National Park Service
U.S. Department of the Interior

Natchez Trace Parkway
Alabama, Mississippi, Tennessee

Environmental Assessment for the Proposed Extension of Rice Road Madison County, Mississippi

Submitted To:
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EXECUTIVE SUMMARY

This Environmental Assessment (EA) was prepared to allow the National Park Service (NPS) to evaluate actions proposed by the City of Ridgeland – to extend Rice Road and an associated multi-use trail across U.S. Highway 51 and across approximately 280' of Natchez Trace Parkway (Parkway) property to create an entrance into the northeastern portion of the proposed City Center development. City Center, located west of U.S. Highway 51 and immediately south of the Parkway, consists of approximately 32 acres that formerly housed a pre-fabricated concrete industry. The City is proposing to develop City Center as a multi-purpose development containing Ridgeland's governmental center, commercial developments, a Choctaw Agency Museum, fairgrounds, office buildings, a performing arts center, an outdoor amphitheater, and associated parking. The National Environmental Policy Act (NEPA) of 1969 process was conducted in accordance with National Park Service regulations for implementing NEPA, and it examined the consequences of this proposed project to extend Rice Road on the environment. This EA presents the alternatives considered during the NEPA process, the affected environment, the impacts associated with the proposed project, potential mitigation measures, environmental commitments, and agency consultation and coordination conducted to support this project.

The purpose of this project is to provide a fourth access point to City Center making access to the site easier and relieving traffic congestion on U.S. Highway 51. This particular access point will provide direct access from the Parkway to the Choctaw Agency Museum in the same natural environment as the Parkway. This EA examines the impacts of Ridgeland's Proposed Alternative and the No Action Alternative. Ridgeland's Proposed Alternative, the Preferred Alternative, would construct approximately 280' of roadway and associated multi-use trail across Parkway property.

The potential duration of the impacts (short-term or long-term), the intensity of the impacts (negligible, minor, moderate, or major), and the classification of the impacts (beneficial or adverse) were analyzed in detail for each project alternative. Cumulative effects were also considered. By comparing the Preferred Alternative with the No Action Alternative and identifying mitigation measures that would minimize adverse effects, this EA assists in the decision-making process.

The Preferred Alternative would create short-term, minor, adverse impacts on noise, soils, water quality, and aesthetics. Impacts are associated with construction activities in the project area. Impacts would last the duration of the construction period, which would be approximately four months. However, most of these impacts would be mitigated by proper construction techniques. There would be minor adverse long-term impacts to vegetation and wildlife due to the removal of vegetation and wildlife habitat for the Rice Road extension. These impacts would be localized to a small area.

Under the No Action Alternative, the Rice Road extension would not be constructed. Baseline conditions for all factors considered would be unchanged except for traffic

circulation, congestion, and public health and safety. Traffic congestion would worsen with a likely associated decline in traffic safety.

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1.0 PURPOSE AND NEED

1.1 PROJECT LOCATION

The project area is within the city limits of Ridgeland, Mississippi. Ridgeland is located within the metropolitan area of Jackson, which is Mississippi's capital. The Natchez Trace Parkway (Parkway) passes through Ridgeland in a roughly east-west direction. Rice Road passes underneath the Parkway near Parkway milepost 105, turns west, then roughly parallels the Parkway to the south before terminating at U.S. Highway 51. The proposed multi-purpose City Center development, consisting of approximately 32 acres, is located west of U.S. Highway 51 and immediately south of the Parkway. The City Center site formerly housed a prefabricated concrete industry. See Figure 1-1. The specific project for which this environmental assessment is being prepared is an extension of Rice Road and an associated multi-use trail to the west of U.S. Highway 51 crossing approximately 280 feet of Parkway property to provide access to the northern portion of the City Center development including the Choctaw Agency Museum, requiring a right-of-way of approximately 0.7 acres. See Figure 1-2.

Figure 1-1

Project:

Extending Rice Road and Path West of US Hwy 51

Ridgeland, MS

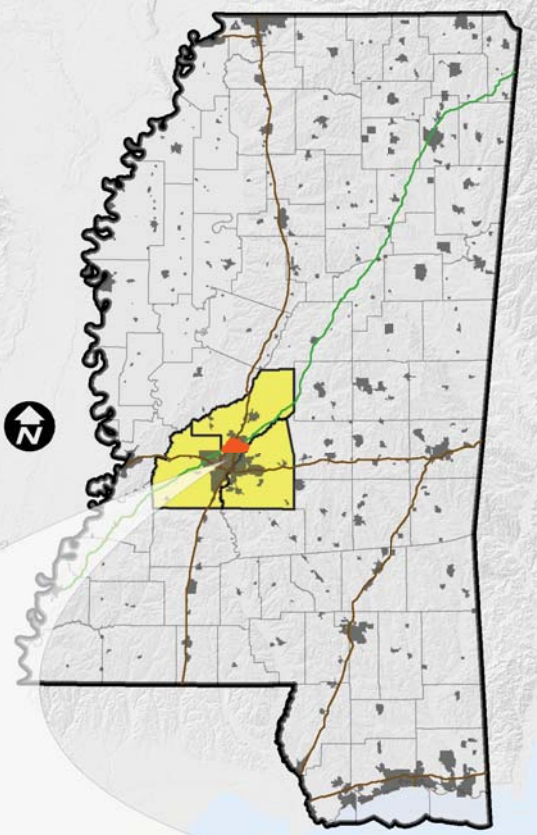


FIGURE 1-2 - CONCEPTUAL ROADWAY LAYOUT

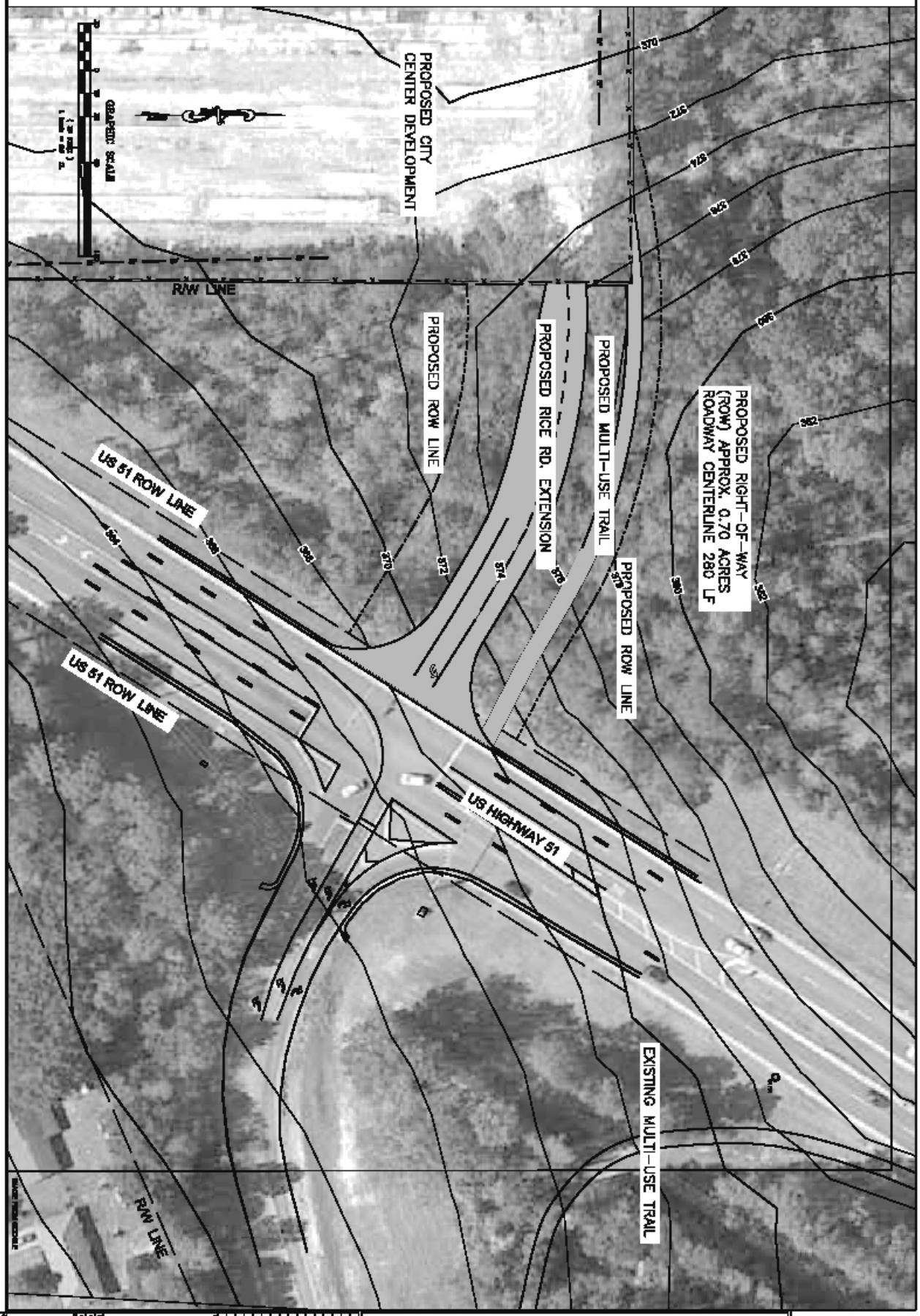


FIGURE 1-2

CONCEPTUAL ROADWAY LAYOUT

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

WAGGONER

1.2 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

The proposed City Center development will contain the governmental center of Ridgeland, Mississippi. It is projected to also contain commercial developments, a Choctaw Agency Museum, fairgrounds, office buildings, a performing arts center, an outdoor amphitheater, and associated parking. The City Center development is bounded on the north by the Natchez Trace Parkway, on the east by U.S. Highway 51, on the south by School St., and on the west by Madison Drive. Ridgeland's 2008 Master Plan proposed accessing City Center via School Street, West Moon Street, and Madison Drive (all existing routes) with a multi-use trail along U.S. Highway 51 and School Street connecting the Parkway's multi-use trail to Freedom Ridge Park immediately southwest of City Center on School Street. A later (2010) City Center proposal added a fourth route into the development, the proposed extension of Rice Road westward across U.S. Highway 51 and through Parkway property. Both the 2008 and the 2010 proposals can be seen in Appendix A, City Center Plans.

The purpose for the proposed action is to provide an additional entrance to the proposed City Center development and direct access to the Choctaw Agency Museum from the Parkway. The project will relieve anticipated heavy traffic at the three existing entrances to the City Center site (Madison Drive, School Street, and West Moon Street), relieve the existing heavy traffic on the adjacent segment of U.S. Highway 51, and provide a roadway to the Museum maintaining an uninterrupted park experience similar to the Natchez Trace Parkway.

The need for the action is to provide infrastructure to achieve that purpose and support the new City Center development including the Choctaw Agency Museum. The proposal will help optimize road and multi-use trail access to that development by creating access to its northern portion from the intersection of Rice Road and U.S. Highway 51.

This Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act (NEPA) and implementing regulations, 40 CFR Parts 1500-1508; National Park Service Director's Order 12 (DO-12) and Handbook, *Conservation Planning, Environmental Impact Analysis, and Decision-making;* and Section 106 of the National Historic Preservation Act, and implementing regulations, 36 CFR Part 800.

This EA is intended to be a concise public document that:

- Briefly provides sufficient evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI);
- Aids the National Park Service's (NPS) compliance with the National Environmental Policy Act (NEPA) when no environmental impact statement is necessary;
- Facilitates preparation of an impact statement, when one is necessary;
- Includes a list of agencies and persons consulted; and
- Briefly discusses:
    - The need for the proposal;
    - Alternatives to recommended courses of action (40 CFR 1507.2(d));

- The environmental impacts of the proposed action and alternatives; and
- Recommended and required mitigation of unacceptable impacts.

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective January 11, 2001.

1.3 PURPOSE AND SIGNIFICANCE OF THE PARKWAY

The Natchez Trace, or "Old Trace" was an early transportation route developed from a series of trails used by native Americans and subsequently by European explorers and settlers. The Natchez Trace provided an important transportation route for people during the colonial and early American periods, with first human use estimated at 8000 BC. The Old Trace later provided a land route connecting interior portions of what was to become the southeastern U.S. with the major port city of Natchez. The Natchez Trace was designated as a national port road for mail delivery in 1800, and later figured prominently in movement of troops during the War of 1812 and the Civil War. More modern modes of transportation eventually replaced the Natchez Trace, and many sections became parts of modern local road systems, while other sections were simply abandoned.

The Natchez Trace Parkway is a National Scenic Byway managed by the U.S. Department of Interior, National Park Service. The Parkway is one of 75 designated National Scenic Byways and 21 All-American Roads. The Natchez Trace Parkway was established by Congress on May 18, 1938, and roughly follows the original Natchez Trace, or Old Trace, for 444 miles from Natchez, Mississippi to Nashville, Tennessee. The Natchez Trace Parkway is unique among federal parkways because it commemorates an earlier transportation route. The primary purpose of the Natchez Trace Parkway is to memorialize the historical importance of the Old Trace with a useful and attractive parkway for public use. The Parkway is designed principally for passenger vehicle traffic and has been designed and developed for the benefit and enjoyment of recreational motorists, but also includes sections of maintained trails for hiking and horseback riding. Its design includes a wide insulating zone and excludes commercial roadside development in order to preserve scenic, recreational, natural and historic features. The Parkway includes numerous designated stops for visitors that reflect the history and natural features of the Parkway including Civil War, early American and colonial period historical sites, native American sites, scenic viewpoints, and natural areas. The primary themes commemorated by the Parkway are: Indigenous American Populations, westward expansion of the British colonies and the United States, transportation and American expansion, and the Civil War.

The NPS manages Parkway resources to maintain them in unimpaired condition for future generations in accordance with NPS statutes including the Organic Act of 1916 and the National Parks Omnibus Management Act of 1998 as well as various applicable

environmental laws such as the Clean Air Act, the Clean Water Act, the National Environmental Policy Act (NEPA), the Endangered Species Act, and the National Historic Preservation Act.

1.4 PROJECT BACKGROUND

1.4.1 Previous Planning

City Center is a proposed multi-purpose development approximately 32 acres in size that will contain the governmental center of the City of Ridgeland. It will also contain a retail strip mall, a performing arts center, an amphitheater, a Choctaw Agency Museum, office rental space, an environmental education center and festival space. City Center is centrally located near the major transportation corridors of Interstate 55, U.S. Highway 51, Lake Harbor Drive, Rice Road, Jackson Street, and Ridgewood Rd. The development was proposed in Ridgeland's 2008 Master Plan with access proposed via School Street, West Moon Street, and Madison Drive. See Appendix A, City Center Plans. It also proposed a multi-use trail following U.S. Highway 51 and School Street to connect the Parkway's multi-use trail to Freedom Ridge Park, immediately southwest of City Center on School Street.

A second City Center proposal was developed for the same site in 2010. This version provided four vehicular access routes into the development, adding the proposed extension of Rice Road westward across U.S. Highway 51 and Parkway property into the northeastern corner of the development. See Appendix A, City Center Plans.

With the recent expansion of the Parkway's multi-use trail to the intersection of Rice Road and U.S. Highway 51, the proposed Rice Road extension would provide an economical and safe opportunity to extend the multi-use trail through City Center to the proposed Choctaw Agency Museum and to Freedom Ridge Park. See Appendix A, City Center Plans.

1.4.2 Scoping

Scoping is an effort to involve agencies and the general public in determining the scope of issues to be addressed in the environmental document. Scoping includes consultation with any interested agency, or any agency with jurisdiction by law or expertise, to obtain early input. More detail on the scoping process can be found in Section 7.0 *Public Involvement and Agency Coordination.*

Internal scoping for this project employed interdisciplinary processes to define issues, alternatives, and data needs. External scoping included reviewing laws and regulations relevant to the proposal, providing a project description to federal and state agencies for their review and comment, and researching agency comments.

1.5 ISSUES

Issues can be defined as the relationship between the alternatives and the human, physical, and natural environment (NPS 2001). Issues are used to define which environmental resources may experience either negative or beneficial consequences from an action. They do not predict the degree or intensity of potential consequences that might result from an action.

1.6 IMPACT TOPICS

1.6.1 Derivation of Impact Topics

Potential impact topics were identified based on legislative requirements, executive orders, topics in Director's Order #12 and Handbook (NPS 2001), NPS Management Policies (NPS 2006), guidance from NPS, governmental agency responses to scoping request letters, and the professional experience and knowledge of NPS personnel, the writers of this EA, and engineers developing the project. A summary of impact topics analyzed or dismissed from further analysis is provided below, along with the rationale for their inclusion or dismissal.

Impairment - The NPS Management Policies 2006 requires consideration of the impacts of the proposed action and a written determination that the activity will not lead to an impairment of park resources and values. Management Policies 2006, Section 1.4.5 states impacts are considered more likely to constitute impairments to the extent that they affect a resource or value whose conservation is necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park, key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park, or identified in the park's general management plan or other relevant NPS planning documents as being of significance. A written determination of non-impairment will be prepared for the selected action and included as an appendix to the Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

1.6.2 Impact Topics Included in this Document

The following impact topics have the potential to be affected by the proposed project and are evaluated in detail in this EA:

Noise – The construction phase of this project is expected to create minor short-term noise impacts within the project area.

Soils – Soils at the proposed project site are Byram silt loam. For any construction project, soil erosion is a concern.

Water Resources – Short-term impacts to water quality may occur during the construction period due to erosion.

Vegetation – Approximately 0.7 acres of land will be cleared for the construction of the Rice Road extension and the associated multi-use trail.

Wildlife – There will be some limited impact on wildlife due to the clearing of approximately 0.7 acres of forest and scrub-shrub habitat.

Archaeological and Native American Sites – The Mississippi Department of Archives and History was contacted and determined that due to the topography and the proximity of recorded archaeological sites, a cultural resources survey should be performed. See August 27, 2012 letter from Department of Archives and History in Appendix E. A cultural resources survey (October 24, 2012) is included in Appendix D. The Department of Archives and History's review (December 19, 2012) of this cultural resources survey is included in Appendix E.

Traffic Circulation and Congestion – Traffic congestion is already a major concern along U.S. Highway 51. Construction may cause temporary increases in congestion. The long-term impact of this project on traffic flow is a consideration.

Aesthetics – A small area of approximately 0.7 acre will be cleared and converted to a roadway and associated multi-use trail but the impact on aesthetics is expected to be minimal.

Public Health and Safety – Any impact to public health and safety is expected to be positive by reducing traffic congestion in the area and improving traffic safety.

Infrastructure – Two gas pipelines, a fiber cable, and electrical lines are on the site of the proposed Rice Road extension.

Parkway Operations – A minimal impact on the Parkway operations will occur by isolating a small portion of Parkway property south of the proposed Rice Road extension.

Land Use – Approximately 0.7 acre will be cleared and converted to a roadway and associated multi-use trail resulting in a land use change for a small area.

1.6.3 Impact Topics Dismissed from Further Analysis

Air Quality – The Mississippi Department of Environmental Quality, Air Toxics Branch was contacted and expressed the opinion that "this project will cause no significant ambient air quality impact." Refer to Appendix E – Letter from Laura Burt, P.E., Air Toxics Branch, Mississippi Department of Environmental Quality, August 6, 2012. No further analysis is needed.

Floodplain – The FEMA Flood Insurance Rate Map (FIRM) for the project area was accessed and analyzed to determine that the site is not in a floodplain (See Appendix B – Floodplain). No further analysis is needed.

Threatened and Endangered Species –The U.S. Fish and Wildlife Service determined that the proposed project will have "No Effect" on federally listed species or their habitats. Refer to Appendix E – Letter from Stephen Ricks, Field Supervisor, Mississippi Field Office, August 9, 2012. The Miss. Dept. of Wildlife, Fisheries, and Parks also reviewed the situation and concluded that "…the project likely poses no threat to listed species or their habitats." Refer to Appendix E – Letter from Andy Sanderson, Ecologist, August 13, 2012. However, if threatened and endangered species are discovered unexpectedly, work around the discovery will be suspended and the proper authorities of the FWS, WFP, and NPS will be notified immediately.

Prime and Unique Farmlands – Because the proposed project site is in the Ridgeland city limits, the Farmland Protection Policy Act (FPPA) does not apply according to the Natural Resources Conservation Service. No further analysis is needed.

Night Sky and Lights – The night sky and natural darkness are typically important resources of national parks for wildlife and for visitors' experiences. However, there is a limited extent of Parkway property impacted, and the area of the Parkway being assessed is already extensively impacted by lighting. No further analysis is needed.

Migratory Birds – The proposed project will remove a narrow, 0.7 acre swath of forest and scrub-shrub habitat. However, this loss is minimal considering the large acreages of forest suitable for migratory birds that exist throughout Central Mississippi. No further analysis is needed.

Wetlands – Executive Order 11990, Protection of Wetlands, requires an examination of impacts to wetlands. The Federal Water Pollution Control Act, and amendments contained in the Clean Water Act, set forth a national policy to restore and maintain the chemical, physical, and biological integrity of the nation's waters, to enhance the quality of water resources, and to prevent, control, and abate pollution of the nation's waters. NPS Director's Order 77-1 establishes NPS policies, requirements, and standards for implementing Executive Order 11990, and DO-12 provides direction for the preservation, use and quality of water in national parks. NPS utilizes the U.S Fish & Wildlife Service's (USF&WS) Classification of Wetlands and Deepwater Habitats of the United States, Cowardin et al. 1979 (DOI Report FWS/OBS-79/31) to classify wetlands pursuant to E.O. 11990. According to the Cowardin definition, a wetland must possess one or more of the following three attributes: at least periodically, the land supports predominately hydrophytic vegetation; the substrate is predominately undrained hydric soils; or the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year.

The proposed action does not meet the requirements of the federal wetland permitting process under Section 404 of the Clean Water Act. USF&WS, National Wetland Inventory (NWI) maps do not indicate the presence of designated wetland areas within the Parkway at the proposed crossing location. The soil descriptions published by the U.S. Natural Resource Conservation Service do not the list the soil type as hydric. A wetland delineation was performed at the site to document conditions relative to the

presence or absence of potential wetlands and other "Waters of the U.S." and is included in Appendix C. The investigation revealed no areas that meet the criteria for classification as wetland according to the Cowardin classification system or the U.S. Army Corps of Engineers wetland delineation procedures. Therefore, wetlands are an impact topic that is not analyzed in further detail in this environmental assessment. A copy of the NWI map showing the approximate project location is also included in Appendix C. Neither the proposed action nor the no-action alternative will impact wetlands or water quality within the Natchez Trace Parkway boundary. No further analysis is needed.

Historical Structures – No historical structures were revealed during the Cultural Resources Survey of the proposed site. The site has previously been impacted by significant soil disturbance and addition of offsite soil. For this reason, historical structures will not be analyzed further in this environmental assessment. Should remnants of historical structures be revealed unexpectedly, work around the discovery will be suspended immediately and the proper authorities of MDAH and NPS will be notified.

Paleontological Resources – No paleontological resources were revealed during the Cultural Resources Survey. The site has previously been impacted by significant soil disturbance and addition of offsite soil. For this reason, paleontological resources will not be analyzed further in this environmental assessment. However, paleontological resources are usually buried or hidden and could be revealed unexpectedly. If that occurs, work around the discovery will be suspended immediately and the proper authorities of MDAH and NPS will be notified.

Environmental Justice – Executive Order 12898 (General Actions to Address Environmental Justice in Minority Populations and Low Income Populations) requires that all federal agencies incorporate environmental justice into their missions by identifying and addressing the disproportionately high and adverse health or environmental effects of their programs and policies on minorities or low income populations or communities. The proposed action will have no direct or indirect impacts to individual residences or populations of individuals and as such will not have a disproportionate adverse health or environmental effect on minority or low income populations or communities as defined in the Environmental Protection Agency's Draft Environmental Justice Guidance. Therefore environmental justice is an impact topic not analyzed further in this environmental assessment.

Indian Trust Resources – Secretarial Order 3175 requires that any anticipated impacts to designated Indian Trust resources from a proposed action by Department of Interior agencies be explicitly addressed in the related environmental documents. The federal Indian Trust responsibility is a legally enforceable fiduciary obligation on the part of the United States to protect tribal lands, assets, resources, and treaty rights, and it represents a duty to carry out mandates of federal law with respect to American Indian and Alaskan Native tribes. The lands in proximity to the Parkway and proposed action are not held in trust by the Secretary of the Interior for the benefit of Indians due to their status as Indians. Therefore, Indian Trust Resources is an impact topic not analyzed further in this environmental assessment.

Coastal Zone Management – The Gulf of Mexico is the nearest coastline to the project site at an approximate distance of 150 miles.

Sole Source Aquifers – The proposed project is located in Madison County, Mississippi. Madison County is not one of the counties served by the Southern Hills Regional Aquifer System, the only sole source aquifer in Mississippi.

Visitor Use and Experience –The proposed project is on a part of the Parkway property that is not utilized by the public. Therefore, visitor use and experience is an impact topic not analyzed further in this environmental assessment.

Wild and Scenic Rivers – The only federally-listed Wild and Scenic River in the state of Mississippi is a 21-mile segment of Black Creek from Moody's Landing to Fairley Bridge Landing, which is over 100 miles from the project site.

Socioeconomic Environment – The proposed project will create a short-term economic boost to the local economy due to the construction spending but there will be no long-term impact on the socioeconomic environment. Therefore, the socioeconomic environment will not be analyzed further in this environmental assessment.

1.7 RELATIONSHIPS TO OTHER PROJECTS AND PLANNING

Other planned projects in the region were considered for potential direct, indirect, and cumulative impacts that might affect resources within the Parkway. Other than the City Center development, no other projects were identified.

1.8 APPLICABLE LAWS AND REGULATIONS

Applicable Federal policies, executive orders and regulations, and how they relate to the resources originally considered are listed in Table 1-1 below. In addition, NPS *Management Policies* (NPS 2006a) was used for guidance for numerous impact topics. Other regulations specific to NPS include the Director's Orders listed below, and NPS Organic Act of 1916.

Table 1-1. Applicable Federal Laws and Regulations

Resource	Relevant Laws and Regulations
Aesthetics	NPS Organic Act
Air Quality	Clean Air Act NPS Organic Act
Coastal Zone Management	Coastal Zone Management Act
Cultural, Historic, and Archaeological Resources	National Historic Preservation Act Archaeological Resources Protection Act NPS Director's Order #28 NPS Organic Act
Ecologically Critical Areas	Endangered Species Act

Resource	Relevant Laws and Regulations
Energy Requirements and Conservation	Energy Policy Act Executive Orders 13031, 13123, 13149
Environmental Justice	Executive Order 12898
Floodplains	NPS Organic Act Executive Order 11988 NPS Director's Order #77-2 Clean Water Act Rivers and Harbors Appropriation Act
Indian Sacred Sites and Indian Trust Resources	Department of the Interior (DOI) Secretarial Orders No. 3206, 3175 NPS Director's Orders #66 and #71B Executive Orders 13007, 13175
Noise	NPS Director's Order #47 Noise Control Act
Park Operations	NPS Organic Act and NPS Management Policies, 2006
Prime and Unique Farmlands	Farmland Protection Policy Act Memorandum on Prime and Unique Agricultural Lands and NEPA (CEQ 1980)
Public Health and Safety	Architectural Barriers Act Americans with Disabilities Act (ADA) NPS Director's Orders #42 and #83 Executive Order 13045
Socioeconomic Resources	NPS Director's Orders #2 and #12
Soils, Geology, Topography	National Cooperative Soil Survey Standards
Sole Source Aquifers	40 CFR 149
Terrestrial Resources	Migratory Bird Treaty Act Wilderness Act Executive Order 13112
Threatened and Endangered Species	Endangered Species Act NPS Organic Act
Visitor Use and Experience	NPS Director's Order #12
Water Quality, Hydrology	Clean Water Act Rivers and Harbors Appropriation Act Executive Order 11514 Executive Order 12088 Estuary Protection Act
Wetlands	Executive Order 11990 Clean Water Act Executive Order 12088 NPS Director's Order #77-1 Rivers and Harbors Appropriation Act
Wild and Scenic Rivers	Wild and Scenic Rivers Act NPS Director's Order #46
Wildlife	Migratory Bird Conservation Act; Migratory Bird Treaty Act

1.9 REQUIRED PERMITS, LICENSES, CERTIFICATIONS, AND ASSESSMENTS

The following permits are required for the proposed project:

- Form SF-299, Application for Transportation and Utility Systems and Facilities on Federal Lands
- ROW Encroachment and Access Permit, Mississippi Department of Transportation

1.10 SCOPE

This EA was prepared in accordance with National Environmental Policy Act (NEPA) guidelines, and it examines the consequences of the proposed action on the environment. This document analyzes the short-term, long-term, and cumulative effects of the Preferred Alternatives and the No Action Alternative. By comparing the Preferred Alternative with the No Action Alternative, and identifying mitigation measures that would minimize adverse effects, this EA may assist stakeholders in the decision-making process.

