

Melinda L. McGrath  
Deputy Executive Director/  
Chief Engineer

Brenda Znachko  
Deputy Executive Director/  
Administration



Steven K. Edwards  
Director  
Office of Intermodal Planning

Willie Huff  
Director  
Office of Enforcement

Larry L. "Butch" Brown  
Executive Director

P. O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / GoMDOT.com

### *Inter-Departmental Memorandum*

**Date:** August 14, 2009

**To:** Ms. Dana Cleveland  
District 5 LPA Coordinator

**From:** Mrs. Kim Thurman  
Environmental Division Administrator *KST*

**Subject:** Project Number STP-0025-00(033)LPA 105586-701000  
Clinton Tinnin Road, Magnolia Road, Kickapoo Road, McRaven Road  
Hinds County

We are enclosing the approved Categorical Exclusion for the subject project. If you have any questions or require additional information, please contact me or Ms. Carolyn Taylor at telephone number (601) 359-7920.

#### Attachment

cc: District 5 Engineer (with attachments)  
Statewide LPA Coordinator (Attn: Charlie Robinson)  
Roadway Design Division (with attachments)  
Planning Division (Attn: Jeff Ely with attachments)  
Construction Division (Attn: Leroy Crisco with attachments)  
Right of Way (Attn: Doug Downing with attachments)  
Bridge Division (with attachments)  
Contract Administration (Attn: Linda Buege with attachments)



# ARRA

MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL DIVISION  
ENVIRONMENTAL CLASS OF ACTION DETERMINATION (LPA)

DISTRICT NO: <u>5</u> F.A. NO: _____ PROJECT NO: <u>SA2500000000200</u> HIGHWAY NO: <u>Clinton Tinnin Road</u> SECTION NO: <u>NA STP-0005-001080</u> COUNTY: <u>Hinds</u> <span style="margin-left: 150px;"><u>FMS # 105586</u></span>				7. SUBMITTED BY: <input type="checkbox"/> MAYOR <input checked="" type="checkbox"/> CONSULTING ENGINEER <input checked="" type="checkbox"/> CITY OR COUNTY ENGINEER	
1. PROJECT TERMINI: Clinton Tinnin Road over Straight Fence Creek, generally located between Water Oaks Drive and Creek Road.				APPROVED BY: _____ DATE <u>7/2/09</u> <i>Richard Abroene</i>	
(A.) EXISTING CONDITIONS: Two lane concrete bridge with wooden pile foundation. The surrounding area is rural with a mixture of wooded land and open fields. The area immediately surrounding the existing bridge is wooded. There is no existing development near the existing bridge.				DISTRICT ENGINEER _____ DATE <u>7/2/09</u> <i>David Foster</i>	
(B.) PROPOSED IMPROVEMENTS: Replace with new concrete bridge in place with new foundation. Project may have slight adjustments to bridge elevation; however, no new right-of-way is anticipated.				PLANNING ENGINEER _____ DATE _____ <i>W. P. ...</i>	
(C.) PRELIMINARY PURPOSE & NEED: Bridge needs to be replaced due to low bridge ratings and due to current load limit restrictions. This route serves public school buses and other local needs.				ENVIRONMENTAL ENGINEER _____ DATE <u>8-4-09</u> <i>John ... Administrator</i>	
(C.) NEW ROW REQUIRED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				8. FHWA CONCURRENCE: FHWA DIVISION ADMINISTRATOR _____ DATE _____ <i>Julie ...</i>	
2. ENVIRONMENTAL CONSEQUENCES EVALUATION (CHECK ONE)			SIGN.    MIN.    NONE	COMMENTS IDENTIFYING ISSUES WHICH MAKE IMPACT SIGNIFICANT OR MINIMAL	
A. LAND USE IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
B. FARMLAND IMPACTS			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	The soils surrounding the crossing are classified as prime farmland. Any construction outside of the existing right-of-way could have impacts to prime farmland soils.	
C. SOCIAL IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
D. RELOCATION IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
E. ECONOMIC IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	Bridge replacement would create construction related jobs as well as construction and worker related spending in the area.	
F. JOINT DEVELOPMENT			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
G. CONSIDERATIONS RELATING TO PEDESTRIANS & BICYCLISTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
H. AIR QUALITY IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
I. NOISE IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
J. WATER QUALITY IMPACTS			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Water quality and drainage impacts would be temporary in nature. Direct effects of construction activities could include increased sediment levels and nutrient loads due to soil erosion and water runoff after heavy rains.	
K. PERMITS			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Section 401 Water Quality Certification, Section 402 National Pollutant Discharge Elimination System (NPDES) and Section 404 Permit for Dredge and Fill Material. Also Farmland Conversion Impact Rating Form.	
L. WETLAND/STREAM IMPACTS			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Bottomland hardwood and emergent wetlands are present adjacent to the stream channel and in the immediate riparian zone. Any construction related activities that occur outside of the existing right-of-way could potentially impact wetland habitats.	
M. WATER BODY MODIFICATION & WILDLIFE IMPACTS			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Wildlife populations are susceptible to habitat alterations and pulse disturbances, such as construction noise. Some wildlife may temporarily leave the area during construction but would return once the construction related noise and activity stopped.	
N. FLOODPLAIN IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	Impacts to floodplain would be the same as current bridge or slightly improved.	
O. WILD & SCENIC RIVERS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
P. COASTAL BARRIERS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
Q. COASTAL ZONE IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
R. THREATENED OR ENDANGERED SPECIES			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
S. HISTORIC & ARCHAEOLOGICAL PRESERVATION / 4(f) LANDS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
T. HAZARDOUS WASTE SITES			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
U. VISUAL IMPACTS			<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
V. ENERGY			<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Overhead electrical transmission line is located on the east side of the bridge adjacent to the existing right-of-way.	

