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From: [REDACTED] to:  
Sent: Fri 6/2/2006 1:54 PM  
To: Silawsky, Donald  
Subject: EIS Site Selection for the Expansion of the Strategic Petroleum Reserve (DOE/EIS-0385)

OFFICIAL CORRESPONDENCE VIA ELECTRONIC MAIL  
NO HARD COPY TO FOLLOW

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

In reply refer to:  
L7617 (NATR)

Donald Silawsky, Office of Petroleum Reserves (FE-47)  
U.S. Department of Energy  
1000 Independence Ave., S.W.  
Washington, DC 20585

Attention: Donald.silawsky@hq.doe.gov

Dear Mr. Silawsky:

This is in reference to your letter dated May 19, 2006, concerning a draft Environmental Impact Statement for two proposed pipeline crossings of the Natchez Trace Parkway south of Jackson, Mississippi near Milepost 73, and north of Natchez, Mississippi around Milepost 10.

The Natchez Trace Parkway was authorized by Congress May 18, 1938. The Parkway is an elongated park of 51,150 acres covering a distance of 444 miles in Mississippi, Alabama, and Tennessee between Natchez, Mississippi, and Nashville, Tennessee. The purpose, as set forth by Congress, of the Parkway is to provide and maintain a scenic and recreational motor road commemorating the historic Old Natchez Trace and to provide access to significant natural and cultural resources. The Natchez Trace Parkway is characterized by numerous prehistoric Indian mounds and Chickasaw village sites, a military road associated with General Jackson's famous victory over the British at New Orleans, and its historic sites associated with the westward expansion of the British Colonies and the United States from 1763 - 1898.

As one of the four nationally recognized rural parkways, the Natchez Trace Parkway, in its entirety, is eligible for the National Register of Historic Places as a designed cultural landscape and as a tribute to Landscape Architectural design and road way engineering partnerships at their best.

The Parkway is presently not authorized to grant an easement or right-of-way (ROW) for either pipeline crossing through Parkway land in accordance with Director's Order 53. The proposed pipelines would require a Congressional authorization being as there is no current deed reservation for the use of US Government land for this purpose in either location.

Assuming that authorization is granted, a right-of-way cannot be approved at this level and would require approval by the Southeast Regional Director. Right-of-ways are not given freely and are scrutinized very closely by the National Park Service (NPS). Moreover, the NPS has a Congressional mandate to manage NPS lands in a manner that will not result in derogation of the values and purposes for which the park was established. It would be difficult, and perhaps impossible, to explain the relationship between the proposed development and the purpose and values for which the Parkway was established.

Based on your description of the proposed pipeline alignments, it would appear that the crossing near Milepost 73 is being routed directly through the historic Dillon Plantation, which is eligible for the National Register of Historic Places. The Dillon Plantation is rich in Civil War history associated with the Battle of Raymond, siege of Vicksburg, and the Battle of Jackson. The entire property has been determined to be eligible for listing in the National Register of Historic Places due to its association with those important Civil War battles which had a significant impact on the outcome of the Civil War. The 470-acre property is owned in fee by the National Park Service and is within the authorized boundary of the Natchez Trace Parkway.

The Natchez Trace Parkway was created by Congress to commemorate the Historic Old Trace. Approximately 500 feet of Old Trace, listed on the National Register of Historic Places, is interpreted within the present boundary of the Parkway near Dean's Stand. Another 8,000 feet of Historic Old Natchez Trace/Port Gibson-Raymond Road is located on the Dillon Plantation. The Old Natchez Trace was used as a military corridor for transportation of troops and supplies during the Civil War and the Historic Old Natchez Trace/Port Gibson-Raymond Road is an integral link to interpreting the historical military strategies of the of the Battle of Raymond, the Battle of Jackson, and the eventual siege of Vicksburg by General US Grant. General U.S. Grant and General W.T. Sherman's headquarters during three area battles is located on the property.

The crossing near Natchez appears that it could adversely impact Emerald Mound or Mount Locust and it would likely adversely impact segments of the historic Old Trace that runs throughout this section, all listed on the National Register of Historic Places.

Emerald Mound, located near milepost 10.3 on the Natchez Trace Parkway, is a very impressive prehistoric Natchez Indian ceremonial mound. The mound covers nearly eight acres and is the third largest Indian mound of any type and the second largest ceremonial mound in the United States. The mound was constructed and used during the Mississippian period, approximately A.D. 1300-1600. Two secondary mounds are located on either end of the mound top. Archaeological evidence indicates that six tertiary mounds were built between the secondary mounds. All of the secondary and tertiary mounds probably supported wooden ceremonial structures. Emerald Mound is on the List of Classified Structures (LCS) and has been designated a National Historic Landmark.

Mount Locust (1780-1820) is one of the oldest dwellings in the state of Mississippi, the only extant stand/inn along the Old Natchez Trace, and the only historic Park building open for visitation where interpretation of Old Trace and its significances are interpreted. Mount Locust functioned as

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both an inn and a plantation. It is also the only existing inn, among more than fifty, that operated along the Old Natchez Trace. Under Section 110 of the National Historic Preservation Act, the Natchez Trace Parkway is mandated to identify, evaluate and protect historic properties eligible for listing on the National Register of Historic Places.

We hope the information we have provided is sufficient to answer your concerns regarding the proposed development affecting the Parkway. Should you require additional information, please feel free to contact D. Craig Stubblefield, Chief of Resource Management, at

Sincerely,

Wendell A. Simpson  
Superintendent

Cc: Mississippi SHPO