

APPENDIX H
NATCHEZ TRACE PARKWAY

APPENDIX H

Natchez Trace Parkway

1.0 NATCHEZ TRACE PARKWAY

1.1 INTRODUCTION

The FERC has developed the following section to address the proposed crossing of the Natchez Trace Parkway (Parkway) in Hinds County, Mississippi with a 42-inch-diameter natural gas pipeline. Although this section incorporates by reference other sections within the EIS, our intent was to consolidate the most pertinent information relevant to the Natchez Trace Parkway in this section, including an overview of the alternatives considered. The Parkway is managed by the NPS, which requires a distinct NEPA evaluation before deciding whether to allow the proposed crossing. The NPS (2006g) agreed to serve as a cooperating federal agency with the FERC in the development of the EIS and specifically requested that this separate section be developed. It is anticipated that the information and analyses included in this section and the EIS would suffice for the proposed Project's NEPA requirements in relation to the NPS and the Natchez Trace Parkway (Parkway).

The Parkway is a 444-mile-long elongated park and roadway in Mississippi, Alabama, and Tennessee (NPS 2006h). The Parkway was authorized by Congress in 1938 and commemorates the historic Old Natchez Trace. The Old Natchez Trace was historically used for centuries by Native Americans, traders, military personnel, and early settlers as a pathway connecting the mid-South with the lower Mississippi River. The Parkway connects Nashville, Tennessee and Natchez, Mississippi. The roadway also is designated as a National Scenic Byway and All-American Road due the presence of significant archeological, cultural, historic, natural, recreational, and scenic qualities. The Congressionally designated purpose of the Natchez Trace Parkway is to provide and maintain a scenic and recreational roadway.

1.2 NEED FOR THE PROPOSED ACTION

The overall purpose and need for the proposed Project is described in detail in Section 1.1 of the EIS. In general, there is a need to transport supplies of natural gas from production fields in East Texas to markets in other portions of the United States. The proposed East Texas to Mississippi Expansion Project would assist with this goal of better distributing additional supplies of natural gas and help meet growing energy demands, enhance reliability, and result in supply diversification. Inter-state natural gas pipelines extending in an east to west fashion through Mississippi would be likely to encounter the Natchez Trace Parkway, which extends diagonally across most of the State in a southwest to northeast direction. As such, it would be difficult or impossible for certain proposed pipelines, depending on their location and route, to completely avoid crossing the Parkway. In the particular case of the proposed Project, given its origin near Keatchie, Louisiana, its terminus near Harrisville, Mississippi, and its overall direction, the pipeline route would need to cross the Parkway at some point in order for the Project's objective to be attained.

1.3 DESCRIPTION OF THE PROPOSED ACTION

Gulf South's proposed crossing is located near Parkway MP 73 approximately 12 miles southwest of Jackson, Mississippi. Parkway MPs begin at 0 near Natchez, Mississippi, increase sequentially as the roadway proceeds generally to the northeast, and end at MP 444 near Nashville, Tennessee. The crossing location is located at the East Texas to Mississippi Expansion Project's MP 208.5. The proposed Parkway crossing point is located approximately 1,200 feet northeast of the historic Dillon Plantation and Bailey Farm, which the NPS incorporated into the Parkway in 2002 (NPS 2002). The Parkway boundary extends for approximately 400 feet on both sides of the roadway at the location of the proposed crossing.

APPENDIX H

Natchez Trace Parkway

The proposed Project would involve an approach to the Parkway boundary from the west through actively cultivated agricultural (i.e., corn) fields. The proposed pipeline would be installed using conventional open-cut methods up to a point approximately 80 feet west of the toe of the slope of the Parkway. Following the crossing under the Parkway, which is described below, the proposed pipeline would then again be constructed using open-cut methods and would continue eastward. Open-cut construction includes clearing, grading, trenching, pipe installation, backfilling, and restoration, which are described in detail in Section 2.3.1 of the EIS.