1.11 ORGANIZATION OF THE ENVIRONMENTAL ASSESSMENT

Chapter 1 discusses the location and background of the project, the history and significance of the Parkway, the purpose and need of the project, the scope of the EA, the organization of the EA, impact topics considered, evaluated, and dismissed, and applicable statutory and regulatory requirements. Chapter 2 discusses the Proposed Alternative, the No Action Alternative, the environmentally Preferred Alternative, and the alternative that was considered but dismissed. Chapter 3 describes the affected environment. This chapter discusses physical, natural, and human resources in relation to the alternatives. Chapter 4 presents the environmental consequences for the described alternatives to physical, natural, and human resources. Chapter 5 discusses the mitigation measures that would minimize adverse impacts. Chapter 6 discusses the public involvement and scoping process as well as agency consultation and coordination that occurred throughout the NEPA process. Chapter 7 includes a list of document preparers, Chapter 8 includes the references, and the appendices follow the main report.

2.0 PROPOSED ACTION AND ALTERNATIVES

This chapter provides a detailed description of the No Action Alternative, the Preferred Alternative, and the alternative considered but dismissed.

2.1. NO ACTION ALTERNATIVE

The No Action Alternative is required for the NEPA process to review and compare feasible alternatives to the existing baseline conditions. Under the No Action Alternative, NPS would not provide a right-of-way across Parkway property for the construction of the extension of Rice Road and the associated multi-use trail. As depicted in Ridgeland's 2008 Master Plan (Ridgeland, 2008), access to the City Center development would be through three routes: West Moon Street and School Street from U.S. Highway 51 and by Madison Drive from the northwest. This alternative is not preferred as it would not meet the purpose and would not allow Natchez Trace Parkway visitors to access the Choctaw Agency Museum on a roadway with an environment similar to the Parkway. Visitors' only access to the museum would be via U.S. Highway 51 and the unsignalized intersection with West Moon Street. This alternative would not meet the purpose and need of the project because it would not provide an additional entrance to the Development or relieve heavy traffic currently occurring at the three existing entrances and on Hwy 51.

2.2 PROPOSED ALTERNATIVE

As proposed, this alternative will increase City Center access to four routes, by extending Rice Road westward across U.S. Highway 51 through about 280 ft. of Parkway property into the proposed City Center at its northeastern corner. At that point, it will connect to an internal City Center road and provide access to the proposed Choctaw Agency Museum. See Figure 1-2. The proposed right-of-way width will range between 111 and 125 ft. to accommodate a 24 to 38 ft. wide asphaltic concrete road surface with a turn lane on the southern side, utilities, shallow 20 ft. wide drainage swales on both sides of the road, and a 10 ft. wide asphaltic concrete multi-use trail. This totals to approximately 0.7 acres of right-of-way needed across the Parkway property.

About 3/4 of the drainage collected in the swales will flow easterly into the U.S. Highway 51 drainage system while about 1/4 will flow westerly into the proposed City Center drainage system. Disturbed soils will be stabilized using seeded grasses that are appropriate for the season and locale when construction is conducted and concluded. Some sod may be added if needed.

The new road and multi-use trail segment will be maintained by the City of Ridgeland. The speed limit for the extension is projected to be 35 mph.

2.3 MITIGATION MEASURES OF THE PROPOSED ALTERNATIVE

Mitigation measures are taken to lessen the adverse effects of the proposed alternative. Due to associated environmental impacts of this alternative, mitigation will be required for impacts to noise, soils, water resources, vegetation, and wildlife. Mitigation measures are discussed in detail in Chapter 5, and summarized below:

- Noise –
  Construction activities will be carried out during normal weekday daylight hours.
- Soils –
  Proper construction techniques will be used to minimize soil erosion during construction followed by the planting of grasses and wildflowers.
- Water Resources –
  Proper construction techniques will be used to minimize soil erosion during construction with grassy and graveled swales installed to promote absorption into the soil with runoff directed to nearby subsurface drainage systems.
- Vegetation –
  The City of Ridgeland plans to plant only native vegetation along the Rice Road extension and the northern portion of the City Center development. The plantings will be at least 0.7 acres to replace the vegetative loss due to the proposed project.
- Wildlife –
  The native vegetation described above will minimize the loss of wildlife habitat due to construction of the Rice Road extension.

2.4 ALTERNATIVE CONSIDERED BUT DISMISSED

An additional alternative, constructing multiple access drives to City Center from U.S. Highway 51, was identified during the internal scoping process. This alternative was dismissed from further analysis due to technical feasibility and safety considerations.

The City Center property is bound by Madison Drive on the west, the Parkway on the north, School Street to the south, and U.S. Highway 51 on the east. Current access to the City Center property is by Madison Drive from the west, School Street from the south, and West Moon Street from the east. Both School Street and West Moon Street connect to U.S. Highway 51. The Parkway prevents access from the north. Additional access points are possible along the east side of the site by constructing multiple access drives from U.S. Highway 51. However, due to the traffic volume and congestion along U.S. Highway 51, it was determined that restricting access between City Center and this major highway to only a limited number of streets instead of multiple drives would improve vehicle flow and increase traffic safety. Therefore, this alternative was dismissed.

2.5. SELECTION OF THE PREFERRED ALTERNATIVE

There are only two viable alternatives for the proposed project – to extend Rice Road as proposed by the City of Ridgeland (the Proposed Alternative) or the No Action

Alternative. The preferred alternative is to extend Rice Road and the associated multi-use trail west of U.S. Highway 51 across approximately 280' of Parkway property to create a fourth entrance into the City Center development. This alternative will allow Parkway visitors to access the Choctaw Agency Museum by exiting the parkway at the Parkway Information Cabin, continuing onto Rice Rd., then crossing US Hwy. 51 into the City Center development. This would provide City Center and museum visitors with a route that provides natural aesthetics similar to the Parkway. The proposed alternative will provide a roadway cross-section very similar to the Natchez Trace Parkway and will be lined with forested area along each side. This will allow Parkway visitors to continue the Natchez Trace Parkway experience as they travel to and from city Center and the Choctaw Agency Museum. The Proposed Alternative is preferred because it will create an additional entrance to the development and help reduce traffic congestion along U.S. Highway 51.

2.6. ENVIRONMENTALLY PREFERABLE ALTERNATIVE

The Environmentally Preferable Alternative is determined by applying the criteria from Section 2.7 (D) of NPS Director's Order #12. These are the same criteria outlined in NEPA, which is guided by the Council on Environmental Quality (CEQ) regulations. CEQ regulations provide direction that "the Environmentally Preferable Alternative is the alternative that will best promote the national environmental policy as expressed in Section 101(b) of NEPA." Generally, this means the alternative that causes the least damage to the biological and physical environment. It also means the alternative that best protects, preserves, and enhances historic, cultural and natural resources.

Consistency with Section 101(b) of NEPA

NPS policy requires the identification of an Environmentally Preferable Alternative to aid NPS decision-makers in choosing among the alternatives. The Environmentally Preferable Alternative is the alternative that will promote the national environmental policy as expressed by NEPA. This includes alternatives that meet the six goal statements of Section 101(b) of NEPA, which are listed in Table 2-1. A summary of both alternatives and whether each would meet the goal statements is also presented in Table 2-1.

Table 2-1. Selection of the Environmentally Preferable Alternative

NEPA GOAL STATEMENT	NO ACTION ALTERNATIVE	PROPOSED ALTERNATIVE
(1) Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations.	Contributes toward meeting this goal.	Contributes toward meeting this goal.
(2) Assure for all generations safe, healthful, productive, and aesthetically and culturally pleasing surroundings.	Contributes toward meeting this goal.	Contributes toward meeting this goal.
(3) Attain the widest range of	Interferes with achieving	Contributes toward

beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences.	this goal.	meeting this goal.
(4) Preserve important historic, cultural and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice.	Contributes toward meeting this goal.	Contributes toward meeting this goal.
(5) Achieve a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities.	Interferes with achieving this goal.	Contributes toward meeting this goal.
(6) Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.	Contributes toward meeting this goal.	Contributes toward meeting this goal.

The No Action Alternative would not meet the management goals and objectives of the City of Ridgeland for this project. In addition, the No Action Alternative does not fulfill the provisions of the NEPA goals, as summarized in Table 2-1. The Preferred Alternative contributes towards meeting the six goal statements of Section 101(b) of NEPA. Therefore, the Preferred Alternative is also the Environmentally Preferable Alternative.

2.7. COMPARISON OF ALTERNATIVES

Table 2-2 compares and contrasts the alternatives, including the degree to which each alternative accomplishes the purpose or fulfills the need identified in the Purpose and Need section.

Table 2-2. Comparative Summary of Alternatives

PROJECT OBJECTIVE	NO ACTION ALTERNATIVE	PREFERRED ALTERNATIVE
Need: Provide an additional entrance to the proposed City Center development to relieve anticipated heavy traffic at the three existing entrances to the site as well as the existing heavy traffic on the adjacent segment of U.S. Highway 51.	Rice Road would not be extended to provide a fourth entrance to City Center. Traffic congestion would occur at three entrances and would continue on U.S. Highway 51.	Traffic into City Center would flow more smoothly with four entrances. There would be some lessening of traffic congestion along U.S. Highway 51 in the immediate vicinity.

2.8 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

Table 2-3 summarizes the direct and indirect impacts to the resources at the park for the Ridgeland Proposed Alternative and the No Action Alternative.

Table 2-3. Summary of Environmental Consequences

RESOURCE	NO ACTION ALTERNATIVE	PREFERRED ALTERNATIVE
Noise	-No impact	-Short-term, minor, adverse impact from construction noise -No impact after completion of construction
Soils	-No impact	-Short-term, minor, adverse impact from soil disturbance during construction -No impact after completion of construction
Water Resources	-No impact	-Short-term, minor, adverse impact from soil disturbance and resulting sedimentation during construction -No impact after completion of construction
Vegetation	-No impact	-Minor, long-term, adverse impact due to permanent removal of vegetation from site (localized)
Wildlife	-No impact	-Minor, long-term, adverse impact due to permanent removal of habitat from site (localized)
Archaeological and Native American Sites	-No impact	-No impact expected, based on cultural resources survey.
Traffic Circulation and Congestion	-Traffic congestion would likely increase	- Would stabilize traffic situation in project area
Aesthetics	-No impact	- Minor impact to viewshed, due to loss of vegetation in project area. City has agreed to landscape with native species in a manner compatible with the Parkway.
Public Health and Safety	-Traffic safety would likely worsen	-Would stabilize traffic safety in project area
Infrastructure	-No impact	-No long-term impacts
Parkway Operations	-No impact	-Long-term impacts would be negligible
Land Use	-No impact	-Long-term impacts would be negligible

3.0 AFFECTED ENVIRONMENT

3.1 CHAPTER OVERVIEW

Chapter 3.0 describes the existing environmental resources of the area that would be affected if the Proposed Project were implemented. The descriptions, data, and analyses focus on the specific conditions or consequences that may result from implementing the Proposed Action as required by *NPS Director's Order #12 and Handbook*: *Conservation Planning, Environmental Impact Analysis, and Decision Making*, which sets forth the policy and procedures by which NPS will comply with NEPA (NPS 2001).

A description of existing environmental conditions provides a better understanding of planning issues and establishes a benchmark by which the magnitude of environmental effects of the Preferred Alternative and the No Action Alternative can be compared. The information in Chapter 3.0 is organized by the same environmental topics used to organize the impact analysis in Chapter 4.0.

Chapter 3.0 addresses the topics that were not dismissed from further consideration as described in Chapter 1.0 for the project area. The topics are organized by resource: physical resources, natural resources, human environment, visitor use and experience, and park operations.

3.2 PHYSICAL AND NATURAL RESOURCES

3.2.1 Noise

Current anthropogenic noise sources at the project area are predominately motor vehicles along the Parkway, U.S. Highway 51, and other nearby streets. There is an occasional train along the Canadian National Railroad located adjacent to Madison Drive about 750' to the west. Natural sounds (calls from birds and wildlife) are also present in the project area.

3.2.2 Soils

The soils at the site are Byram silt loam, a moderately well drained soil that has a fragipan overlying clayey material. These soils formed from loess (windblown) deposits. The surface layer and upper part of the subsoil range from very strongly acid to medium acid. The lower part of the subsoil ranges from medium acid to neutral. The underlying material ranges from slightly acid to moderately alkaline. Erosion is a moderate hazard for Byram silt loam. Soils on a portion of the site were mechanically covered by roughly placed and ungraded piles of soil at some point in the past, perhaps when the terrain of the adjacent City Center site was graded to a flat surface approximately 40 years ago.

3.2.3 Water Resources

No water bodies or wetlands are in the immediate vicinity of the proposed project site. Runoff from most of the site travels toward U.S. Highway 51where water is captured by the highway's drainage system. Runoff from about the western quarter of the site flows southwesterly onto the City Center site, which presently depends on overland drainage. Quality of the runoff appears to be good, having fallen on forested land then being filtered through the forest's detritus and vegetation.

3.2.4 Vegetation

The upland vegetation on the proposed site was moderately impacted by soil-dumping activities decades ago, but the vegetation has long since recovered and colonized the dumped sediment.

The mowed U.S. Highway 51 shoulder is dominated by a variety of native and nonnative grasses and low shrubs. The forest margin on the eastern side of the forest contains a thick growth of scrub-shrubs, saplings, and vines, most of which are not indigenous. Gulf South Pipeline Company maintains a thirty foot-wide, pipeline right-of-way that runs north to south through the proposed site. It has been cleared of trees and shrubs along its entire length and is bush-hogged regularly. It contains the grasses, perennials, and herbaceous species found throughout the remainder of the site although it is not as thickly covered due to cutting.

The forested, central area of the site has a thin canopy dominated by sugarberry *(Celtis laevigata)* and loblolly pine *(Pinus taeda).* Several larger pines are dead and deteriorating. The underbrush is dominated by invasive species, mostly Chinese privet (*Ligustrum sinense*) and nandina (*Nandina compacta*), and a variety of indigenous hardwood saplings. The forest floor is heavily blanketed with a detrital mat, which combined with low light conditions, cause it to support limited plant diversity. Vines such as peppervine (*Ampelopsis arborea*), Japanese honeysuckle (*Lonicera japonica*), and poison ivy (*Toxicodendron radicans*) are found throughout the site but are not so thick as to prohibit passage.

The dominant plants on the site are listed in Table 3-1.

Table 3-1 Dominant Plants on the Proposed Site (10-23-2012)

Hwy 51 ROW	Forest Margin	Forest
Bermudagrass (*Cynodon dactylon*) Johnsongrass (*Sorghum halepense*) Dallisgrass (*Paspalum dilatatum*) Spiny amaranth (*Amaranthus spinosus*) Thistle (*Sonchus sp.*) Vaseygrass (*Paspalum urvillei*) Goosegrass (*Eleusine indica*)	Chinaball tree (*Melia azedarach*) sap Chinese privet (*Ligustrum sinense*) Golden rod (*Solidago canadensis*) Sumac (*Rhus sp.*) Peppervine (*Ampelopsis arborea*) Japanese honeysuckle (*Lonicera japonica*) Frost aster (*Aster pilosus*) Common ragweed (*Ambrosia artemisiifolia*) Marsh elder (*Iva frutescens*) Elderberry (*Sambucus nigra*)	Sugarberry (*Celtis laevigata*) Loblolly pine (*Pinus taeda*) Chinese privet (*Ligustrum sinense*) Nandina (*Nandina compacta*) Peppervine (*Ampelopsis arborea*) Japanese honeysuckle (*Lonicera japonica*) Poison ivy (*Toxicodendron radicans*) Water oak (*Quercus nigra*) sap White oak (*Quercus alba*) sap Muscadine (*Vitis rotundifolia*) Willow oak (*Quercus phellos*) sap Wild plum (*Prunus sp.*) Winged elm (*Ulmus alata*) sap Post oak (*Quercus stellata*) sap Cow oak (*Quercus Michauxii*) sap

sap = sapling

3.2.5 Wildlife

Wildlife habitat on this site is primarily upland, deciduous forest with a few pines, scrub-shrub, and rough grass lawn that are dominated by intrusive species. The habitat is heavily segmented by past human activities that include roads, a pipeline right-of-way, a seven-foot chain link and barbed-wire fence on the western border, and an abandoned industrial development. These developments segmented the habitat and cut the forest habitat on the proposed site down to a narrow wedge of trees next to a very busy highway.

Probably due to this segmentation, wildlife use of the site appears to be low. Other than a mockingbird, a brown thrasher, and a gray squirrel, no wildlife was seen on site during a site visit in the fall of 2012. In addition to direct observation, other evidence of wildlife included a deer track in a dried tire rut on the pipeline right-of-way, four animal burrow entrances the size of a football (about 7" by 11") and somewhat flattened on the bottom with light leafy liter, two very round animal burrow entrances the size of a ping-pong ball (about 1.5" diameter) cleared of debris and descending straight down, two piles of rabbit feces on logs, and what appeared to be a squirrel nest near the top of a very tall sugarberry tree. Possible occupants of the larger animal burrows are foxes, raccoons, skunks, armadillos, and opossums. Possible occupants of the smaller animal burrows are chipmunks and snakes. As stated in Section 1.6.3, threatened and endangered species were dismissed from further analysis based on comments from the U.S. Fish and Wildlife Service and the Mississippi Department of Wildlife, Fisheries, and Parks.

3.3 HUMAN ENVIRONMENT

3.3.1 Archaeological and Native American Sites

The Mississippi Department of Archives and History was contacted and determined that due to the topography and the proximity of recorded archaeological sites, a cultural resources survey should be performed on the approximately 0.7 acres of Parkway property to be disturbed. A Phase I Cultural Resources Survey was completed by the Cobb Institute of Archaeology, Mississippi State University on October 24, 2012. The survey concluded that much of the project area had been severely impacted by past land-disturbing activities and found no cultural resources present other than modern trash. See Appendix D. Upon review of this survey, the Department of Archives and History stated " . . . we have no objections with the proposed project." Refer to Appendix E – Letter from Greg Williamson, Review and Compliance Officer, December 19, 2012.

3.3.2 Traffic Circulation and Congestion

The City Center project will bring a new mixed used development to Ridgeland, meaning increased traffic into the area. The City Center area currently has three access points with a fourth access being proposed with the extension of Rice Road. The proposed extension will help ease the traffic loading on the other access roads to City Center, providing a safe and convenient entrance into the development.

The City Center development is currently bounded by School Street to the south, Madison Avenue to the west, U.S. Highway 51, a five-lane north-south federal highway to the east, and the Natchez Trace Parkway to the north. Moon Street currently runs west-to-east from Madison Avenue to U.S. Highway 51, splitting the site. School Street will be realigned and will be the primary access point into the development. School Street will carry traffic from U.S. Highway 51 through the development and west into the Freedom Ridge Park and the industrial park area. The proposed development will terminate Madison Avenue into Moon Street combining these two roadways. Rice Road is a two-lane road with its western terminus at U.S. Highway 51. It is connected with the Parkway through the U.S. Highway 51/Parkway exchange.

The heaviest traffic in the project vicinity is on U.S. Highway 51. The 2012 Ridgeland Transportation Plan update characterized that section of U.S. Highway 51 as level of service "F" defined as "the level of service where traffic is forced and there exist frequent breakdowns in traffic flow. Traffic volumes generally exceed 100% of (the) roadway's capacity." Traffic on Rice Road is characterized as level of service "E" meaning "the capacity level where traffic volumes range from 75% to 100% of capacity." In the vicinity of the proposed project, three traffic lights are located on U.S. Highway 51; at School Street, at Rice Road, and at Jackson Street to the north of the Parkway. Traffic signal spillback occurs between Jackson Street and Rice Road during heavy travel times. Spillback occurs when a red traffic signal backs up traffic to a second upstream light making cars at the second light unable to move forward when the light is green.

U.S. Highway 51 has Average Dailey Traffic of 31,000 vehicles per day and experiences congestion during the heavy travel times. The extension of Rice Rd. would allow traffic from the City Center development to reach Rice Rd. without being forced onto U.S. Highway 51. The extension of Rice Road will allow Parkway visitors to easily reach the City Center development and the Choctaw Agency Museum by a direct route without interaction with the congested traffic on U.S. Highway 51.

The traffic on the proposed Rice Rd. extension is expected to be limited to City Center visitors because the development layout will prohibit rapid traffic movement. The City Center development roadway layout will encourage slow traffic movement by use of curves, narrow lanes, road-side parking, and frequent stop signs. These traffic features will help prevent the use of the development as a short-cut route and will help limit the traffic on the proposed extension to only City Center visitors.

According to traffic counts performed by the Mississippi Department of Transportation, Rice Road carries approximately 12,000 vehicles per day. The current City Center site plan can be estimated to have approximately 3,500 vehicles per day entering and exiting the development. This traffic includes approximately 100 vehicles per day accessing the Choctaw Agency Museum. If one quarter of the expected development traffic uses the Rice Road extension to access the property, the extension can expect approximately 875 vehicles per day. Approximately 875 vehicles per day will allow the Rice Road extension to have an "A" level of service meaning, "relatively free traffic flow with traffic volumes between 0% and 35% of capacity." The additional development traffic is also not expected to significantly affect the current traffic loading of Rice Road.

3.3.3 Aesthetics

The Parkway maintains a natural aesthetic feel with preservation of natural and historic sites a major component of the Parkway experience. However, the project area is located in a portion of the Parkway property away from the Parkway proper. It is adjacent to heavily traveled U.S. Highway 51 and has no special natural, historic, or aesthetic characteristics. The surrounding area consists of typical urban/suburban land uses.

3.3.4 Public Health and Safety

Safety is a top priority for the Parkway. The project area is located away from the traveled Parkway and is adjacent to U.S. Highway 51. Due to the location of this site, the greatest safety concern is the traffic congestion on U.S. Highway 51 in the vicinity of its connection with the Parkway.

3.3.5 Infrastructure

Due to the location of the project site, the project would not affect the Parkway infrastructure. However, two gas pipelines, a fiber cable, and electrical lines are on the site of the proposed Rice Road extension.

3.3.6 Land Use

Current land use on the project site consists primarily of forest with a small area adjacent to U.S. Highway 51 covered by grasses and low shrubs.

3.4 VISITOR USE AND EXPERIENCE

The Parkway is a 444-mile National Scenic Byway connecting Natchez, Mississippi and Nashville, Tennessee. The Parkway is designed principally for recreational motorists with numerous designated roadside interpretive centers featuring nature and historic points of interest. The proposed project site is isolated from the Parkway and is not used by visitors because it is not easily accessible from the Parkway, it has no special features, and the NPS does not promote its use. No parking is available except on the shoulder of U.S. Highway 51.

3.5 PARKWAY OPERATIONS

The Parkway staff maintains the Parkway roadway, trails, buildings, and grounds. The proposed project site is somewhat isolated from the Parkway proper. The Parkway performs no regular maintenance on this portion of the Parkway property as the shoulders alongside U.S. Highway 51 are mowed by the Mississippi Department of Transportation.

4.0 IMPACT ANALYSIS

4.1 CHAPTER OVERVIEW

NEPA requires the disclosure of environmental impacts associated with the alternatives including the No Action Alternative. This section presents the environmental impacts of the Preferred Alternative and the No Action Alternative on physical resources, natural resources, human environment, visitor use and experience, and park operations. These analyses provide the basis for comparing the effects of the alternatives. NEPA requires consideration of context, intensity and duration of impacts, indirect impacts, cumulative impacts, and measures to mitigate for impacts.

Chapter 4 describes and analyzes potential environmental effects on the physical resources, natural resources, human environment, visitor use and experience, and park operations associated with the Action Alternative and the No Action Alternative. In addition, cumulative impacts, as defined in regulations developed by the CEQ (Code of Federal Regulations, Title 40, Section 1508.7) are discussed throughout this chapter for each resource. A cumulative impact is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

4.1.1 Statutory Requirements

Primary laws and guidance documents that guided the development of this EA are:

- National Park Service Organic Act of 1916 (16U.S.C. 1-4, et seq.) – Created the National Park Service to promote and regulate the use of national parks, monuments, and reservations, by such means and measures as to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the land in such manner that will leave them unimpaired for the enjoyment of future generations.
- The National Environmental Policy Act of 1969 – Public Law 91-190 established a broad national policy to improve the relationship between humans and their environment and sets out policies and goals to ensure that environmental considerations are given careful attention and appropriate weight in all decisions of the federal government. This legislation requires and guides the preparation of this EA.
- National Park Service Regulations and Policies – Actions proposed in this document are subject to the NPS Director's Order #2 (Park Planning), Director's Order #12 (Conservation Planning, Environmental Impact Analysis, and Decision-making), and Director's Order #77 (Natural Resource Protection). Actions are also subject to the service-wide policy document, Management Policies (NPS 2006a).

4.1.2 Methods for Evaluating Environmental Effects

The method of analysis of potential effects is based on the *Director's Order* #12 Handbook [sec 5.4(f)]. Four categories of effects are considered: direct effects, indirect effects, cumulative effects and impairment. The context, duration, and intensity of the impacts must also be defined. Intensity of effects and thresholds of significance are defined for both beneficial and adverse effects. These are further defined in Section 4.1.2.2.

Where quantitative data were not available, best professional judgment was used to determine impacts. In general, the thresholds used come from existing literature, consultation with subject experts, and appropriate agencies.

To analyze impacts, methods were selected to predict the potential change in park resources that would occur with the implementation of the alternatives. Evaluation factors were established for each impact topic to assess the changes in resource conditions of the alternative. The proposed project area is located at the intersection of Rice Road and U.S. Highway 51 in Ridgeland, Mississippi adjacent to and crossing Parkway property.

4.1.2.1 Impact Categories

Three impact categories are used in this analysis and defined below.

Direct Effects – Direct effects are impacts that are caused by the alternative at the same time and in the same place as the action.

Indirect Effects – Indirect effects are impacts caused by the alternatives that occur later in time or farther in distance than the action.

Cumulative Impacts – A cumulative impact is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. The proposed City Center development is the only project of this nature identified in the vicinity of the proposed Rice Road extension.

4.1.2.2 Impact Definitions

Each potential impact is described in terms of its context (site-specific, local, or regional), duration (short-term or long-term), and intensity (negligible, minor, moderate, or major). For the purposes of analysis, the following definitions, unless stated otherwise, are used for all impact topics:

Duration

Short-term impacts: Impacts that might occur during the site preparation and construction phases of the Rice Road extension or in the short term (1 to 6 months) after completion of construction.

