

APPENDIX B: DRAFT PBRR CULTURAL RESOURCES SURVEY REPORT

5.0 RESULTS OF ARCHAEOLOGICAL INVESTIGATIONS

This section presents the results of the Phase I archaeological survey. No previously recorded archaeological sites were within the Archaeological APE. A total of 24 newly recorded linear archaeological sites were identified within the Archaeological APE. No other archaeological material was identified within the proposed PBRR corridor. Each of these sites is discussed below.

5.1 LOCATION AND FIELD CONDITIONS

The project is located in the southwestern portion of the state of Mississippi and encompasses a portion of Hancock and Pearl River Counties (Figure 5-1 and Figure 5-2).

Most of the Archaeological APE is in wetland (Figure 5-3 and Figure 5-4) within planted pine stands (Figure 5-5 and Figure 5-6). Because of the abundant rainfall in the weeks preceding the field work (see Section 1), low lying flat areas adjacent to the wetlands were inundated with standing water (Figure 5-7 and Figure 5-8). In most situations where testing was possible, the ground was heavily saturated with water. Shovel test probes (STPs), when excavated, quickly filled with water (Figure 5-9 and Figure 5-10). Other factors limiting testing included existing roads (Figure 5-11 and Figure 5-12) and railways (Figure 5-13 and Figure 5-14), and recently-harvested pine stands (Figure 5-15 and Figure 5-16). Vegetation was so thick in areas that it completely obscured the ground (Figure 5-17 and Figure 5-18).

5.2 FINDINGS

As a result of this survey, 24 linear archaeological sites were recorded. No other archaeological material was within the proposed PBRR corridor. No previously recorded archaeological sites were within the Archaeological APE. The results of the survey methods are described in detail below.

5.2.1 Shovel Test Probe Results

A total of 1,983 STPs were planned. Because of the field conditions described above, only a total of 401 STPs were excavated (Figure 5-19 through Figure 5-72). All were negative for cultural material. Typical profiles include STP S3-T1-79 which consisted of 0 to 13 centimeters below surface (cmbs) of brown (7.5YR 4/3) fine sandy loam underlain by yellowish brown (7.5YR 5/4) fine sandy loam from 13 to 40 cmbs. From 40 to 70 cmbs, the soils were comprised of strong brown (5YR 5/6) clay loam. The profile for S5-T1-95 consisted of 0 to 10 cmbs of very dark gray (7.5YR 3/1) silty clay underlain by gray (7.5YR 5/1) silty clay mottled with yellowish brown (10YR 5/8) with hydric features. The profile for S7-T2-20 was comprised of 0 to 10 cmbs of very dark gray (10YR3/1) silty loam underlain by gray (10YR 5/1) silty clay with reddish yellow (10YR6/8) mottles from 10 to 50 cmbs and terminating at the water table.

5.2.2 Linear Sites Documented

A total of 24 linear archaeological sites were identified within the Archaeological APE during this survey (Figure 5-73 and Figure 5-74). They are described below.