Gulf South proposes to cross under the Parkway, without directly disturbing the road surface or the roadway slopes, using a directional boring technique. A bore pit, approximately 40-foot-wide by 80-foot-long and 10 to 14-foot-deep, would be excavated 10 feet away from the toe of the slope on each side of the Parkway. A boring auger with a diameter of approximately 44 inches with an attached section of temporary pipe would be used to complete the 140-foot-long bore hole and prevent its collapse. Once the boring process is completed, a section of the actual pipeline would be attached and pulled back through the bore hole. The pipeline section would then be welded to the other pipeline segments, located to the east and west of the Parkway that would be installed using the open-cut methods described above. The top of the pipeline would be located a minimum of 25 feet below the bottom of the Parkway's road surface given the depth of the bore pits and the substantially elevated nature of the roadway, which is approximately 18 feet above the adjacent agricultural fields.

The proposed construction right-of-way would encompass a corridor 100-foot-wide, of which a strip 60-foot-wide would be maintained as permanent right-of-way. However, we included a recommendation in Section 2 of the EIS that Gulf South use a 50-foot-wide permanent right-of-way, which would reduce impacts. The bore pits would be positioned in the proposed permanent right-of-way. Outside of the corridor for the construction right-of-way, Gulf South would also use the agricultural fields south of each bore pit for spoil storage and pipe lay down areas. These spoil storage and pipe lay down areas would encompass areas of 100 feet by 200 feet to the west of the Parkway and 60 feet by 200 feet to the east of the Parkway. Additionally, staging areas would be positioned in the agricultural fields located just outside the Parkway boundary. Temporary construction barrier fencing would be placed at the perimeter of the construction right-of-way and extra work areas to prevent disturbance outside of the zones described above.

Access for construction on both sides of the Parkway would be provided from Mt. Moriah Road. Existing access roads would be used to move equipment and materials from Mt. Moriah Road to the pipeline right-of-way and extra work areas. Construction-related equipment would not need to use the Parkway for access, nor would the Parkway or its side slopes be crossed or blocked at any time. It is anticipated that the entire construction process from mobilization to de-mobilization would take approximately four weeks, with active construction activities such as trenching and boring taking approximately two weeks to complete. Construction would take place only during daylight hours.

1.4 SCOPING

The level of scoping, as well as agency and public involvement, is discussed in detail in Section 1.4 of the EIS. In specific regard to the Natchez Trace Parkway, the NPS agreed to be a cooperating federal agency in the development of the EIS, participated in an interagency scoping meeting held on July 18, 2006 in Jackson, Mississippi, and provided substantial input and guidance regarding the environmental review process. The FWS-Jackson, Mississippi Field Office, responsible for compliance with Section 7 of the Endangered Species Act, also participated in the development of the EIS as a federal cooperating agency. Gulf South and the FERC have also consulted with the Mississippi Department of Archives and History regarding compliance with Section 106 of the National Historic Preservation Act, and with other agencies in Mississippi such as the NRCS, MDWFP, MMNS, and MDEQ.

APPENDIX H

Natchez Trace Parkway

1.5 ALTERNATIVES CONSIDERED

We considered three alternatives in the relation to the proposed Project: the no action or postponed action alternative, the Dillon Plantation – Bailey Farm crossing alternative, and the Mt. Moriah Road crossing alternative. These alternatives are discussed and evaluated below.

1.5.1 No Action or Postponed Action Alternative

Under the no action or postponed action alternative, the proposed Project would not be constructed and the proposed natural gas pipeline would not cross the Parkway, at least in the 2007 timeframe proposed by Gulf South. If the FERC denied Gulf South's application, the NPS denied the proposed crossing of the Parkway, or if Gulf South withdrew its application, then the environmental impacts discussed in this section and the EIS would not occur. If the proposed Project were delayed through postponed action, then the identified impacts would be delayed as well. However, if approval for the proposed Project was denied, or if it was significantly delayed, then the objectives of the Project would not be met and the infrastructure needed to transport natural gas and meet growing energy demands, enhance reliability, and result in supply diversification would not be provided. In light of this analysis, and the more detailed information presented in Section 4.1 of the EIS, we do not recommend the no action or the postponed action alternative.

