-month duration of construction is expected on this project.

Based on the Guidelines, the criteria above indicate that based on delay alone, the detour is acceptable. NCDOT Division 6 concurs with the use of the detour. Other than minor resurfacing on a mile of the detour, the condition of roads, bridges and intersections are acceptable without improvement.

**Onsite Detour** – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

**Staged Construction** – Staged construction was not considered because of the availability of an acceptable offsite detour.

**New Alignment** – Given that the alignment for SR 1429 is acceptable, a new alignment was not considered as an alternative.

**Other Agency Comments:**

**US Fish and Wildlife Service**

Although potential foraging habitat was present for the wood stork, the February 2011 survey did not observe any nests. US Fish and Wildlife Service concurs with the NCDOT's conclusion that the proposed project may affect, but is not likely to adversely effect the wood stork.

**US Environmental Protection Agency**

EPA did not identify any comments or environmental issues of concern.

**US Forest Service**

The Forest Service indicated that they have no property in the area.

**N.C. Division of Water Quality**

DWR provided standard comments and requests that are normal to bridge replacement projects.

**Response:** DOT will take all-appropriate measures to ensure that water quality standards are met and designated uses are not degraded or lost.

**Corps of Engineers**

The Corps indicated that the project is likely to impact streams and/or wetlands and advised that a permit authorization is needed.

**Response:** DOT will take all-appropriate measures to minimize any adverse impacts and would follow the normal procedures to obtain permits.

**Public Involvement:**

NCDOT sent a notification cards to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date. Accordingly, a Citizen's Information Workshop was determined unnecessary.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

<u>ECOLOGICAL</u>		<u>YES</u>	<u>NO</u>
(1)	Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u>X</u>
(2)	Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	_____
(3)	Will the project affect anadromous fish?	<input type="checkbox"/>	<u>X</u>
(4)	If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u>X</u>	<input type="checkbox"/>
(5)	Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u>X</u>
(6)	Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<u>X</u>
(7)	Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u>X</u>
(8)	Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u>X</u>
(9)	Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u>X</u>
 <u>PERMITS AND COORDINATION</u>		 <u>YES</u>	 <u>NO</u>
(10)	If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<u>N/A</u>
(11)	Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u>X</u>
(12)	Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u>X</u>
(13)	Could the project result in the modification of any existing regulatory floodway?	<input checked="" type="checkbox"/>	_____
(14)	Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<u>X</u>

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

	<u>YES</u>	<u>NO</u>
(15) Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(16) Will the project require the relocation of any family or business?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(20) Will the project substantially alter the usefulness and / or land use of adjacent property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(22) Is the project included in an approved thoroughfare plan and / or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(28) Will the project have an "effect" on structures / properties eligible for or listed on the National Register of Historic Places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- (29) Will the project affect any archaeological remains, which are important to history or pre-history?    X
- (30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)?    X
- (31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended?    X
- (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers?    X

F. Additional Documentation Required for Unfavorable Responses in Part E

**Response to Question 2:**

Soules Swamp provides marginal nesting habitat for wood stork within the study area. No rookery was observed during the late winter breeding season. The NCNHP database (updated May 2011) does not show any occurrences of wood stork in the project vicinity. Due to the presence of foraging habitat, NCDOT conducted a survey in February 2011, the survey did not observe any nests. It was determined that this project *May Affect – Not Likely to Adversely Affect* this species. USFWS concurrence letter is attached.

A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing will become effective on or before April, 2015. This species is not included in USFWS's current list of protected species for Columbus County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

**Response to Question 13:**

Columbus County is a participant in the National Flood Insurance Regular Program, administered by the Federal Emergency Management Agency (FEMA). The Hydraulic Unit will coordinate with the Federal Emergency Management Agency (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the project. If required, the Division will submit sealed as-built construction plans to the Hydraulics Unit upon project completion certifying the project was built as shown on construction plans.

