

APPENDIX F
NATCHEZ TRACE PARKWAY

1.0 NATCHEZ TRACE PARKWAY

1.1 INTRODUCTION

This appendix was developed to address the proposed 36-inch-diameter natural gas pipeline crossing of the Natchez Trace Parkway (Parkway) by Texas Gas Transmission, LLC's (Texas Gas) proposed Fayetteville/Greenville Expansion Project (Project). Although this appendix incorporates by reference other sections within the Environmental Impact Statement (EIS), our intent was to consolidate the most pertinent information relevant to the Parkway in this appendix, including an overview of the alternatives considered. The Parkway is managed by the National Park Service (NPS), which requires a distinct National Environmental Policy Act (NEPA) evaluation before deciding whether to allow the proposed crossing. In order for the Project to cross Parkway property, the NPS would have to grant a right-of-way and issue an easement. It is anticipated that the information and analyses included in this appendix and the EIS would address NPS's NEPA requirements.

The Parkway is a 444-mile roadway system that connects southern portions of the Mississippi River, through Alabama, to central Tennessee (NPS 2006). Recreational opportunities associated with the parkway include scenic driving, hiking, biking, horseback riding, and camping. 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 Congressionally designated purpose of the Parkway is to provide and maintain a scenic and recreational roadway. The Parkway also is designated as a National Scenic Byway and All-American Road due to the presence of significant archeological, cultural, historic, natural, recreational, and scenic qualities.

The proposed Greenville Lateral is the segment of the project that would cross the Parkway. It is an approximately 96.4 mile-long pipeline extending from the existing Texas Gas existing Greenville Compression Station in Greenville, Mississippi through Washington, Sunflower, Humphreys, and Holmes Counties, Mississippi, to an interconnection with a Boardwalk Pipeline subsidiary, Gulf South Pipeline Company, LP (Gulf South), in Attala County, Mississippi. The Greenville Lateral would cross the Parkway at Parkway milepost (MP) 157 between pipeline MP 92.8 and MP 93.0 in Attala County, Mississippi (see figure G-1). Alternatives were evaluated for crossing the Parkway and a preferred crossing was chosen in consultation with the NPS where no developed recreational or service features would be within 0.25 mile of the pipeline corridor. Additionally, the alignment of the Greenville Lateral and ultimately the location where the Parkway would be crossed was determined by the location of the existing Greenville Compressor Station which is on a Texas Gas mainline, and the proposed pipeline terminus near Kosciusko, Mississippi. The generally east-west trending proposed route for the Greenville Lateral between these end points would minimize the overall length of the pipeline, thereby reducing potential environmental impacts and costs.

1.2 NEED FOR THE PROPOSED ACTION

The primary purpose of the Project is specified in detail in section 1.1 of the EIS. In general, the need is to meet the transportation needs of producers of natural gas from the Fayetteville Shale production area in north-central Arkansas, a region that currently lacks the pipeline infrastructure and capacity to transport this new natural gas supply, to markets in the mid-western, northeastern, and southeastern U.S., by creating new interstate transportation capacity and interconnection to existing intrastate and interstate pipeline systems. Specifically with respect to the Parkway, any

interstate natural gas pipeline that would extend in an east to west fashion through Mississippi would likely encounter the Parkway, which extends diagonally across most of the State in a southwest to northeast direction. Therefore, it would be difficult or impossible to completely avoid crossing the Parkway.

1.3 DESCRIPTION OF THE PROPOSED ACTION

Texas Gas proposes to construct, own, operate, and maintain two pipeline laterals and associated facilities in Arkansas and Mississippi. The Project would be constructed in two phases during an 8-month-long construction season in 2008. Phase I would consist of the western-most 66 miles of the Fayetteville Lateral, from Conway County to Bald Knob, Arkansas. Phase II would include: construction of the remaining 100 miles of the Fayetteville Lateral from White County, Arkansas, to the interconnect with Texas Gas's mainline in Coahoma County, Mississippi; the entire Greenville Lateral, including the Kosciusko 36-inch Tie-in Lateral and the Kosciusko 20-inch Tie-in Lateral; and the Kosciusko Compressor Station.