1.5.2 Dillon Plantation – Bailey Farm Crossing Alternative

Gulf South originally proposed that the pipeline route cross the Parkway approximately 3,800 feet southwest of the currently proposed route at the Dillon Plantation and Bailey Farm area (Figures 1.5.2-1a, 1.5.2-1b, and 1.5.2-1c). This 470 acre parcel is owned by the NPS and was incorporated into the Parkway in 2002. The Dillon Plantation and Bailey Farm played key roles in the Civil War's Battle of Raymond, siege of Vicksburg, and the Battle of Jackson and are eligible for the National Register of Historic Places due to this history. Given the historic nature of this area, the potential for impacts to historic resources, and input provided by the NPS, we do not recommend the Dillon Plantation and Bailey Farm crossing alternative.

1.5.3 Mt. Moriah Road Crossing Alternative

Based on consultations with the NPS, Gulf South developed an alternate crossing location near Mt. Moriah Road that would avoid the historic Dillon Plantation and Bailey Farm (Figures 1.5.2-1a, 1.5.2-1b, and 1.5.2-1c). As discussed above in Section 1.3, the Mt. Moriah Road crossing location offers several favorable features from a constructability and environmental viewpoint, including an elevated roadbed, a lack of tree cover within the Parkway boundary, and convenient access from a road other than the Parkway. Due to these features and in consideration of the NPS role in consulting with Gulf South about selection of this route, we conclude that the Mt. Moriah Road Crossing Alternative is the environmentally preferable route alternative.

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DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE
PROPOSED EAST TEXAS TO MISSISSIPPI EXPANSION PROJECT
Docket No. CP06-446-000

Page H-4
Figure 1.5.2-1a
42-Inch Mainline Pipeline Topo Maps

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Docket No. CP06-446-000

Page H-5
Figure 1.5.2-1b
42-Inch Mainline Pipeline Topo Maps

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Docket No. CP06-446-000

Page H-6
Figure 1.5.2-1c
42-Inch Mainline Pipeline Topo Maps

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APPENDIX H

Natchez Trace Parkway

1.6 AFFECTED RESOURCES, IMPACTS, AND MITIGATION

This section discusses the resources that would be affected by the proposed Project within the Parkway boundary, as well as relevant resources in adjacent areas. Information regarding potential impacts and mitigation is also presented in consolidated sub-sections. Several resource areas, including geology (Section 3.1), socioeconomics (Section 3.9), air quality (Section 3.11), and reliability and safety (Section 3.12), are discussed in other sections of the EIS and are not evaluated further in this section. Based on the nature of the proposed Project in relation to the Parkway, we have selected several other environmental resource areas for specific evaluation as described below.

1.6.1 Soils and Prime Farmland

The soils at the proposed crossing of the Parkway are comprised of the Memphis-Loring-Collins soil association and are best described as a silty loam. These soils typically have low erosion potential, are not hydric, have good revegetation potential, and usually are not subject to soil compaction. The drainage characteristics of these soils range from moderately well drained to well drained. Prime farmland is designated on both sides of the proposed crossing of the Parkway.

Construction activities associated with open-cut pipeline installation methods and with excavation of the bore pits would disturb soils adjacent to the Parkway. Clearing of vegetation, grading, trenching, backfilling, and restoration would impact soils, but these impacts would be relatively minor and temporary. Impacts could include increased potential for soil erosion and compaction, reduced potential for soil productivity, drainage capability, and productivity, and soil contamination through spills of hazardous substances such as fuel. Impacts to prime farmland would also be temporary as the land would not be permanently converted to another use and agricultural activity could continue over the right-of-way following restoration.

Gulf South would implement measures that would minimize soil erosion and enhance revegetation. Mitigation measures identified in its Plan include using erosion controls during construction to control runoff, reducing the duration of soil disturbance, and reestablishing contours and vegetative cover as soon as practicable. Additionally, its Plan includes measures for topsoil stripping and replacement, testing and mitigation for compacted soils, use of EIs to ensure compliance with erosion control and all other requirements, and post-construction monitoring of revegetation and crop yields. Gulf South would also implement its SPCC Plan to prevent or minimize potential impacts from spills or other inadvertent releases.

Based on the resources described above, the temporary and relatively minor impacts anticipated, and Gulf South's proposed construction, minimization and mitigation measures, we believe that construction and operation of the proposed Project would not have a significant effect on the soils and prime farmland within the Parkway boundary.