Figure 5-1: Archaeological APE Location on USGS 7.5' Quadrangle Maps

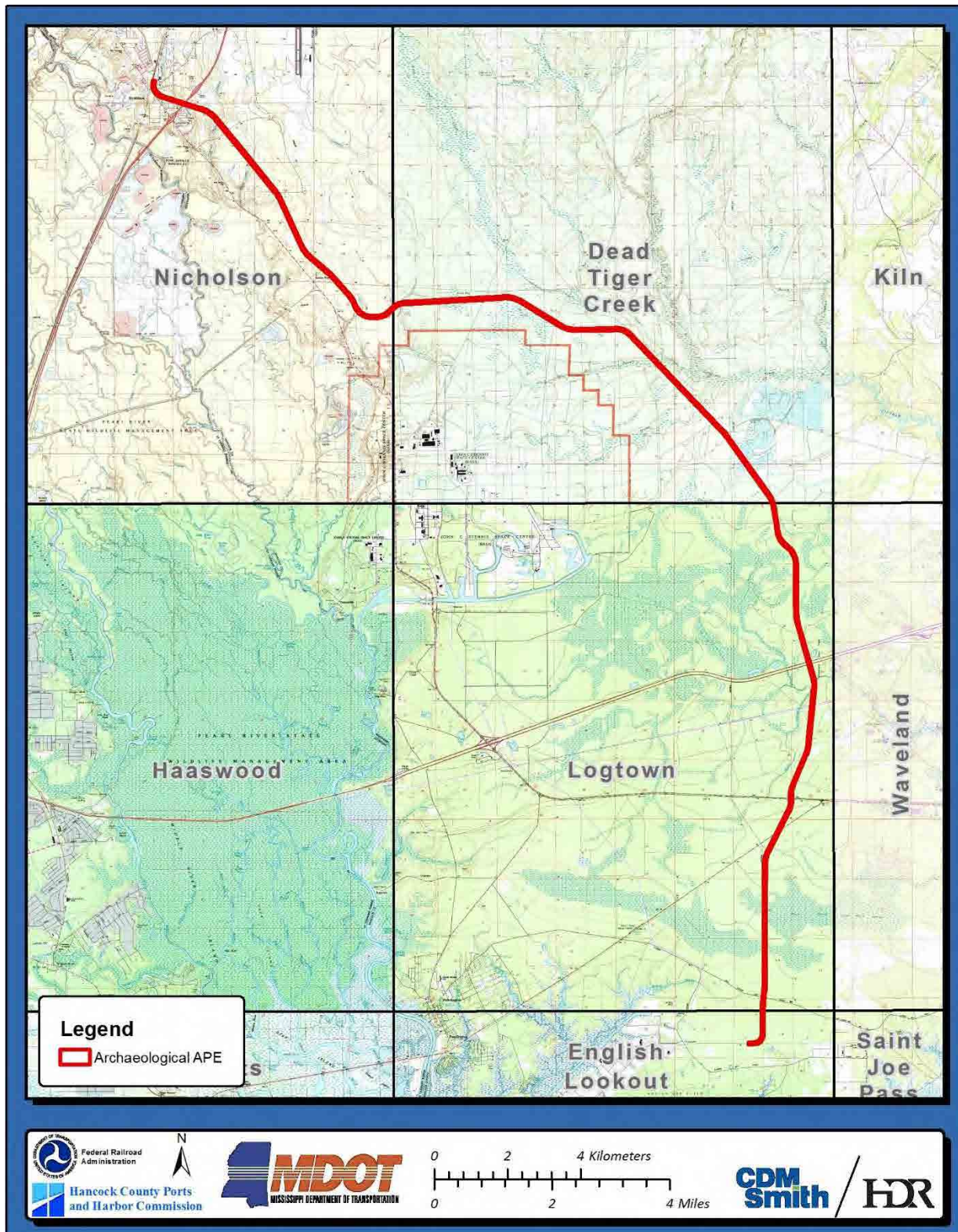


Figure 5-2: Archaeological APE Location on Aerial Photograph

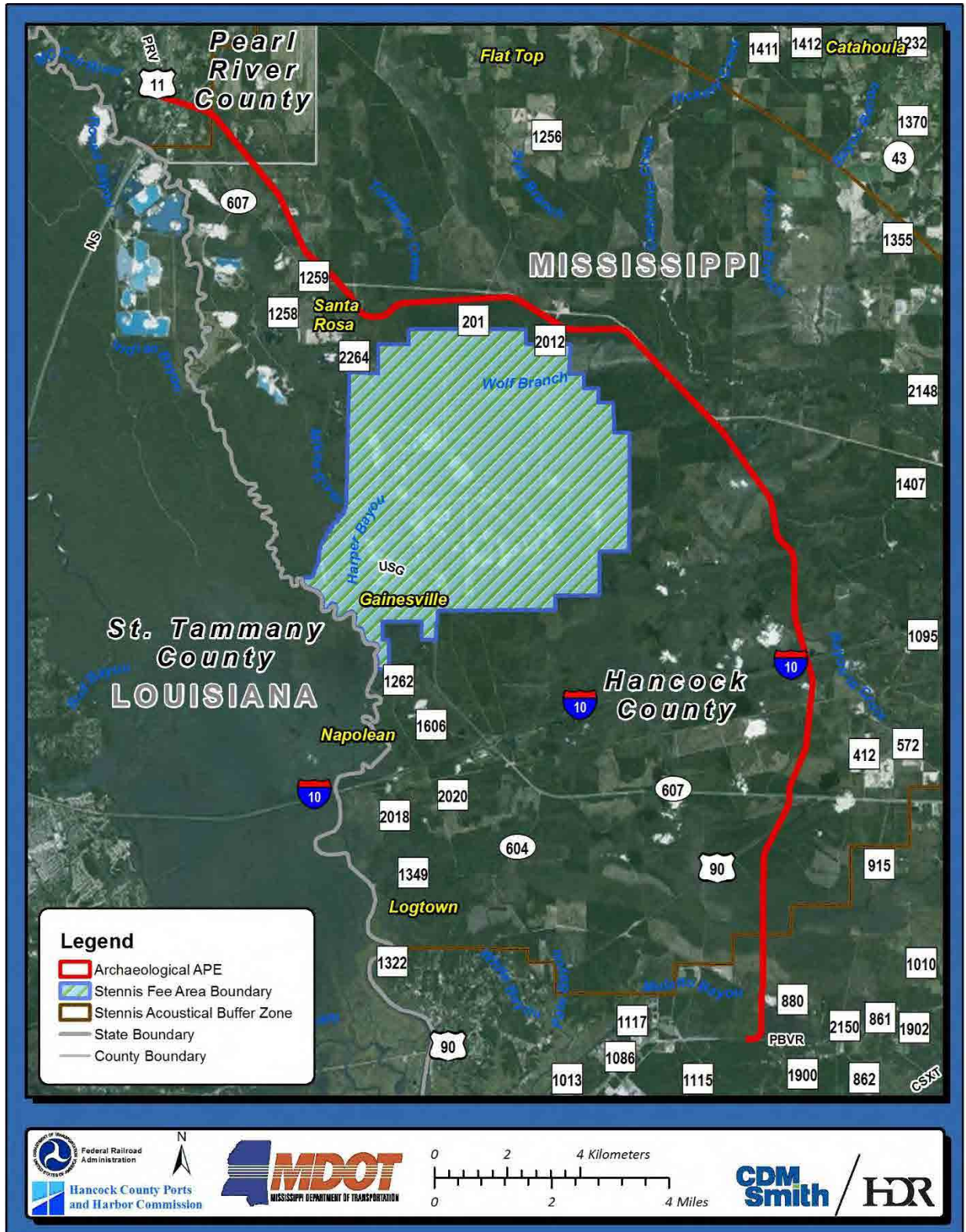


Figure 5-3: Example of Wetlands, Near S4-T2-12

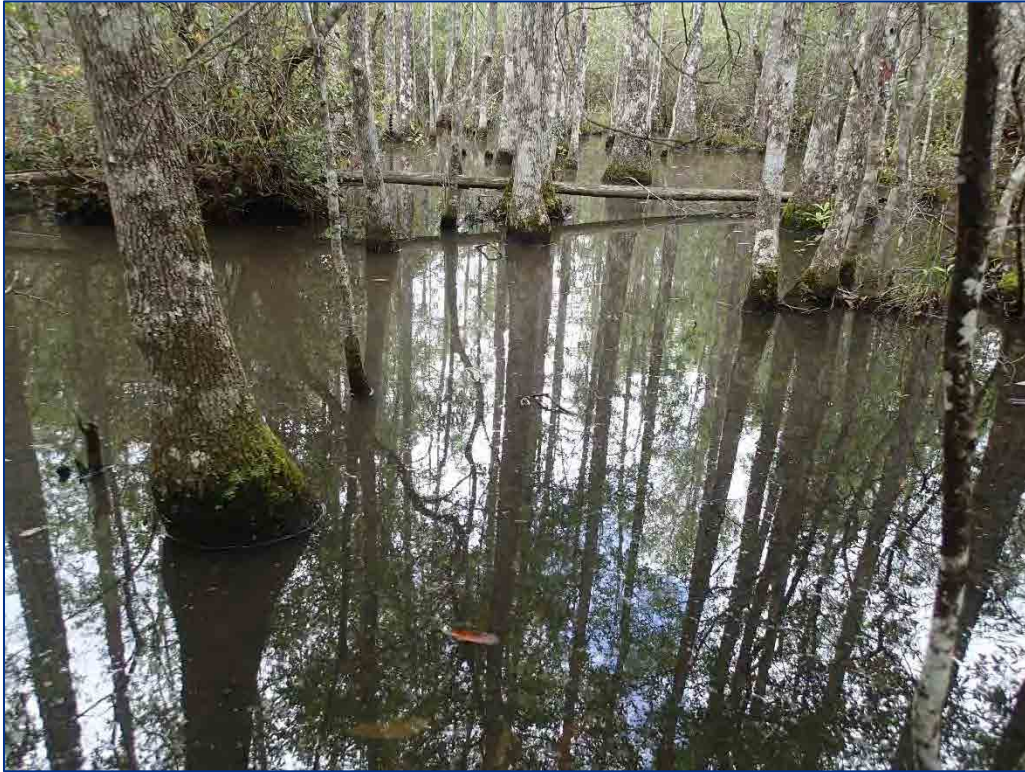


Figure 5-4: Example of Wetland, Near S4-T2-111



Figure 5-5: Example of a Pine Stand, Near S6-T2-125



Figure 5-6: Example of a Pine Stand, Near S6-T1-91