The proposed crossing of the Parkway would be near Parkway MP 157. 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 would be along the proposed Greenville Lateral between pipeline MP 92.8 and MP 93.0. The proposed Greenville Lateral would approach the Parkway boundary from the west through actively cultivated agricultural land. It would be installed across NPS-managed land by using horizontal directional drill (HDD) methods. The proposed HDD would be about 4,850 feet in length and would avoid direct impact to the Parkway and Yockanookany River and forested areas within its floodplain. The entry and exit drill holes would be on private land with agricultural land use.

The proposed route would follow an existing electric transmission line right-of-way thereby minimizing the amount of tree trimming that would be required, and it would also be the shortest route across forest land. It would also maximize the use of agricultural areas for the entry and exit points of the HDD crossing. The drill hole for the HDD on the west side of the crossing would be about 500 feet from the Parkway roadbed. The exit hole for the HDD on the east side of the crossing would be almost 4,000 feet from the Parkway roadbed.

If an HDD was not used to cross the Parkway, Texas Gas would need to clear a construction right-of-way to the shoulder of the Parkway and install the pipeline beneath the Parkway using a bored crossing method of construction. A 50-foot-wide permanent right-of-way would permanently convert the forest land use to open land use along the pipeline corridor. Due to potential visual impacts to the Parkway this crossing method would create, it was not considered a viable option. Based on the distance from the Parkway, and the use of existing agricultural lands for workspaces to accommodate the equipment needed for the HDD, we believe there would be no significant impacts to visual resources as a result of the construction of this alignment by HDD during construction or operation of the Project.

Most of the proposed construction activities would not occur on NPS-managed lands. Existing trees would visually screen the construction workspaces from the Parkway and Highway 14. Since the HDD method involves installation of the pipeline by drilling beneath a waterbody or land surface, there would be minimal land disturbance along the path of the HDD; only small areas along the edges of the 150-foot-wide construction right-of-way would be disturbed for placement of the electric grid guide wires used to guide the drill and for the civil survey. Therefore, minimal clearing of woody vegetation for the placement of tracker wires for the HDD

crossing and the civil survey would be needed. Although these activities may require removal of a few low-hanging tree limbs to establish line-of-sight, no significant impacts are anticipated.

1.4 SCOPING

The level of scoping, as well as agency and public involvement, is describes in detail in section 1.4 of the EIS. In specific regard to the Parkway, the NPS agreed to be a cooperating federal agency in the development of the EIS. NPS was consulted about its concerns about Project. Texas Gas representatives also communicated with the NPS staff to develop the proposed route. The NPS representatives expressed a preference for the proposed crossing location and that the HDD method be used to cross the Parkway.

1.5 ALTERNATIVES CONSIDERED

We considered several route variations in conjunction with the crossing of the Parkway. Consultation with the NPS indicated a need to avoid potentially significant impacts to the viewshed at this crossing, which largely eliminated the feasibility of a conventional bore of the Parkway. Some route variations suggested by the NPS were not considered viable because of significant construction feasibility limitations and because they would have resulted in unacceptable environmental impacts associated with existing soil contamination.

Three alternatives, in addition to the proposed route (preferred route), were considered in relation to the proposed Project: the No Action Alternative, the Postponed Action Alternative and Greenville Lateral - Alternative C.

1.5.1 No-Action or Postponed-Action Alternative

If the Federal Energy Regulatory Commission (FERC or Commission) denies the proposal (i.e., selects the No-Action Alternative), or if the NPS denied the proposed crossing of the Parkway, the proposed Project would not be constructed (see section 3.1 of the EIS). Selection of the No-Action Alternative would not meet the purpose and need for the proposed Project; thus, specific shipper needs would not be met. No additional transportation capacity would be provided for the substantial volumes of newly produced natural gas in north-central Arkansas, which would potentially prevent the production of additional gas supplies from these fields. On a broader scale, implementation of this alternative would not meet the national goal of increasing the production of stable and reliable natural gas supplies in the U.S. (The White House National Economic Council, February 2006). If adequate natural gas supplies are not available in the U.S., consumers would need to seek other sources of fuel, many of which are potentially more costly and could result in greater environmental impacts associated with combustion of other fuels. Natural gas shortages also would be possible, since natural gas demand in the U.S. is expected to continue to grow, while U.S. production is expected to continue to decline. Analysis by the Department of Energy's Energy Information Administration (DOE/EIA) indicates that, in the lower 48 states, demand is expected to exceed supply by about 8 trillion cubic feet by 2010 (DOE/EIA, 2005).