Long-term impacts: Those impacts occurring from completion of the Rice Road extension through the next 10 years.

Intensity

Negligible: Impacts would have no measurable or perceptible changes to the resource.

Beneficial: Resource improvements would occur and would have a perceptible change to the resource within the Parkway.

Adverse:

> *Minor*: Impacts would be measurable or perceptible but would be localized within a relatively small area. The overall viability of the resource would not be affected and, if left alone, would recover.
>
> *Moderate*: Impacts would cause a change in the resource; however, the impact would remain localized.
>
> *Major:* Impacts to the resource would be substantial, highly noticeable, and permanent.

4.2 PHYSICAL AND NATURAL RESOURCES

4.2.1 Noise

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be built and no construction activities would take place. There would be no increase in noise levels, as the current conditions within the project area would remain unchanged.

Preferred Alternative – The construction phase of the proposed project would have short-term, minor, adverse impacts on noise levels at the project site. Noise is expected to be generated from the operation of the construction equipment. Noise impacts would be localized near the construction site with these impacts lasting only for the duration of construction activities, estimated to be about four months. Most Parkway usage is by motorists traveling along the Parkway that would quickly pass the construction site. Also, the construction site is located more than 400' from the Parkway traffic lanes at the closest point and is buffered by trees. Therefore, the noise generated would have little or no effect on Parkway users. The closest residences are about 350' from the construction site so there could be some limited disruption to those residents. However, it should be

noted that U.S. Highway 51, a major five-lane transportation artery with its associated noise, is between those residences and the construction site. Construction noise is expected to temporarily impact avian and other wildlife in close proximity to the construction site but the above statement regarding traffic noise from U.S. Highway 51 applies. Also, these impacts would cease after the proposed construction is completed.

There would be no change in noise following the construction period.

Cumulative Impacts – During the construction phase of the City Center development, some short-term, minor, adverse impacts from noise associated with construction equipment are anticipated. Most of the City Center development is located further from the Parkway than the Rice Road extension and is buffered by trees. Long term impacts would be negligible. When the long-term negligible impacts of noise associated with the Rice Road extension construction are added to similar impacts of the City Center development, cumulative impacts of noise in the long-term would be negligible.

Conclusion – The implementation of the proposed project would result in short-term, minor, adverse impacts to noise from construction equipment. However, these will be minimized by the distance from the Parkway and the buffering effect of trees. Noise impacts would subside to no impact upon completion of the proposed construction. Current noise impacting the Parkway would remain unchanged under the No Action Alternative. Cumulative, long-term, adverse impacts from noise are anticipated to be negligible.

4.2.2 Soils

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no effect on soils.

Preferred Alternative – Erosion is a moderate hazard for the Byram silt loam at the site. During construction, there will be some soil disturbance due to shaping and grading. There is also a likelihood that some additional soil will be imported to the site to build a base for the road and trail before capping with impervious asphalt. With proper construction techniques to prevent soil erosion, any adverse, short-term impacts would be minor. With the installation of grasses and other low perennials to stabilize the soils, long-term impacts would be negligible.

Cumulative Impacts – Previously, the area of the Parkway being assessed was used to dump excess soils. The Rice Road extension would also likely bring in additional soils for roadway construction, but the cumulative impact of the new fill and the existing foreign soils would be negligible within the surrounding environment.

Conclusion – No impact on soils would result from the No Action Alternative. The implementation of the proposed project would result in minor, short-term, adverse impacts on the soils with long-term and cumulative impacts also being negligible.

4.2.3 Water Resources

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no effect on water quality.

Preferred Alternative – During construction, there would be some soil disturbance due to shaping and grading. Proper construction techniques would be utilized to minimize sediment entering local streams making short-term impacts minor. No street curbs or gutters will be constructed; grassy and graveled swales will promote water absorption into the soil and convey any runoff to the subsurface drainage systems of U.S. Highway 51 and City Center. Long-term, adverse impacts on water quality would be negligible.

Cumulative Impacts – The water resources in the proposed project area will experience little change once the roadway construction is complete. The mitigation techniques being utilized will help improve water quality and provide habitat. The cumulative, adverse impacts of the project within the larger urbanized environment would be negligible.

Conclusion – The No Action Alternative would have no impact on water quality. The implementation of the proposed project would result in minor, adverse, short-term impacts on water quality with long-term and cumulative adverse impacts being negligible.

4.2.4 Vegetation

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no effect on vegetation.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would require the removal of forest and scrub-shrub vegetation from approximately 0.7 acres of Parkway property. Approximately 70% of the site would be converted to mowed grassland. This would be a permanent change with a minor, adverse impact since it is a localized change confined to this site.

Cumulative Impacts – Cumulative impacts of this project with past clearing associated with previous U.S. Highway 51 widening in 2001 would be minor, especially in the larger context of being located in an already urbanized environment.

Conclusion – The No Action Alternative would have no impact on vegetation. The implementation of the proposed project would result in a permanent change in the vegetation on the site; the impact will be localized and therefore, minor.

4.2.5 Wildlife

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no effect on wildlife.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would require the removal of forest and scrub-shrub vegetation providing wildlife habitat from approximately 0.7 acres of Parkway property. Wildlife activity on the site appears to be low due to the small area and its location in a primarily urban setting. The removal of the vegetation and wildlife habitat would be permanent with minor, adverse impact since it is a localized change confined to this site.

Cumulative Impacts – Cumulative impacts of this project with past clearing and wildlife habitat destruction associated with previous U.S. Highway 51 widening in 2001 would be minor, especially in the larger context of being located in an already urbanized environment.

Conclusion – The No Action Alternative would have no impact on existing wildlife habitat. The implementation of the proposed project would result in a permanent change in the wildlife habitat on the site; the impact will be localized and therefore, minor. As stated in Section 1.6.3, threatened and endangered species were dismissed from further analysis based on comments from the U.S. Fish and Wildlife Service and the Mississippi Department of Wildlife, Fisheries, and Parks.

4.3 HUMAN ENVIRONMENT

4.3.1 Archaeological and Native American Sites

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on archaeological and Native American sites.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would require clearing and ground disturbance on approximately 0.7 acres of Parkway property. The Mississippi Department of Archives and History was consulted and determined that a cultural resources survey should be performed on the project site. A Phase I Cultural Resources Survey was completed by the Cobb Institute of Archaeology, Mississippi State University on October 24, 2012. The survey concluded that much of the project area had been severely impacted by past land-disturbing activities and found no cultural resources present other than modern trash. See Appendix D.

Cumulative Impacts – Any impact on archaeological and Native American sites may have already occurred due to previous land-disturbing activities. The cumulative impact of adding this project to previous activity would be neglible.

Conclusion – The No Action Alternative would have no impact on archaeological and Native American sites. No cultural resources were found during a Phase I Cultural Resources Survey. Therefore, construction of the Rice Road extension and associated multi-use trail is not expected to have any impact on such sites. However, should any archaeological or Native American sites be encountered during construction, construction activities will halt and Parkway and Department of Archives and History officials will be notified immediately.

4.3.2 Traffic Circulation and Congestion

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. It is likely that local traffic, including Parkway traffic, would experience long-term congestion due to the increase in traffic created by the City Center development without providing additional access to the developed area. Parkway visitors would also be forced onto U.S. Highway 51 in order to reach the proposed City Center development and the Choctaw Agency Museum. The No Action Alternative would likely cause localized, long-term traffic congestion resulting in a moderate environmental impact.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would provide a fourth entrance to the proposed City Center development and allow for smoother long-term, local traffic flow. Parkway visitors would have access to the Choctaw Agency Museum allowing the users to continue the Natchez Trace Parkway experience. The extension of Rice Road would have beneficial local impacts due to the increased access to the development and reduction of traffic in the area.

Cumulative Impacts – The cumulative impact of the Rice Road extension with prior traffic generation in the area would serve to stabilize the traffic situation in the project vicinity and on the Parkway. The project will provide beneficial long-term, local traffic impacts.

Conclusion – The No Action Alternative would likely lead to a worsening of traffic conditions along U.S. Highway 51 by forcing additional traffic from Rice Road and the Natchez Trace Parkway onto U.S. Highway 51 in order to reach the City Center development. Constructing the Rice Road extension would serve to stabilize the traffic situation in the project vicinity and on the Parkway.

4.3.3 Aesthetics

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on aesthetics.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would create some short-term, minor, adverse impact by disrupting the natural view of the area. The natural view of the area will be permanently altered by converting the area to a roadway. The impact would be minor since the site is a portion of the Parkway not readily visible to Parkway travelers and due to its limited extent.

Cumulative Impacts – The aesthetics of the current view shed along the reach of the Parkway being assessed are currently made up of U.S. Highway 51. Therefore, the cumulative impacts of this activity along with past and present activities in this area will have a minor impact on aesthetics.

Conclusion – The No Action Alternative would have no impact on existing aesthetics. The implementation of the proposed project would result in a permanent change in the area but the impact would be minor since it is localized to a small site not readily visible to Parkway travelers.

4.3.4 Public Health and Safety

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. It is likely that traffic congestion in the area including on the Parkway would worsen due to increased traffic created by the new City Center development without an increase in access. This increased traffic congestion would create the possibility of more automobile accidents.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would provide a fourth access point to the proposed City Center development. This would allow for smoother traffic flow and increased traffic safety by providing another signalized access point into the development and relieving the traffic loading on the unsignalized Moon Street access point. The proposed alternative will also help reduce the traffic and improve safety on a congested section of U.S. Highway 51, by providing vehicles traveling between the development, Rice Road, and the Natchez Trace Parkway access without entering U.S. Highway 51. These improvements will provide a long-term beneficial impact on the public safety in the area surrounding the development.

Cumulative Impacts – The cumulative impact of the Rice Road extension with prior traffic generation in the area would serve to stabilize traffic safety in the project vicinity. The Rice Road extension along with other likely traffic improvements along the U.S 51 corridor through Ridgeland will provide beneficial long-term, local cumulative impacts.

Conclusion – The No Action Alternative would likely lead to a worsening of traffic safety in the area by restricting City Center access to three points. Constructing the Rice Road extension would serve to stabilize traffic safety in the project vicinity.

4.3.5 Infrastructure

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on infrastructure.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would have no effect on the Parkway infrastructure. Some of the existing infrastructure (gas pipelines, fiber cable, and electric lines) would need to be adjusted to accommodate construction; any impacts would be short-term and negligible.

Cumulative Impacts – The cumulative impacts of this activity with past and present activities would be minor.

Conclusion – The No Action Alternative would have no impact. Constructing the Rice Road extension would necessitate some adjustments to existing infrastructure with negligible short-term impacts. There would be no long-term impacts.

4.3.6 Land Use

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on land use.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would require the removal of forest and scrub-shrub vegetation from approximately 0.7 acres of Parkway property. Approximately 30% of the site would be converted to a paved street and multi-use trail with the remaining 70% converted to mowed grassland. This would be a permanent land use change with minor, adverse impact since it is a localized change confined to this site.

Cumulative Impacts – Cumulative impacts of this project with past clearing and land use change associated with previous U.S. Highway 51 widening in 2001 would be minor.

Conclusion – The No Action Alternative would have no impact on land use. The implementation of the preferred alternative would result in a permanent change in land use on the site. The extent of the change is very limited; the impact will be localized and therefore, minor.

4.4 VISITOR USE AND EXPERIENCE

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on visitor use and experience.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would have no impact on visitor use and experience since the proposed project site is isolated from the Parkway, is not easily accessible, is not currently used by Parkway visitors, has no special features or parking, and the NPS does not promote its use. Should Parkway visitors choose to visit the Choctaw Agency Museum, the Rice Road extension will provide an environment similar to the Parkway.

Cumulative Impacts – There would be no cumulative impacts of this activity with past and present activities.

Conclusion – Neither the No Action Alternative nor the construction of the Rice road extension would have any impact.

4.5 PARKWAY OPERATIONS

No Action Alternative – Under the No Action Alternative, the Rice Road extension and the associated multi-use trail would not be constructed. There would be no change in baseline conditions and therefore, no impact on parkway operations.

Preferred Alternative – Construction of the Rice Road extension and the associated multi-use trail would have negligible impacts on Parkway operations. A very small section of Parkway property would be isolated from the main body of Parkway property by the Rice Road extension. Maintenance of the roadway, multi-use trail, and the right-of-way would become the responsibility of the City of Ridgeland.

Cumulative Impacts – Cumulative impacts would be limited to those of the Preferred Alternative.

Conclusion – The impacts of both the No Action Alternative and the Preferred Alternative would be negligible.

5.0 MITIGATION MEASURES

5.1 NOISE

Construction activities would produce noise within the project area. Noise levels are not expected to impact Parkway users but may impact residents near the project area. Impacts to these residents will be mitigated by restricting construction activities to normal weekday daylight hours.

5.2 SOILS

Construction activities could cause soil erosion. Industry-standard construction techniques will be used to minimize soil erosion during construction. After construction, barren soil surfaces will be planted with grasses and seeded with an area-appropriate mixture of wildflower seeds.

5.3 WATER RESOURCES

Construction activities could cause soil erosion and the resulting sedimentation. Industry-standard construction techniques will minimize sedimentation during construction. Installation of grassy and graveled swales will promote water absorption into the soil and convey any runoff to the subsurface drainage systems of U.S. Highway 51 and City Center.

5.4 VEGETATION

The City of Ridgeland plans to plant only native vegetation along the Rice Road extension and the northern portion of the City Center development. The goal of the development is to provide a center for City activities that will transition into a natural setting containing the Choctaw Agency Museum and a green education center. The vegetation planted along the extension and throughout the development will total at least 0.7 acres, thereby replacing the vegetation lost due to the proposed project.

5.5 WILDLIFE

Construction of the Rice Road extension and the associated multi-use trail will cause the loss of a limited amount of wildlife habitat. As stated above, the City of Ridgeland intends to plant only native vegetation along the Rice Road extension and the northern portion of the City Center development. This will provide habitat for wildlife to help offset the habitat loss due to the roadway and trail construction.

6.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

6.1 SCOPING

Scoping is an effort to involve agencies and the general public in determining the scope of issues to be addressed in the environmental document. Scoping includes consultation with any interested agency, or any agency with jurisdiction by law or expertise to obtain early input. Among other tasks, scoping determines important issues and eliminates issues determined to be unimportant, allocates assignments among the project team members, identifies related projects, and identifies permits required. Scoping includes both internal and external scoping activities.

Internal scoping refers to the process used to define issues, alternatives, and data needs. The City Center concept was set forth in the City of Ridgeland 2008 Master Plan with considerable public input. Dean and Dean Architects were later commissioned to help develop a master plan for the proposed City Center development. The original concept proposed in 2008 and the later City Center Master Plan (dated 2010) are both shown in Appendix A. The 2010 City Center Master Plan proposed the extension of Rice Road to provide a fourth access point to City Center.

External scoping consisted of contacting various agencies concerning the proposed Rice Road extension as discussed below in Section 7.2, Agency and Stakeholder Consultation.

This EA will be reviewed by the National Park Service at the Park and Regional levels. The document may undergo revision, then be resubmitted to the Region for approval. Once approved, the EA is open for public comment for 30 days. If no substantive comments are received and no further impacts are identified, a Finding of No Significant Impact (FONSI) is submitted to the Region for signature.

6.2 AGENCY AND STAKEHOLDER CONSULTATION

Consultation letters were mailed to local and federal agencies during the summer of 2012 requesting consultation and comments regarding the proposed project. Agencies contacted included Mississippi Department of Environmental Quality Air Toxics Branch, Mississippi Department of Archives and History, Mississippi Natural Heritage Program, National Park Service, Natural Resources Conservation Service, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service. Copies of those letters and their responses are included in Appendix E.

6.2.1 Endangered Species Act (ESA) Section 7 Consultation

In accordance with the federal and state requirements for special status species, a consultation letter was mailed to the USFWS Field Office in Jackson, Mississippi as well as to the Mississippi Department of Wildlife, Fisheries, and Parks. Information about the

proposed project was included in the consultation letter. A response was received from the USFWS indicating that the proposed work would have “No Effect” on federally listed species or their habitat. The Mississippi Department of Wildlife, Fisheries, and Parks responded that “the proposed project likely poses no threat to listed species or their habitats.” Letters and responses can be found in Appendix E.

6.2.2 Section 106 of the National Historic Preservation Act Consultation

Agency consultation was conducted with Mississippi Department of Archives and History as the State Historic Preservation Office (SHPO), to comply with Section 106 of the NHPA. The response was that a cultural resources survey should be performed. A Phase I Cultural Resources Survey performed by the Cobb Institute of Archaeology dated October 24, 2012 can be found in Appendix D. Upon review of this survey, the Department of Archives and History stated “ . . . we have no objections with the proposed project.” Refer to Appendix E – Letter from Greg Williamson, Review and Compliance Officer, December 19, 2012.

7.0 LIST OF PREPARERS

Waggoner Engineering, Inc.

Brian Nettles, PE – Director of Civil/Structural/Aviation

Samuel Holder – Environmental Scientist (former)

Will Pentecost, PE – Project Engineer

David Williams, PE – Project Manager

Glenn Duckworth – Senior Project Manager

8.0 REFERENCES

City of Ridgeland. 2010. C*ity Center Master Plan* (Dean & Dean Associates, Architects)

City of Ridgeland. 2008. *Ridgeland Area Master Plan* (Moore Planning Group, LLC)

City of Ridgeland. 2012. *Transportation Plan Update; Ridgeland, Mississippi* (Waggoner Engineering, Inc. and Skipper Consulting, Inc.)

National Park Service. 2011. *Associate Director's Memorandum: Guidance for Non-impairment Determinations and the NPS NEPA Process*

National Park Service. 2011. *Director's Order #12 and Handbook: Conservation Planning, Environmental Impact Analysis, and Decision Making*

National Park Service. 2006. *NPS Management Policies*.

U.S. Department of Agriculture, Soil Conservation Service. 1984. *Soil Survey of Madison County Mississippi*

GLOSSARY

Cumulative Impact	"Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." (40 CFR 1508.7)
FONSI	A Finding of No Significant Impact (FONSI) is an administrative document issued when environmental analysis and interagency review during the NEPA process find a project to have no significant impacts on the quality of the environment and presents the reasons for this finding.
Impacts	Direct impacts are caused by the construction or implementation of an activity. Indirect or secondary impacts generally occur after construction or implementation, and usually as a result of the project having been put in place.
Impairment	An action that " . . . harm(s) the integrity of the park resources or values, including the opportunities that otherwise would be present for the enjoyment of those resources or values."
Spillback	Traffic engineering term: When one traffic light backs up traffic to a second traffic light located upstream such that cars at the second traffic light cannot move forward when the second light is green.

ACRONYMS

ACHP	Advisory Council on Historic Preservation
CFR	Code of Federal Regulations
DEQ	Mississippi Department of Environmental Quality
EA	Environmental Assessment
EIS	Environmental Impact Statement
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FWS	U.S. Fish and Wildlife Service
FPPA	Farmland Protection Policy Act
MDAH	Mississippi Department of Archives and History
MDWFP	Mississippi Department of Wildlife, Fisheries, and Parks
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
USFWS	U.S. Fish and Wildlife Service

Appendix A

City Center Plans

CITY CENTER

FOCUS AREA 3 -City Center Concept

The City Center concept as shown in the graphics (right) demonstrates how the "Concrete Plant Site" could be transformed into an expanded City Hall Complex with space for community meeting rooms, library expansion, city offices along with educational, retail and even residential components. It would become a 24 hour space with people living, working and recreating all within a five-minute walk. Trails connecting to other parts of Ridgeland would connect this "heart" of the City to all areas.

Some of the key elements include:

- School Street enhancements which would help to merge the Library and other City offices south of School Street into the complex while adding a quality gateway to the campus and to Freedom Ridge Park. Highway 51 improvements are also indicated with a landscaped median and special street lighting.

- City Hall sits back from the highway, creating long views across the Community Green. A multi-story building with strong historical styling becomes the backdrop against which city festival gatherings are held and community events are celebrated. Parking is tucked away behind the building.

- The Community Green is large enough to make a strong statement from H 51 and provide ample space for festivals, gathering or leisurely walks. A large gazebo can become the site for community theater, music, and presentations. This green becomes Ridgeland's "front yard".

- Across Highway 51 is one of the few old structures still standing in the City. Appropriately, it was a filling station. This site could be captured, restored and serve as a connection with the city's past while being an important educational and enrichment opportunity.

CONCEPT PLAN

FESTIVAL GREEN

CITY HALL

MIXED-USE

- A combination retention pond and ecological education facility is located within the campus. It could serve as an important outreach component through which Ridgeland can sponsor good stewardship of natural resources, recycling, and healthy living.

- The civic complex is also complimented by a mixed-use development which could provide a constant energizing presence to the complex. Office and retail facilities on the ground floor with residential above provides a live-work-shop street life which could take advantage of the many amenities offered at the City Center Complex while injecting a healthy dose of cash flow. Working closely with a quality developer, the City could leverage the old concrete plant site into a high quality development with great connections to all parts of the city.

CITY CENTER

FOCUS AREA 3 - City Center

The following are implementation strategies needed to accomplish the concepts shown in the focus area plan.

	PROJECTS		PROGRAMS		POLICIES
3.1 3.2 3.3 3.4 3.5 3.6	Construction of City Hall Complex School Street Enhancements Highway 51 Enhancements Connecting trails to Natchez Trace Ecological Education Center Heritage Site purchase and renovations	3.7	Recruit Developer for Mixed-use Development and Prepare strategy for financing construction of new city hall complex and disposal of existing property	3.8	Re-zone as required to accomplish Focus Area concepts.

	EDUCATION	ECONOMIC DEVELOPMENT	LIVABILITY	INFRASTRUCTURE	CONSERVATION GOAL	QUALITY GOAL	CONNECTIVITY GOAL	IMAGE GOAL	INNOVATION (0-10)	SAFETY (0-8)	FUNCTION (0-5)	AESTHETICS (0-3)	TOTAL
3.1	Y	Y	Y	Y		Y	Y	Y	8	4	5	3	27
3.2			Y	Y		Y	Y	Y	3	4	2	3	18
3.3		Y	Y	Y		Y	Y	Y	2	6	4	3	21
3.4	Y	Y	Y	Y		Y	Y	Y	1	3	5	2	18
3.5	Y		Y		Y	Y		Y	4	1	3	2	16
3.6	Y	Y	Y		Y	Y		Y	2			2	10
3.7	Y	Y			Y	Y		Y	3		3	2	13
3.8	Y	Y	Y	Y	Y	Y		Y	2		2	2	13

3.1 Construction of City Hall Complex

Description: This project will include the acquisition of the entire area north of School Street to the Natchez Trace and from Highway 51 to the railroad tracks. Construction of approximately 25,000 square feet of City Hall building which architecturally will reflect the City's past and future. This project will also include associated parking, lighting, landscaping, a large public greenspace and multi-use trail connections.

Total Resource Allocation $17,930,000.00*

3.1a Construction of Performing Arts Center

Description: This project will be a public / private partnership to construct a state-of-the-art performing arts center. It will also include associated parking, lighting, landscaping and multi-use trail connections.

Total Resource Allocation $17,340,000.00*

3.2 School Street Enhancements

Description: This project will include the widening of School Street to 3 lanes as well as landscaping and lighting.

Total Resource Allocation $1,685,000.00*

CONCEPT PLAN

3.3 Connecting Trails to Natchez Trace

Description: This project includes the development of multi-use trails from the Natchez Trace trail system through the City Hall site and Performing Arts Center site. The multi-use trail will extend down School Street and will terminate at Freedom Ridge Park.

Total Resource Allocation $1,118,000.00*

3.4 Ecological Education Center

Description: This project will include construction of a 5,000 square foot facility which will serve as an educational and interpretive center for the natural environment. Its goal will be help raise community awareness about current environmental issues as well as offer resources. This project will also include associated parking, landscaping, lighting, walking trails and retention pond / wetland feature. The project will focus on sustainable development as well as low impact site and building design.

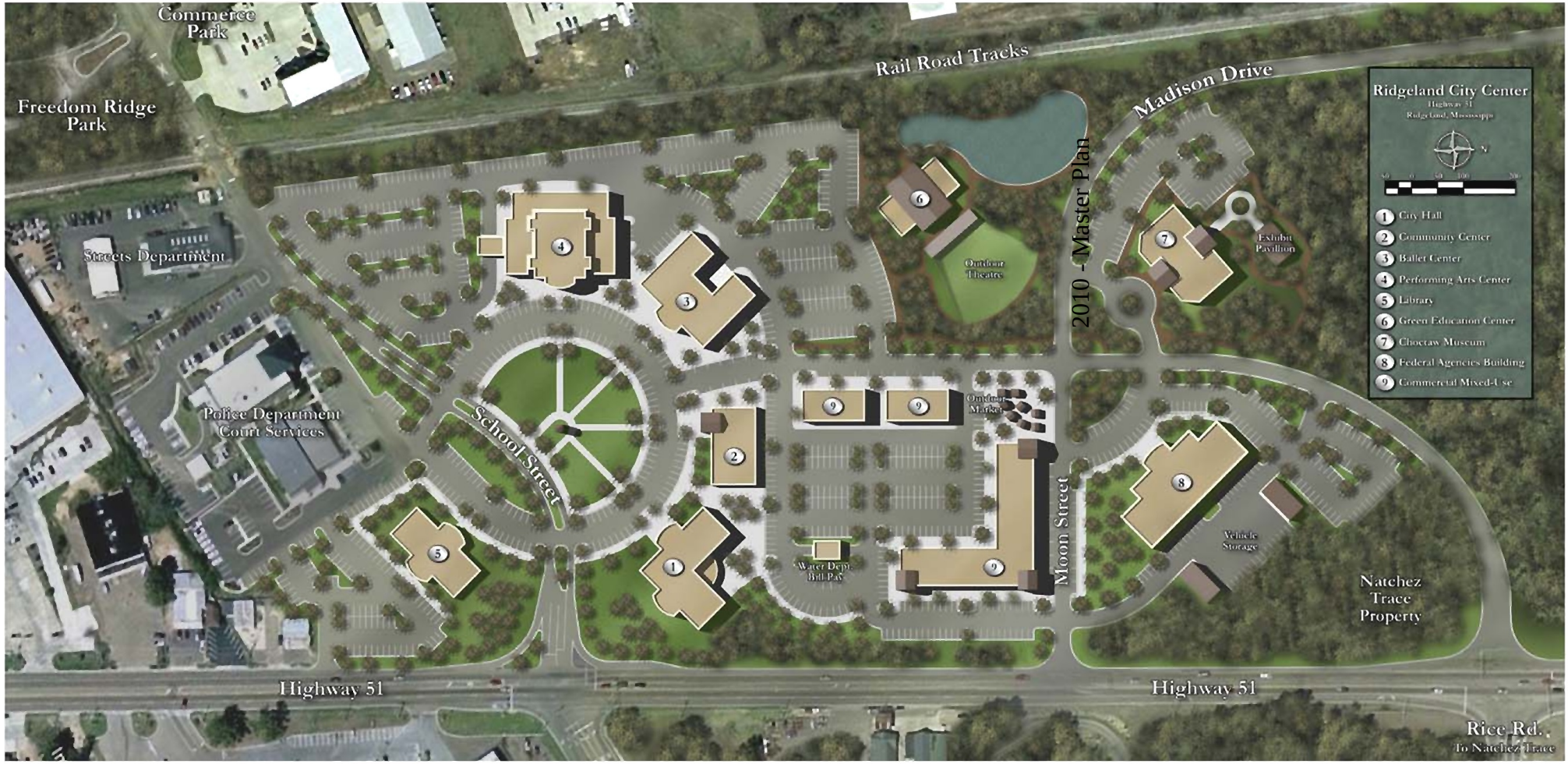
Total Resource Allocation $2,630,000.00*

3.5 Heritage Site purchase and renovations

Description: This project will include the purchase and restoration of the historic Henderson Garage. The renovated facility can be used as a museum to celebrate Ridgeland's beginnings. This project will also include associated parking, lighting and landscaping, as well as a large public greenspace that will compliment the greenspace of the City Hall complex.