W. CONSTRUCTION IMPACTS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	While only temporary in nature, the construction of the project may require detours or lane closures. Maintenance of traffic and detouring would be planned and scheduled to minimize impacts to local residences, business, and traveling public.
X. ENVIRONMENTAL JUSTICE IMPACTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. PUBLIC INVOLVEMENT RECOMMENDATIONS:</b>				
Notice would need to be given prior to the start of construction concerning temporary road closures and possible detour routes.				
<b>4. ACTIONS REQUIRED:</b>	CATEGORICAL EXCLUSION <input checked="" type="checkbox"/>	106 CONSULTATION <input type="checkbox"/>	ENDANGERED SPECIES ASSESSMENT <input type="checkbox"/>	
	EA/FONSI <input type="checkbox"/>	EIS <input type="checkbox"/>	NOISE STUDY <input type="checkbox"/>	SHPO LETTER <input type="checkbox"/> 4(f) STATEMENT <input type="checkbox"/>
CLASS DETERMINATION:				
<b>5. WETLANDS/STREAMS FINDING (CEX ONLY):</b>				
The bridge is located in a fairly broad, flat floodplain associated with Straight Fence Creek. The area surrounding the bridge includes a hardwood forest which appears to have areas which may remain saturated for long periods after storm events or flooding and could be classified as bottomland hardwood forest. Along with these pockets of bottomland hardwood wetlands, the riparian zone immediately adjacent to the stream including the bank contains emergent wetland habitat. Any construction related activities that occur outside of the existing right-of-way for the roadway and embankment could potentially impact wetland habitat. If construction activities would be required outside of the existing right-of-way, a full wetland delineation would need to be performed and a Section 404 Permit would be completed and submitted to the US Army Corps of Engineers for their concurrence. Also mitigation of the impacted wetlands would need to be completed as part of the Section 404 process.				
<b>6. OTHER REMARKS:</b> <i>No additional ROW will be needed.</i>				



	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	While only temporary in nature, the construction of the project may require detours or lane closures. Maintenance of traffic and detouring would be planned and scheduled to minimize impacts to local residences, business, and traveling public.
W. CONSTRUCTION IMPACTS				
X. ENVIRONMENTAL JUSTICE IMPACTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. PUBLIC INVOLVEMENT RECOMMENDATIONS:</b>				
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	EA/FONSI <input type="checkbox"/>	EIS <input type="checkbox"/>	NOISE STUDY <input type="checkbox"/>	SHPO LETTER <input type="checkbox"/> 4(f) STATEMENT <input type="checkbox"/>
CLASS DETERMINATION:				
<b>5. WETLANDS/STREAMS FINDING (CEX ONLY):</b>				
The bridge is located in a fairly broad, flat floodplain associated with a Branch of the Bogue Chitto Creek. The area surrounding the bridge includes a hardwood forest which appears to have areas which may remain saturated for long periods after storm events or flooding and could be classified as bottomland hardwood forest. Along with these pockets of bottomland hardwood wetlands, the riparian zone immediately adjacent to the stream including the bank contains emergent wetland habitat. Any construction related activities that occur outside of the existing right-of-way for the roadway and embankment could potentially impact wetland habitat. If construction activities would be required outside of the existing right-of-way, a full wetland delineation would need to be performed and a Section 404 Permit would be completed and submitted to the US Army Corps of Engineers for their concurrence. Also mitigation of the impacted wetlands would need to be completed as part of the Section 404 process.				
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL DIVISION  
ENVIRONMENTAL CLASS OF ACTION DETERMINATION (LPA)

DISTRICT NO: <u>5</u> F.A. NO: _____ PROJECT NO: <u>SA2500000000497</u> HIGHWAY NO: <u>Kickapoo Road</u> SECTION NO: <u>NA</u> <u>STP-0005-00(000)</u> COUNTY: <u>Hinds</u> <u>Env # 105596</u>				7. SUBMITTED BY: <input type="checkbox"/> MAYOR <input checked="" type="checkbox"/> CONSULTING ENGINEER <input checked="" type="checkbox"/> CITY OR COUNTY ENGINEER																																																																																															
1. PROJECT TERMINI: Kickapoo Road over Bogue Chitto Creek, generally located between Lake Hollow Blvd. and Pinehaven Drive.				APPROVED BY: _____ DATE: <u>7/2/09</u> <i>Richard J. Broome</i>																																																																																															
(A.) EXISTING CONDITIONS: Two lane concrete bridge with wooden pile foundation. The surrounding area is rural and heavily wooded. There is no existing development near the existing bridge.				DISTRICT ENGINEER _____ DATE: <u>7/7/09</u> <i>David Porter</i> PLANNING ENGINEER																																																																																															
(B.) PROPOSED IMPROVEMENTS: Replace with new concrete bridge in place with new foundation. Project may have slight adjustments to bridge elevation; however, no new right-of-way is anticipated.				ENVIRONMENTAL ENGINEER _____ DATE: <u>8-6-09</u> <i>W. Pin</i> ADMINISTRATOR																																																																																															
(C.) PRELIMINARY PURPOSE & NEED: Bridge needs to be replaced due to low bridge ratings and due to current load limit restrictions. This route serves public school buses and other local needs.				8. FHWA CONCURRENCE: FHWA DIVISION ADMINISTRATOR _____ DATE: <u>8-4-09</u> <i>Kim</i>																																																																																															
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J. WATER QUALITY IMPACTS Water quality and drainage impacts would be temporary in nature. Direct effects of construction activities could include increased sediment levels and nutrient loads due to soil erosion and water runoff after heavy rains.				The project may require the following permits to comply with the Clean Water Act, including Section 401 Water Quality Certification, Section 402 National Pollutant Discharge Elimination System (NPDES) and Section 404 Permit for Dredge and Fill Material																																																																																															
K. PERMITS Bottomland hardwood and emergent wetlands are present adjacent to the stream channel and in the surrounding floodplain. Any construction related activities that occur outside of the existing right-of-way could potentially impact wetland habitats.				Wildlife populations are susceptible to habitat alterations and pulse disturbances, such as construction noise. Some wildlife may temporarily leave the area during construction but would return once the construction related noise and activity stopped.																																																																																															
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W. CONSTRUCTION IMPACTS				
X. ENVIRONMENTAL JUSTICE IMPACTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. PUBLIC INVOLVEMENT RECOMMENDATIONS:</b>				
Notice would need to be given prior to the start of construction concerning temporary road closures and possible detour routes.				
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	CLASS DETERMINATION:			
<b>5. WETLANDS/STREAMS FINDING (CEX ONLY):</b>				
The bridge is located in a broad, flat floodplain associated with the Bogue Chitto Creek. The area surrounding the bridge includes bottomland hardwood forest which appears to be frequently flooded during rain events. Along with the forested wetlands surrounding the stream, there is emergent wetland habitat in the riparian zone, which consists of the habitat along both banks. Any construction related activities that occur outside of the existing right-of-way for the roadway and embankment could potentially impact wetland habitat. If construction activities would be required outside of the existing right-of-way, a full wetland delineation would need to be performed and a Section 404 Permit would be completed and submitted to the US Army Corps of Engineers for there concurrence. Also mitigation of the impacted wetlands would need to be completed as part of the Section 404 process.				
<b>6. OTHER REMARKS:</b>				
No additional Row will be needed.				