If the No-Action Alternative is selected, the impacts of constructing and operating the proposed Project would be avoided. However, if this Project is not implemented, other projects and activities would be needed, and these projects would result in their own environmental impacts. In addition, the beneficial impacts of implementing the proposed Project would not occur, including increased employment, income, and tax revenues. The No-Action Alternative was rejected for these reasons.

A delay in approval (the Postponed-Action Alternative) would only defer any construction-related environmental impacts to the future. Other gas transportation projects would still be required to meet the demand for natural gas and to transport the new Fayetteville Shale natural gas production. Reduction in available supply could result in higher natural gas prices, potentially causing switching to less environmentally benign sources of fuel or the curtailment of economic growth. Delay in approval would not meet the stated purpose of the Project to develop an interstate transportation infrastructure for natural gas from north-central Arkansas to consumer markets served by intrastate and interstate pipelines.

1.5.2 Preferred Route

The preferred route for crossing the Parkway is identified in figure G-1 and is the proposed route Texas Gas filed in its certificate application with the FERC. While slightly longer than the alternative route evaluated below, this alignment would parallel an existing electric transmission line right-of-way and provides the opportunity to establish workspaces for the HDD drill holes within agricultural land. On a larger scale, the alignment of the Greenville Lateral, and to a smaller degree the crossing the Parkway, were determined by the location of the existing Greenville Compressor Station along the Texas Gas mainline where the proposed Greenville Lateral would originate and the proposed terminus near Kosciusko. The east-west alignment of the Greenville Lateral between these end points would minimize the overall length of the pipeline, thereby reducing potential environmental impacts and costs.

1.5.3 Greenville Lateral – Alternative C

One route alternative at the eastern end of the Greenville Lateral was evaluated. This 8.3-mile-long route alternative would deviate from the proposed Greenville Lateral at MP 87.6 and would terminate at an interconnect southwest of the proposed Kosciusko Compressor Station. Alternative C would require an estimated 6,000-foot-long HDD crossing of the Parkway and the Yockanookany River channel, and would impact higher quality forested wetland in the Yockanookany River floodplain than the proposed route. Because the HDD route for Alternative C would be through a forested area, this alternative would require an extensive amount of forest clearing to accommodate the HDD pull string. The preferred route for crossing the Parkway and the Yockanookany River channel would be shorter (about 4,850 feet) and would allow these resources to be crossed by the HDD, and the HDD staging areas would be established mostly in cleared pasture.

Existing trees would visually screen construction activities and the permanent right-of-way from view along the Parkway and Highway 14; therefore, no significant impacts on visual resources would occur as a result of construction of the preferred route. The only activities on NPS lands would be a civil survey across the area along the path of the HDD to mark the centerline and the edges of the construction right-of-way, and the placement of two drag tracker wires for the HDD along the edges of the construction right-of-way. Although these activities may require the removal of a few low-hanging tree limbs, no significant impacts would be anticipated. The entry hole for the HDD on the west side of the crossing would be about 500 feet from the road. The exit hole for the HDD on the east side of the crossing would be almost 4,000 feet from the road and east of the Yockanookany River. Use of the HDD crossing technique would reduce impacts on the Parkway, the Yockanookany River and associated wetlands, and forests compared to the use of an open-cut technique since no clearing would be required along the path of the HDD.

Based on the protection of the visual resources associated with the Parkway and reduced environmental impacts associated with the HDD of the Parkway and the Yockanookany River, we believe that the proposed route offers significant environmental benefits over Alternative C. We conclude that the proposed route is the preferred route.

1.6 AFFECTED RESOURCES, IMPACTS, AND MITIGATION

This section of describes the resources that would be affected by the proposed crossing of the Parkway, as well as affected resources in adjacent areas.