Total Resource Allocation $1,900,000.00*

*The project summaries and ROM resource allocation were prepared by Waggoner Engineering, Inc as part of RAMP project



THE CITY OF RIDGELAND

Ridgeland City Center

City Center Master Plan

Highway 51 ~ Ridgeland, Mississippi

Dean and Dean Associates architects

2010 - Master Plan

Appendix B

Floodplains

FEMA

Info

Scale: 8 %

LOMC: 06-04-B176v-280110

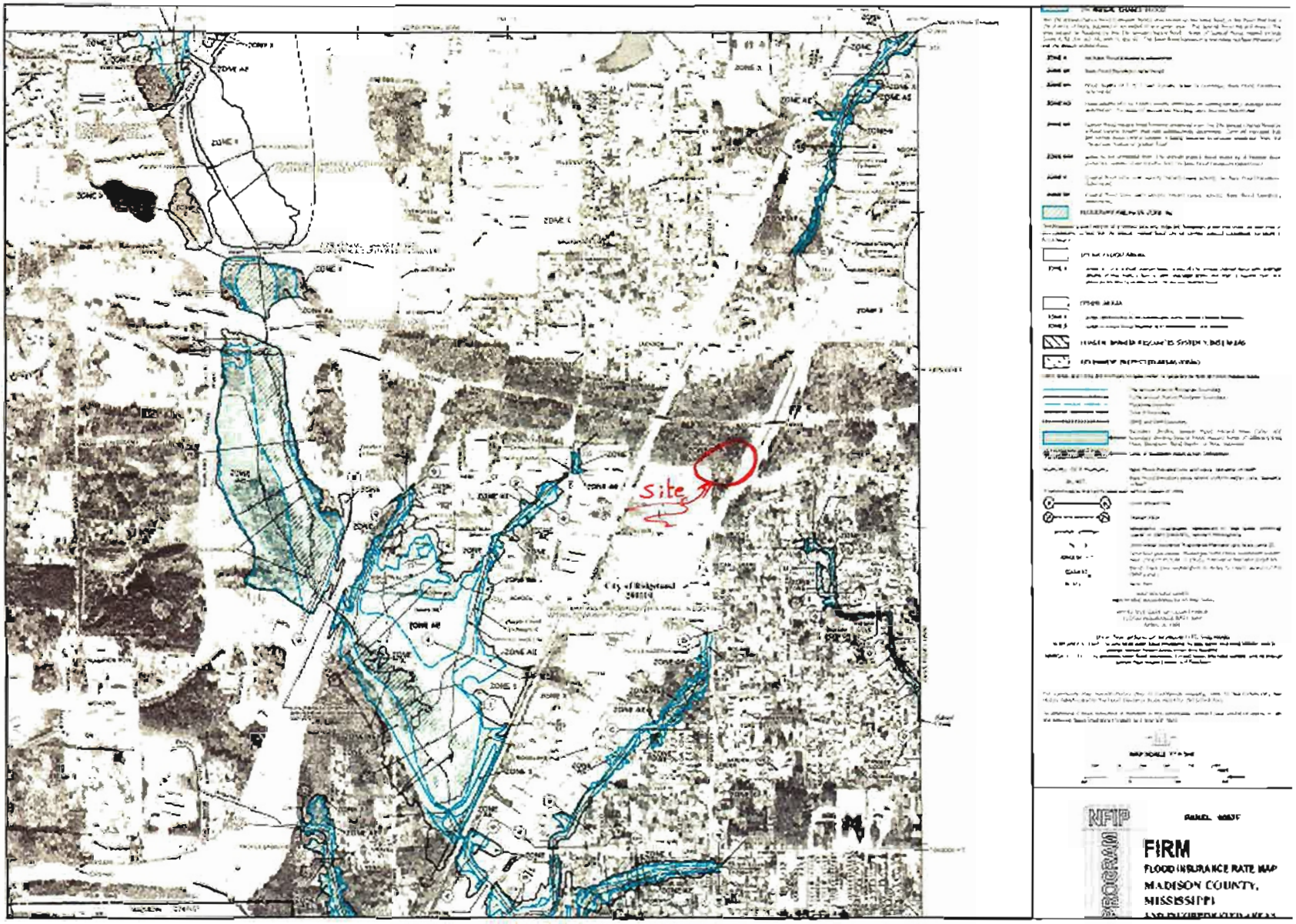
Help

Zoom Win | Pan

Zoom In | Zoom Out

1:1 Zoom In | MAX Zoom Out

Make a FIRMette



Appendix C

Wetlands

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Rice Rd. Extension City/County: Ridgeland/Madison Sampling Date: 10/25/12

Applicant/~~Owner~~: City of Ridgeland State: MS Sampling Point: Site wide

Investigator(s): Samuel Holder Section, Township, Range: Sec 30, T7N, R2E

Landform (hillslope, terrace, etc.): Upland Ridge Local relief (concave, convex, none): Convex

Slope (%): _____ Lat: 32.420 Long: -90.126 Datum: _____

Soil Map Unit Name: Madison County, MS, (MS089) NWI classification: UF, USS

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation —, Soil —, or Hydrology — significantly disturbed? No Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation —, Soil —, or Hydrology — naturally problematic? No (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No ✓	Is the Sampled Area within a Wetland? Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)
~~None~~ See # 3, below.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply) (None)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes _____	No ✓	Depth (inches): 1
Water Table Present?	Yes _____	No ✓	Depth (inches): 12
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): 1

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
(1) The site is on a well drained, upland ridge. Sediments were quite dry at 10 to 12 inches deep.
(2) The site was considered upland with no wetlands. Therefore the small site was viewed as a whole.
(3) The hole grid described for the Cultural Resources Survey was used for this purpose

VEGETATION – Use scientific names of plants.

Sampling Point: site wide

Tree Stratum (Plot size: site)	Absolute % Cover	Dominant Species?	Indicator Status
1. Celtis laevigata (sugarberry)	15	✓	FacU
2. Pinus taeda (loblolly pine)	15	✓	UPL
3. Melia azedarach (Chinaball tree)	15	✓	UPL
4.			
5.			
6.			
7.			
	45 = Total Cover		

Sapling/Shrub Stratum (Plot size: site)	Absolute % Cover	Dominant Species?	Indicator Status
1. Ligustrum sinense	50	✓	FacU
2. Nandina compacta	20	✓	UPL
3. Quercus nigra sap.	5	✓	Fac
4. Quercus alba sap	<10		UPL
5. Prunus (sp)	<10		UPL
6. Ulmus alata sap	<10		UPL
7. Iva frutescens	15	✓	Fac
Sambucus nigra	<10	✓	FacU
	100 = Total Cover		

Herb Stratum (Plot size: site)	Absolute % Cover	Dominant Species?	Indicator Status
1. Ambrosia artemisiifolia	25	✓	UPL
2. Aster pilosus		✓	UPL
3. Rhus sp.		✓	UPL
4. Solidago canadensis		✓	UPL
5. Amaranthus spinosus		✓	UPL
6. Cynodon dactylon			UPL
7. Sorghum halepense			Fac
8. Paspalum dilatatum		✓	UPL
9. Sonchus sp.			UPL
10. Paspalum urvillei		✓	UPL
11. Eleusine indica		✓	UPL
12.			
	= Total Cover		

Woody Vine Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1. Lonicera japonica		✓	FacU
2. Toxicodendron radicans		✓	UPL
3. Vitis rotundifolia			UPL
4. Ampelopsis arborea		✓	UPL
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 11% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- ___ Rapid Test for Hydrophytic Vegetation
- ___ Dominance Test is >50%
- ___ Prevalence Index is ≤3.0[1]
- ✓ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes ___ No ✓

Remarks: (Include photo numbers here or on a separate sheet.) ① See "Affected Environment: Natural Resources: Vegetation," for discussion.

② Not considered wetland.

③ Because no wetland was found, and the site was small, the site was observed as a large general site.

SOIL

Sampling Point: Site wide.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
10-12	–	–		0	–	–	–	All holes were very dry.

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: None

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) (LRR R, MLRA 149B)
- ___ Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- ___ Thin Dark Surface (S9) (LRR R, MLRA 149B)
- ___ Loamy Mucky Mineral (F1) (LRR K, L)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- ___ Coast Prairie Redox (A16) (LRR K, L, R)
- ___ 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- ___ Dark Surface (S7) (LRR K, L)
- ___ Polyvalue Below Surface (S8) (LRR K, L)
- ___ Thin Dark Surface (S9) (LRR K, L)
- ___ Iron-Manganese Masses (F12) (LRR K, L, R)
- ___ Piedmont Floodplain Soils (F19) (MLRA 149B)
- ___ Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: None

Depth (inches): NA

Hydric Soil Present? Yes ___ No ✓

Remarks:

(1) The hole grid described for the Cultural Resources Survey was used for this purpose.

(2) The site was covered by imported soil that is not well leveled.

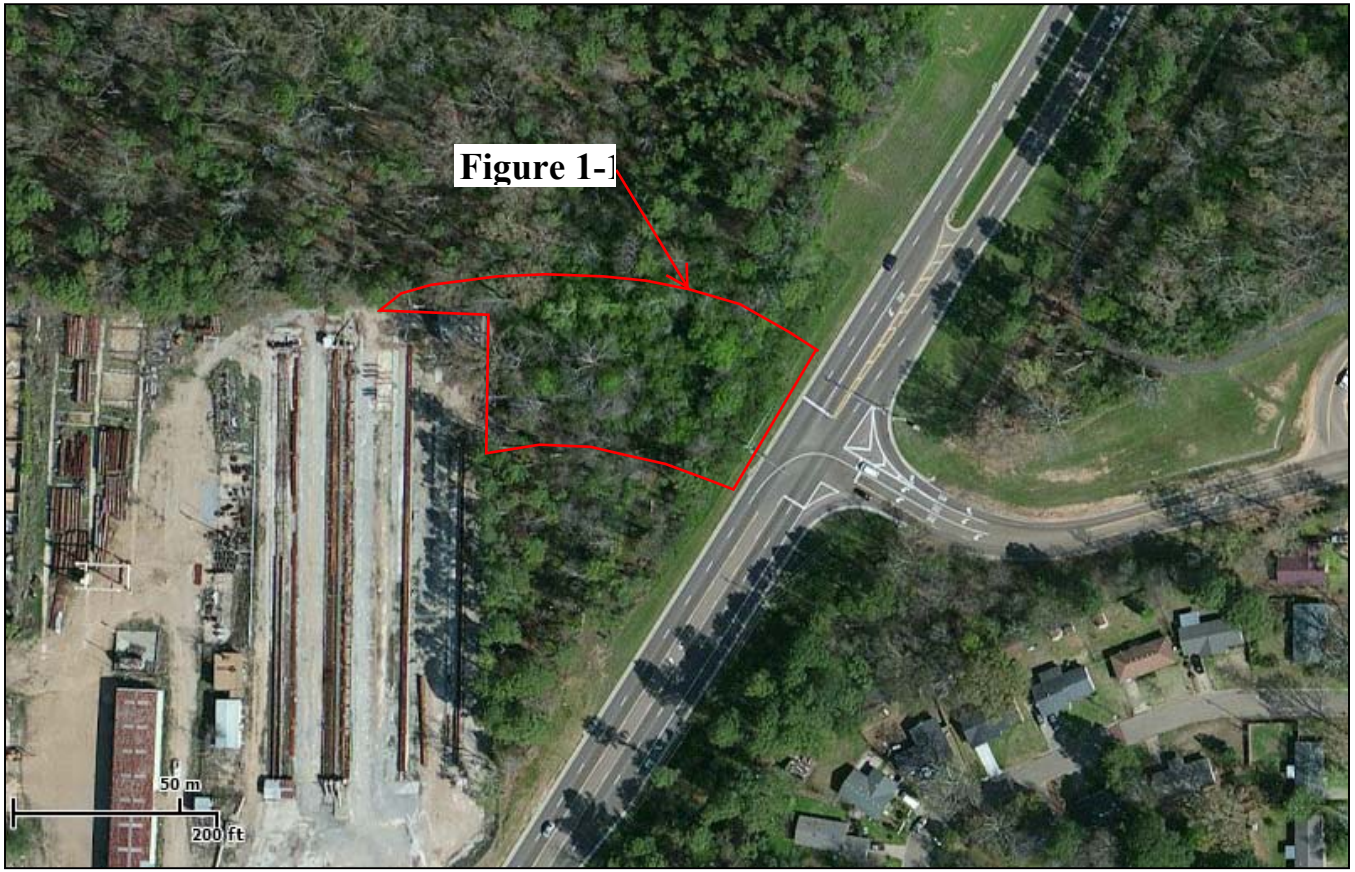
(3) No Hydric Soils were observed.

U.S. Fish and Wildlife Service

National Wetlands Inventory

Ridgeland, MS -
Rice Rd. Extension

Jul 11, 2013



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

Appendix D

Cultural Resources Survey

A Phase I Cultural Resources Survey of the Proposed Rice Road Extension Across the Natchez Trace Parkway, Madison County, Mississippi

Prepared by:

Jeffrey S. Alvey, M.A., RPA
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and

Keith A. Baca, M.A., RPA
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of the

Cobb Institute of Archaeology
P.O. Box AR
Mississippi State, MS 39762
(662) 325-3826

Prepared for:

Waggoner Engineering, Inc.
4735 Old Canton Road #143
Jackson, MS 39211

Contract #4714CI-70
ARPA Permit # NATR 2013-001
NPS Accession #SEAC-02592

October 24, 2012

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Field Results.....4

Conclusions and Recommendations.....7

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Management Summary

On October 23, 2012, a Phase I cultural resources survey was undertaken of the location where the proposed Rice Road extension will cross the Natchez Trace Parkway in Ridgeland, Madison County, Mississippi. The proposed easement that will cross the Natchez Trace is 280 feet (85.3 meters) long by 120 feet (36.6 meters) wide and ca. 0.7 acres in size. In order to insure that no cultural resources were impacted by the proposed construction project an area slightly larger than the proposed easement was subjected to cultural resources survey. This triangle-shaped area (Figures 1 and 4) is 650 feet (198.1 meters) at its longest point and 400 feet (121.9) meters at its widest point. In total, the surveyed area is estimated at 3.1 acres (1.3 hectares) in size.

Records search with the Mississippi Department of Archives and History (MDAH) and the National Park Service (NPS) revealed that two previously recorded archaeological sites were located within one mile of the project area. The sites include 22MD667 and 22MD689. Site 22MD689 is located on NPS property while site 22MD667 is on private property.

Cultural resources survey revealed that no cultural resources, other than modern trash, are located within the proposed project area.

Introduction

In compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended in 36-CFR-800, and in compliance with the Archaeological Resources Protection Act (ARPA) and its regulations (43-CFR-7) as authorized by a United States Department of the Interior Permit for Archaeological Investigations (Permit No. NATR 2013-001), a cultural resources survey was undertaken due to the potential impact of this project on federal lands managed by the NPS. One day of cultural resources survey was conducted by Jeffrey Alvey and Keith Baca of the Cobb Institute of Archaeology, Mississippi State University, at the request of Waggoner Engineering of Jackson, Mississippi. The survey area is located in Section 30, Township 7 North, Range 2 East on the Ridgeland, MS 7.5' topographic quadrangle (Figure 1).

Background Research

A search of the Mississippi Department of Archives and History and the National Park Service (NPS) records revealed that only two known archaeological sites were located within 1-mile of the project area. These sites include 22MD667 and 22MD689. Site 22MD667 (aka Stinky Cistern) is a multi-component site with prehistoric occupations during the Paleoindian and Late Archaic periods, as well as an occupation during the historic period. The site was recorded by former MDAH archaeologist, Joseph Giliberti, in 1994 prior to construction of a housing development in this area. The site is now destroyed. Site 22MD689, located on NPS property, represents a historic period occupation dating the late 19th – early 20th century. The site was recorded by Jeffrey Jones in 1999. Its NRHP status is presently unknown. Records search also revealed that the eastern edge of the project area had been previously surveyed (Figure 2) (Gray 1996).

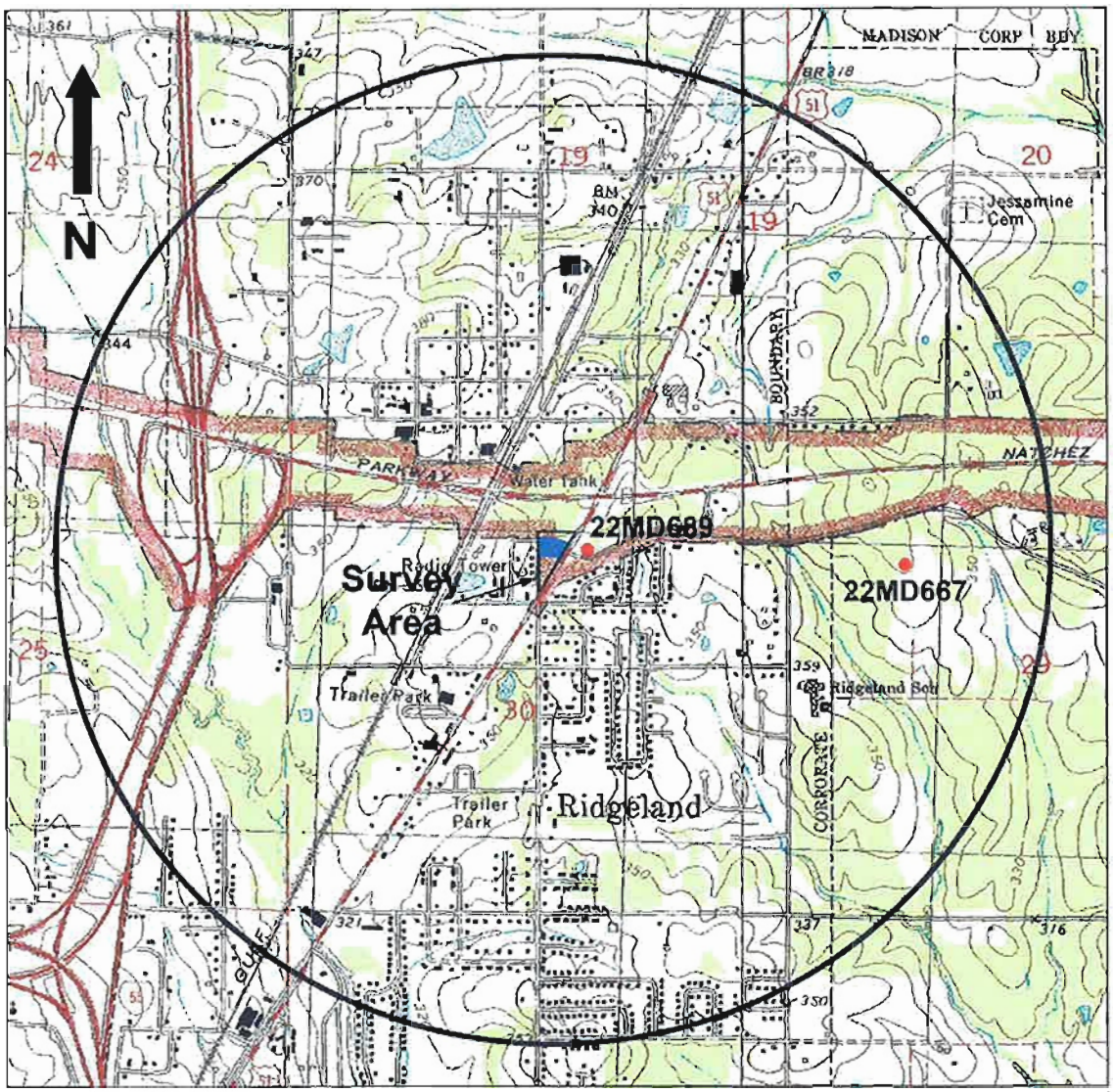


Figure 1. U.S.G.S. 7.5' Ridgeland, MS topographic quadrangle showing the location of the survey area (black line), the area of the road easement (blue), and all previously recorded archaeological sites within 1 mile of the project area. Section 30, Township 7 North, Range 2 East. 1:24,000 scale.

Environmental Setting

The project area is located in the northern portion of the South Central Hills physiographic region near the region's convergence with the Jackson Prairie and North Central Hills physiographic regions. The survey area represents a portion of the Natchez Trace Parkway that would be bisected by construction of the proposed Rice Road extension, which will cross U.S. Highway 51 prior to entering NPS property. The survey area slopes downward from north to south, with the northern half of the area located on the top and slopes of an upland ridge. The southern half of the area is located on a flat terrace. The northern half of the survey area is in a mixed hardwood/pine setting with

dense undergrowth (Figure 2). The flat portion of the area in the south is dominated more by pine trees, though some hardwood trees are present (Figure 3.

Soils in the project area are classified as Byram silt loam, 2 to 5 percent slopes (BrB2). This is a gently sloping, moderately well-drained soil that has a fragipan. The soil formed in a mantle of silty material and underlying clayey deposits on uplands. Typically, the surface layer is brown silt loam about 5 inches thick. Below this is a layer of strong brown and yellowish brown silty clay loam from 5 to 20 inches in depth (Scott 1984).

Cultural Setting

This region of the state contains a very rich archaeological and historical record due in large part to the presence of the Natchez Trace and its role in the region's prehistory and history. Archaeological research done in the 1930s-1940s in conjunction with construction of the Natchez Trace Parkway was responsible for the identification and investigation of many of the sites recorded in Madison County. While this work focused largely on prehistoric mound sites it did demonstrate a rich and deep prehistoric record in this region. This has been further confirmed by subsequent work during the following decades. Along with numerous mound sites dating to the Woodland and Mississippi Periods, a number of important Protohistoric and early Historic period sites such as the Choctaw Agency site (22MD645) and Doak's Stand (22MD589 and 22MD563) are also located in this area.

Figure 2. Photograph of vegetation present in the northern half of the project area. View to the west.

Figure 3. Photograph of vegetation in the southern half of the survey area. View to the north.

Methods

Field survey consisted of the two crew members excavating east/west transects of shovel tests across the triangular-shaped project area. In total, 17 shovel tests were excavated within the survey area (Figure 4). Transects and shovel tests were spaced 20 m apart. Shovel tests were approximately 30 cm in diameter and were dug to a depth of approximately 50 cm, or until clayey subsoil was encountered. All shovel-test fill was screened through ¼" mesh. GPS data was collected using a Trimble GeoXM handheld computer. GPS coordinates were taken as UTM data (WGS 84). All records will be curated at the Southeast Archaeological Center in Tallahassee, Florida.

Field Results

The environmental conditions encountered in the areas of investigation are described above in the environmental setting section. Investigations within the project area revealed that the area has been subjected to severe impacts in the past. Evidence exists in the upland portion of the project area for past disturbances by heavy machinery in the form of terracing and the excavation of drainage ditches. As a result of these conditions much of the northern two thirds of the project area show severe signs of disturbance and subsequent erosion. The area has also been impacted by a north/south

running gas line, which runs through and along the eastern side of the survey area (Figure 5). Not surprisingly, shovel testing within the survey area failed to identify any cultural artifacts. The UTM (WGS 84) coordinates and soil profiles for each shovel test are provided below in Table 2.

Table 2. UTM coordinates and soil profiles for shovel tests.

Shovel Test #	UTM East	UTM North	Soil Profile
1	769739	3591188	No A horizon, 7 cm of yellowish brown (10YR 5/4) E horizon
2	769719	3591190	No A horizon, 5 cm of yellowish brown (10YR 5/4) E horizon
3	769698	3591190	No A horizon, 8 cm of yellowish brown (10YR 5/4) E horizon
4	769738	3591169	No A horizon, 11 cm of yellowish brown (10YR 5/4) E horizon
5	769716	3591175	No A horizon, 12 cm of yellowish brown (10YR 5/4) E Horizon
6	769691	3591177	No A horizon, 9 cm of yellowish brown (10YR 5/4) E Horizon
7	769693	3591155	No A horizon, 9 cm of yellowish brown (10YR 5/4) E Horizon
8	769713	3591153	No A horizon, 10 cm of yellowish brown (10YR 5/4) E Horizon
9	769734	3591151	No A horizon, 13 cm of yellowish brown (10YR 5/4) E Horizon
10	769723	3591128	No A horizon, 14 cm of yellowish brown (10YR 5/4) E Horizon
11	769694	3591129	No A horizon, 13 cm of yellowish brown (10YR 5/4) E Horizon
12	769692	3591116	4 cm of dark yellowish brown (10YR 3/4) A horizon, 17 cm of yellowish brown (10YR 5/4) E Horizon
13	769719	3591115	6 cm of dark yellowish brown (10YR 3/4) A horizon, 15 cm of yellowish brown (10YR 5/4) E Horizon
14	769710	3591094	8 cm of dark yellowish brown (10YR 3/4) A horizon, 17 cm of yellowish brown (10YR 5/4) E Horizon
15	769685	3591092	8 cm of dark yellowish brown (10YR 3/4) A horizon, 13 cm of yellowish brown (10YR 5/4) E Horizon
16	769694	3591072	7 cm of dark yellowish brown (10YR 3/4) A horizon, 17 cm of yellowish brown (10YR 5/4) E Horizon
17	769689	3591052	6 cm of dark yellowish brown (10YR 3/4) A horizon, 18 cm of yellowish brown (10YR 5/4) E Horizon

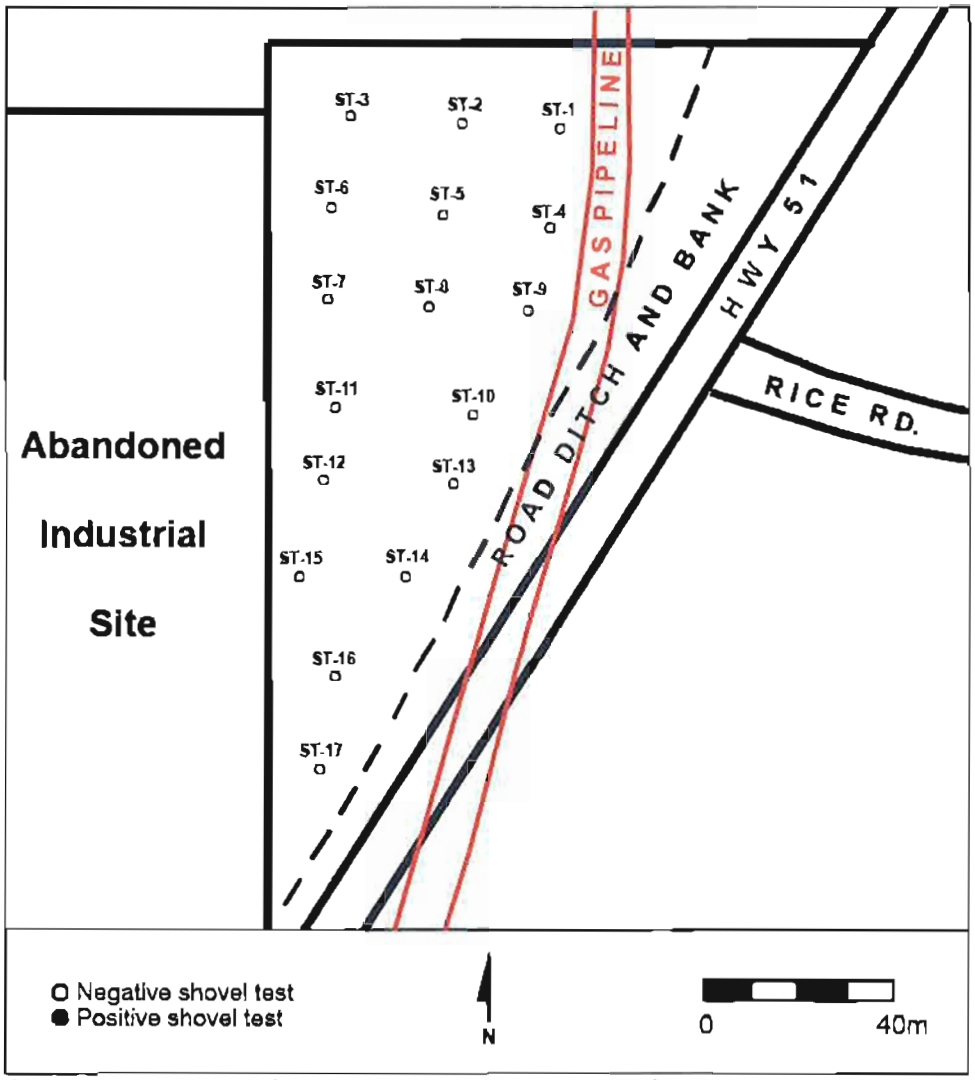


Figure 4. Map showing the survey area with locations of shovel tests.