Figure 5-7: Example of Inundated Low Lying Area Adjacent to Wetland, Near S4-T2-244



Figure 5-8: Example of Inundated Low Lying Area Adjacent to Wetland, Near S6-T2-3



Figure 5-9: Example of a Water Filled STP, S6-T1-94



Figure 5-10: Example of a Water Filled STP, S4-T2-201



Figure 5-11: Example of an Unpaved Private Access Road, Bombing Range Road



Figure 5-12: Example of a Paved Public Road, Main Line Road

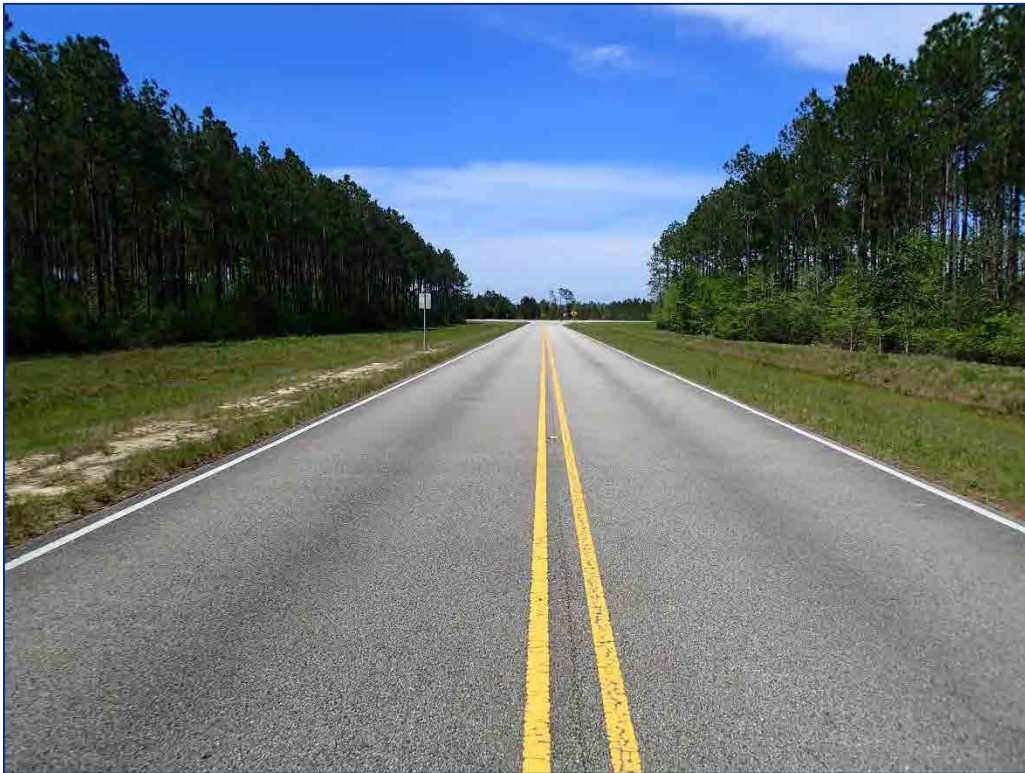


Figure 5-13: Typical Condition along the Norfolk Southern Railroad Spur “NASA Turn”