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MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL DIVISION  
ENVIRONMENTAL CLASS OF ACTION DETERMINATION (LPA)

DISTRICT NO: <u>5</u> F.A. NO: _____ PROJECT NO: <u>SA2500000000164</u> HIGHWAY NO: <u>McRaven Road</u> SECTION NO: <u>NA STP-0005-00(000)</u> COUNTY: <u>Hinds</u> <u>File # 105526</u>				7. SUBMITTED BY: <input type="checkbox"/> MAYOR <input checked="" type="checkbox"/> CONSULTING ENGINEER <input checked="" type="checkbox"/> CITY OR COUNTY ENGINEER	
1. PROJECT TERMINI: McRaven Road over Smith Creek, generally located between Midway Road and Reynolds Road.				APPROVED BY: _____ DATE: <u>7/2/09</u> <i>Richard J. Broome</i>	
(A.) EXISTING CONDITIONS: Two lane concrete bridge with wooden pile foundation. The surrounding area is rural and heavily wooded with a small open field to the northeast. The only existing development is one single family home located to the southwest of the existing bridge.				DISTRICT ENGINEER _____ DATE: <u>7/7/09</u> <i>David Foster</i>	
(B.) PROPOSED IMPROVEMENTS: Replace with new concrete bridge in place with new foundation. Project may have slight adjustments to bridge elevation; however, no new right-of-way is anticipated.				PLANNING ENGINEER _____ DATE: _____ <i>[Signature]</i>	
(C.) PRELIMINARY PURPOSE & NEED: Bridge needs to be replaced due to low bridge ratings and due to current load limit restrictions. This route serves public school buses and other local needs.				ENVIRONMENTAL ENGINEER _____ DATE: <u>8-4-09</u> <i>[Signature]</i>	
(C.) NEW ROW REQUIRED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				8. FHWA CONCURRENCE: FHWA DIVISION ADMINISTRATOR _____ DATE: _____ <i>[Signature]</i>	
2. ENVIRONMENTAL CONSEQUENCES EVALUATION (CHECK ONE)			SIGN.	MIN.	NONE
A. LAND USE IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. FARMLAND IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. SOCIAL IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D. RELOCATION IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. ECONOMIC IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F. JOINT DEVELOPMENT			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G. CONSIDERATIONS RELATING TO PEDESTRIANS & BICYCLISTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
H. AIR QUALITY IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I. NOISE IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
J. WATER QUALITY IMPACTS			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. PERMITS			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. WETLAND/STREAM IMPACTS			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
M. WATER BODY MODIFICATION & WILDLIFE IMPACTS			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
N. FLOODPLAIN IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O. WILD & SCENIC RIVERS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
P. COASTAL BARRIERS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Q. COASTAL ZONE IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
R. THREATENED OR ENDANGERED SPECIES			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
S. HISTORIC & ARCHAEOLOGICAL PRESERVATION / 4(f) LANDS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
T. HAZARDOUS WASTE SITES			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
U. VISUAL IMPACTS			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. ENERGY			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
COMMENTS IDENTIFYING ISSUES WHICH MAKE IMPACT SIGNIFICANT OR MINIMAL Bridge replacement would create construction related jobs as well as construction and worker related spending in the area.  Water quality and drainage impacts would be temporary in nature. Direct effects of construction activities could include increased sediment levels and nutrient loads due to soil erosion and water runoff after heavy rains.  The project may require the following permits to comply with the Clean Water Act, including Section 401 Water Quality Certification, Section 402 National Pollutant Discharge Elimination System (NPDES) and Section 404 Permit for Dredge and Fill Material  Incised stream in a hardwood forest habitat. Emergent wetlands are present in the riparian zone, first two to four feet of the stream bank. Any construction activities that occur outside of the existing right-of-way could potentially impact wetland habitat.  Wildlife populations are susceptible to habitat alterations and pulse disturbances, such as construction noise. Some wildlife may temporarily leave the area during construction but would return once the construction related noise and activity stopped.  Impacts to floodplain would be the same as current bridge or slightly improved.  An overhead electrical transmission line and a water line are located on the north side of the bridge adjacent to the existing right-of-way.					