Figure 5. Photograph of the gas pipeline corridor running through the eastern side of the survey area. U.S. Highway 51 is ca. 10 m to the east of this position. View to the south.

Conclusions and Recommendations

Cultural resources survey within the project area revealed that much of the project area had been severely impacted by past land-disturbing activities. Investigations revealed that no cultural resources are present within the area, other than modern trash. As a result of these findings the authors conclude that the proposed road construction will have no impact on any significant cultural resources on the lands of the NPS.

There remains the possibility that unrecorded cultural resources may be encountered during construction. Should this occur, the Natchez Trace Parkway archaeologist, Christina Smith, and the Mississippi Department of Archives and History should be contacted immediately to offer comments in compliance with 36 CFR 800.13.

References Cited

Gray, Bruce
1996 Cultural Resources Survey of the Proposed Widening of U.S. Highway 51 in Ridgeland, Madison County, Mississippi. Mississippi Department of Transportation, Jackson, Mississippi.

Scott, Frank T.
1984 *Soil Survey of Madison County, Mississippi*. United States Department of Agriculture, Soil Conservation Service, in cooperation with the Mississippi Agricultural and Forestry Experiment Station.

Appendix E

Agency Consultation

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

Air Quality Impact Review
Air Toxics Branch
515 E. Amite Street
Jackson, Mississippi 39201

ATTN: Laura Burt

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Ms. Burt:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of forested land, as described in the enclosures. Typical road-building equipment and techniques will be employed.

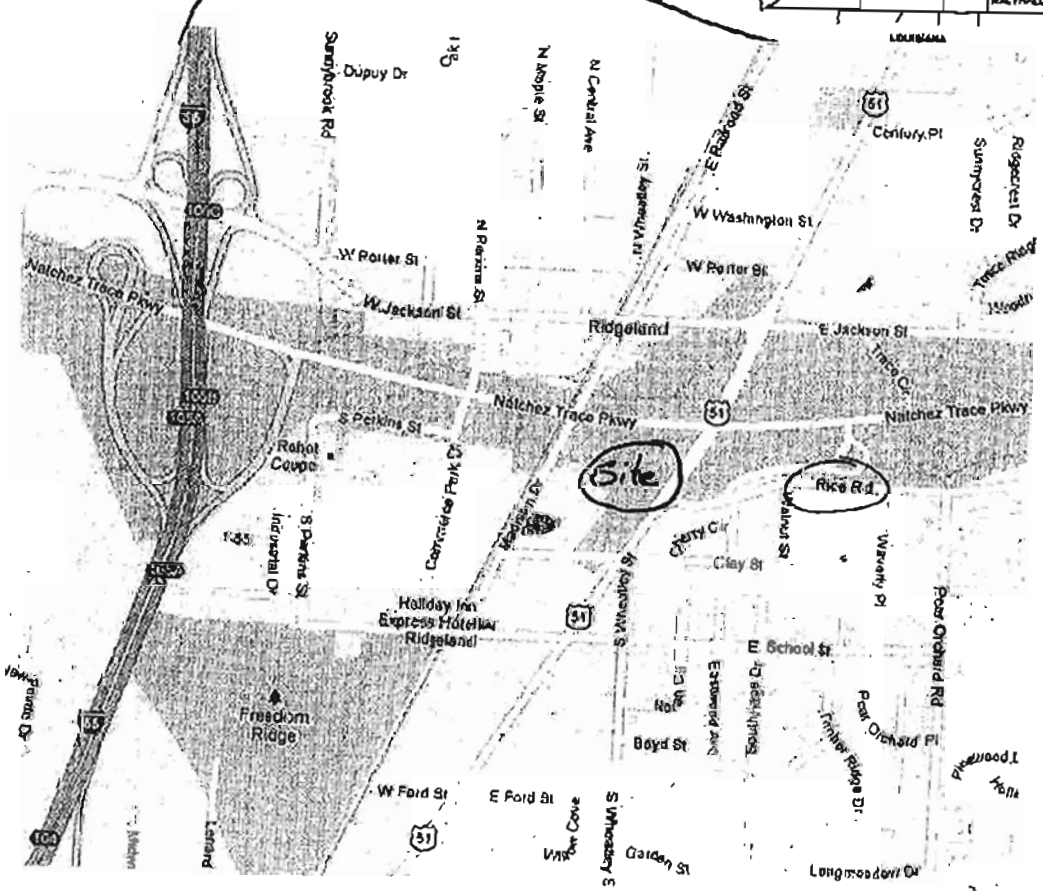
We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures: Site Location and 2 pages of Conceptual Drawings

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.

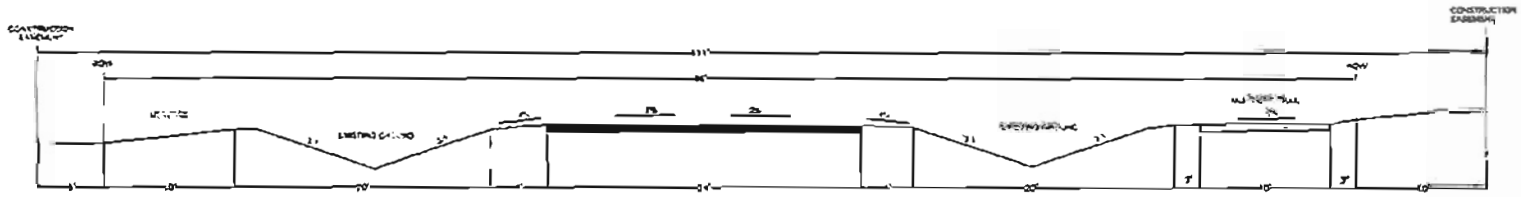


WAGGONER

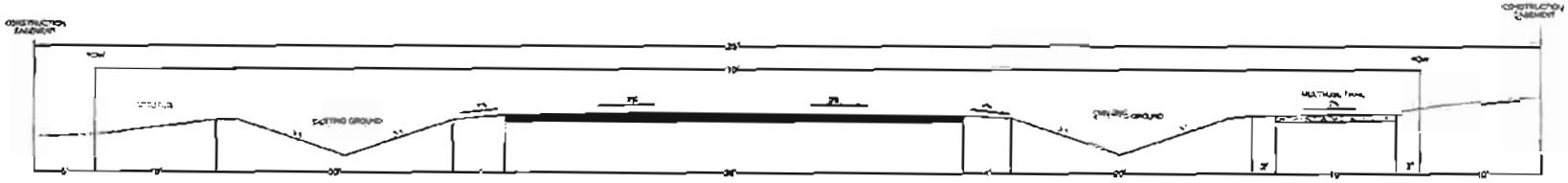
RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



ROADWAY SECTION WITHOUT TURNING LANE



ROADWAY SECTION WITH TURNING LANE

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

AUG - 8 2012

Brenda/Sam H.

STATE OF MISSISSIPPI
PHIL BRYANT
GOVERNOR

MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY
TRUDY D. FISHER, EXECUTIVE DIRECTOR

August 6, 2012

Mr. Samuel Holder
Waggoner Engineering, Inc.
P.O. Box 12227
Jackson, MS 39236-2227

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS

Dear Mr. Holder:

We have reviewed the information that has been provided to us concerning the referenced project. As a result, we are of the opinion that this project will cause no significant adverse ambient air quality impact. This is based on the understanding that there will be no air emissions equipment installed without first obtaining required permits from the Mississippi Department of Environmental Quality Permit Board. Also, there must be no building demolition or renovation activities that fail to comply with the Department's asbestos and lead-based paint control regulations. Guidance is enclosed to assist in the determination of the need for permitting and applicability of asbestos and lead-based paint control regulations. We will be glad to provide additional guidance should it be needed.

To expedite handling of future requests concerning ambient air quality impact, please forward correspondence to:

Air Quality Impact Review
Air Toxics Branch
515 E. Amite Street
Jackson, MS 39201

If you have any questions or need further assistance, please do not hesitate to contact me at (601) 961-5675.

Sincerely yours,

Laura Burt

Laura Burt, P.E.
Air Toxics Branch

Enclosures

MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY
James I. Palmer, Jr., Executive Director

GUIDANCE ON THE APPLICABILITY OF ASBESTOS REGULATIONS

The Mississippi Department of Environmental Quality's asbestos control regulations apply to demolition and renovation operations to protect against building or facility activities that may cause asbestos air emissions. *Demolition* means the wrecking or taking out of any load-supporting structural member of a facility together with any related handling operations or the intentional burning of any facility. *Renovation* means altering a facility or one or more facility components in any way, including the stripping or removal of regulated asbestos containing material from a facility component.

In order to assure compliance, owners and operators of regulated demolition or renovation operations should:

- **have a thorough inspection performed to determine the presence and required treatment of asbestos containing materials before demolition or renovation activity;**
- **obtain certified personnel for inspections and asbestos abatement activities;**
- **submit a demolition notification to the Mississippi Department of Environmental Quality ten (10) working days before demolition activity.**
- **submit a renovation notification to the MDEQ ten (10) working days before any renovation activity disturbing more than 160 square feet, 260 linear feet or 35 cubic feet of regulated asbestos containing materials;**

Demolition and renovation activities for any individual residence and/or residential buildings having four or fewer dwelling units are excluded from the regulations. However, when the demolition or renovation activity is under the control of a local government and/or when the activity is part of a public, private, or commercial development there must be no more than one (1) small residential building on a site affected and no demolition by burning the structure.

For copies of the regulations, the Demolition/Renovation Notification Form, or other information, please contact the Department's Asbestos Section by calling (601) 961-5171.

OFFICE OF POLLUTION CONTROL
P.O. Box 10385 Jackson, MS 39289.0385 Phone 601.961.5171 Fax 601.354.6612

STATE OF MISSISSIPPI

HALEY BARBOUR

GOVERNOR

MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY

TRUDY D. FISHER, EXECUTIVE DIRECTOR

WHEN SHOULD A FACILITY OBTAIN A PERMIT TO CONSTRUCT AIR EMISSIONS EQUIPMENT

A Permit to Construct is required before beginning construction, reconstruction, or modification of equipment, machines, devices, articles, contrivances, or installations that will have air pollutant emissions. *Construction* means the initial installation or construction of any air emissions equipment, machines, devices, articles, or contrivances. *Reconstruction* means the replacement of components of any existing facility such that the fixed capital cost of the new components exceed 50 percent of the fixed capital cost of a new facility. *Modification* means any physical change or change in the method of operation of an existing facility resulting in new or increased emissions.

A Permit to Construct must be obtained before beginning construction in the following situations unless otherwise provided for in the attached list of exclusions:

1. construction or installation of emissions equipment at a new facility site or business location;
2. an existing facility plans to install additional or larger capacity equipment which will increase the emissions potential of the facility;
3. an existing facility plans to replace components of a system such that the cost will exceed 50 percent of the fixed capital cost of a new facility; or
4. an existing facility plans to begin using other raw materials, fuel, etc. that will result in different or increased air pollutant emissions.

WHAT ABOUT THE NEED FOR AN OPERATING PERMIT?

A Permit to Operate is needed for the operation of air emission equipment at a synthetic minor source, major Title V source, or a significant minor source. A Permit to Operate for a new or modified facility is obtained in connection with the facility receiving a Construction Permit (if required) and then completing and providing certification of construction in accordance with approved plans. The attached list of exclusions from permitting should be reviewed for applicability. Any existing facilities that are operating air emissions equipment without an operating permit and are not categorically exempt from doing so, should contact the agency for additional guidance.

For a copy of a permit application, a copy of our permitting regulations, or any other information, please contact the Department's Environmental Permits Division by calling (601) 961-5171 or by accessing our web site at http://www.deq.state.ms.us/.

Attachment

OFFICE OF POLLUTION CONTROL

POST OFFICE BOX 2261 • JACKSON, MISSISSIPPI 39225-2261 • TEL: (601) 961-5171 • FAX: (601) 354-6612 • www.deq.state.ms.us

AN EQUAL OPPORTUNITY EMPLOYER

1. Coal or residual oil-fired combustion devices or groups of devices with a total rated input capacity of less than 2,000,000 BTU/hr, clean wood waste boilers or groups of boilers with a total rated input capacity of less than 10,000,000 BTU/hr, distillate oil or combination distillate and gas-fired units or groups of units with a total rated input capacity less than 10,000,000 BTU/hr and natural gas fired and/or LPG fired devices or groups of devices with all individual rated input capacities of less than 10,000,000 BTU/hr and a total rated input capacity less than 25,000,000 BTU/hr.

2. Equipment used exclusively for oil and gas field production, gathering, storing, and transmission, including, but not limited to: Gas/oil separators, emulsion treaters, free water knockouts, compressors or group of compressors with a total rated capacity less than 500 brake horsepower, segregation basins, API oil/water separators, tank facilities, and crude oil loading equipment used solely for crude oil collected from production wells onsite. Continuous flaring of sour gas and/or combustion devices firing sour gas are not excluded from permitting.

3. Emergency safety relief systems, including pilot lights.

4. Sand blasting operations which use no more than 83 tons of sand in any given 365-day period.

5. Wood, plastic, and/or metal machining operations which are totally enclosed within a building, and which have no direct exhausts to the ambient air other than common building ventilation points.

6. Petroleum products storage facilities with no individual storage tank greater than 19,800 gallons and total storage capacity less than 55,000 gallons.

7. A compressor or groups of compressors firing either natural gas, gasoline, LPG and/or diesel fuel with a total rated capacity less than or equal to 500 brake horsepower.

8. Surface coating operations which utilize less than 50 pounds per day of all solvents and coatings.

9. Fire training exercises and equipment.

10. Groundwater recovery/treatment facilities used for the remediation of motor fuel contamination addressed under the Underground Storage Tank Program when the facilities are located on the site of the contamination.

11. Temporary storage/aeration of soils contaminated with motor fuel which are produced as a result of a remedial response to a release from an underground storage tank when the storage/operation is on the site of the tank.

12. CERCLA/Superfund remediation or removal projects on the site of the contamination.

13. Remediation of sites contaminated with hazardous constituents required under State authority on the site of the contamination.

STATE OF MISSISSIPPI

HALEY BARBOUR

GOVERNOR

MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY

TRUDY D. FISHER, EXECUTIVE DIRECTOR

Asbestos Regulation Guidance

Anyone planning to perform renovation or demolition work needs to think about asbestos. Asbestos is present in many building materials and could become dangerous during the course of renovation or demolition activity. Start on the right track and safeguard against asbestos hazards by learning and following the rules.

Is my property affected by asbestos regulations? Facilities regulated for the control of asbestos include buildings, structures, and installations that are to undergo a demolition and/or renovation (D/R) operation. Generally, "demolition" means wrecking or taking out load bearing structures and "renovation" means altering building components and structures.

The regulations typically do not apply when the work and property involve an individual's residence. This residential facility exemption also applies to any single apartment building with no more than 4 living units. However, a residential facility can become regulated when the D/R operation occurs for reasons or purposes other than the property's continued use as a residence. The regulations may also affect residential property during the burning removal (demolition) of the structure. In the few instances such burning may occur in connection with fire fighter training exercises, the structure must be free of asbestos materials.

How and when do you know that you have asbestos to deal with? Regulated facilities must be inspected to determine the presence of asbestos before the start of the D/R operation. This includes residential property to be burned and instances when property may be changing from residential status. The work of inspecting and assessing conditions for asbestos must be performed by someone who has certification from MDEQ as an asbestos abatement inspector*. Samples from the work site must be analyzed in a laboratory to be certain of the presence, or absence of asbestos.

How must asbestos materials be handled? The regulations generally require asbestos materials to be abated or removed before D/R operation disturbance of the material in order to prevent asbestos air emissions. Proper asbestos abatement requires special training and knowledge of the work practice and emission control requirements of the regulations. The actual work of asbestos abatement must be performed by individuals who have certification from MDEQ for the category of asbestos abatement work performed. Also, property owners and others who may be in control of a D/R operation must insure the use of MDEQ certified individuals for asbestos abatement; notice or notification of project details to MDEQ (along with information updates that may become applicable); material wetting during asbestos removal operations until waste collection; asbestos waste packaging and labeling; and disposal of asbestos waste at an acceptable site*.

Is permit approval from MDEQ required for regulated D/R operations? No permit is required for the performance of a regulated D/R operation. Instead, necessary information about the D/R operation must be submitted to MDEQ and this notification* record, which provides details of project operations, sets the approved boundaries and limitations (including schedule) for the D/R operation.. In most circumstances, this notification of an impending D/R operation must be submitted to MDEQ 10 working days in advance of project activity. Also, "demolition" notification is required for any regulated facility demolition operation even when asbestos materials are not present while "renovation" operation notification is only applicable when the project involves asbestos material in amounts of at least 160 square feet, 260 linear feet, or 35 cubic feet.

What must happen if notification information should change? The D/R operation notification on file with MDEQ should be substantially accurate for D/R project operations. Information items that may change such as project/asbestos removal dates, types and quantity of asbestos, contractor information, and waste disposal site information should be reported to amend the notification on file with MDEQ.

*Additional information (the regulations, notification form, certified asbestos abatement individuals, waste disposal sites, and more) are available online http://www.deq.state.ms.us. From the web site home page, select Air Division and search the options listed under Asbestos. A MDEQ representative is available to speak with you as well. Please call 601-961-5171 and ask for Asbestos Program assistance.

K:\DOCS\CDHG\AIR QUALITY IMPACT INFORMATION1-28-2010.DOC

OFFICE OF POLLUTION CONTROL

POST OFFICE BOX 2261 • JACKSON, MISSISSIPPI 39225-2261 • TEL: (601) 961-5171 • FAX: (601) 354-6612 • www.deq.state.ms.us

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF MISSISSIPPI

HALEY BARBOUR

GOVERNOR

MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY

TRUDY D. FISHER, EXECUTIVE DIRECTOR

GUIDANCE ON THE APPLICABILITY OF LEAD-BASED PAINT REGULATIONS

The Mississippi Department of Environmental Quality's Lead-Based Paint regulations apply to lead-based paint abatement and renovation activities performed in Target Housing and Child-Occupied Facilities to protect human health and the environment from the hazards of lead-based paint. These regulations do not require the performance of lead-based paint activities, but establish requirements and procedures to be followed when lead-based paint activities are performed. "Lead-based paint activities means, in the case of target housing and child-occupied facilities, inspection, risk assessment, renovation, and abatement, as defined in this guidance.

In order to assure compliance, owners and operators of regulated operations should:

- use certified personnel for inspections, abatement, and renovation activities.
- submit a project notification form of lead-based paint abatement and renovation activities to the Mississippi Department of Environmental Quality no less than six (6) working days prior to commencement of the activity.
- obtain laboratory analyses from laboratories recognized by EPA as being capable of performing analysis for lead compounds in paint, dust, and soil samples.

The regulations are applicable to all persons engaged in lead-based paint activities in target housing and child-occupied facilities; however, persons who perform lead-based paint activities within residential dwellings they own are exempt from the regulations, unless the residential dwelling is occupied by a person or persons other than the owner or owner's immediate family while these activities are being performed, or a child residing in the building has been identified as having an elevated blood lead level as determined by the United State Department of Health and Human Services; Centers for Disease Control.

Also exempt from the required work practice standards of the regulations are renovations performed in target housing if the firm performing the renovation has obtained a statement signed by the owner that the renovation will occur in the owner's residence, no child under age 6 resides there, no pregnant woman resides there, the housing is not a child-occupied facility, and the owner acknowledges that the renovation firm will not be required to use the work practices applicable to renovation activities.

For copies of the regulations, project notification form or other information, please contact the Mississippi Department of Environmental Quality's Lead Certification Section by calling (601) 961-5171 or toll free at 1-877-671-7139.

K:\DOCS\CDBG\AIR QUALITY IMPACT INFORMATION\1-28-2010.DOC

OFFICE OF POLLUTION CONTROL

POST OFFICE BOX 2261 • JACKSON, MISSISSIPPI 39225-2261 • TEL: (601) 961-5171 • FAX: (601) 354-6612 • www.deq.state.ms.us

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hallways, stairways, and garages are not included. In addition, with respect to exteriors of public or commercial buildings that contain child-occupied facilities, the child-occupied facility encompasses only the exterior sides of the building that are immediately adjacent to the child-occupied facility or the common areas routinely used by children under age 6.

What is meant by "abatement"?
"Abatement" means any measure or set of measures designed to permanently eliminate leadbased paint hazards. Abatement includes, but is not limited to:

a. The removal of lead-based paint and lead-contaminated dust, the permanent enclosure or encapsulation of lead-based paint, the replacement of lead-painted surfaces or fixtures, and the removal or covering of lead-contaminated soil; and

b. All preparation, cleanup, disposal, and post-abatement clearance testing activities associated with such measures

However, abatement does not include renovation, remodeling, painting or repainting, landscaping or other activities, when such activities are not designed to permanently eliminate lead-based paint hazards, but, instead, are designed to repair, restore, or remodel a given structure or dwelling, even though these activities may incidentally result in a reduction or elimination of lead-based paint hazards. Furthermore, abatement does not include interim controls, operations and maintenance activities, or other measures and activities designed to temporarily, but not permanently, reduce lead-based paint hazards.

What is meant by "renovation"?
"Renovation" means the modification of any existing structure, or portion thereof, that results in the disturbance of painted surfaces, unless that activity is performed as part of an abatement. The term "renovation" includes (but is not limited to): The removal, modification, or repair of painted surfaces or painted components (e.g., modification of painted doors, surface restoration, window repair, surface preparation activity (such as sanding, scraping, or other activities that may generate paint dust)); the removal of building components (e.g., walls, ceilings, plumbing, windows): weatherization projects (e.g., cutting holes in painted surfaces to install blown-in insulation or to gain access to attics, planning thresholds to install weather-stripping), and interim controls that disturb painted surfaces. A renovation performed for the purpose of converting a building, or part of a building, into target housing or a child-occupied facility is a renovation. The term renovation does not include minor repair and maintenance activities.

What is meant by "renovator"?
"Renovator" means an individual who either performs or directs or supervises workers who perform renovations. A "certified renovator" is a renovator who has successfully completed a renovator course accredited by EPA or an EPA-authorized State or Tribal program, and has been certified to perform renovations in the state of Mississippi.

Does a person have to be certified in order to work as a worker on a renovation project?
No. A worker working on a lead-based paint renovation project is trained on site by a certified

certification discipline requires successful completion of the required training course(s) specific to the discipline. Additional requirements could include education, professional and related work experience, depending on the discipline. Chapter II of the regulations contains the requirements for the different certification disciplines. As previously stated in the guidance, a renovation worker is not required to be certified, only proper training on site by a certified renovator.

Are the regulations applicable to lead-based paint activities performed by governmental agencies?
Yes.

When did the regulations become effective?
August 31, 1998 for "abatement activities".
_____, 2009 for "renovation activities".

What are the job responsibilities of a certified inspector?
A certified inspector conducts an inspection to determine the presence of lead-based paint and provides a report explaining the results of the investigation. This investigation is limited to the use of an XRF instrument or taking paint chip samples. A certified inspector also samples for the presence of lead in dust and soil for the purposes of clearance testing.

What are the job responsibilities of a certified risk assessor?
A certified risk assessor conducts an investigation to determine the existence, nature, severity and location of lead-based paint hazards and provides a report explaining the results of the investigation. The investigation may include the use of an XRF instrument, taking paint chip samples, taking dust wipe samples or taking soil samples. A risk assessor also samples for the presence of lead in dust and soil for the purposes of clearance testing.

Can a certified lead-based paint inspector perform a Lead Hazard Screen or a Risk Assessment?
No. Lead hazard screens and risk assessments can only be performed by a certified risk assessor.

Can a certified risk assessor perform lead-based paint inspections?
Yes, as provided for in chapter III, B.1 of the regulations, certified risk assessors can perform the same lead-based paint inspections as those performed by a certified inspector.

Is certification required if an individual will not be taking samples of lead-based paint, but will be taking samples of dust and soil?
Yes. Certification as a risk assessor is required to take samples of dust and soil to identify lead hazards. A certified inspector may take dust and soil samples for clearance purposes only. A certified dust sampling technician can take dust sampling for renovation clearance purposes.

Must a certified supervisor also be certified as a worker in order to perform as a worker on abatement projects?
Yes. The regulations state "No person may engage in lead-based paint activities in target housing

Yes, since the playground equipment is considered "common area". Common area as defined in the regulations means a portion of a building that is generally accessible to all occupants. Such an area may include, but is not limited to, hallways, stairways, laundry and recreational rooms, playgrounds, community centers, garages, and boundary fences.

What clearance levels must be met when performing lead-based paint activities that are subject to the State's lead-based paint regulations?

The United States Environmental Protection Agency (EPA) has issued a final regulation under section 403 of the Toxic Substances Control Act (TSCA), as amended by the Residential Lead-Based Paint Hazard Reduction Act of 1992, establishing new residential lead dust cleanup levels (clearance levels). The revised clearance levels for lead in dust which became effective on March 6, 2001, are as follows:

- 40 $\mu g/ft^2$
- 250 $\mu g/ft^2$ for interior window sills
- 400 $\mu g/ft^2$ for window troughs.

The regulation also established the following hazard standards for bare residential soil:

- 400 ppm by weight for play areas or 400 $\mu g/g$
- an average of 1200 ppm or 1200,$\mu g/g$ in the remainder of the yard.

The clearance levels have been adopted by the Mississippi Lead-Based Paint Program and must be met when performing lead-based paint activities subject to the State's lead-based paint regulations.

How can a person obtain additional information concerning the State's lead-based paint program?

For copies of the regulations or other information, please contact the Department's Lead Section at (601) 961-5171 or toll free at 1-877-671-7139

MISSISSIPPI COMMISSION ON ENVIRONMENTAL QUALITY
REGULATION APC-S-4:
AMBIENT AIR QUALITY STANDARDS

Adopted February 9, 1983
Last Amended June 27, 2002

Except for odor, as covered below, the ambient air quality standards for Mississippi shall be the Primary and Secondary National Ambient Air Quality Standards as duly promulgated by the U.S. Environmental Protection Agency in (or to be printed in) 40 CFR Part 50, pursuant to the Federal Clean Air Act, as amended. All such standards promulgated by the U.S. Environmental Protection Agency as of June 22, 1988, are hereby adopted and incorporated herein by the Commission by reference as the official ambient air quality standards of the State of Mississippi and shall hereafter be enforceable as such (except that the word "Administrator" in said standards shall be replaced by the words "Executive Director" and the word "Agency" in said standards shall be replaced by the word "Department").