Figure 5-14: Typical Condition along Port Bienville Railroad



Figure 5-15: Example of Standing Water in a Recently Harvested Pine Stand, Near S4-T1-1



Figure 5-16: Example of a Recently Harvested Pine Stand, Near S4-T2-79



Figure 5-17: Example of Thick Undergrowth, Near S4-T2-125



Figure 5-18: Example of Thick Undergrowth, Near S4-T2-250



Figure 5-19: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 1 of 54

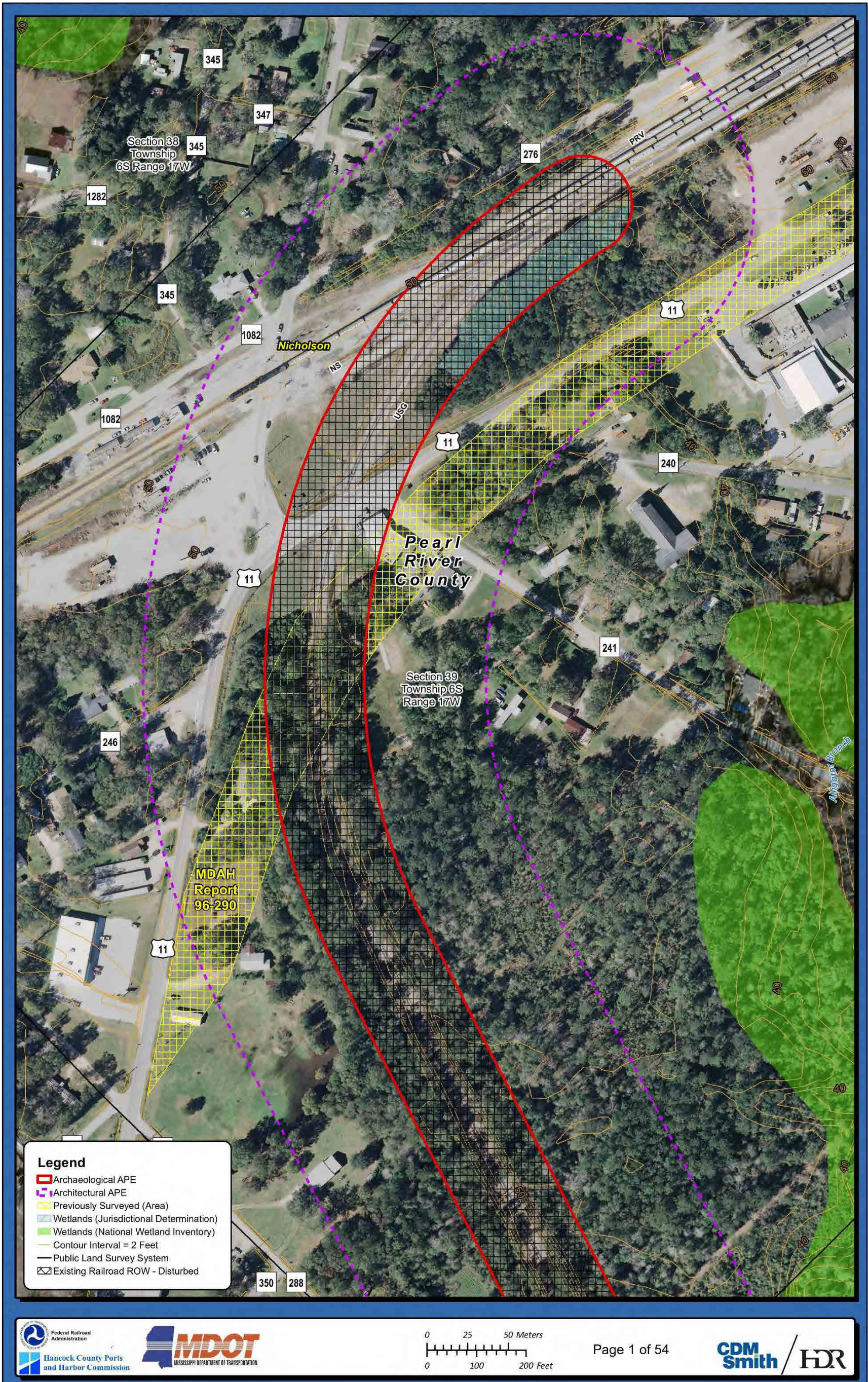


Figure 5-21: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 3 of 54