	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	While only temporary in nature, the construction of the project may require detours or lane closures. Maintenance of traffic and detouring would be planned and scheduled to minimize impacts to local residences, business, and traveling public.
W. CONSTRUCTION IMPACTS				
X. ENVIRONMENTAL JUSTICE IMPACTS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. PUBLIC INVOLVEMENT RECOMMENDATIONS:</b>				
Notice would need to be given prior to the start of construction concerning temporary road closures and possible detour routes.				
<b>4. ACTIONS REQUIRED:</b>	CATEGORICAL EXCLUSION <input checked="" type="checkbox"/>	106 CONSULTATION <input type="checkbox"/>	ENDANGERED SPECIES ASSESSMENT <input type="checkbox"/>	
	EA/FONSI <input type="checkbox"/>	EIS <input type="checkbox"/>	NOISE STUDY <input type="checkbox"/>	SHPO LETTER <input type="checkbox"/>
	CLASS DETERMINATION:			
<b>5. WETLANDS/STREAMS FINDING (CEX ONLY):</b>				
The bridge is located in the fairly narrow floodplain associated with Smith Creek. The area surrounding the bridge includes hardwood forest which is at a much higher elevation than the stream channel and does not appear to have the necessary wetland characteristics. The stream channel is deeply incised approximately six to eight feet from top of bank to stream bottom. There is emergent wetland habitat in the riparian zone, which consists of the habitat along both banks approximately two to four feet from water's edge to the toe of the bank. Any construction related activities that occur outside of the existing right-of-way for the roadway and embankment within the stream channel could potentially impact wetland habitat. If construction activities would be required outside of the existing right-of-way, a full wetland delineation would need to be performed and a Section 404 Permit would be completed and submitted to the US Army Corps of Engineers for their concurrence. Also mitigation of the impacted wetlands would need to be completed as part of the Section 404 process.				
<b>6. OTHER REMARKS:</b> <i>No additional ROW will be needed. WOT</i>				



**Cultural Resources Evaluation  
City of Clinton Bridge Replacement Program  
Hinds County, Mississippi  
Project Number: 105144/10500  
MDOT**

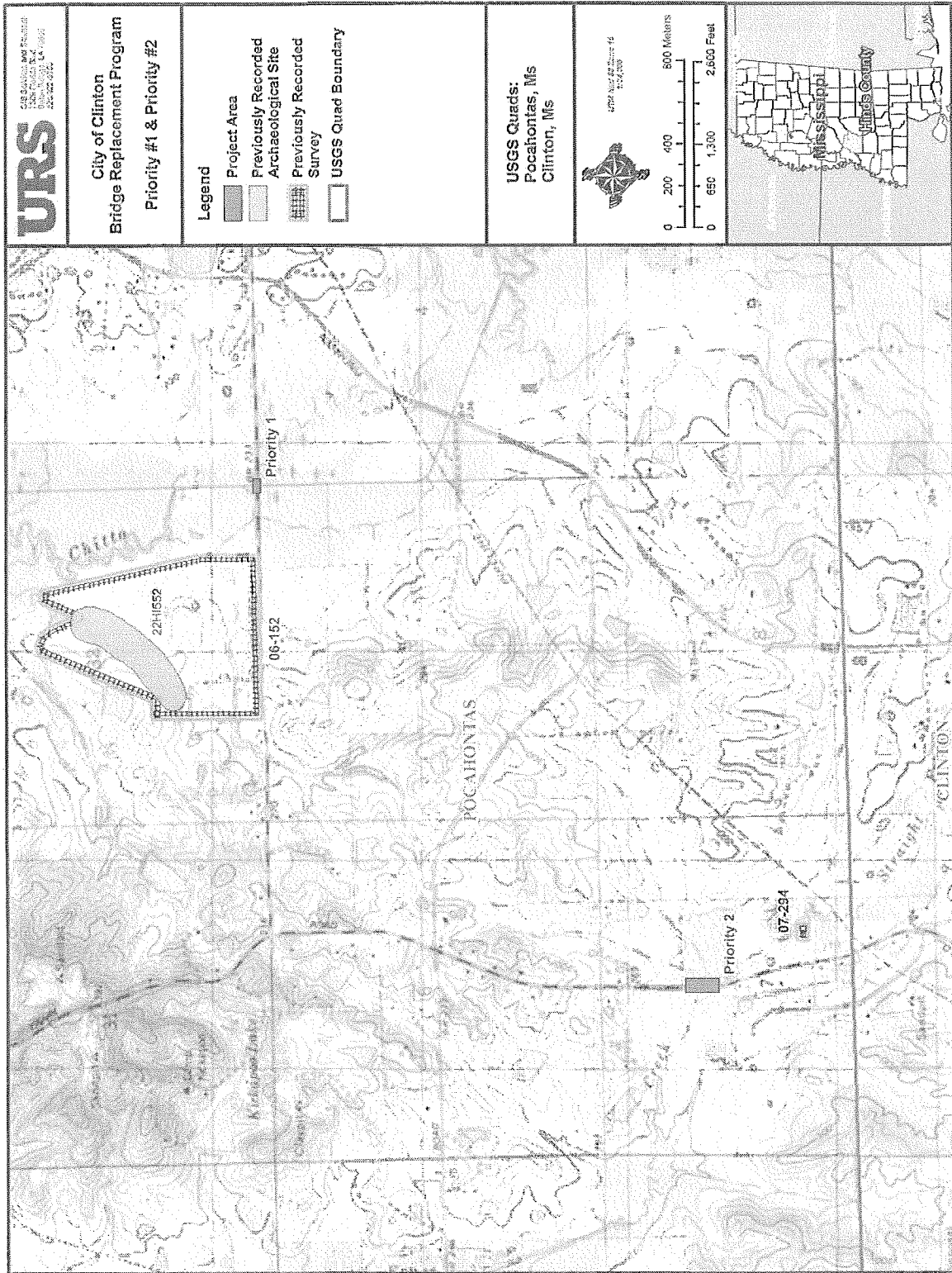
The Mississippi Department of Transportation (MDOT) intends to replace four bridges near Clinton, Hinds County, Mississippi (Figures 1 to 3). It is proposed that these bridges will be replaced in the following order of priority:

- Priority #1 Kickapoo Road over Bogue Chitto Creek;
- Priority #2 Clinton Tinnin Road over Straight Fence Creek;
- Priority #3 McRaven Road over Smith Creek; and
- Priority #4 Magnolia Road over Branch Bogue Chitto Creek.

These bridges are slated for replacement due to low bridge ratings and current load limit restrictions; at present, these routes serve public school buses and other local needs. In general, the bridges are asphalt covered, bolted concrete spans supported by wooden pilings that cross relatively small creeks. These creeks measure anywhere from 16.4 feet (5 m) to 33 feet (10 m) in width and are located within level, thickly wooded, floodplain settings. The approaches to these bridges through the creek floodplains have been built up with approximately 3 to 5 feet (0.9 to 1.5 m) of fill to prevent seasonal flooding. The proposed locations are in-place bridge replacement projects, with only slight adjustments to elevations and no new right-of-way anticipated. As such, this environmental evaluation is being prepared in support of a Categorical Exclusion (CE) for archaeological and historical resources. The information presented in this letter will also be used to complete the ENV-160-LPA form for each individual bridge replacement location.

Background research associated with the proposed bridge replacement locations was conducted on May 27, 2009 at the Mississippi Division of Archives and History (MDAH; site forms, cultural resource surveys, and historic standing structures), in Jackson, Mississippi. In addition, a search of the National Register of Historic Places (NRHP) online database was completed for Hinds County, Mississippi; however, no Listed NRHP properties were identified as part of the background review. This background review encompassed a 0.5 mile (0.8 km) radius surrounding the four proposed bridge replacement locations. In addition, a preliminary reconnaissance of the project areas was conducted on May 28, 2009. Project photography was restricted to readily available public roads and information was collected concerning potential archaeological and architectural resources that might be located within each of the proposed bridge replacement locations.