1.6.2 Water Resources and Wetlands

The proposed route would not cross any sensitive groundwater resources, waterbodies, or wetlands within the Parkway boundary, nor did Gulf South's field surveys identify any adjacent wetlands within one mile the crossing location. The waterbodies nearest the Parkway that would be crossed by the proposed route include a 3-foot-wide intermittent stream at MP 208.2 and a 5-foot-wide intermittent stream at MP 208.6. Both streams are tributaries to Turkey Creek.

Because no groundwater resources, waterbodies, or wetlands would be crossed, no impacts to these resources within the Parkway boundary would occur. Additionally, no wetlands adjacent to or

APPENDIX H

Natchez Trace Parkway

visible from the Parkway would be affected. Although they would not be crossed or directly affected, the two identified intermittent streams could be indirectly affected by runoff from the disturbed areas of the pipeline corridor, bore pits, and extra work areas or through accidental spills. We believe that the potential impact of soil erosion upon water quality would be prevented or effectively minimized through implementation of Gulf South's Plan. Additionally, Gulf South's SPCC Plan would prevent or minimize impacts to water quality from spills. Given the relative lack of resources present, and the implementation of the impact minimization and mitigation measures identified, we believe that the proposed Project would not have a significant effect on the Parkway's groundwater resources, streams, or wetlands.

1.6.3 Vegetation

Vegetation types occurring within the Parkway boundary that would be affected by the proposed Project includes maintained grass adjacent to the roadway and on the side slopes, as well as cultivated corn on both sides. Scattered, small forested areas are found west, north, and east of the proposed route, and a larger expanse of forested area is located to the south.

The grassed areas adjacent to the Parkway and on the side slopes would not be disturbed by the bore pits or any other construction activity and would not be impacted. The cornfields, both located with the Parkway boundary and in immediately adjacent areas, would be affected by clearing, grading, pipe installation, excavation of the bore pits, and extra work areas. Gulf South indicated that construction would encompass approximately one month for the Parkway crossing and that overall Project construction would occur during the approximate period of May through September, 2007. Given these estimated timeframes if the proposed Project is approved, the existing, seasonal cornfields and the associated agricultural land use would likely be lost for the 2007 growing season. However, Gulf South would compensate landowners for such a loss during easement negotiations, as appropriate and if that potential loss was realized. Such an impact would also be short-term, as the agricultural use could be restored during the next growing season. Additionally, implementation of its Plan would ensure that continuing agricultural operations would not be hampered over the long-term. There would also be relatively minor impacts to the scattered, small forested areas located to the west and east outside the Parkway boundary due to clearing and maintenance of the right-of-way, but these impacts would be long-term in the construction right-of-way and permanent in the maintained right-of-way. The larger forested area located south of the Parkway crossing location would not be affected by the proposed Project.

The spread of invasive plant species, such as cogon grass as described in Section 3.5 of the EIS, is an issue of concern to the NPS along the Natchez Trace Parkway. However, the area of the proposed crossing already contains numerous other corridors such as roadways, so the proposed pipeline route would not represent a significant new pathway for the spread of invasive plant species. Additionally, we recommended in Section 3.5 of the EIS that Gulf South develop a Nuisance and Exotic Species Plan, developed in consultation with the resource agencies, to control the spread of invasive species.

Given the nature of the vegetation types present, the minor impacts anticipated, the mitigation measures required by its Plan, and the requirement for Gulf South to develop a Nuisance Species Plan, we believe that the proposed Project would not have a significant impact on the Parkway's vegetation.

1.6.4 Wildlife and Fisheries

The wildlife species present in the vicinity of the proposed Parkway crossing would be most likely to reflect the modified edge habitats that occur there due to the presence of agricultural fields, roads, and residences. These species are relatively tolerant of human activity. Based on surveys of the Parkway, species likely to be present in the vicinity of the proposed crossing include the American toad

APPENDIX H

Natchez Trace Parkway

(*Bufo americanus*), southern black racer (*Coluber constrictor*), eastern tufted titmouse (*Parus bicolor*), and opossum (*Didelphis virginiana*) (NPS 2002). Fish, mussels, and other aquatic species are not anticipated to occur within the Parkway boundary due to the lack of streams, ponds, and wetlands at the proposed crossing site.