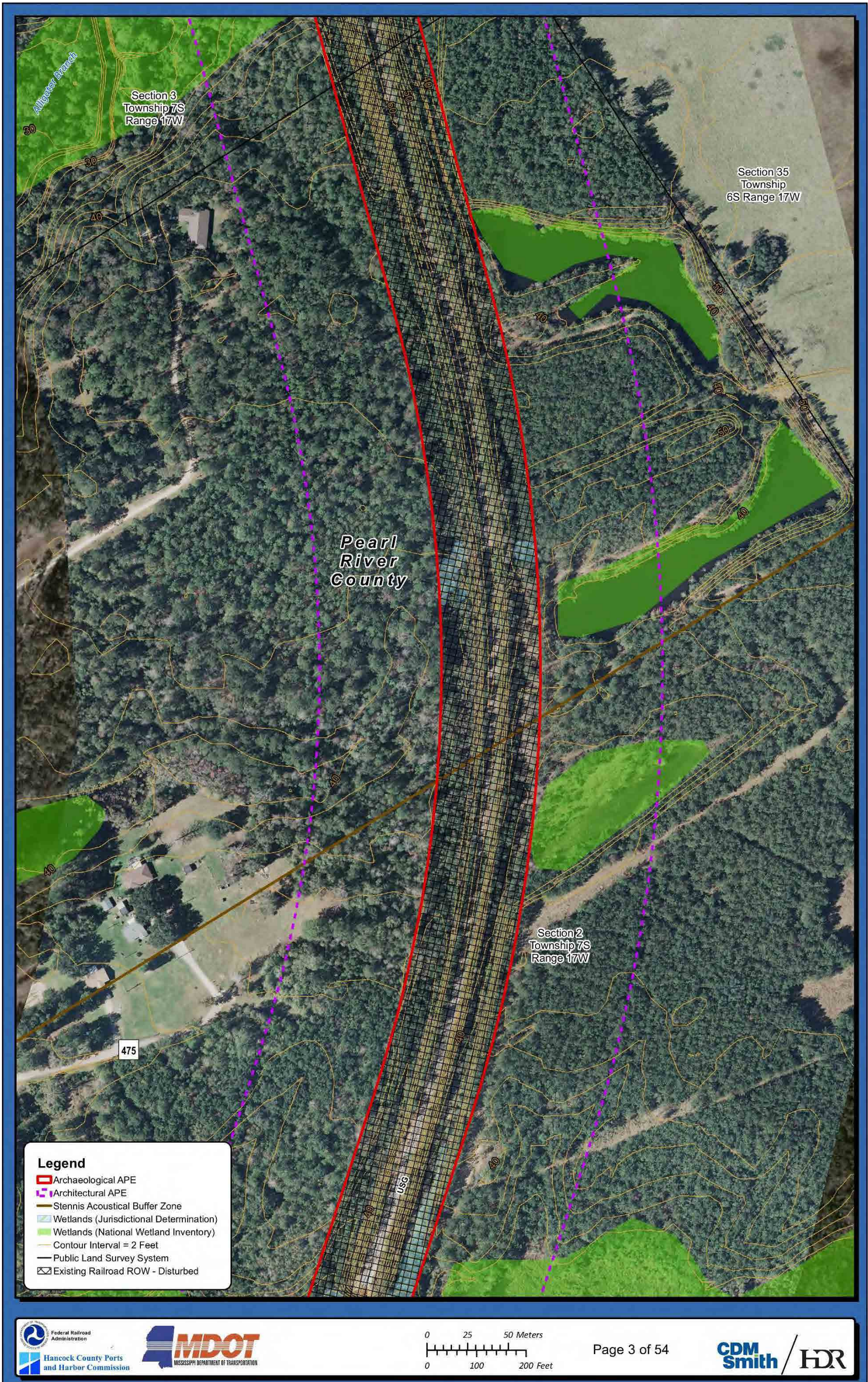


Figure 5-22: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 4 of 54

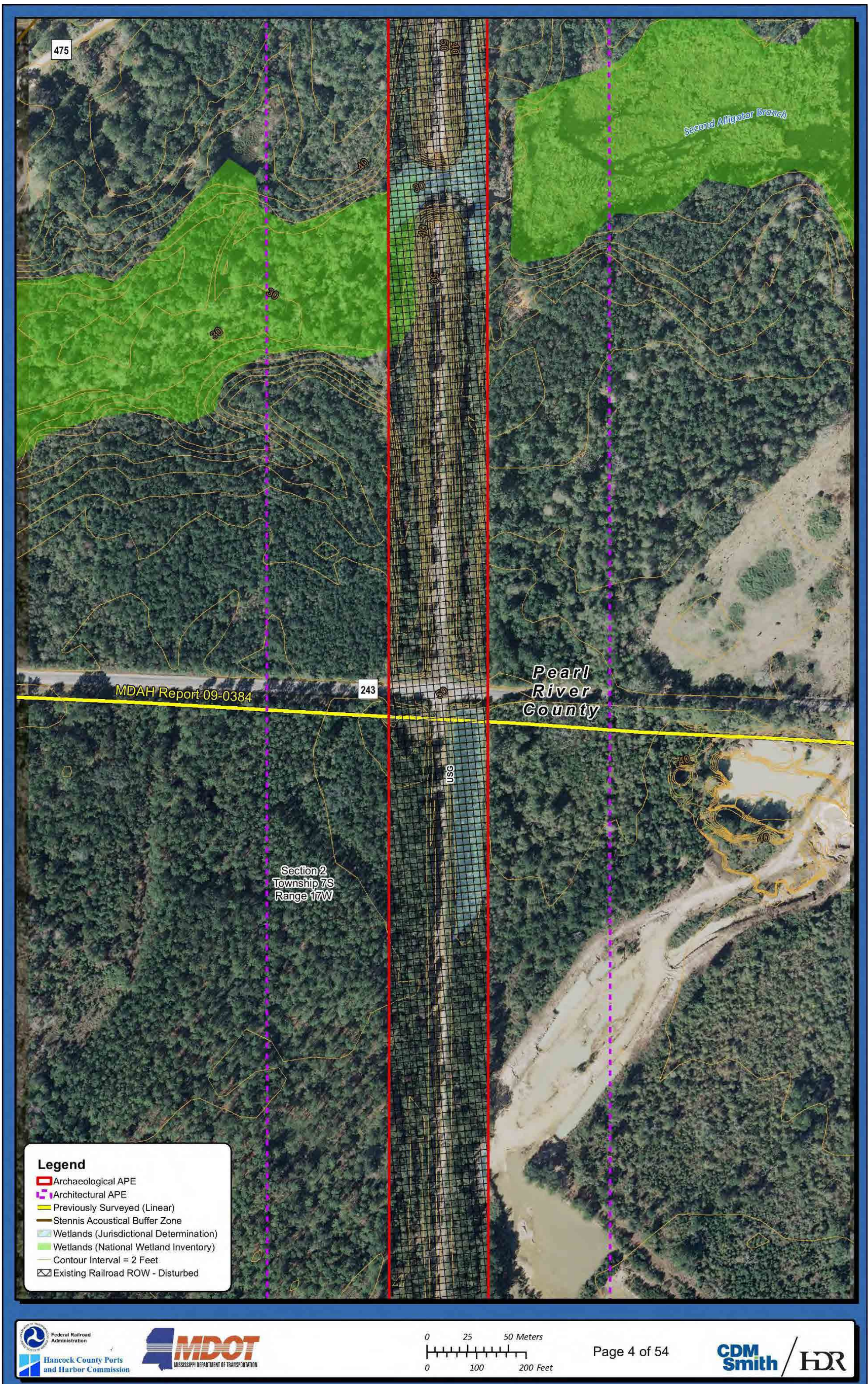


Figure 5-23: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 5 of 54