There shall be no odorous substances in the ambient air in concentrations sufficient to adversely and unreasonably:

(1) affect human health and well-being;
(2) interfere with the use or enjoyment of property; or
(3) affect plant or animal life.

In determining that concentrations of such substances in the ambient air are adversely and unreasonably affecting human well-being or the use or enjoyment of property of plant or animal life, the factors to be considered by the Commission will include, without limiting the generality of the foregoing, the number of complaints or petitioners alleging that such a condition exists, the frequency of the occurrence of such substances in the ambient air as confirmed by the Department of Environmental Quality staff, and the land use of the affected area.

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

MS Department of Archives and History
P.O. Box 571
Jackson, Mississippi 39205

ATTN: Greg Williams, Review and Compliance Officer

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. Williams:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of forested land, as described in the enclosures. A Phase I Cultural Resource Survey of the site is being performed and will be supplied to you when available.

We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures (5 pages): Site Location, Conceptual Drawings and Cultural Resource Assessment Request

REQUEST FOR CULTURAL RESOURCES ASSESSMENT

Forwarding of this completed form to the Mississippi State Historic Preservation Office constitutes a request for Cultural Resources Assessment in accordance with 36 CFR 800. This assessment is required for all projects which are funded, assisted, or licensed by a Federal agency.

Applicant : Ridgeland, Miss. County of project: Madison Co.

Applicant's address: 304 Highway 51 City: Ridgeland, MS Zip: 39157

Contact person and name of organization: Samuel Holder, Waggoner Engineering, Inc.
Phone: 601-355-9526 Cell Phone *: 601-842-9050

* *Not required*

Contact person's address, if different from applicant email: Samuel.Holder@waggonereng.com

Street/P.O. Box PO Box 12227, City: Jackson, MS Zip: 39236

Federal agency involved: HUD

Type of involvement (*check one*): Permit ☒ Grant ☐
Loan ☐ Other ☒ A right of way for a road.

Signature of applicant or contact person requesting this assessment:
Samuel Holder Date 7-27-12

---

1. Project Description and Location *(Please describe project. If structure is involved, provide physical address)*

Extension of Rice Rd and the Natchez Trace pedestrian path in Ridgeland, Miss west of U.S. Hwy 51. The road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of forested land, as described in the enclosures.

If the program involves more than one project, complete separate assessment for each. If more space is needed to provide a description of the proposed project, please attach a separate sheet.

- Has the identical project been previously submitted for a cultural resource assessment? If YES, enclose copy of State Historic Preservation Officer's comments, if available. YES ☐ NO ☒
- Attach a **7.5' USGS quadrangle map,** or portion thereof, indicating the precise location and/or boundaries of the project area and the acreage involved. Please include the name of the quad map, if not otherwise indicated. Maps and location submitted
- Approximately how many acres are in the project area? ACRE(s): 0.7
- If the project is in a non-urban area, please indicate the section, township, and range, if not otherwise indicated on the map provided.
  Section: 30 Township: 7N Range: 3E
- To your knowledge, has a cultural resources survey been conducted in the project area If *YES*, attach survey report. NO
- Describe the present use and condition of the property.
  The 0.7 acre parcel is a portion of the Natchez Trace Parkway property. The property supports a mature, upland forest of pine and hardwoods. It does not appear to have been graded in the past.

Please include photo(s) of the project area, if available, in its current condition.
Use of printed digital images is acceptable if print quality is good.

2. Buildings and Structures

- Will the project involve an addition to, destruction, alteration, or renovation of any structure? If *NO*, proceed to Section 3. YES ☐ NO ☒

- Is affected structure 50 years old or older? If *NO*, proceed to Section 3. YES ☐ NO ☐

- What is the approximate date of construction of the existing structure, if known?
  - Pre 1963. See attached property history from the Phase I ESA.

- Have plans and specifications for the renovation, alteration, or addition been completed? YES ☐ NO ☐

  If *YES*, attach plans and specifications (plans for a new structure to replace a demolished one need not be attached). Please include photos of front and rear elevations, as well as the location of any proposed additions/alterations.

- Will construction take place adjacent to any structure which is approximately fifty years old or older? If *YES*, give address of structure(s), and date(s) of construction, if known. Ans:. YES ☐ NO ☐

- If the building(s) or structure(s) is located in a National Register and/or local historic district, if known, name the district. Ans:

Please include photos of structure(s) and indicate on the project map the location(s) in relation to the project. Use of printed digital images are acceptable.

3. Ground Disturbing Activities

- Has the ground at the project location been previously developed, graded, or disturbed? If *YES*, describe the nature of the YES ☐ NO ☒

- Will this project necessitate the acquisition of fill material? YES ☒ NO ☐

  If *YES*, approximately how many cubic yards of material will be acquired? *Cu. Yds:* <1000 native & off-site materials.

- Has the site from which fill material will be acquired been selected? YES ☐ NO ☒

  Clearly indicate borrow area(s) on project map and give approximate size in acres of each borrow site. Ans: Much of the fill will be from grading the site. Less form offsite. Design details have not bee generated.

- Has material been taken from the borrow area(s) for other projects? Don't know. YES ☐ NO ☐

- Does this project involve road/street construction? If YES, does the project involve any of the following? YES ☒ NO ☐

☒ New right-of-way ☒ New road construction ☐ Repaving ☐ Widening/change of alignment

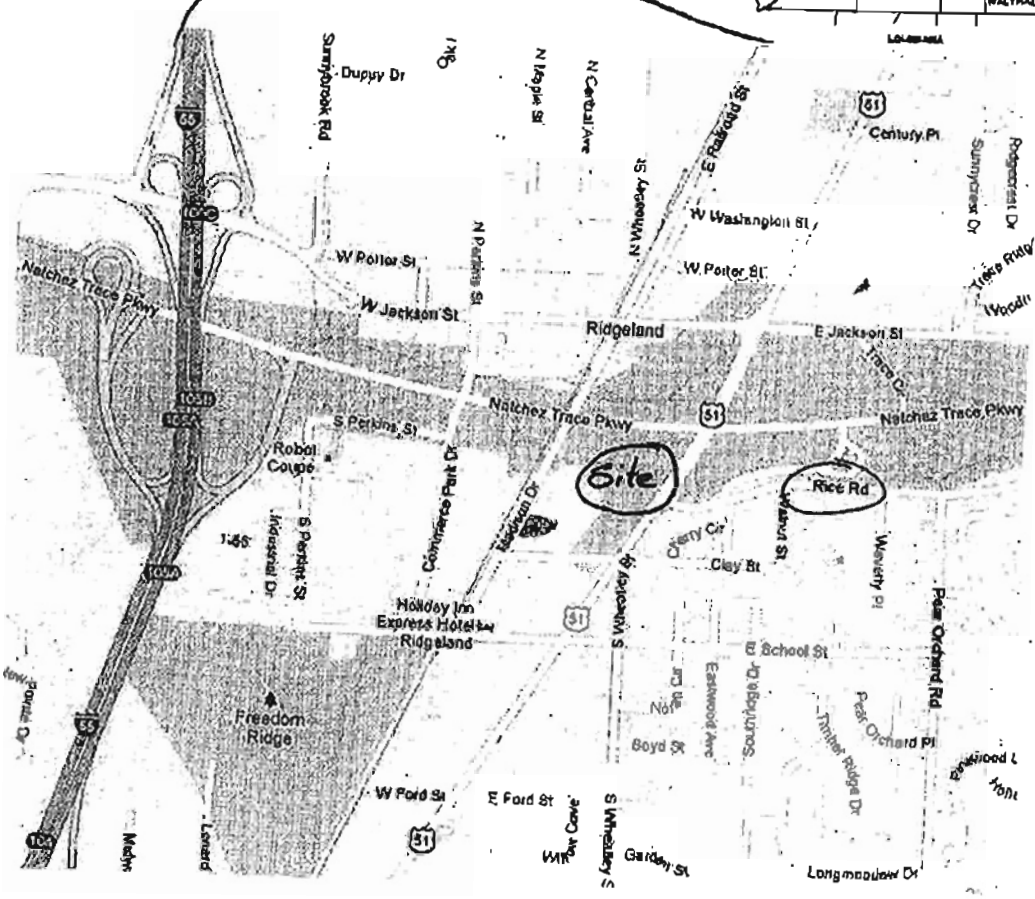
---

Mail completed form to:

Mississippi Department of Archives and History
Review and Compliance Officer
P.O. Box 571
Jackson, Mississippi 39205-0571

Phone: (601) 576-6940

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.

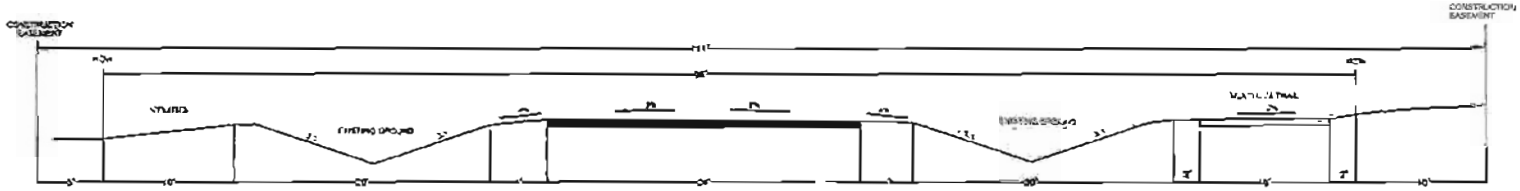


WAGGONER

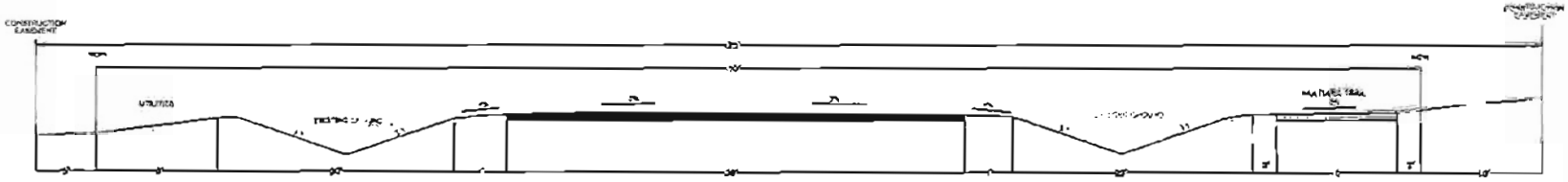
RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



ROADWAY SECTION WITHOUT TURNING LANE
SCALE: NTS



ROADWAY SECTION WITH TURNING LANE
SCALE: NTS

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Houston, LA · New Orleans, LA
www.waggonerengineering.com
1-800-661-3723

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

NO.	REMARKS	DATE

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

MISSISSIPPI DEPARTMENT *of* ARCHIVES AND HISTORY

MDAH

PO Box 571, Jackson, MS 39205-0571
601-576-6850 • Fax 601-576-6975
mdah.state.ms.us
H.T. Holmes, Director

(1) Brenda/Sam H.
(2)
(3)

AUG 28 2012

August 27, 2012

Mr. Samuel Holder
Environmental Scientist
Waggoner Engineering, Inc.
P.O. Box 12227
Jackson, MS 39236-2227

RE: Proposed Rice Road and Path Extensions in City of Ridgeland, MDAH Project Log #07-186-12, Madison County

Dear Mr. Holder:

We have reviewed your request for a cultural resources assessment, received on July 31, 2012, for the above referenced project, in accordance with our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After review, based on the presence of recorded archaeological sites within close proximity to the project area and the topography, it is our determination that a cultural resources survey should be performed by a qualified cultural resources professional. The resulting report should reference the project log number above on the title page.

A list of individuals who have represented themselves as being willing and qualified to do archaeological survey work in Mississippi will be furnished upon request. A copy of this letter should be made available to the contracting archaeologist(s). In submitting the requested cultural resources survey, please make sure the project professional indicates the type of Federal funding, licensing and/or permitted involved in the project.

If you have any questions, please contact David Abbott at 601-576-6940.

Sincerely,

Greg Williamson
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

MISSISSIPPI DEPARTMENT *of* ARCHIVES AND HISTORY

MDA&H

HISTORIC PRESERVATION
Ken P'Pool, director • Jim Woodrick, acting director
PO Box 571, Jackson, MS 39205-0571
601-576-6940 • Fax 601-576-6955
mdah.state.ms.us

December 19, 2012

Waggoner Engineering, Inc.
4735 Old Canton Road #143
Jackson, Mississippi 39211

RE: A Phase I Cultural Resources Survey of the Proposed Rice Road Extension Across the Natchez Trace Parkway, MDAH Project Log #12-058-12 (Report #12-0720), Madison County

Dear Sirs:

We have reviewed the October 24, 2012 cultural resources survey report by Jeffrey S. Alvey and Keith A. Baca, Archaeologists, received on December 12, 2012, for the above referenced undertaking, pursuant to our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After review, we concur that no known archaeological resources listed in or eligible for listing in the National Register of Historic Places will be affected. Therefore, we have no objections with the proposed project.

There remains the possibility that unrecorded cultural resources may be encountered during the project. Should this occur, we would appreciate your contacting this office immediately in order that we may offer appropriate comments under 36 CFR 800.13.

Please provide a copy of this letter to Mr. Alvey and Mr. Baca. If you need further information, please let us know.

Sincerely,

Greg Williamson
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

jrw

Board of Trustees: Kane Ditto, president / Rosemary Taylor Williams, vice president / Reuben V. Anderson / Lynn Crosby Gammill / E. Jackson Garner / Duncan M. Morgan / Hilda Cope Povall / Martis D. Ramage, Jr. / Roland Weeks / *Department director: H. T. Holmes*

Waggoner Engineering, Inc.
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P.O. Box 12227
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601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

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WAGGONER

July 27, 2012

Mississippi Natural Heritage Program
2148 Riverside Drive
Jackson, Mississippi 29102

ATTN: Andy Sanderson

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. Sanderson:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of upland forest, as described in the enclosures.

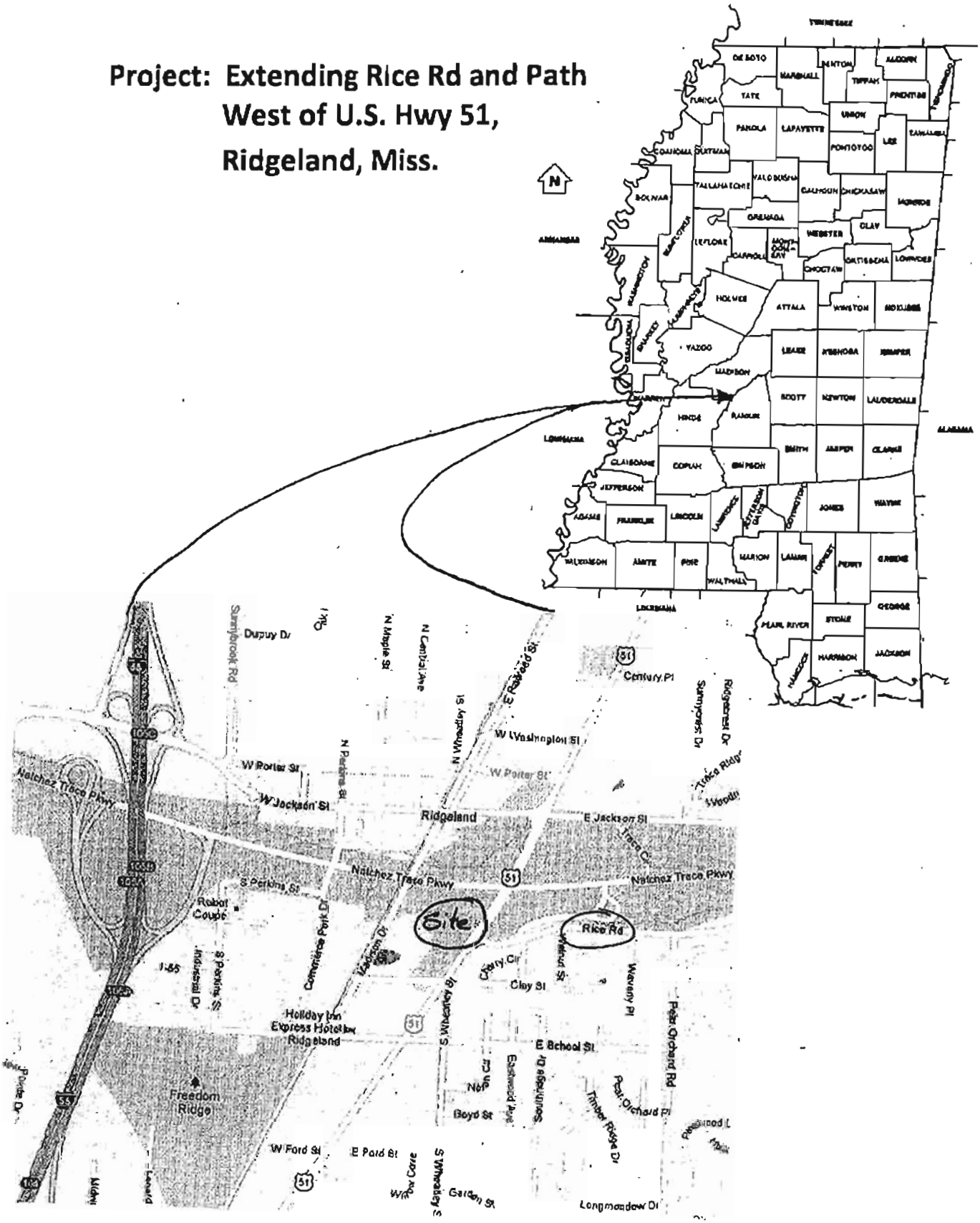
We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Pease let us know of special habitats of interest that might be found in the project vicinity to help us hone our analysis. Sighting records for the vicinity would be helpful. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures: Site Location and 2 pages of Conceptual Drawings

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.

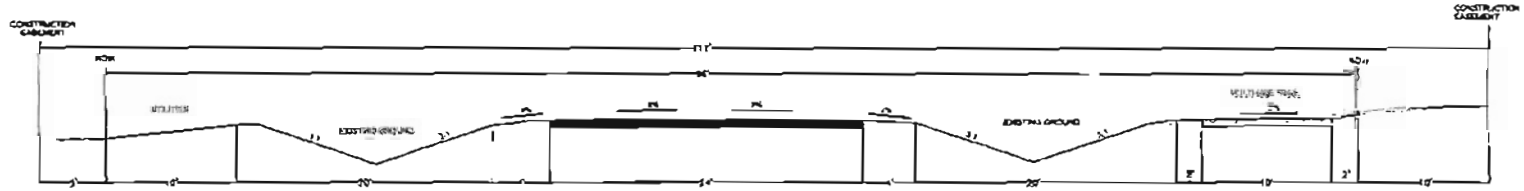


WAGGONER

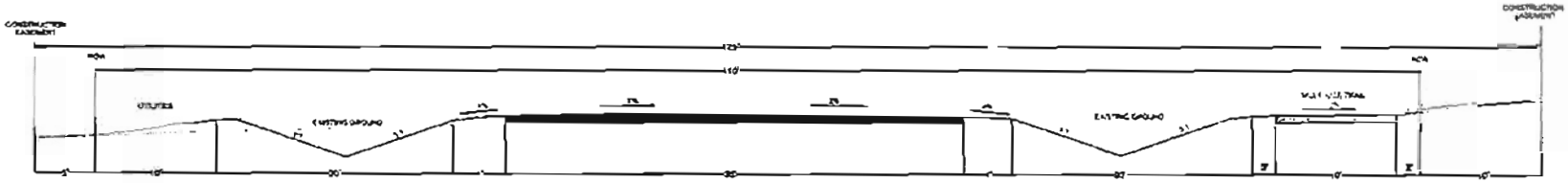
RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



ROADWAY SECTION WITHOUT TURNING LANE



ROADWAY SECTION WITH TURNING LANE

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

NO.	REMARKS	DATE

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

RECEIVED
AUG 15 2012

MISSISSIPPI
DEPARTMENT OF WILDLIFE, FISHERIES, AND PARKS

Sam Polles, Ph.D.
Executive Director

Brinda/Sam N.

Inv. to NB.
45°

August 13, 2012

Samuel Holder
Waggoner Engineering, Inc.
P.O. Box 12227
Jackson, MS 39211

Re: Rice Road and Path Extensions
To the City Center of Ridgeland, MS
Madison County, Mississippi

R# 9122

To Mr. Samuel Holder,

In response to your request for information dated July 27, 2012, we have searched our database for occurrences of state or federally listed species and species of special concern that occur within 2 miles of the site of the proposed project. Please find our concerns and recommendations below.

We do not currently have any records of rare, threatened, or endangered species or communities in the vicinity of your proposed project area. However, the quantity and quality of data collected by the Mississippi Natural Heritage Program are dependent on the research and observations of many individuals and organizations and, in many cases, this information is not the result of comprehensive or site-specific field surveys. In fact, most natural areas in Mississippi have not been thoroughly surveyed and new occurrences of plant and animal species are often discovered.

Based on information provided, we conclude that if best management practices are properly implemented, monitored, and maintained (particularly measures to prevent, or at least, minimize negative impacts to water quality), the proposed project likely poses no threat to listed species or their habitats.

Please feel free to contact us if we can provide any additional information, resources, or assistance that will help minimize negative impacts to this area. We are happy to work with you to ensure that our state's precious natural heritage is conserved and preserved for future Mississippians.

Sincerely,

Andy Sanderson, Ecologist
Mississippi Natural Heritage Program
(601) 576-6064

The Mississippi Natural Heritage Program (MNHP) has compiled a database that is the most complete source of information about Mississippi's rare, threatened, and endangered plants, animals, and ecological communities. The quantity and quality of data collected by MNHP are dependent on the research and observations of many individuals and organizations. In many cases, this information is not the result of comprehensive or site-specific field surveys; most natural areas in Mississippi have not been thoroughly surveyed and new occurrences of plant and animal species are often discovered. Heritage reports summarize the existing information known to the MNHP at the time of the request and cannot always be considered a definitive statement on the presence, absence or condition of biological elements on a particular site.

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

Natchez Trace Parkway
2860 Natchez Trace Parkway
Tupelo, Mississippi 38804

ATTN: Superintendent Cam Sholly

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. Sholly:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of upland forest, as described in the enclosures.

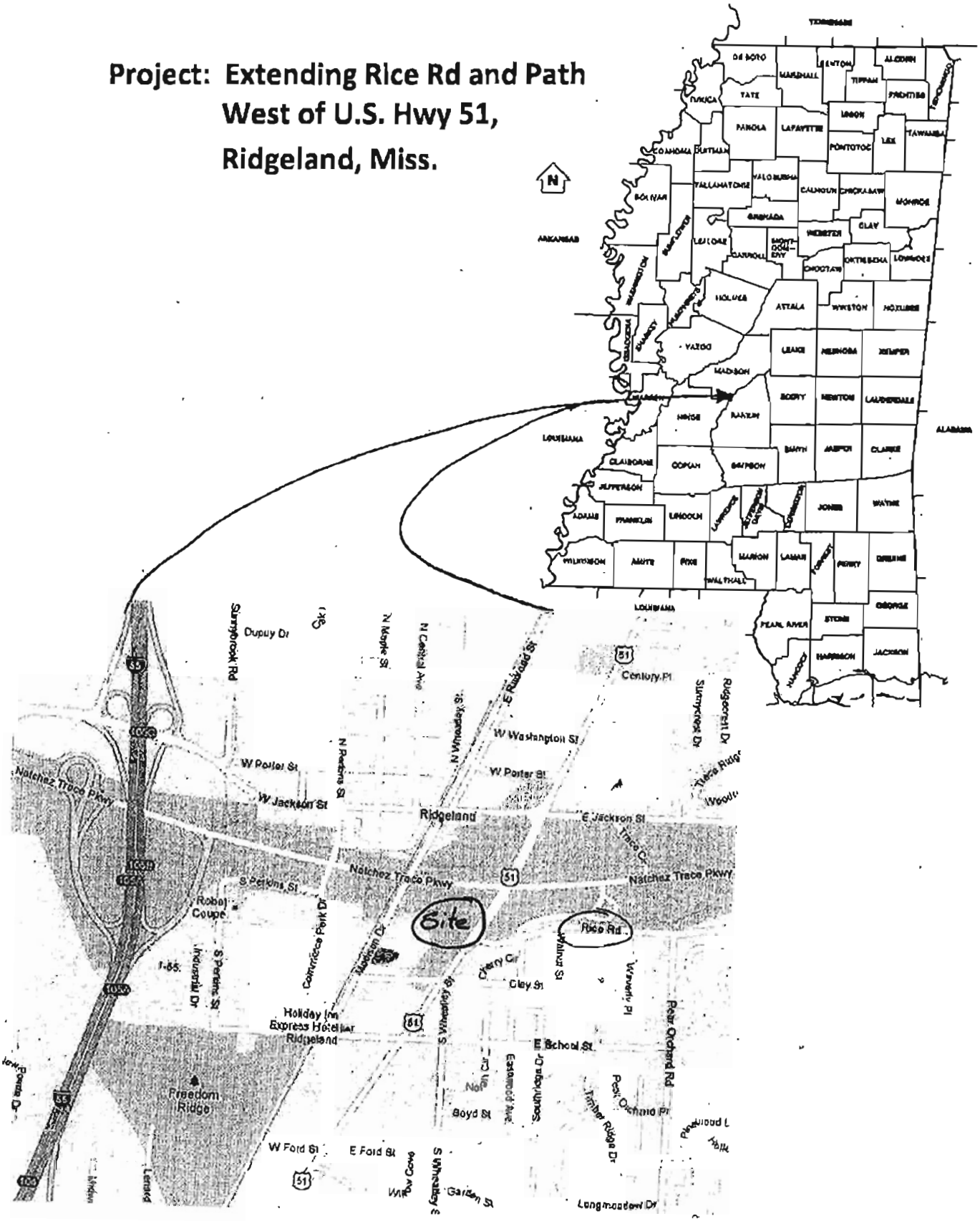
We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Pease let us know of special habitats of interest that might be found in the project vicinity to help us hone our analysis. Sighting records for the vicinity would be helpful. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures: Site Location and 2 pages of Conceptual Drawings

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.



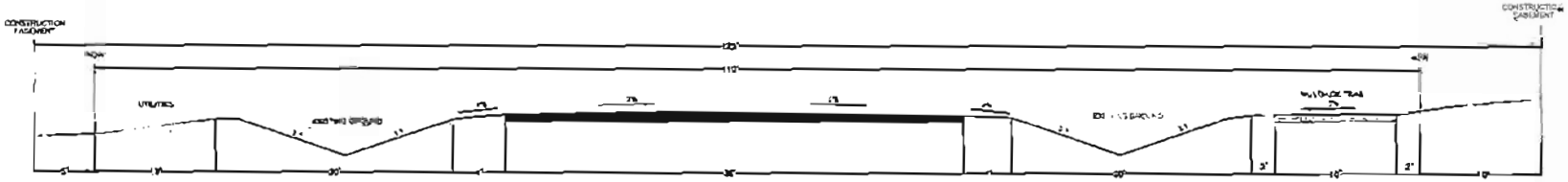
WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A

ROADWAY SECTION WITHOUT TURNING LANE
SCALE: NTS



ROADWAY SECTION WITH TURNING LANE
SCALE: NTS

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

United States Department of the Interior
NATIONAL PARK SERVICE
Natchez Trace Parkway
2680 Natchez Trace Parkway
Tupelo, Mississippi 38804

IN REPLY REFER TO:
L3027(NATR)ROW
xL30-3O, D30-3O

SEP 18 2012

MAYOR'S OFFICE
RECEIVED
SEP 24 2012
CITY OF RIDGELAND

The Honorable Gene F. McGee
Mayor, City of Ridgeland
P. O. Box 217
Ridgeland, MS 39158

Dear Mayor McGee:

We received your August 28, 2012, letter requesting a right-of-way (ROW) permit to extend Rice Road to the planned City Center of Ridgeland, Mississippi. The intent to harmoniously develop the City Center site in conjunction with the Natchez Trace Parkway is appreciated and the potential Choctaw Agency Museum would be a true benefit to the public.