**Figure 1**  
**Priority #1 (Kickapoo Road) and Priority #2 (Clinton Tinnin Road, Hinds County, MS).**



**Figure 2**  
**Priority #3 (McRaven Road), Hinds County, MS.**

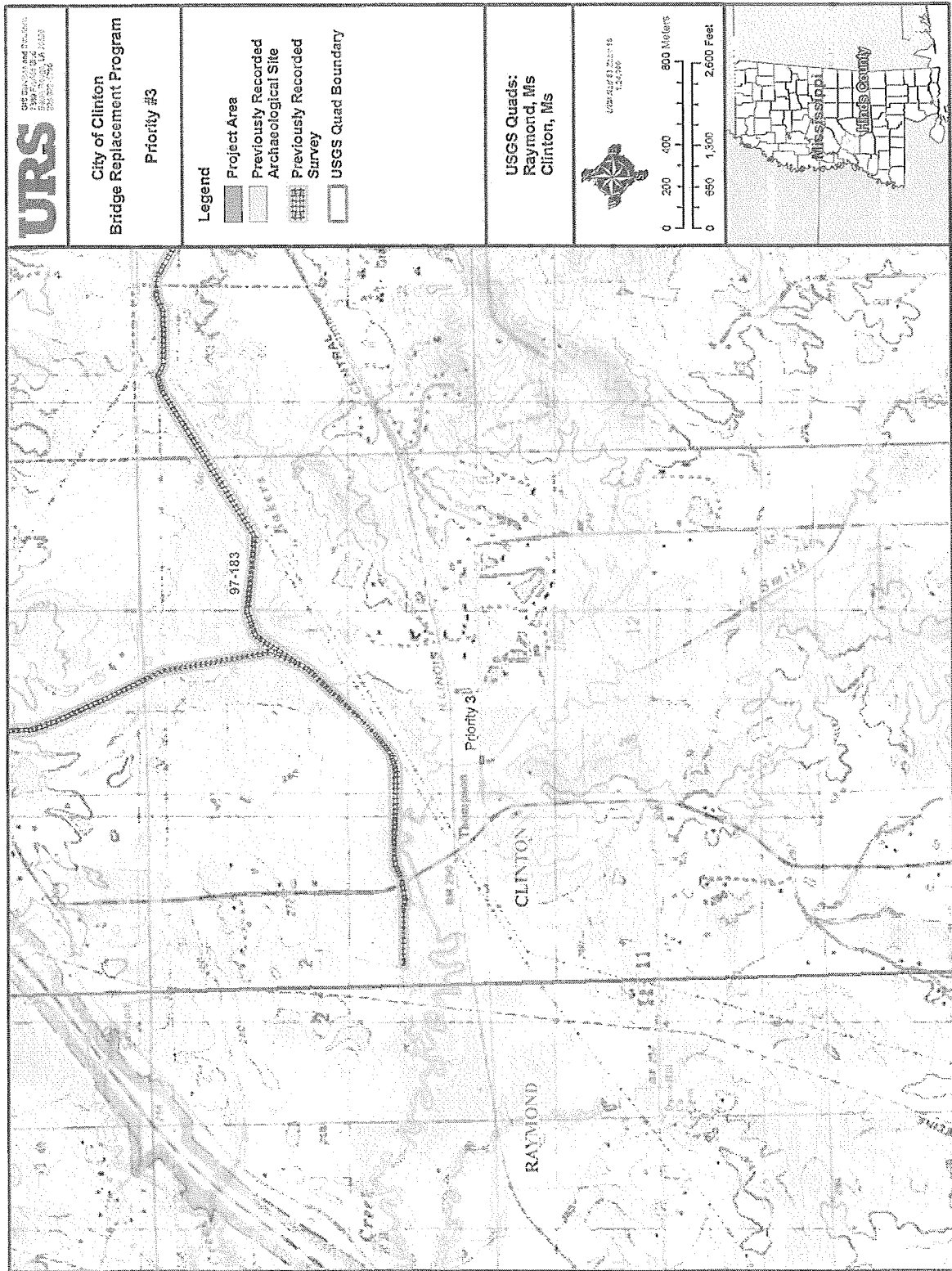
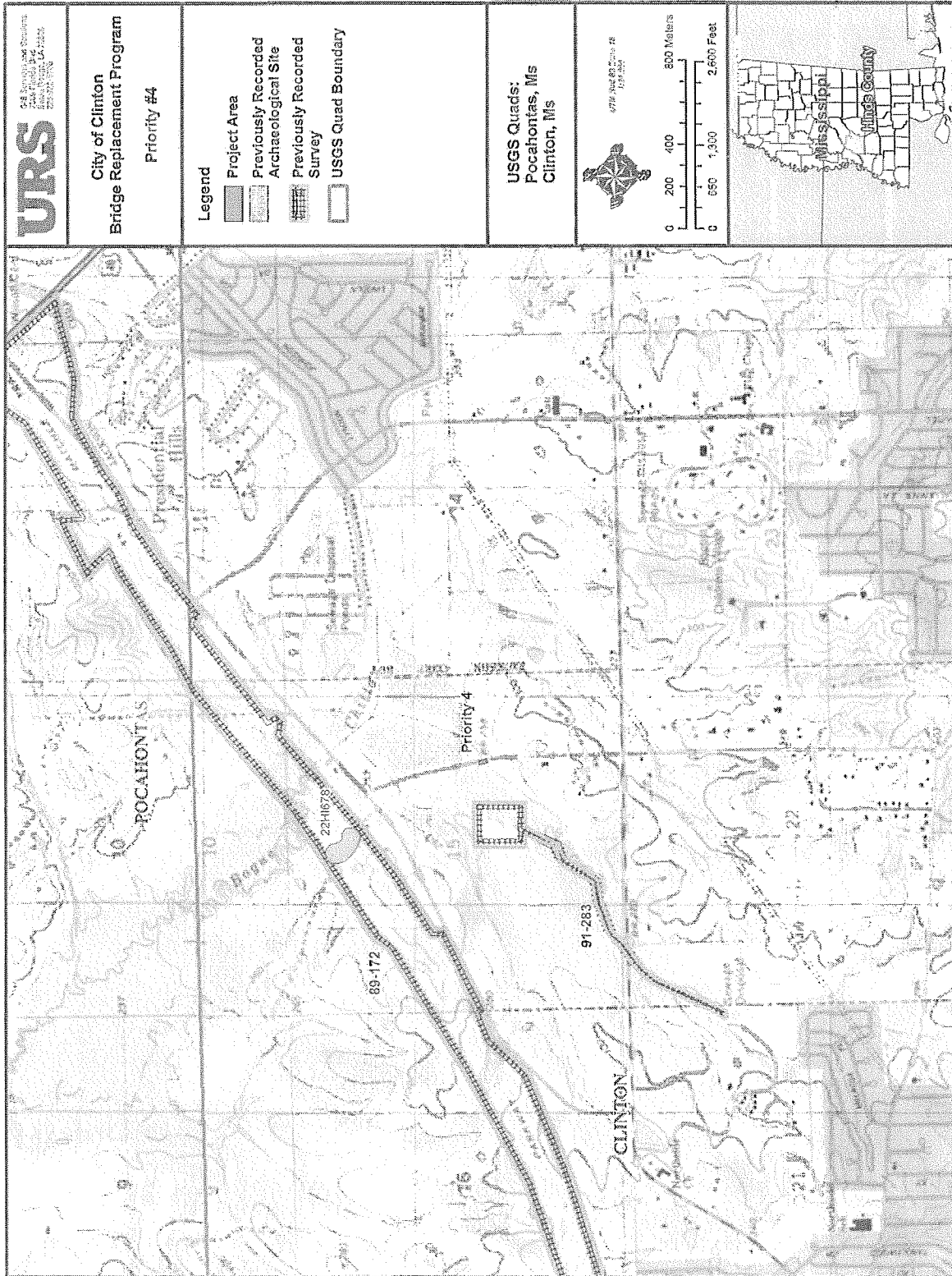




Figure 3  
Priority #4 (Magnolia Road), Hinds County, MS.



## Priority #1: Kickapoo Road over Bogue Chitto Creek

Priority #1 is located north of the city of Clinton on Kickapoo Road as it crosses over Bogue Chitto Creek (Figure 4). The bridge is located within the level floodplain of Bogue Chitto Creek; no evidence of raised landforms (i.e., natural levees) was noted adjacent to the proposed bridge replacement location. An inspection beneath the bridge structure indicated that the bridge deck has probably been replaced previously, based on the presence of the cut off pilings located adjacent to the current wooden pilings (Figure 5). Other than these pilings, no archaeological or architectural resources were noted during the field inspection.