Impacts to habitat resulting from the proposed crossing of the Parkway would be temporary or short-term and relatively minor overall. The dominant wildlife habitat affected would be corn fields, and the species that typically use that habitat type are accustomed to periodic disturbance and human activity. Individual specimens of wildlife may be displaced, injured, or killed during construction, but these impacts would be minor at a population level. Impacts to aquatic resources such as fish are not anticipated due to the lack of suitable aquatic habitat and the measures that Gulf South would employ to prevent or minimize soil erosion and accidental spills and their associated potential impacts to water quality.

Given the overall lack of high quality wildlife habitats, the minor impacts anticipated, and the mitigation and restoration measures that would be used, we believe that the proposed Project would not have a significant impact on the Parkway's wildlife and fish resources.

1.6.5 Threatened and Endangered Species

The FWS indicated that five federally listed threatened species were potentially found in Hinds County, Mississippi (FWS 2006j). These species, which are also discussed in detail in Section 3.7 of the EIS, include the Louisiana black bear, ringed map turtle, bayou darter, gulf sturgeon, and inflated heelsplitter mussel. Louisiana black bears are typically associated with forests, particularly forested wetlands. The ringed map turtle, gulf sturgeon, and inflated heelsplitter mussel typically occur in large rivers, such as the Pearl River. The bayou darter is found in meandering streams with gravel riffles or exposed sandstone.

The habitat needed to support these listed species is not present at the proposed crossing site of the Parkway, nor is it present in immediately adjacent areas. Given this lack of suitable habitat, impacts to these species would not occur in association with the proposed Parkway crossing. The FWS-Jackson, Mississippi Field Office, in its correspondence dated November 16, 2006, concurred with Gulf South's determination that "the proposed Project is not likely to adversely affect federally listed species in Mississippi". No further consultation with the FWS or mitigation in relation to the proposed Parkway crossing is required.

1.6.6 Roads and Transportation

The Parkway and Mt. Moriah Road are both paved, two-lane roads that provide access and transportation routes to local residents. Commercial traffic is prohibited on the Parkway and the speed limit is 50 miles per hour. The Parkway is used for sightseeing and tourism given its status, associated historic attractions, and views. Existing access roads provide a pathway from Mt. Moriah Road to the proposed work areas on both the west and east sides of the Parkway.

There would be no impact to traffic flow along the Parkway resulting from the proposed pipeline crossing. The pipeline installation would be accomplished by boring beneath the Parkway, with no need for road closure or construction activity on the road surface or adjacent side slopes. Gulf South proposed to use Mt. Moriah Road and existing access roads for construction equipment, supplies, and labor instead of the Parkway.

APPENDIX H

Natchez Trace Parkway

Impacts to traffic flow along Mt. Moriah Road would be relatively minor and temporary. A bend in Mt. Moriah Road potentially limits driver visibility in the area, including at the ingress and egress points associated with the existing access roads. Although the level of traffic on Mt. Moriah Road is typically minimal due to the rural nature of the area, Gulf South proposed to use flagmen to manage traffic flow and to provide safe travel during the anticipated short periods required to move equipment from one side of the Parkway to the other and during brief periods when one lane of Mt. Moriah Road may have to be closed. It is also possible that both lanes of Mt. Moriah Road would have to be closed for very brief periods to accommodate the transport of heavy equipment or supplies. Construction-related traffic would use Mt. Moriah Road for a period of up to four weeks, although the bulk of activity may be completed in two weeks. We believe that based on the lack of impacts on the Parkway and the temporary and relatively minor impacts to Mt. Moriah Road, there would not be a significant impact on traffic flow in the vicinity of the proposed crossing.

1.6.7 Visual Resources

The primary visual resources associated with the proposed Parkway crossing include those areas and objects visible to motorists using the Parkway. These areas include the roadway itself, the grassy side slopes located immediately adjacent to the roadway, agricultural fields located on both sides of the Parkway, and small, scattered forested areas. Secondary visual resources, which include views of the Parkway and its associated property from Mt. Moriah Road or other adjacent areas, are virtually identical to the primary resources identified.

Gulf South has proposed to cross under the Parkway using a directional boring technique that would not require physical disturbance to the Parkway or side slopes, nor would equipment, supplies, or personnel be positioned in these areas. Therefore, there would not be a visual impact to the Parkway or side slopes.