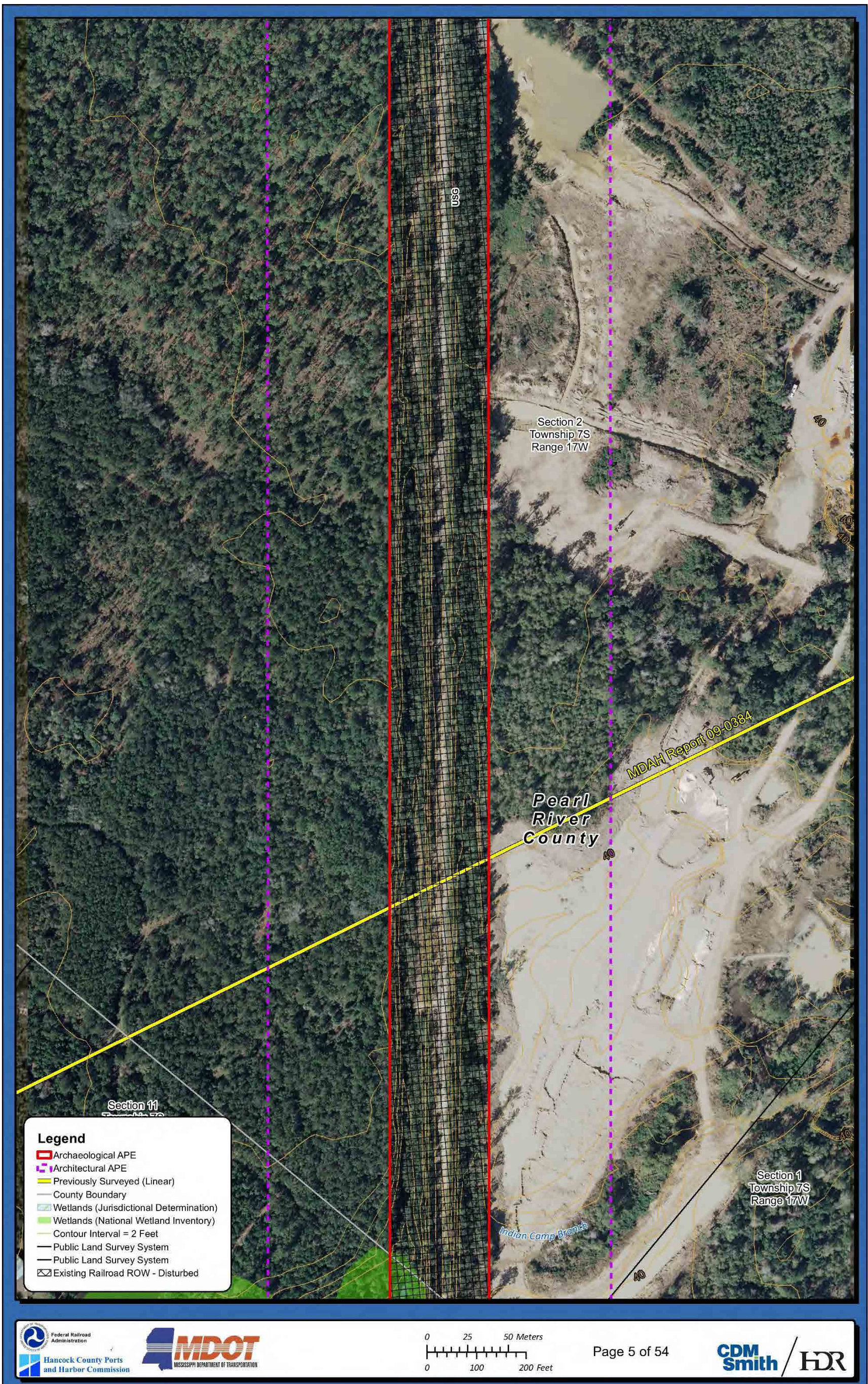


Figure 5-24: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 6 of 54

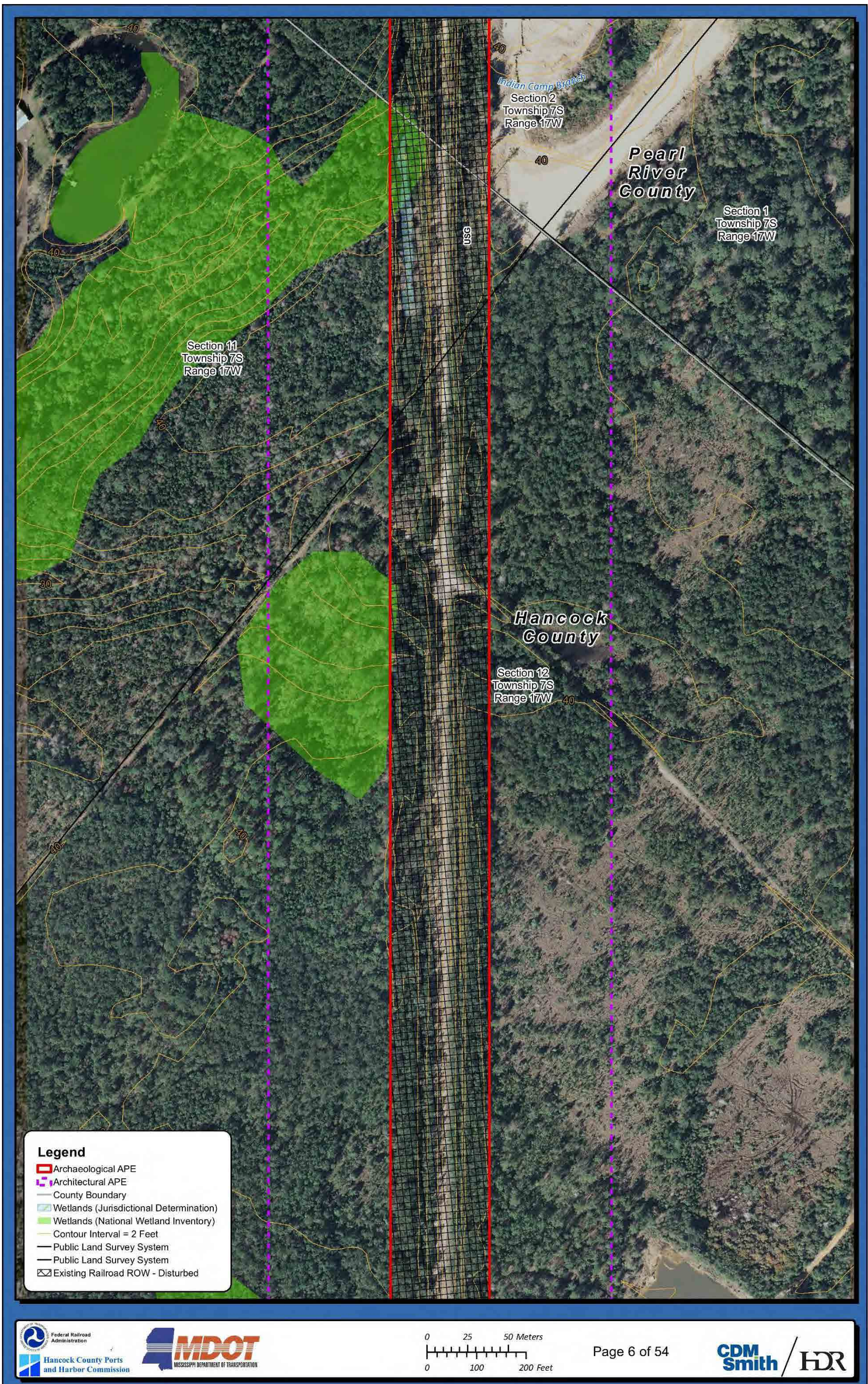


Figure 5-25: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 7 of 54

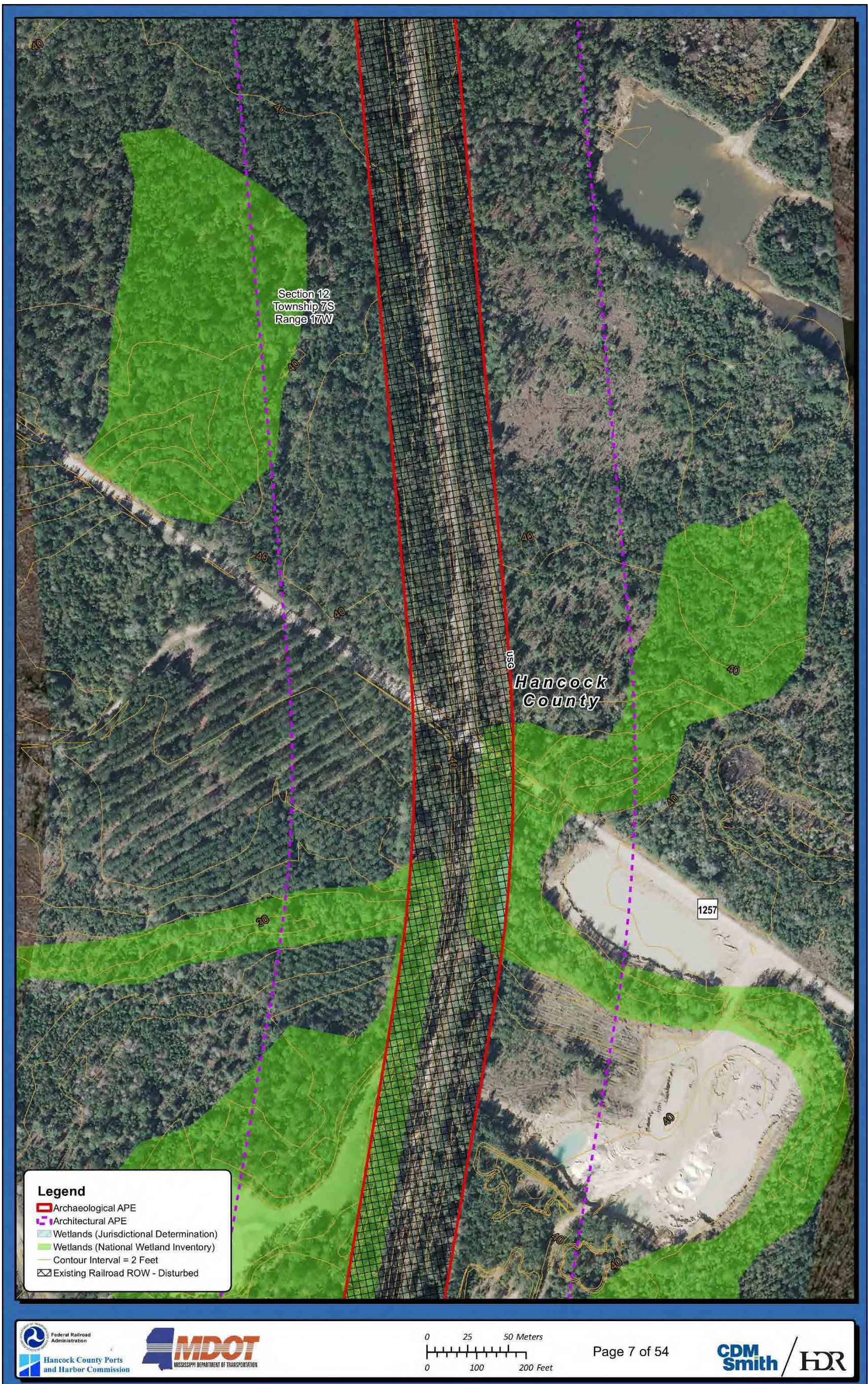