We understand that Waggoner Engineering has been hired to assist with the ROW application process for the city. Detailed instructions on how to proceed and technical guidance for Waggoner Engineering are enclosed as "Attachment A." In addition, SF-299, Application for Transportation and Utility Systems and Facilities on Federal Lands, is enclosed, which will need to be signed by you. The application fee is waived for local, county, and state government.

We look forward to working with you as this process moves forward. If you have any questions, please contact me or our Chief of Resource Management, Dr. Lisa McInnis, at (662) 680-4055 or Lisa_Mcinnis@nps.gov.

Sincerely,

Dale C. Wilkerson
Acting Superintendent

Enclosures.

cc: Mr. Samuel Holder
Environmental Scientist
Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

TAKE PRIDE IN AMERICA

United States Department of the Interior
NATIONAL PARK SERVICE
Natchez Trace Parkway
2680 Natchez Trace Parkway
Tupelo, Mississippi 38804

IN REPLY REFER TO
L3027(NATR)
xL30-30

SEP 18 2012

Mr. Samuel Holder
Environmental Scientist
Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

Dear Mr. Holder:

We received your letter and drawings dated July 27, 2012, regarding the proposed Rice Road and Path Extensions for the City Center of Ridgeland project in Madison County, Mississippi. We have also received the formal request for the proposed project from the City of Ridgeland. As you know, this crossing will require a right-of-way (ROW) application because the proposed road would go beyond the current ROW deeded to Madison County. As the official requestor of the ROW, all formal correspondence concerning this project should be directed through the City. Our response to your incoming request for regulatory and technical information was sent to the City on September 18, 2012, with a courtesy copy directed to your attention and enclosed in this correspondence.

We look forward to working with the City of Ridgeland and Waggoner Engineering as the proposed project progresses. Should you require additional information, please contact Dr. Lisa McInnis, Chief of Resource Management, at (662) 680-4055.

Sincerely,

Dale C. Wilkerson
Acting Superintendent

Enclosure.

cc: Gene McGee, Mayor

TAKE PRIDE IN AMERICA

Attachment A

Right-of-Way Application Documents

- Letter from the City of Ridgeland requesting the right-of-way (received).
- Application for Transportation and Utility System and Facilities on Federal Lands (Standard Form 299)
- Survey plat of proposed easement.
- Legal description of the proposed easement.
- Legal description of the center line of the proposed roadway.

NEPA Process

The National Environmental Policy Act of 1969 (NEPA) requires all federal agencies to assess the impacts of and alternatives to proposed major federal actions such as a Right-of-Way. As such, NEPA is a required environmental planning process that facilitates informed decision-making and public involvement. For a Right-of-Way, formal analysis is typically first accomplished through an Environmental Assessment (EA). The EA allows for the identification, development and documentation of alternatives as well as the involvement of interested parties and the public. This analysis includes an examination of potential impacts not only the physical environment, but also the potential historical, cultural, social, and economic impacts of a proposed alternative. Depending on the impact topics, consultation with other agencies will be necessary. If the preferred alternative has the potential to adversely impact floodplains and/or wetlands, then a Statement of Findings must be prepared in accordance with Executive Orders 11988 and 11990 (Floodplain Management and Wetland Protection). The EA will result in either: 1) a Finding of No Significant Impact (FONSI), whereby impacts of the proposed action are determined to be insignificant, or 2) the need for a more in-depth analysis, to be accomplished by an Environmental Impact Statement.

Typically, at least one year is allocated for completing an EA. A draft EA is provided by the applicant, and reviewed at the Park and Regional levels. The document undergoes revision, and is then resubmitted to the Region for approval. Once approved, the EA is open for public comment for 30 days. If no substantive comments are received and no further impacts are identified, a Finding of No Significant Impact is submitted to the Region for signature. For more information, see the following website:
http://www.nature.nps.gov/protectingrestoring/do12site/01_intro/011_intro.htm.

For further information regarding the NEPA process, contact Dr. Lisa McInnis at Lisa_McInnis@nps.gov or (662) 680-4055.

Section 106 Process

The applicant is responsible for all required processes of Section 106 of the National Historic Preservation Act of 1966. These processes include consultation with the State Historic Preservation Officer (SHPO) and associated Native American tribes. The requesting entity must provide copies of their outgoing and incoming consultation letters to the park. The applicant should allow up to 30 days for SHPO consultations and 45 days for tribal consultations.

In the event that an archeological survey is required, the requesting entity must obtain an Archeological Resource Protection Act (ARPA) permit. Allow up to 30 days for permit approval. The requesting entity is encouraged to begin the process in the early stages of planning in order to avoid delays.

The following websites have additional information:

http://www.achp.gov/docs/nhpa%202008-final.pdf
http://www.achp.gov/regs-rev04.pdf

For further guidance with ARPA permitting, contact Dr. Christina E. Smith at Christina_Smith@nps.gov or (662) 840-7560.

Overall ROW Process Administration

Right-of-way application documents may be submitted simultaneous to the NEPA and Section 106 processes. However, the ROW application cannot be processed until all required compliance processes are completed. The applicant is required to bear the expense for all NEPA and Section 106 requirements as well as the preparation of ROW application documents.

Once we have received all requested information, we will complete the ROW application and send it to the requestor for signature. We will then forward the package to our Regional Director for review and approval. After the ROW is approved, a construction permit must be requested and approved by the Parkway Superintendent before work can commence.

Technical Guidance to Waggoner Engineering

The following comments address the preliminary drawings and the request for information submitted by Waggoner Engineering on July 27, 2012.

1. Utilities should be placed in the road bed or shoulder. In addition, the proposed ROW should be limited to the toe of the slope on the non-trail side of the roadway.

2. In reference to the request for site-specific information and regulatory requirements, there are no known special status species or habitats in the proposed project area. However, consultation with the Mississippi Department of Wildlife and Fisheries and the U.S. Fish and Wildlife Service will be required for confirmation. Additional guidance for preparing an Environmental Assessment for the NPS is available if desired. Note that if wetlands (as defined by the NPS) or floodplains are present, compliance with Executive Orders 11990 and 11998 to protect wetlands and floodplains, respectively, is required. In addition, an Archeological Resources Protection Act (ARPA) permit and archeological survey will be required for the proposed roadway extension. With regard to the wildlife sighting record request, only limited records are on file for the area. Such records are general in nature and typical of wildlife sightings in the state.

STANDARD FORM 299 (5/2009)
Prescribed by DOI/USDA/DOT
P.L. 96487 and Federal
Register Notice 5-22-95

APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS AND FACILITIES ON FEDERAL LANDS

FORM APPROVED
OMB NO. 1004-0189
Expires: April 30, 2012

FOR AGENCY USE ONLY

Application Number

Date filed

NOTE: Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

1. Name and address of applicant *(include zip code)*

2. Name, title, and address of authorized agent if different from Item 1 *(include zip code)*

3. TELEPHONE *(area code)*
   Applicant
   Authorized Agent

4. As applicant are you? *(check one)*
   a. ☐ Individual
   b. ☐ Corporation*
   c. ☐ Partnership/Association*
   d. ☐ State Government/State Agency
   e. ☐ Local Government
   f. ☐ Federal Agency

   ** If checked, complete supplemental page*

5. Specify what application is for: *(check one)*
   a. ☐ New authorization
   b. ☐ Renewing existing authorization No.
   c. ☐ Amend existing authorization No.
   d. ☐ Assign existing authorization No.
   e. ☐ Existing use for which no authorization has been received*
   f. ☐ Other*

   **If checked provide details under Item 7*

6. If an individual, or partnership are you a citizen(s) of the United States? ☐ Yes ☐ No

7. Project description *(describe in detail)*: (a) Type of system or facility, *(e.g., canal, pipeline, road)*; (b) related structures and facilities; (c) physical specifications *(length, width, grading, etc.)*; (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction *(Attach additional sheets, if additional space is needed.)*

8. Attach a map covering area and show location of project proposal

9. State or local government approval: ☐ Attached ☐ Applied for ☐ Not required

10. Nonreturnable application fee. ☐ Attached ☐ Not required

11. Does project cross international boundary or affect international waterways? ☐ Yes ☐ No *(If "yes," indicate on map)*

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

(Continued on page 2)

This form is authorized for local reproduction.

13a. Describe other reasonable alternative routes and modes considered.

b. Why were these alternatives not selected?

c. Give explanation as to why it is necessary to cross Federal Lands

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. *(Specify number, date, code, or name)*

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal *(construction, operation, and maintenance)*; (b) estimated cost of next best alternative; and (c) expected public benefits.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 9601 et seq., and its regulations. The term hazardous materials also includes any nuclear or byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not otherwise specifically listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601(14), nor does the term include natural gas.

20. Name all the Department(s)/Agency(ies) where this application is being filed.

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant	Date

Title 18, U.S.C. Section 1001 and Title 43 U.S.C. Section 1212, make it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

(Continued on page 3)

APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS AND FACILITIES ON FEDERAL LANDS

GENERAL INFORMATION
ALASKA NATIONAL INTEREST LANDS

This application will be used when applying for a right-of-way, permit, license, lease, or certificate for the use of Federal lands which lie within conservation system units and National Recreation or Conservation Areas as defined in the Alaska National Interest Lands Conservation Act. Conservation system units include the National Park System, National Wildlife Refuge System, National Wild and Scenic Rivers System, National Trails System, National Wilderness Preservation System, and National Forest Monuments.

Transportation and utility systems and facility uses for which the application may be used are:

1. Canals, ditches, flumes, laterals, pipes, pipelines, tunnels, and other systems for the transportation of water.
2. Pipelines and other systems for the transportation of liquids other than water, including oil, natural gas, synthetic liquid and gaseous fuels, and any refined product produced therefrom.
3. Pipelines, slurry and emulsion systems, and conveyor belts for transportation of solid materials.
4. Systems for the transmission and distribution of electric energy.
5. Systems for transmission or reception of radio, television, telephone, telegraph, and other electronic signals, and other means of communications.
6. Improved rights-of-way for snow machines, air cushion vehicles, and all-terrain vehicles.
7. Roads, highways, railroads, tunnels, tramways, airports, landing strips, docks, and other systems of general transportation.

This application must be filed simultaneously with each Federal department or agency requiring authorization to establish and operate your proposal.

In Alaska, the following agencies will help the applicant file an application and identify the other agencies the applicant should contact and possibly file with:

U.S. Department of Agriculture
FOREST SERVICE (USFS)
Alaska Regional Office (Region 10)
Physical Address:
Federal Office Building
709 West 9th Street
Juneau, Alaska 99801
Mailing Address:
P.O. Box 21628
Juneau, Alaska 99802
Telephone: 907-586-8806

U.S. Department of the Interior
BUREAU OF INDIAN AFFAIRS (BIA)
Alaska Regional Office (Juneau)
Mailing/Physical Address:
P.O. Box 25520
709 West 9th Street
Juneau, Alaska 99802
Telephone: 800-645-8397

U.S. Department of the Interior
BUREAU OF LAND MANAGEMENT (BLM)
Alaska State Office
Mailing/Physical Address:
222 West 7th Avenue #13
Anchorage, Alaska 99513
Telephone: 907-271-5960

U.S. Department of the Interior
NATIONAL PARK SERVICE (NPS)
Alaska Regional Office (Anchorage)
Mailing/Physical Address:
240 West 5th Avenue, Room 114
Anchorage, Alaska 99501
Telephone: 907-644-3501

U.S. Department of the Interior
FISH AND WILDLIFE SERVICE
Alaska Regional Office (Region 7)
Mailing/Physical Address:
1011 East Tudor Road
Anchorage, Alaska 99501
Telephone: 907-271-5011

Note: Filings with any Department of the Interior agency may be filed with any office noted above or with the:

U.S. Department of the Interior
OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE
Alaska Regional Office (Anchorage)
Regional Environmental Officer
1689 C Street, Room 119
Anchorage, Alaska 99501
Telephone: (907) 271-5011

U.S. Department of Transportation
FEDERAL AVIATION ADMINISTRATION
Alaska Regional Office (Anchorage)
222 West 7th Avenue, #14
Anchorage, Alaska 99513
Telephone: 907-271-5269

NOTE - The Department of Transportation has established the above central filing point for agencies within that Department. Affected agencies are: Federal Aviation Administration (FAA), Coast Guard (USCG), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA).

OTHER THAN ALASKA NATIONAL INTEREST LANDS

Use of this form is not limited to National Interest Conservation Lands of Alaska.

Individual departments/agencies may authorize the use of this form by applicants for transportation and utility systems and facilities on other Federal lands outside those areas described above.

For proposals located outside of Alaska, applications will be filed at the local agency office or at a location specified by the responsible Federal agency.

SPECIFIC INSTRUCTIONS
(Items not listed are self-explanatory.)

Item

7 Attach preliminary site and facility construction plans. The responsible agency will provide instructions whenever specific plans are required.

8 Generally, the map must show the section(s), township(s), and ranges within which the project is to be located. Show the proposed location of the project on the map as accurately as possible. Some agencies require detailed survey maps. The responsible agency will provide additional instructions.

9, 10, and 12 - The responsible agency will provide additional instructions.

13 Providing information on alternate routes and modes in as much detail as possible, discussing why certain routes or modes were rejected and why it is necessary to cross Federal lands will assist the agency(ies) in processing your application and reaching a final decision. Include only reasonable alternate routes and modes as related to current technology and economics.

14 The responsible agency will provide instructions.

15 Generally, a simple statement of the purpose of the proposal will be sufficient. However, major proposals located in critical or sensitive areas may require a full analysis with additional specific information. The responsible agency will provide additional instructions.

16 through 19 - Providing this information in as much detail as possible will assist the Federal agency(ies) in processing the application and reaching a decision. When completing these items, you should use a sound judgment in furnishing relevant information. For example, if the project is not near a stream or other body of water, do not address this subject. The responsible agency will provide additional instructions.

Application must be signed by the applicant or applicant's authorized representative.

If additional space is needed to complete any item, please put the information on a separate sheet of paper and identify it as "Continuation of Item".

(For supplemental, see page 4)

SUPPLEMENTAL		
NOTE: The responsible agency(ies) will provide additional instructions	CHECK APPROPRIATE BLOCK	
I - PRIVATE CORPORATIONS	ATTACHED	FILED*
a. Articles of Incorporation	☐	☐
b. Corporation Bylaws	☐	☐
c. A certification from the State showing the corporation is in good standing and is entitled to operate within the State.	☐	☐
d. Copy of resolution authorizing filing	☐	☐
e. The name and address of each shareholder owning 3 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.	☐	☐
f. If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications	☐	☐
g. If application is for an oil and gas pipeline, identify all Federal lands by agency impacted by proposal.	☐	☐
II - PUBLIC CORPORATIONS		
a. Copy of law forming corporation	☐	☐
b. Proof of organization	☐	☐
c. Copy of Bylaws	☐	☐
d. Copy of resolution authorizing filing	☐	☐
e. If application is for an oil or gas pipeline, provide information required by Item "I-f" and "I-g" above.	☐	☐
III - PARTNERSHIP OR OTHER UNINCORPORATED ENTITY		
a. Articles of association, if any	☐	☐
b. If one partner is authorized to sign, resolution authorizing action is	☐	☐
c. Name and address of each participant, partner, association, or other	☐	☐
d. If application is for an oil or gas pipeline, provide information required by Item "I-f" and "I-g" above.	☐	☐

* If the required information is already filed with the agency processing this application and is current, check block entitled "Filed." Provide the file identification information (e.g., number, date, code, name). If not on file or current, attach the requested information.

(Continued on page 5)

NOTICES

NOTE: This applies to the Department of the Interior/Bureau of Land Management (BLM).

The Privacy Act of 1974 provides that you be furnished with the following information in connection with the information provided by this application for an authorization.
AUTHORITY: 16 U.S.C. 310 and 5 U.S.C. 301.
PRINCIPAL PURPOSE: The primary uses of the records are to facilitate the (1) processing of claims or applications; (2) recordation of adjudicative actions; and (3) indexing of documentation in case files supporting administrative actions.
ROUTINE USES: BLM and the Department of the Interior (DOI) may disclose your information on this form: (1) to appropriate Federal agencies when concurrence or supporting information is required prior to granting or acquiring a right or interest in lands or resources; (2) to members or the public who have a need for the information that is maintained by BLM for public record; (3) to the U.S. Department of Justice, court, or other adjudicative body when DOI determines the information is necessary and relevant to litigation; (4) to appropriate Federal, State, local, or foreign agencies responsible for investigating, prosecuting violation, enforcing, or implementing this statute, regulation, or order; and (5) to a congressional office when you request the assistance of the Member of Congress in writing.
EFFECT OF NOT PROVIDING THE INFORMATION: Disclosing this information is necessary to receive or maintain a benefit. Not disclosing it may result in rejecting the application.

The Paperwork Reduction Act of 1995 requires us to inform you that:
The Federal agencies collect this information from applicants requesting right-of-way, permit, license, lease, or certifications for the use of Federal Lands.
Federal agencies use this information to evaluate your proposal.
No Federal agency may request or sponsor and you are not required to respond to a request for information which does not contain a currently valid OMB Control Number.

BURDEN HOURS STATEMENT: The public burden for this form is estimated at 25 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any other aspect of this form to: U.S. Department of the Interior, Bureau of Land Management (1004-0189), Bureau Information Collection Clearance Officer (WO-630) 1849 C Street, N.W., Mail Stop 401 LS, Washington, D.C. 20240.

A reproducible copy of this form may be obtained from the Bureau of Land Management, Division of Lands, Realty and Cadastral Survey, 1620 L Street, N.W., Rm. 1000 LS, Washington, D.C. 20036.

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

Natural Resources Conservation Service
Federal Building, Suite 13211
100 West Capital Street
Jackson, Mississippi 39269

ATTN: Kurt Readus

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. Readus:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

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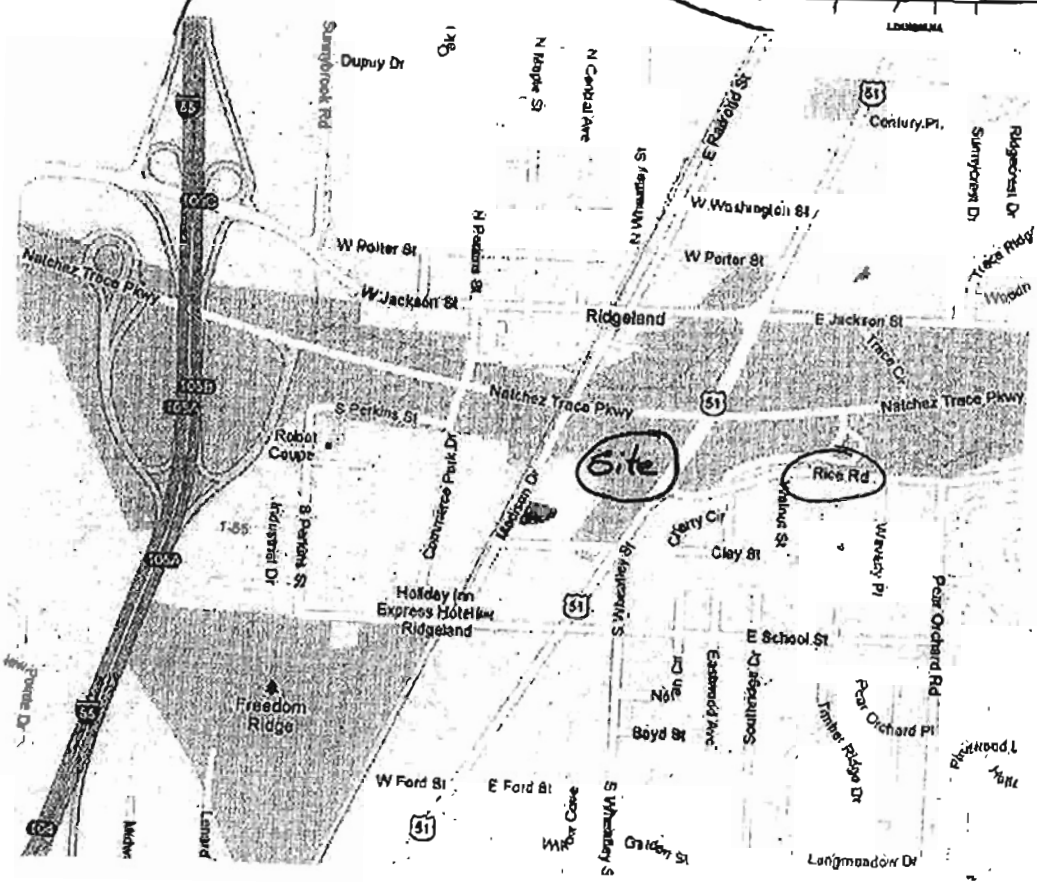
We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Pease let us know of agricultural lands of interest that might be found in the project vicinity to help us hone our analysis. Historical records for the vicinity would be helpful. Please, relay your agency's comments and observations to me. Your comments will be included in the resulting EA or environmental review for this project. If you need additional information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures: Site Location and 2 pages of Conceptual Drawings

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.

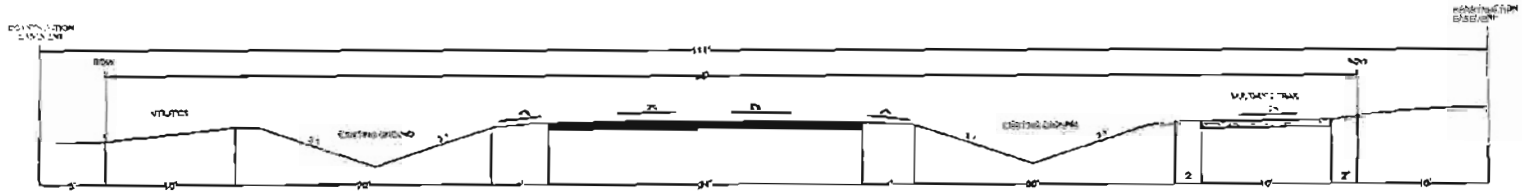


WAGGONER

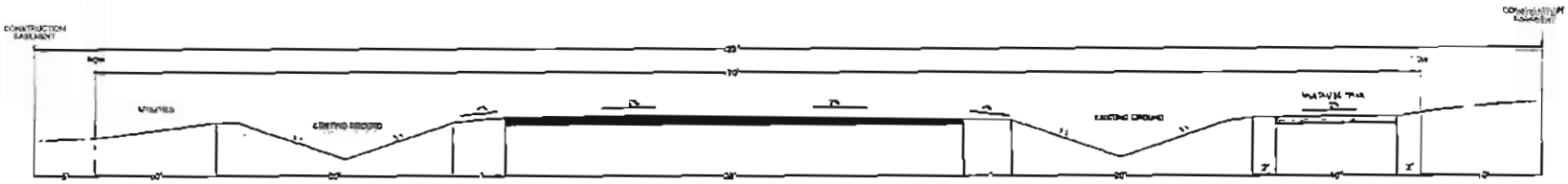
RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



ROADWAY SECTION WITHOUT TURNING LANE
SCALE: NTS



ROADWAY SECTION WITH TURNING LANE
SCALE: NTS

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
Suite 1321, Federal Building
100 West Capitol Street
Jackson, MS 39269
Telephone: 601-965-5205
Fax: 601-965-4940

Brenda/SH

AUG 3 1 2012

(1)
(2)
(3)

August 29, 2012

Samuel Holder
Environmental Scientist
Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

Dear Mr. Holder:

This is in response to your letter dated July 27, 2012 regarding the Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland in Madison County, Mississippi.

The proposed activity is located within city limits and does not require an FPPA determination.

Sincerely,

Delaney B. Johnson

Delaney B. Johnson
State Soil Scientist

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

U. S. Army Corps of Engineers
Vicksburg District
Attn: CEMVK-OD-F
4155 Clay Street
Vicksburg, Mississippi 39183-3435

ATTN: Michael McNair

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. McNair:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of upland forest, as described in the enclosures. No wetlands have been identified on the site.

We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

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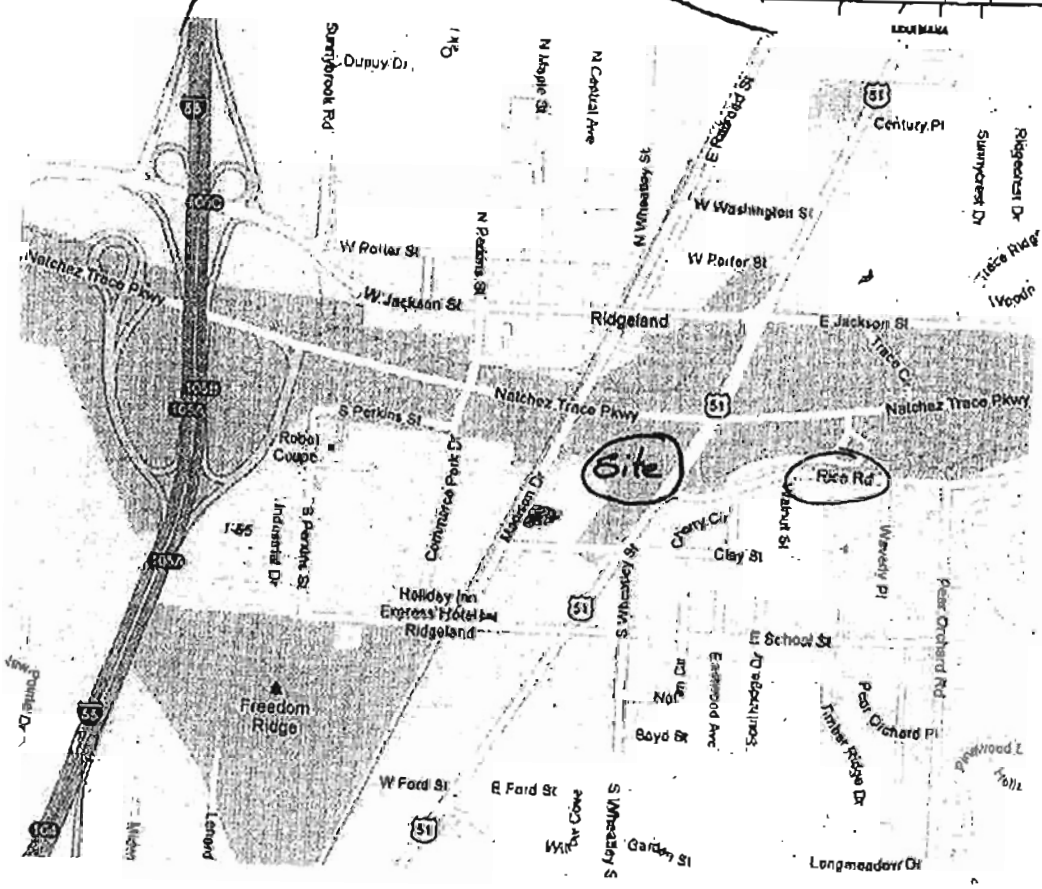
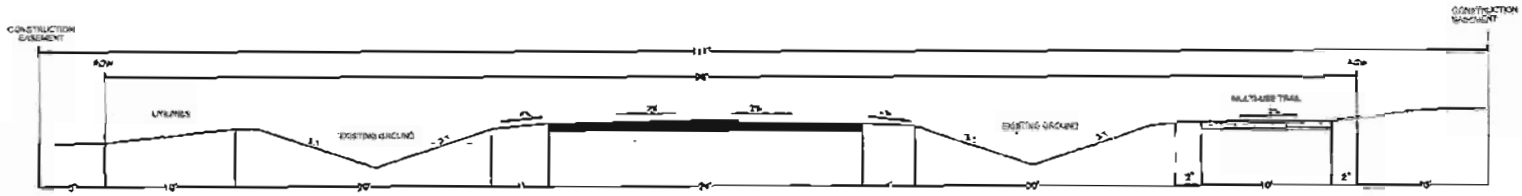


WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



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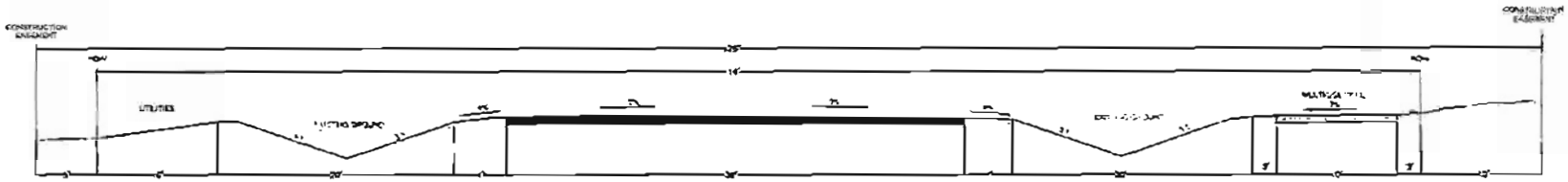


ROADWAY SECTION WITH TURNING LANE
SCALE: NTS

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

DEPARTMENT OF THE ARMY
VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

OCT - 3 2012

REPLY TO
ATTENTION OF:

September 27, 2012

Operations Division

SUBJECT: Jurisdictional Determination - Rice Road and Path Extensions to the City Center, Madison County, Mississippi

Brenda S Holder

Mr. Samuel Holder
Environmental Scientist
Waggoner Engineering, Incorporated
Post Office Box 12227
Jackson, Mississippi 39236-2227

Dear Mr. Holder:

I refer to your letter dated July 27, 2012, regarding Department of the Army permit requirements for proposed extension of Rice Road located in Madison County, Mississippi.