**Figure 4**  
**Priority #1, Kickapoo Road over Bogue Chitto Creek**



**Figure 5**  
**Priority #1 Kickapoo Road over Bogue Chitto Creek, bridge supports**



A single previously recorded site (22Hi552) was located just outside of the 0.5 mile (0.8 km) buffer area (Table 1). The prehistoric site was located in 1974 by a private collector and was characterized as a lithic assemblage ranging from the Mid-Late Archaic through to the Woodland Period. A single cultural resources survey was conducted approximately 0.2 miles (0.3 km) to the west of the proposed bridge replacement location (Table 2). The survey was conducted in May of 2006 by Archaeology Mississippi, Inc. (Report # 06-152) and covered an area of approximately 101 acres (40.9 ha). The 2006 cultural resources survey failed to relocate Site 22Hi552 and it was suggested that the site might have been placed in the wrong location on the MDAH archival maps. A single historic cemetery was identified on the western margin of the survey area, well outside the current project area.

**Table 1**  
**List of Previously Recorded Archaeological Sites**

Location	Site Number (Name)	Site Type	Site Subtype	NRHP Assessment	Cultural Features	Landform
Priority #1	22Hi552	Prehistoric	Mid-Late Archaic, Woodland	Not Stated	Not Stated	Terrace Margin, Toe of Slope
Priority #4	22Hi678	Prehistoric	Unknown	Ineligible	Prehistoric Lithic Scatter	Terrace Margin, Toe of Slope



**Table 2  
List of Previously Conducted Cultural Resources Surveys**

Location	Report Number	Title	Survey Type	Results
Priority #1	06-152	<i>Cultural Resources Survey of a 101 Acre Tract of Land Hinds County, Mississippi</i>	Phase I	A survey of a 101-ac tract of land was conducted, including pedestrian survey and shovel testing survey. Although an archaeological site (22Hi552) was reported previously, no evidence of this site was uncovered during this survey. A small cemetery plot was noted on the western edge of the property, but it was not recorded. A scatter of twentieth century artifacts was located to the north of this grave, but deemed not significant.
Priority #2	07-294	<i>Phase I Cultural Resource Survey of the Proposed North Clinton Cell Tower Hinds County, Mississippi</i>	Phase I	A survey of a small tract of land covering approximately 0.75 ac was conducted in preparation for the construction of a cell tower. The survey included pedestrian and shovel testing; however, no cultural materials were recovered during the survey.
Priority #3	97-183	<i>Report on Archaeological Investigations: A Cultural Resources Survey Within the Southside Sewer Improvements Rights-of-Way and Sewage Treatment Plant Site, City of Clinton, Hinds County, Mississippi</i>	Phase I	A Phase I survey for a proposed sewage treatment line and plant was completed, including surface collection and shovel testing. Three previously unrecorded archaeological sites (22Hi746 and 22Hi747; both, prehistoric) and a modern historic site) were identified.
Priority #4	89-172	<i>Preliminary Report on Archaeological Survey and Testing on the 3P and 3X Sections of the Natchez Trace Parkway</i>	Phase I, II	A cultural resource survey of a section of the Natchez Trace was prepared in preparation for finalized construction of the corridor. The survey included Phase I (pedestrian and shovel testing) and Phase II investigations (evaluative test units). The survey spanned several counties and recorded 41 previously unrecorded sites (33 historic, 2 multi-component, and 6 prehistoric)
Priority #4	91-283	<i>Cultural Resources Survey of Proposed 201 Facilities Plan Update City of Clinton Hinds County, Mississippi</i>	Phase I	A cultural resources survey was undertaken for a proposed treatment facility, including pedestrian survey and shovel testing. No cultural materials uncovered during this investigation.

**Priority #2: Clinton Tinnin Road over Straight Fence Creek**

Priority #2 is located just to the northwest of the city of Clinton on Clinton Tinnon Road as it crosses over Straight Fence Creek (Figures 6 and 7). The bridge is located within the level floodplain of Straight Fence Creek. No evidence for raised landforms (i.e., natural levees) was noted within the proposed bridge replacement location. An electrical utility corridor is located immediately to the east, running parallel to the creek crossing. No evidence of archaeological or architectural resources was noted during the field inspection associated with this bridge replacement location.

No archaeological sites have been recorded within the 0.5 mile (0.8 km) buffer area surrounding Priority #2 (Table 1). A single cultural resources survey was conducted in 2007 by Archaeology Mississippi, Inc. (Report # 07-294) for a proposed cellular communications tower, which covered approximately 0.75 acres (0.3 ha) (Table 2).



The 2007 survey was located approximately 0.3 miles (0.5 km) to the south-southeast of the bridge replacement location and no archaeological sites were identified during this survey.

**Figure 6**  
**Priority #2, Clinton Tinnon Road over Straight Fence Creek**



**Figure 7**  
**Priority #2, Clinton Tinnon Road over Straight Fence Creek, bridge supports**



## **Priority #3: McRaven Road over Smith Creek**

Priority #3 is located just to the southwest of the city of Clinton on McRaven Road as it crosses over Smith Creek (Figures 8 and 9). The bridge is situated within the level floodplain of Smith Creek and no evidence for raised landforms (i.e., natural levees) was noted within the proposed bridge replacement location. An electrical utility corridor and buried pipeline are located immediately to the north of the creek crossing. No evidence of archaeological or architectural resources was noted during the field inspection associated with this location.