However, construction activity including clearing, trenching, and excavation of bore pits, as well as the positioning of equipment, supplies, and personnel, would occur in the agricultural fields both within and just outside the Parkway boundary. These activities would result in temporary (up to four weeks) impacts to areas visible to passing motorists. Following construction and restoration, the fields would either be sown with the appropriate cover vegetation to prevent soil erosion or be replanted with a crop, growing season permitting. This process would ensure that the visual character of the area likely would not be very different from its appearance during other portions of the year.

Additionally, relatively small forested areas outside the Parkway boundary would be cleared for the construction right-of-way, with a 60-foot-wide strip maintained as herbaceous or scrub-shrub vegetation types following construction. However, given the small size of the forested areas, their fragmented nature, our recommendation that Gulf South use a 50-foot-wide permanent right-of-way, and slight bends in the proposed pipeline route, the visual nature of these forested areas would remain largely intact for passing motorists; we believe that the proposed Project would not result in the clearing and maintenance of new and visually obvious corridors adjacent to the Parkway.

Given the nature of the resources present, and the largely temporary nature of the impacts anticipated, we believe that the proposed Project would not have a significant impact on visual resources of the Parkway.

1.6.8 Noise

The existing noise environment at the proposed Mt. Moriah Road crossing location reflects the predominately rural landscape. The agricultural areas adjacent to the Parkway support wildlife capable of

APPENDIX H Natchez Trace Parkway

making noise in a natural setting, such as birds and insects. Human influence such as farming activity would also result in periodic noise associated with operation of tractors, other equipment, and light trucks. Vehicular traffic on the Parkway and Mt. Moriah Road would also result in intermittent noise, although traffic volume in this rural area is light to moderate and commercial traffic is prohibited on the Parkway.

The proposed crossing would result in construction noise during daylight hours for a period of two to four weeks. This noise would result from operation of heavy equipment, increased traffic volume on Mt. Moriah Road, and the presence of personnel at the site. However, this increase in noise would be temporary overall and would be noticeable to motorists using the Parkway for a short duration estimated at approximately one minute or less assuming that the vehicle passed the site at the speed limit of 50 miles per hour. Given the temporary, minor, and transient nature of the impacts anticipated, we believe that the proposed Project would not have a significant impact on the noise environment of the Parkway.

1.6.9 Cultural Resources

The Natchez Trace Parkway is eligible to be listed on the National Register of Historic Places in its entirety as “a designed cultural landscape” (NPS 2006i). The Old Natchez Trace was historically used first by Native Americans, and then by traders and early settlers. The Old Natchez Trace provided an early and valuable transportation route connecting the lower Mississippi River and Gulf Coast to areas located well inland as far north as Tennessee. The proposed crossing location is also near and just north of the historic Dillon Plantation and Bailey Farm, as described in Section 1.5.2, which have been incorporated into the Parkway. The Dillon Plantation and Bailey Farm are also eligible for listing in the NRHP, based on their historic significance, particularly in relation to the Civil War.

Gulf South’s contractor for cultural resources, the University of Alabama, Office of Archaeological Research (OAR) conducted a cultural resources reconnaissance survey of the proposed pipeline route from March to August 2006. The purpose of the survey was to identify archaeological sites or historic structures found along the proposed pipeline route. The OAR reported that except for the crossing of the Parkway itself, no other cultural resources such as archaeological sites or historic structures were identified at the proposed Mt. Moriah Road crossing location.

Gulf South has avoided impacts to cultural resources at the Dillon Plantation and Bailey Farm area through selective routing developed in consultation with the NPS. This consultation resulted in selection of the Mt. Moriah Road crossing location as the preferred alternative. The OAR indicated that given the proposed pipeline approach corridor through the agricultural fields and use of the subsurface boring technique at the Mt. Moriah Road crossing location, that impacts to the Parkway would be limited to temporary and minimal visual effects. Gulf South has also committed to having an archaeologist from OAR onsite to monitor construction activity at the immediate approaches to the Parkway through the agricultural fields and during execution of the boring technique. This monitoring would ensure that any unanticipated cultural resources or artifacts encountered would be recognized and appropriate action taken. Should cultural resources be encountered, Gulf South would implement its *Plan for the Unanticipated Discovery of Historic Properties, Human Remains, or Potential Paleontological Evidence during Construction*.