G. CE Approval

TIP Project No.	<u>B-4948</u>
W.B.S. No.	<u>40104.1.1</u>
Federal Project No.	<u>BRSTP-1429(7)</u>

Project Description:

The purpose of this project is to replace Columbus County Bridge No. 144, which is on SR 1429 (Old Pine Log Road) and over Soules Swamp. The replacement structure will be a bridge that is approximately 80 feet in length; this length is based on preliminary design information and is set by hydraulic requirement. The clear deck width will be 30 feet and 10 inches, providing two 11 feet lanes and 4 feet and 5 inches offsets on each side. The roadway grade of the new structure will be approximately two feet higher than the existing grade, this will provide for the bridge caps to be outside the water.

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Categorical Exclusion Action Classification:

           TYPE II(A)  
  X   TYPE II(B)

Approved:

8/14/14 William T. Rodman  
Date Bridge Project Development Engineer  
Project Development & Environmental Analysis Unit

8-14-14 John J. Williams  
Date Project Engineer  
Project Development & Environmental Analysis Unit

8-12-14 J. J. Dubois  
Date Project Planning Engineer  
Project Development & Environmental Analysis Unit

8/14/14 John F. Sullivan, III  
Date John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

## PROJECT COMMITMENTS

**Columbus County  
Bridge No. 144 on SR 1429  
Over Soules Swamp  
Federal Aid Project No. BRSTP-1429 (7)  
W.B.S. No. 40104.1.1  
T.I.P. No. B-4948**

### **Division Six other projects in the vicinity**

Project B-5332 is on the detour route. B-4948 and B-5332 have staggered schedules, this should be maintained to prevent overlap in construction period.

### **Division Six, Resident Engineer's Office – Offsite Detour**

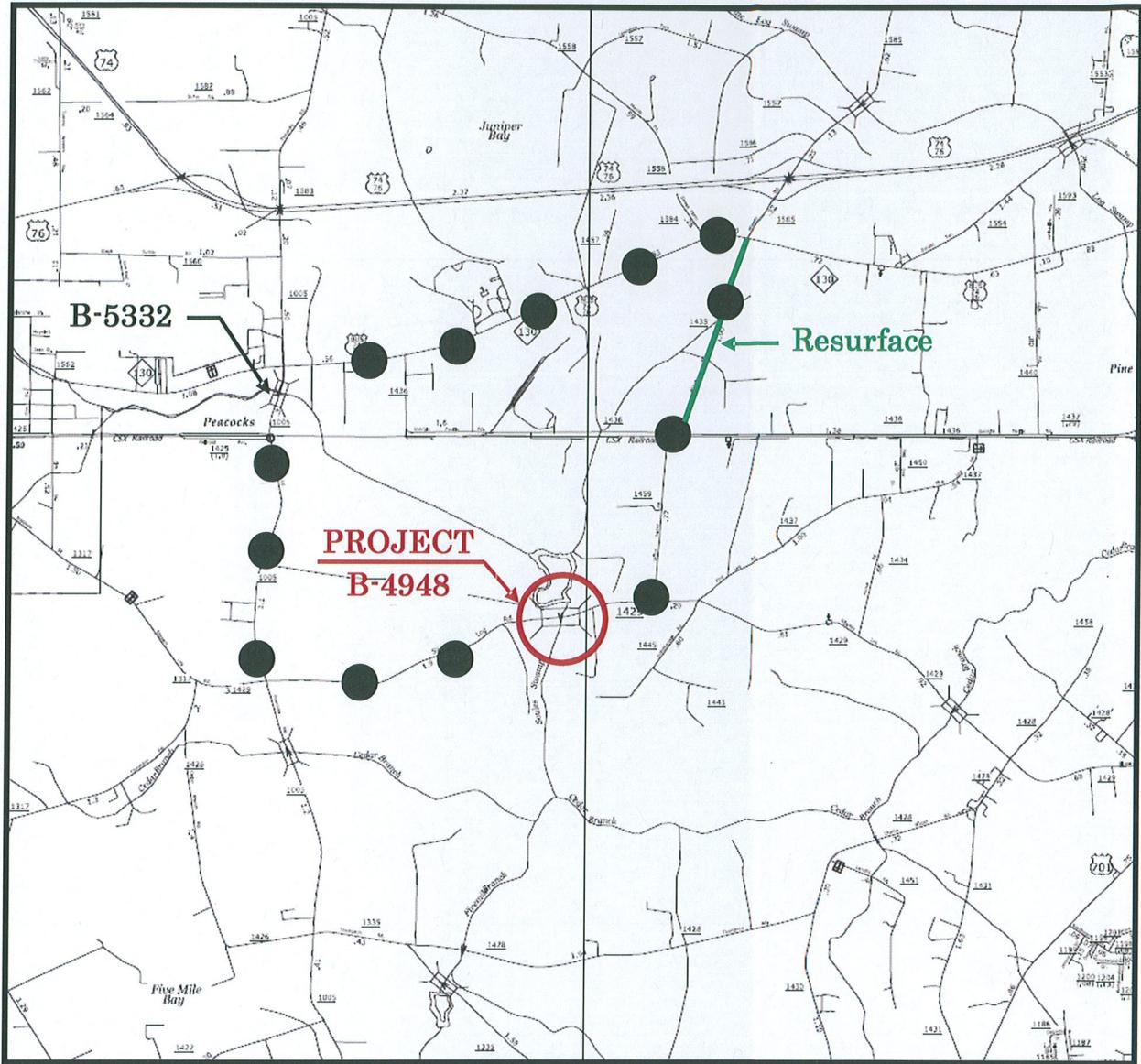
Contacted at least one month prior to road closure, the Schools and Emergency Services for them to make any necessary temporary changes in their routes.