No archaeological sites have been recorded within the 0.5 mile (0.8 km) buffer area surrounding Priority #3 (Table 1). A single cultural resources survey was conducted in 1997 by Archaeologists Unlimited (Report # 97-183), approximately 0.23 miles (0.36 km) to the north of the current project area (Table 2). The survey was conducted for a proposed sewer line and sewage treatment plant for the city of Clinton, Mississippi. The lineal survey covered a distance of 7.4 miles (12.7 km) with a corridor width of 50 feet (16.5 m) (56 ac, 22.7 ha). Two archaeological sites (22Hi746 and 22Hi747) were identified during this investigation; however, neither falls within the 0.5 mile (0.8 km) buffer area surrounding the Priority #3 bridge replacement location.

**Figure 8**  
**Priority #3, McRaven Road over Smith Creek**



**Figure 9**  
**Priority #3, McRaven Road over Smith Creek, bridge supports**



**Priority #4: Magnolia Road over Branch Bogue Chitto Creek**

Priority #4 bridge is located northeast of the city of Clinton on Magnolia Road as it crosses over a branch of Bogue Chitto Creek (Figures 10 and 11). The bridge is situated within the level floodplain of Bogue Chitto Creek. No evidence of raised landforms (i.e., natural levees) was noted within the proposed bridge replacement location. No evidence of archaeological or architectural resources was noted during the field inspection associated with this specific bridge replacement footprint.

**Figure 10**  
**Priority #4, Magnolia Road over Branch Bogue Chitto Creek**



**Figure 11**  
**Priority #4, Magnolia Road over Branch Bogue Chitto Creek**



Only one archaeological site (22Hi678) is located within the 0.5 mile (0.8 km) buffer zone surrounding this proposed bridge replacement location. This site is described as a non-diagnostic lithic scatter that was located along the Natchez Trace (see below). The site was not considered eligible for listing in the National Register of Historic Places, as it appears to have been partially destroyed by the construction of the roadway.

Two cultural resource surveys were conducted within 0.5 miles (0.8 km) of the proposed bridge replacement (Table 2). The first of these projects was conducted in 1989 for the National Park Service concerning construction of the Natchez Trace Parkway (Report # 89-172). The survey encountered 43 archaeological sites and assessed a corridor approximately 14.25 miles (22.9 km) long. Of these 43 sites, only one, 22Hi678 (discussed below), was located within the buffer zone defined for the proposed bridge replacement. Archaeology Mississippi, Inc. conducted another cultural resources survey in December of 1991 (Report #91-283). This survey evaluated a 12 acre (4.85 ha) lot proposed for a water treatment facility, as well as a 3500 feet (1067 m) long by 30 feet (9.1 m) wide fall line. The treatment facility was located approximately 656 feet (200 m) to the west of the current project area. No sites or cultural materials were recovered during this survey.

Approximately 33 feet (10 m) to the west of the bridge, log cribbing (i.e., bulkheads) and pilings were noted on the north and south creek bank (Figures 12 and 13). Several pilings were observed in the middle of the stream, but were canted over and appeared to have been displaced from their original locations, possibly because of flood activity. The top of the pilings appear to be covered by thin sheets of galvanized metal; long metal bolts also protrude from the top of the pilings.

At the time of the assessment, the wooden pilings were surrounded by modern trash and debris. This structure appears to be the remnants of a recent wooden bridge that crossed this branch of Bogue Chitto Creek, until it was destroyed during a flood event. As it is situated more than 33 feet (10 m) to the west of the current bridge replacement location and it appears to be associated with modern construction methods, no further recordation of these elements is recommended.

**Figure 12**  
**Priority #4, Magnolia Road over Branch Bogue Chitto Creek**



**Figure 13**  
**Priority #4, Magnolia Road over Branch Bogue Chitto Creek**





## Summary

The intent of this cultural resources evaluation was to provide information to the Mississippi Department of Transportation concerning previously recorded archaeological/historic sites and potential architectural resources that could be affected by the following bridge replacement projects: (a) Kickapoo Road over Bogue Chitto Creek; (b) Clinton Tinnin Road over Straight Fence Creek; (c) McRaven Road over Smith Creek; and (d) Magnolia Road over Branch Bogue Chitto Creek.

These four locations are all proposed as in-place bridge replacement projects, with only slight adjustments to approach elevation required; in addition, no additional right-of-way is anticipated to be affected during this undertaking. No archaeological sites or architectural resources were identified within the rights-of-way associated with these bridge locations and the background research suggests that these four locations display low archaeological site potential. As such, the data appears to support the implementation of a Categorical Exclusion (CE) for archaeological and historical resources with respect to the City of Clinton Bridge Replacement Program.



## References Cited

Atkinson, J. R.

- 1988 *Preliminary Report on Archaeological Survey and Testing on the 3P and 3X Sections of the Natchez Trace Parkway*. Report #89-172, on file, Mississippi Department of Archives and History, Jackson, MS.

Bogges, D. H. M., and E. M. Bogges

- 1997 *Report on Archaeological Investigations: A Cultural Resources Survey Within the Southside Sewer Improvements Rights-of-Way and Sewage Treatment Plant Site, City of Clinton, Hinds County, Mississippi*. Report #97-183, on file, Mississippi Department of Archives and History, Jackson, MS.

Lauro, J.

- 1991 *Cultural Resources Survey of Proposed 201 Facilities Plan Update City of Clinton Hinds County, Mississippi*. Report #91-283, on file, Mississippi Department of Archives and History, Jackson, MS.
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- 2007 *Phase I Cultural Resource Survey of the Proposed North Clinton Cell Tower Hinds County, Mississippi*. Report #07-294, on file, Mississippi Department of Archives and History, Jackson, MS.