Gulf South submitted its original cultural resources survey report to the Mississippi Department of Archives and History on September 1, 2006, and filed addendum survey reports that included access roads and small corridor segments that had not been previously surveyed on November 15, 2006 and in January 2007. The OAR concluded that the proposed Project, including the crossing of the Natchez Trace Parkway, would not have a significant effect on any cultural resources. Gulf South has requested concurrence with these findings and a response from the Mississippi SHPO is pending. Given the

APPENDIX H
Natchez Trace Parkway

selective routing developed in consultation with NPS, lack of cultural resources adjacent to the Parkway, special construction methods proposed, and the commitment to use onsite monitoring during construction, we conclude that the proposed Project would not have a significant effect on the cultural resources of the Natchez Trace Parkway.

1.6.10 Cumulative Impacts

We identified three other proposed projects that would cross the Natchez Trace Parkway based on our research and coordination with the NPS. These proposed projects include the Southeast Supply Header Project, and two projects proposed by Denbury Resources Inc. Information regarding these proposed Projects is listed in Table 1.6-1. Detailed information regarding the specific resources, potential impacts, and mitigation in relation to the Natchez Trace Parkway is currently lacking for several of the proposed crossings. However, the proposed SESH Project crossing location of the Parkway is at an existing roadway intersection and was selected based on consultation with the NPS.

TABLE 1.6-1			
Proposed Projects that Would Cumulatively Impact the Natchez Trace Parkway			
Project Name	Sponsor	Project Type	Natchez Trace Parkway Location
Denbury Resources, Inc. Pipeline Conversion Project	Denbury Resources, Inc.	Conversion of an existing natural gas pipeline to a CO ₂ pipeline.	MP 8.9
Denbury Resources, Inc. New Pipeline Project	Denbury Resources, Inc.	Construction of a new CO ₂ pipeline.	MP 121.5
Southeast Supply Header Project	Southeast Supply Header, LLC / Duke Energy	36-inch-diameter natural gas pipeline	MP 49.3

Additionally, the FERC is aware of another possible project in development, the Fayetteville Shale to Barton Project, a 42-inch-diameter natural gas pipeline considered by CEGT. The project would cross the Parkway in Tishomingo County, Mississippi. However, CEGT has not yet submitted this project to the FERC for a pre-filing analysis, nor has an application been filed, and its current status is uncertain.

Except for the Southeast Supply Header Project, the FERC has no authority over permitting, licensing, funding, construction, or operation of the projects listed above in Table 1.6-1. Federal, state, and/or local agencies must review these projects for compliance with requirements for construction of facilities at sites or places where a governmental license or permit may be required. Expansion or construction of intrastate pipelines would require state or federal permits and approvals to ensure compliance with Section 7 of the ESA; Sections 401, 402, and 404 of the CWA; and the CAA. Issuance of the necessary permits and approvals would reduce or avoid significant impacts from these facilities to environmental resources.

Although each of these unrelated projects would likely result in temporary and minor effects to the Parkway and associated resources during construction, each project would be designed and routed in consultation with the NPS to avoid or minimize impacts to cultural and visual resources, wetlands, waterbodies, and other sensitive resources. Additionally, significant unavoidable impacts to sensitive resources resulting from these projects would be mitigated. Mitigation generally leads to avoidance or

APPENDIX H

Natchez Trace Parkway

minimization of cumulative impacts. We therefore consider that the potential cumulative impacts of the two proposed pipeline projects under our review, as well as the possible Fayetteville Shale to Barton Project, would be minimized.

We believe that impacts to the Natchez Trace Parkway associated with the East Texas to Mississippi Expansion Project would be relatively minor. The environmental impacts associated with the proposed Project would be minimized by careful project routing, utilization of subsurface boring techniques, and implementation of appropriate mitigation measures. Consequently, only a small cumulative effect is anticipated when the impacts of the proposed Project are added to the other identified proposed projects that would affect the Parkway.

1.6.11 Conclusion

Based on our review of the selected route and crossing location, the resources present, potential impacts including cumulative impacts, and mitigation measures, we conclude that construction and operation of the proposed Project would not have a significant effect on the Natchez Trace Parkway.