### **Division Six – As Built Construction Plans**

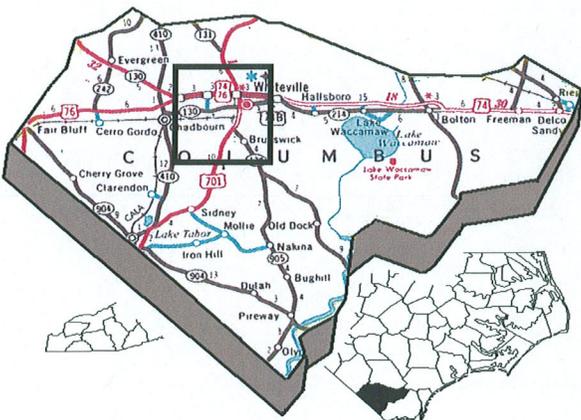
This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

### **Hydraulics Unit – FEMA Coordination**

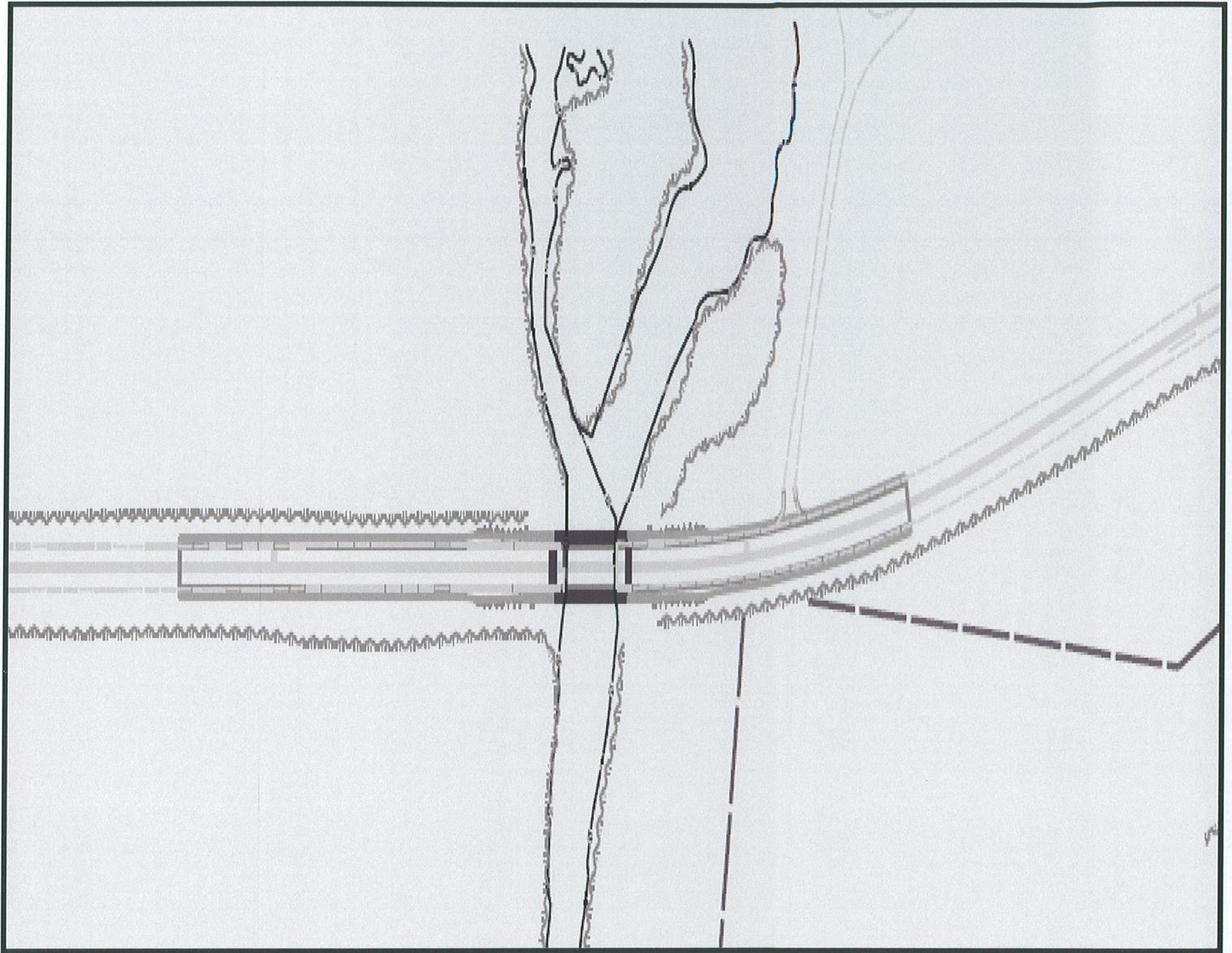
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).



*Detour Route*



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT &amp; ENVIRONMENTAL ANALYSIS BRANCH</p>
	<p><b>COLUMBUS COUNTY</b> <b>REPLACE BRIDGE NO. 144 ON SR 1429</b> <b>OVER SOULES SWAMP</b> <b>B-4948</b></p>
<p><b>Figure 1</b></p>	



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT &amp; ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>COLUMBUS COUNTY REPLACE BRIDGE NO. 144 ON SR 1429 OVER SOULES SWAMP B-4948</p>	
<p>Figure 2</p>	

10-12-0010

**NO SURVEY REQUIRED FORM****PROJECT INFORMATION**

Project No: B-4948 County: Columbus  
 WBS No: 40104.1.1 Document: PCE or CE  
 F.A. No: BRSTP-1429(7) Funding:  State  Federal

Federal (USACE) Permit Required?  Yes  No Permit Type:

Project Description: Replacement of Bridge No. 144 on SR 1429 (Old Pine Log Road) over Cedar Creek in Columbus County.

**SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:*

Review of HPO quad maps, historic designations roster, and indexes was undertaken on 28 January 2011. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Google Maps "Street View" and current Columbus County GIS Mapping and tax information indicate that there are several structures present within the APE; several are over fifty years of age. Two houses at 3208 Old Pine Log Road were constructed in 1949 and 1915, and "Street View" as well as house photos provided by Columbus County Land Records indicate that they not meet the criteria for National Register Listing. 3572 Old Pine Log Road was constructed in 1950 and a house photo provided by Columbus County Land Records indicate that it does not meet the criteria for National Register Listing. 2561 Old Pine Log Road, a structure less than fifty years old within the APE, is a modern mobile home. 3183 Old Pine Log Road was constructed in 1991 and does not meet Criteria Consideration G for properties less than fifty years of age. In addition, Bridge No. 144 is not eligible based on the NCDOT Historic Bridge Inventory. No survey is required.

*Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:*

HPO quad maps recording NR, SL, LD, DE, and SS properties for the Columbus County survey (1998), Columbus County GIS information, Columbus County Tax Information, and Google Maps "Street View" are considered valid for the purposes of determining the likelihood of historic resources being present. These sources confirm that there are no historic properties affected and no survey is required.

**SUPPORT DOCUMENTATION**

See attached: Maps, Tax Information

**FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL NO SURVEY REQUIRED**

ARCHAEOLOGY

HISTORIC ARCHITECTURE

(CIRCLE ONE)

*Katherine L. Hufford*  
 NCDOT Cultural Resources Specialist

*28 January 2011*  
 Date

10-12-0010

## NO PREHISTORIC OR HISTORIC PROPERTIES PRESENT/AFFECTED FORM

### PROJECT INFORMATION

Project No: B-4948 County: Columbus  
 WBS No: 40104.1.1 Document: PCE or PC  
 F.A. No: BRZ-1429(7) Funding:  State  Federal

Federal (USACE) Permit Required?  Yes  No Permit Type: unknown

#### Project Description:

NCDOT intends to replace Bridge No. 144 on SR 1429 (Old Pine Log Road) over Soules Swamp in Columbus County. No preliminary plans were available at the time of review, but a proposed study corridor covering an area of 14.394 acres (2090-x-300 feet) was provided.

### SUMMARY OF FINDINGS

The North Carolina Department of Transportation (NCDOT) reviewed the subject project and determined:

#### Historic Architecture/Landscapes

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.  
 There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.  
 There are no properties within the project's area of potential effects.  
 There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.  
 All properties greater than 50 years of age located in the APE have been considered and all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.  
 There are no historic properties present or affected by this project. *(Attach any notes or documents as needed)*

#### Archaeology

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.  
 No subsurface archaeological investigations are required for this project.  
 Subsurface investigations did not reveal the presence of any archaeological resources.  
 Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.  
 All identified Archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.  
 There are no historic properties present or affected by this project. *(Attach any notes or documents as needed)*



United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Raleigh Field Office  
Post Office Box 33726  
Raleigh, North Carolina 27636-3726

July 7, 2011

RECEIVED  
Division of Highways  
JUL 11 2011  
Preconstruction  
Project Development and  
Environmental Analysis Branch

Gregory J. Thorpe, Ph.D.  
North Carolina Department of Transportation  
Project Development and Environmental Analysis  
1598 Mail Service Center  
Raleigh, North Carolina 27699-1598

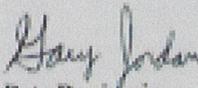
Dear Dr. Thorpe:

This letter is in response to your letter of June 28, 2011 which provided the U.S. Fish and Wildlife Service (Service) with the biological conclusion of the North Carolina Department of Transportation (NCDOT) that the replacement of Bridge No. 144 on SR 1429 over Soules Swamp in Columbus County (TIP No. B-4948) may affect, but is not likely to adversely affect the federally endangered wood stork (*Mycteria americana*). These comments are provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

According to information provided, a survey was conducted for wood storks at the project site on February 14, 2011. Although potential foraging habitat was present, no wood storks or nests were observed. Based on available information, the Service concurs with your conclusion that the proposed project may affect, but is not likely to adversely affect the wood stork. We believe that the requirements of Section 7(a)(2) of the ESA have been satisfied for this species. We remind you that obligations under Section 7 consultation must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered in this review; (2) this action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed or critical habitat determined that may be affected by this identified action.

The Service appreciates the opportunity to review this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 (Ext. 32).

Sincerely,

  
for Pete Benjamin  
Field Supervisor

cc: Ronnie Smith, USACE, Wilmington, NC  
Travis Wilson, NCWRC, Creedmoor, NC  
Chris Militscher, USEPA, Raleigh, NC  
John Sullivan, FHWA, Raleigh, NC  
David Harris, NCDOT, Raleigh, NC