1.6.1 Soils

The soils at the proposed crossing of the Parkway are comprised of the Smithdale-Providence-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. Because Texas Gas would use an HDD to cross the Parkway, no soils within the NPS-managed Parkway would be disturbed since the surface disturbance would be avoided along the path of the proposed HDD. The workspaces and drill holes for the HDD would be on private land beyond the Parkway. Texas Gas would implement its HDD Contingency Plan to further minimize potential impacts during construction of the HDD across the Parkway. To minimize potential impacts due to construction and operation of the Project, Texas Gas would also implement the measures described in its Spill Prevention, Control, and Countermeasures Plan to address handling hazardous materials and to address instances where there are spills; its Storm Water Pollution Prevention Plan; our Upland Erosion Control, Revegetation, and Maintenance Plan; and our Wetland and Waterbody Construction and Mitigation Procedures. Use of the preferred alternative is not expected to result in an impairment to soil resources of the Parkway.

1.6.2 Water Resources and Wetlands

Significant wetland areas, including forested wetland, associated with the Yockanookany River occur east of the Parkway. The proposed HDD crossing method would also avoid significant impacts to these wetlands and the Yockanookany River. Use of the preferred alternative is not expected to result in an impairment to wetland or water resources of the Parkway.

1.6.3 Vegetation and Wildlife

Vegetation types occurring within the Parkway boundary that could be affected by the proposed Project include maintained grass adjacent to the roadway, scattered forested land, and some agricultural areas. By establishing the workspaces for the HDD entry and exit holes outside the limits of the NPS-managed Parkway, impacts to vegetation would be largely avoided. Construction activities may require removal of a few low-hanging tree limbs to place the guide wires and to conduct civil surveys for the HDD crossing, but no significant clearing would occur.

The wildlife species present in the vicinity of the proposed Parkway crossing would be typical of the modified edge habitats. These species are relatively tolerant of human activity. Impacts to habitat resulting from the proposed crossing of the Parkway would be temporary or short-term, and relatively minor overall. Increased activity associated with the HDD crossing could result in some short-term displacement of wildlife since wildlife may avoid areas where there would be

human and construction-related activity and noise; but these communities would be expected to quickly reestablish following completion of construction.

No federally protected species of concern have been identified in proximity to the Parkway, and based on the existing land uses; none would be expected to occur where the proposed Project would cross the Parkway. Implementation of the preferred alternative is not expected to result in an impairment to vegetation and wildlife resources of the Parkway.

1.6.4 Roads and Transportation

The Parkway and Highway 14 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.

The proposed pipeline crossing would not affect traffic flow along the Parkway. The pipeline installation would be accomplished by HDD beneath the Parkway, with no need for road closure or construction activity on the road surface or adjacent side slopes. Other than survey vehicles, no Project use of the Parkway would be anticipated based on the prohibition of commercial traffic. Impacts to traffic flow along Highway 14 would be relatively minor and temporary. Although the level of traffic on Highway 14 would be minimal due to the rural nature of the area, Texas Gas would utilize flagmen, as necessary to manage traffic flow and to provide safe travel during construction. We believe that based on the lack of impacts on the Parkway and the temporary and relatively minor impacts to surrounding local roads, no significant impacts to transportation would occur as a result of construction of the proposed Project. Implementation of the preferred alternative is not expected to result in an impairment to roads or transportation resources of the Natchez Trace Parkway.

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 immediately adjacent to the roadway, agricultural fields located near the Parkway, and small scattered forested areas. Secondary visual resources, which include views of the Parkway and its associated property from Highway 14 or other adjacent areas, are virtually identical to the primary resources identified.

The proposed Project pipeline would be a narrow linear feature that would primarily be constructed below ground using the HDD method, which would not require any physical disturbance to the Parkway or side slopes. Also, equipment, supplies, and personnel would not be positioned in the immediate vicinity of the Parkway. Therefore, visual impact on the Parkway is considered negligible. Texas Gas would establish a workspace for the HDD drill about 500 feet west of the Parkway. This workspace would be in an agricultural field and screened from the Parkway by scattered forest land. Direct line of sight to construction related activities could potentially occur, but this impact would be of short term duration and seen from only an isolated perspective on the Parkway. Following completion of the HDD crossing, no visual remnants of construction would likely be visible from the Parkway. By using agricultural lands for the HDD workspaces, there would be no long term alternation of visual resources from the Parkway. Therefore, we believe that given the nature of the resources present, and the largely temporary nature of the impacts anticipated, implementation of the preferred alternative is not expected to result in an impairment to visual resources of the Parkway.