Based upon the information provided, we have determined that a Department of the Army Section 10/404 permit will not be required for any of the proposed work, since there are no jurisdictional waters of the United States located within the proposed project limits. The location of the activities is depicted on the enclosed map (enclosure 1). For your information, I have enclosed a copy of the basis of our determination (enclosure 2) and appeals form (enclosure 3).

This approved jurisdictional determination is applicable for a period not to exceed five years from the date of this letter unless superseded by law or regulation. If the proposed work is not completed by this time, or if project plans change, you should contact this office for a reevaluation of permit requirements, and refer to identification no. MVK-2012-812 when submitting the information.

This determination of Department of the Army regulatory requirements does not convey any property rights, either in real estate or material or any exclusive privileges, and does not authorize any injury to property or invasion of rights or local laws or regulations, or obviate the requirement to obtain state or local assent required by law for the activity discussed herein.

The decision regarding this action is based on information found in the administrative record, which documents the District's decision-making process, the basis for the decision, and the final decision.

The Vicksburg District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete the Customer Service Survey found on our web site at http://per2.nwp.usace.army.mil/survey.html. If it is more convenient for you, please complete and return the enclosed postage-paid post card (enclosure 4).

If we may be of any further assistance in this matter, please contact Mr. Jeremy Stokes of this office, telephone (601) 631-5275, fax (601) 631-5459 or e-mail address: regulatory@usace.army.mil.

Sincerely,

Charles R. Allred, Jr.

Charles R. Allred, Jr.
Chief, Enforcement Section
Regulatory Branch

Enclosures

28 September 2012

MVK-2012-812

Waggoner Engineering
Rice Road Extension Project
Madison County, MS

Approved
Jurisdictional Determination

Jeremy Stokes

US Army Corps of Engineers

Regulatory Branch

Enforcement Section

0 80 160
Feet

Legend

Project Location

1:1,500

Enclosure 1

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): 27-Sep-2012

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Vicksburg District, MVK-2012-00812-JD1

C. PROJECT LOCATION AND BACKGROUND INFORMATION:

State :	MS - Mississippi
County/parish/borough:	Madison
City:	
Lat:	32.42462
Long:	-90.13123
Universal Transverse Mercator	Folder UTM List *UTM list determined by folder location* • NAD83 / UTM zone 15N Waters UTM List *UTM list determined by waters location* • NAD83 / UTM zone 15N

Name of nearest waterbody:
Name of nearest Traditional Navigable Water (TNW):
Name of watershed or Hydrologic Unit Code (HUC):

Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.

Check if other sites (e.g., offsite mitigation sites, disposal sites, etc¿) are associated with the action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION:

Office Determination Date: 27-Sep-2012

Field Determination Date(s): 03-Aug-2012

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION

There "navigable waters of the U.S." within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area.

Waters subject to the ebb and flow of the tide.

Waters are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

Explain:

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There "waters of the U.S." within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area.

1. Waters of the U.S.
a. Indicate presence of waters of U.S. in review area:[1]

Water Name	Water Type(s) Present
Upland	Uplands

b. Identify (estimate) size of waters of the U.S. in the review area:

Area: (m^2)
Linear: (m)

c. Limits (boundaries) of jurisdiction:

Enclosure 2

based on:
OHWM Elevation: (if known)

2. Non-regulated waters/wetlands:[3]

Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional. Explain: No waters of the U.S. were present on site. There are some wetlands located tot eh north of the proposed ROW/construction area. These wetlands are outside the the project boundary according to the plans submitted.

SECTION III: CWA ANALYSIS

A. TNWs AND WETLANDS ADJACENT TO TNWs

1.TNW
Not Applicable.

2. Wetland Adjacent to TNW
Not Applicable.

B. CHARACTERISTICS OF TRIBUTARY (THAT IS NOT A TNW) AND ITS ADJACENT WETLANDS (IF ANY):

1. Characteristics of non-TNWs that flow directly or indirectly into TNW

(i) General Area Conditions:
Watershed size:
Drainage area:
Average annual rainfall: inches
Average annual snowfall: inches

(ii) Physical Characteristics
(a) Relationship with TNW:

Tributary flows directly into TNW.

Tributary flows through [ ] tributaries before entering TNW.

:Number of tributaries

Project waters are river miles from TNW.
Project waters are river miles from RPW.
Project Waters are aerial (straight) miles from TNW.
Project waters are aerial(straight) miles from RPW.

Project waters cross or serve as state boundaries.

Explain:

Identify flow route to TNW:[5]

Tributary Stream Order, if known:
Not Applicable.

(b) General Tributary Characteristics:

Tributary is:
Not Applicable.

Tributary properties with respect to top of bank (estimate):
Not Applicable.

Primary tributary substrate composition:
Not Applicable.

Tributary (conditions, stability, presence, geometry, gradient):
Not Applicable.

(c) Flow:
Not Applicable.

Surface Flow is:
Not Applicable.

Subsurface Flow:
Not Applicable.

Tributary has:
Not Applicable.

If factors other than the OHWM were used to determine lateral extent of CWA jurisdiction:

High Tide Line indicated by:
Not Applicable.

Mean High Water Mark indicated by:
Not Applicable.

(iii) Chemical Characteristics:
Characterize tributary (e.g., water color is clear, discolored, oily film; water quality;general watershed characteristics, etc.).
Not Applicable.

(iv) Biological Characteristics. Channel supports:
Not Applicable.

2. Characteristics of wetlands adjacent to non-TNW that flow directly or indirectly into TNW

(i) Physical Characteristics:
(a) General Wetland Characteristics:
Properties:
Not Applicable.

(b) General Flow Relationship with Non-TNW:

Flow is:
Not Applicable.

Surface flow is:
Not Applicable.

Subsurface flow:
Not Applicable.

(c) Wetland Adjacency Determination with Non-TNW:
Not Applicable.

(d) Proximity (Relationship) to TNW:
Not Applicable.

(ii) Chemical Characteristics:
Characterize tributary (e.g., water color is clear, discolored, oily film; water quality; general watershed characteristics, etc.).
Not Applicable.

(iii) Biological Characteristics. Wetland supports:
Not Applicable.

3. Characteristics of all wetlands adjacent to the tributary (if any):

All wetlands being considered in the cumulative analysis:
Not Applicable.

Summarize overall biological, chemical and physical functions being performed:
Not Applicable.

C. SIGNIFICANT NEXUS DETERMINATION

A significant nexus analysis will assess the flow characteristics and functions of the tributary itself and the functions performed by any wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical, and biological integrity of a TNW. For each of the following situations, a significant nexus exists if the tributary, in combination with all of its adjacent wetlands, has more than a speculative or insubstantial effect on the chemical, physical and/or biological integrity of a TNW. Considerations when evaluating significant nexus include, but are not limited to the volume, duration, and frequency of the flow of water in the tributary and its proximity to a TNW, and the functions performed by the tributary and all its adjacent wetlands. It is not appropriate to determine significant nexus based solely on any specific threshold of distance (e.g. between a tributary and its adjacent wetland or between a tributary and the TNW). Similarly, the fact an adjacent wetland lies within or outside of a floodplain is not solely determinative of significant nexus.

Significant Nexus: Not Applicable

D. DETERMINATIONS OF JURISDICTIONAL FINDINGS. THE SUBJECT WATERS/WETLANDS ARE:

1. TNWs and Adjacent Wetlands:
Not Applicable.

2. RPWs that flow directly or indirectly into TNWs:
Not Applicable.

Provide estimates for jurisdictional waters in the review area:
Not Applicable.

3. Non-RPWs that flow directly or indirectly into TNWs:[8]
Not Applicable.

Provide estimates for jurisdictional waters in the review area:

Not Applicable.

4. Wetlands directly abutting an RPW that flow directly or indirectly into TNWs.
Not Applicable.

Provide acreage estimates for jurisdictional wetlands in the review area:
Not Applicable.

5. Wetlands adjacent to but not directly abutting an RPW that flow directly or indirectly into TNWs:
Not Applicable.

Provide acreage estimates for jurisdictional wetlands in the review area:
Not Applicable.

6. Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs:
Not Applicable.

Provide estimates for jurisdictional wetlands in the review area:
Not Applicable.

7. Impoundments of jurisdictional waters:[9]
Not Applicable.

E. ISOLATED [INTERSTATE OR INTRA-STATE] WATERS INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS:[10]
Not Applicable.

Identify water body and summarize rationale supporting determination:
Not Applicable.

Provide estimates for jurisdictional waters in the review area:
Not Applicable.

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS

☐ If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements:

☐ Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce:

☐ Prior to the Jan 2001 Supreme Court decision in "SWANCC," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR):

☐ Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction (Explain):

Other (Explain):

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment:
Not Applicable.

Provide acreage estimates for non-jurisdictional waters in the review area, that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction.
Not Applicable.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD
(listed items shall be included in case file and, where checked and requested, appropriately referance below):
Not Applicable.

B. ADDITIONAL COMMENTS TO SUPPORT JD:
Not Applicable.

1.-Boxes checked below shall be supported by completing the appropriate sections in Section III below.

2.-For purposes of this form, an RPW is defined as a tributary that is not a TNW and that typically flows year-round or has continuous flow at least "seasonally" (e.g., typically 3 months).

3.-Supporting documentation is presented in Section III.F.

4.-Note that the Instructional Guidebook contains additional information regarding swales, ditches, washes, and erosional features generally and in the arid West.

5.-Flow route can be described by identifying, e.g., tributary a, which flows through the review area, to flow into tributary b, which then flows into TNW.

6.-A natural or man-made discontinuity in the OHWM does not necessarily sever jurisdiction (e.g., where the stream temporarily flows underground, or where the OHWM has been removed by development or agricultural practices). Where there is a break in the OHWM that is unrelated to the waterbody's flow regime (e.g., flow over a rock outcrop or through a culvert), the agencies will look for indicators of flow above and below the break.

7.-Ibid.

8.-See Footnote #3.

9.-To complete the analysis refer to the key in Section III.D.6 of the Instructional Guidebook.

10.-Prior to asserting or declining CWA jurisdiction based solely on this category, Corps Districts will elevate the action to Corps and EPA HQ for review consistent with the process described in the Corps/EPA Memorandum Regarding CWA Act Jurisdiction Following Rapanos.

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Waggoner Engineering		File Number: MVK-2012-812	Date: September 28, 2012
Attached is:			See Section Below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)		B
	PERMIT DENIAL		C
X	APPROVED JURISDICTIONAL DETERMINATION		D
	PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

• ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations (JD) associated with the permit.

• OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit.

• ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

• APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

• ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

• APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:	If you only have questions regarding the appeal process you may also contact:
U.S. Army Corps of Engineers Attn: Jeremy Stokes Regulatory Branch 4155 Clay Street Vicksburg, MS 39183-3435 (601) 631-5275	Attn: Tonya Acuff Appeals Review Officer Mississippi Valley Division Post Office Box 80 Vicksburg, MS 39181-0080 (601) 634-5820

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
Signature of appellant or agent.		

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

P.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

July 27, 2012

US Fish and Wildlife Service
6578 Dogwood View Parkway, Suite A
Jackson, Mississippi 39212

ATTN: David Felder

RE: Environmental Assessment of the Rice Road and Path Extensions to the City Center of Ridgeland, MS.

Dear Mr. Felder:

On behalf of Ridgeland, MS, Waggoner Engineering is conducting an Environmental Assessment, as required by the U.S National Parks Service (NPS), before it grants an easement, or right-of-way, on federal lands for the referenced project. The purpose is to provide a northern access route into the new City Center development and to the proposed museum that will highlight Native Americans.

The site is located immediately west of the junction of Rice Rd and U.S. Hwy 51 in Ridgeland, Miss. in Madison Co. The site is located in Section 30, Township 7N, Range 3E, City of Ridgeland, Madison Co., Miss. See the enclosed map.

The proposed road will extend about 280 ft. from the existing U.S. Hwy 51 easement. Its easement will range between 111 and 125 ft. wide, due to the turn lane. The proposal will disturb about 0.7 acres of upland forest, as described in the enclosures.

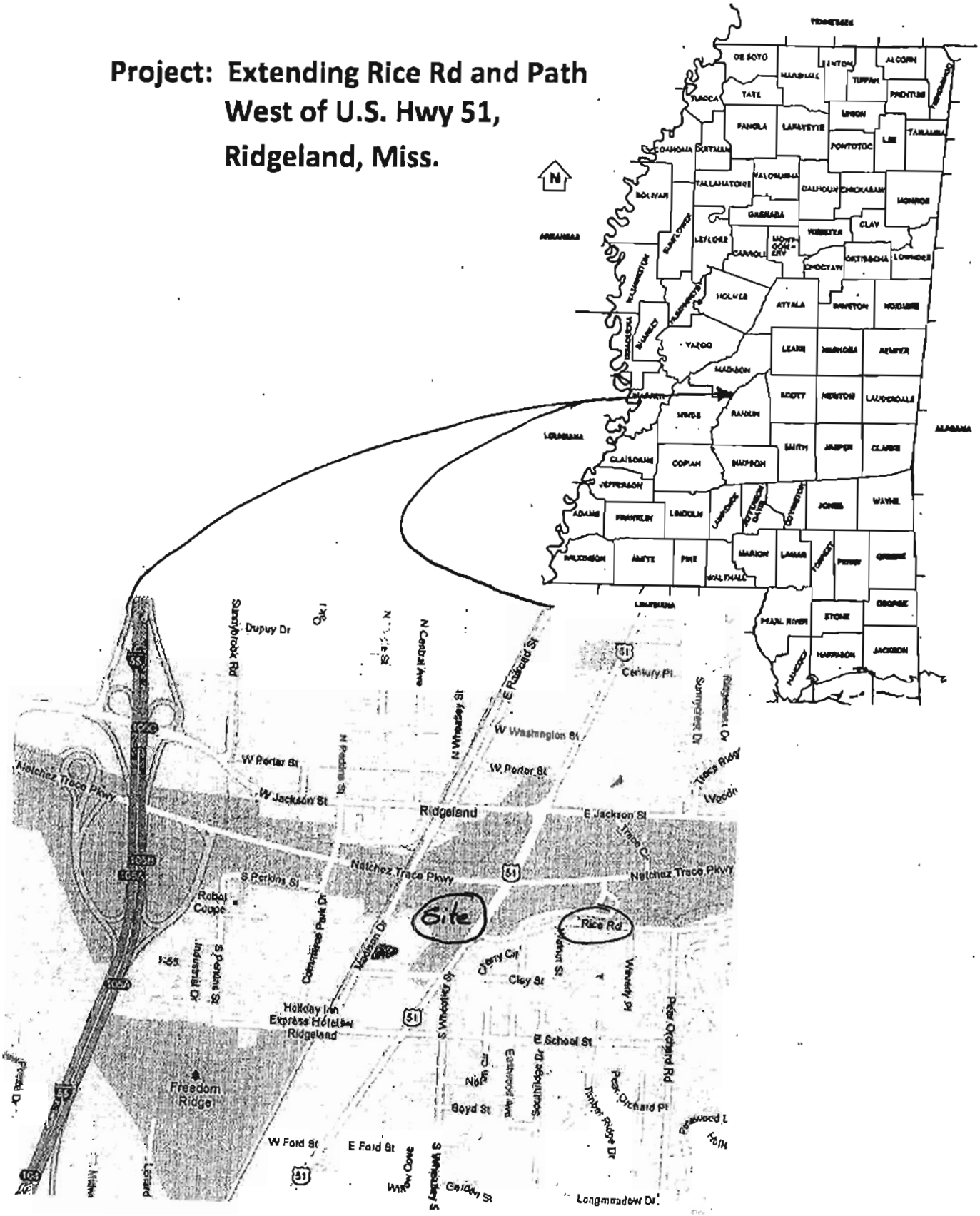
We ask that you review the situation to determine if the project requires additional regulatory review and if it meets the regulatory requirements of your agency and office. Pease let us know of any species of interest that might be found in the project vicinity to help us hone our analysis. Sighting records for the vicinity would be helpful. Please, relay your agency's comments and observations to me. Your comments will be included in the EA or environmental review for this project. If you need more information, please call upon me.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures: Site Location and 2 pages of Conceptual Drawings

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.

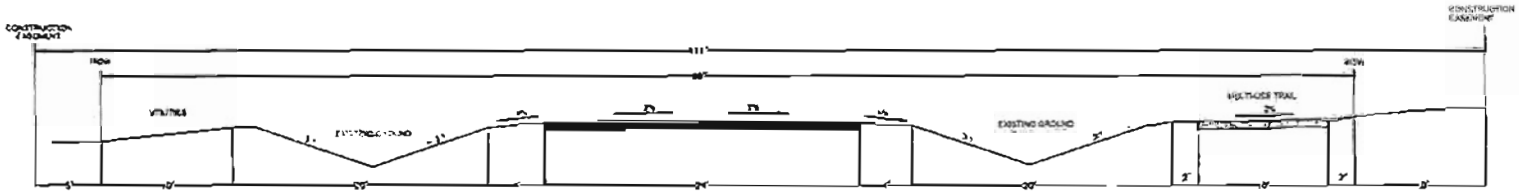


WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A



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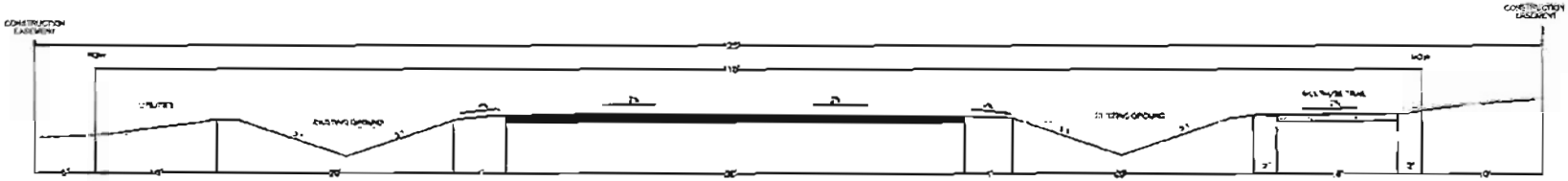
SCALE: NTS



ROADWAY SECTION WITH TURNING LANE
SCALE: NTS

WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WE# C012-039

CONCEPTUAL ROADWAY CROSS SECTION

EXHIBIT B

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Mississippi Field Office
6578 Dogwood View Parkway, Suite A
Jackson, Mississippi 39213

August 14, 2012

IN REPLY REFER TO:
2012-I-918

RECEIVED
AUG 16 2012

Mr. Samuel Holder
Waggoner Engineering
143-A LePleurs Square
Jackson, Mississippi 39211

Dear Mr. Holder:

The Fish and Wildlife Service (Service) has reviewed the information in your letter dated July 27, 2012, regarding the proposed Rice Road and Path Extensions to the City Center of Ridgeland in Madison County, Mississippi. Our comments are submitted in accordance with the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information provided in your letter, the Service has determined that the proposed project will have "No Effect" on federally listed species or their habitats. No further consultation under the ESA is required with this office unless there are changes in the scope or location of the proposed project.

If you have any questions, please contact David Felder in our office, telephone: (601) 321-1131, or visit our website at http://www.fws.gov/mississippiES/.

Sincerely,

for Stephen M. Ricks
Field Supervisor
MS Field Office

Waggoner Engineering, Inc.
143-A LeFleurs Square
Jackson, MS 39211-5525

.O. Box 12227
Jackson, MS 39236-2227

601-355-9526 Voice
800-661-3733 Toll-Free
601-352-3945 Fax

www.waggonereng.com

WAGGONER

August 8, 2012

U.S. Fish & Wildlife Service
Ecological Services
6578 Dogwood View Parkway, Suite A
Jackson, Mississippi 39213

ATTN: Mr. Daniel Gregg

RE: Extension of Rice Road, West of U.S. Hwy 51, Ridgeland MS, Madison County

Dear Mr. Gregg,

Waggoner Engineering Inc. has been requested to construct an Environmental Assessment for obtaining a right-of-way from the National Park Service. The right-of-way will be used to construct an extension of Rice Road, west of U.S. Hwy 51, in Ridgeland MS, Madison County. As per Section 7 of the Endangered Species Act, the National Park Service directed us to contact you for your review of the site to assess whether threatened or endangered species might be impacted by the project, which is described below.

Project Location:

- On the West side of the junction of Rice Rd. and U.S. Hwy 51, in Ridgeland MS, Madison County
- Section 30 T7N R3E

Project Description: The proposed extension will extend about 280 ft. west from the existing, U.S. Hwy 51 easement. The easement will range between 111 and 125 ft. wide, due to the turn lane. Existing drainage around the proposed roads will be modified. About 0.7 acres of forested upland habitat will be disturbed, as described in the enclosures.

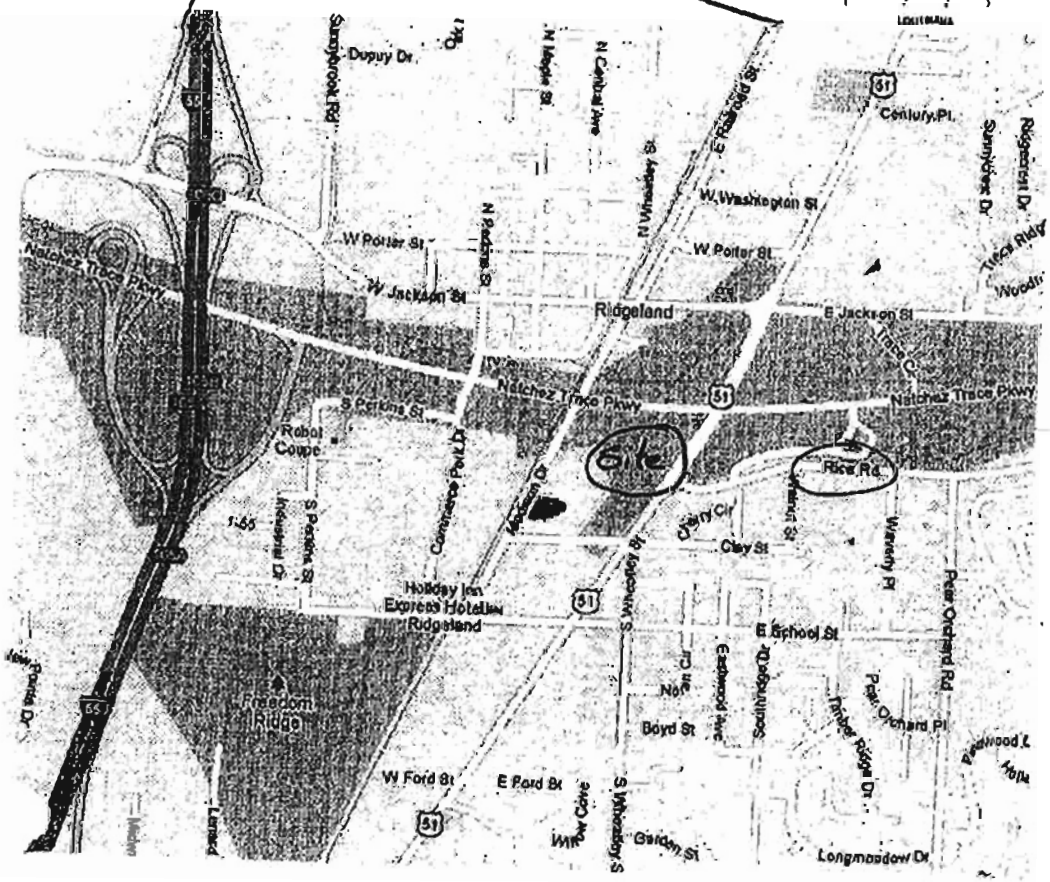
If you need additional information, please call.

Sincerely,

Samuel Holder
Environmental Scientist

Enclosures

Project: Extending Rice Rd and Path West of U.S. Hwy 51, Ridgeland, Miss.



WAGGONER

RICE ROAD EXTENSION
CITY OF RIDGELAND
JUNE 2012
WEI# C012-039

CONCEPTUAL ROADWAY CROSS LAYOUT

EXHIBIT A

AUG 10 2012

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Mississippi Field Office
6578 Dogwood View Parkway, Suite A
Jackson, Mississippi 39213

August 9, 2012

Brenda S Holder

IN REPLY REFER TO:
2012-I-1003

Mr. Samuel Holder
Waggoner Engineering, Inc.
Post Office Box 12227
Jackson, Mississippi 39236-2227

Dear Mr. Holder:

The Fish and Wildlife Service (Service) has received your August 8, 2012 letter requesting comments on the proposed Extension of Rice Road Project near Ridgeland in Madison County, Mississippi. Our comments are submitted in accordance with the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

According to your letter, the proposed extension will extend about 280 feet west from the existing U.S. Highway 51 in Ridgeland. A 111-125 foot easement agreement has been requested from the National Park Service for construction of the turning lane.

Based on the information provided, the Service has determined that the proposed work will have "No Effect" on federally listed species or their habitats. No further consultation under the ESA is required with this office unless there are changes in the scope or location of the proposed project.

We recommend that you consult with the National Park Service before commencement of construction and address any concerns they may have regarding impacts to the Natchez Trace Parkway.

If you have any questions, please contact Daniel Gregg in our office, telephone (601) 321-1136, or visit our website at http://fws.gov/mississippiES/.

Sincerely,

Daniel Gregg

For Stephen Ricks
Field Supervisor