1.6.8 Noise

The existing noise environment at the proposed crossing location reflects the predominately rural landscape. The agricultural areas near the Parkway support wildlife capable of 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 Highway 14 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 limited time period and would mainly be associated with completing the HDD. This noise would result from operation of heavy equipment, some minor increase in traffic volume on local roads, and the presence of personnel at the site. However, this increase in noise would be temporary and extremely localized. It could be noticeable to motorists using the Parkway for a short duration, estimated at approximately 1 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 implementation of the preferred alternative is not expected to result in an impairment to noise resources of the Parkway.

1.6.9 Cultural Resources

The Parkway has been found to be potentially eligible for listing on the NRHP in its entirety as “a designed cultural landscape” and is in the process of being nominated to the NRHP (NPS 2006i, Goodwin and Bergman, 2007). 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. No cultural resources were identified within that portion of the project area that would cross the Parkway or at the proposed HDD workspaces (Goodwin and Bergman, 2007). The NPS accepted this finding without comment (Keel, 2007b). Therefore, implementation of the preferred alternative is not expected to result in an impairment to cultural resources of the Parkway.

1.6.10 Air Quality

The primary air quality impacts for the Project will be from equipment located at the proposed Kosciusko Compressor Station on the Greenville Lateral in Attala County, Mississippi. The Compressor Station would be about 3 miles east of the Parkway at Greenville Lateral MP 96.4. The air quality impacts resulting from the construction and operation of the Project pipeline and aboveground facilities in the vicinity of the Parkway would be minimal. Therefore, implementation of the preferred alternative is not expected to result in an impairment to air quality resources of the Parkway.

1.6.11 Cumulative Impacts

Cumulative impact results when impacts associated with a proposed project are superimposed on, or added to, impacts associated with past, present, or reasonably foreseeable future projects within the area affected by the proposed project. Although the individual impacts of the separate projects may be minor, the effects from the projects taken together could be significant. The Fayetteville Lateral portion of the Project would end in western Mississippi, several counties away from the Parkway and would not cross it. Another pending major natural gas pipeline project, Ozark Gas Transmission, LLC’s East End Expansion Project (FERC Docket Number

PF06-34), would be constructed near the Fayetteville Lateral. The East End Expansion Project would terminate in western Mississippi far from the Parkway and would not cross it.

Four other gas (three natural gas and one carbon dioxide) pipeline projects would cross the Parkway and are either are pending or under construction. All of these projects would be north of the proposed Greenville Lateral crossing of the Parkway at Parkway MP 157. The Denbury Carbon Dioxide Pipeline will cross it at Parkway MP 117. The East Texas to Mississippi Expansion Project (FERC Docket Number CP06-446-000) was approved by the FERC on June 18, 2007, is currently under construction, and will cross the Parkway at Parkway Milepost 73. The Southeast Supply Header Project (FERC Docket Number CP07-44-000) was approved by the FERC on September 20, 2007. It will cross the Parkway at Parkway MP 49. Lastly, an EIS is being prepared for the Midcontinent Express Pipeline Project (FERC Docket Number CP08-6-000). That project would cross the Parkway at MP 80.5.

Since the closest of these projects would be about 40 miles from the Greenville Lateral. No other major projects in the vicinity of the Greenville Lateral or that would cross the Parkway, have been identified, therefore we anticipate no significant cumulative impacts to the Parkway.

1.6.12 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.

DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED FAYETTEVILLE/GREENVILLE
EXPANSION PROJECT

Docket Nos. CP07-417-000
PF07-2-000

Appendix F
Natchez Trace Parkway

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Figure F-1
Greenville Lateral Project Area,
Proposed Route and Alternative Route