Figure 5-26: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 8 of 54



Figure 5-27: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 9 of 54

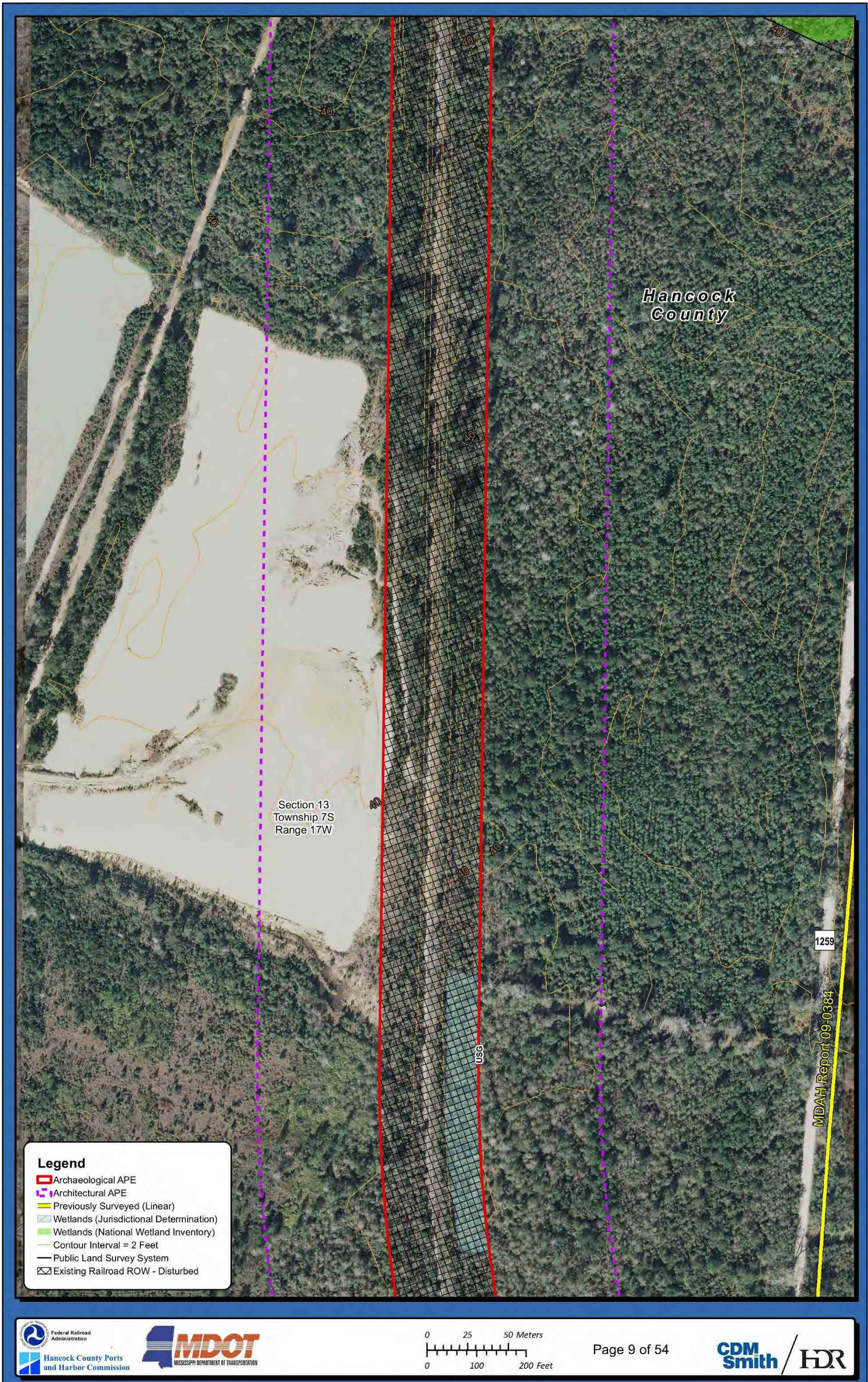


Figure 5-28: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 10 of 54

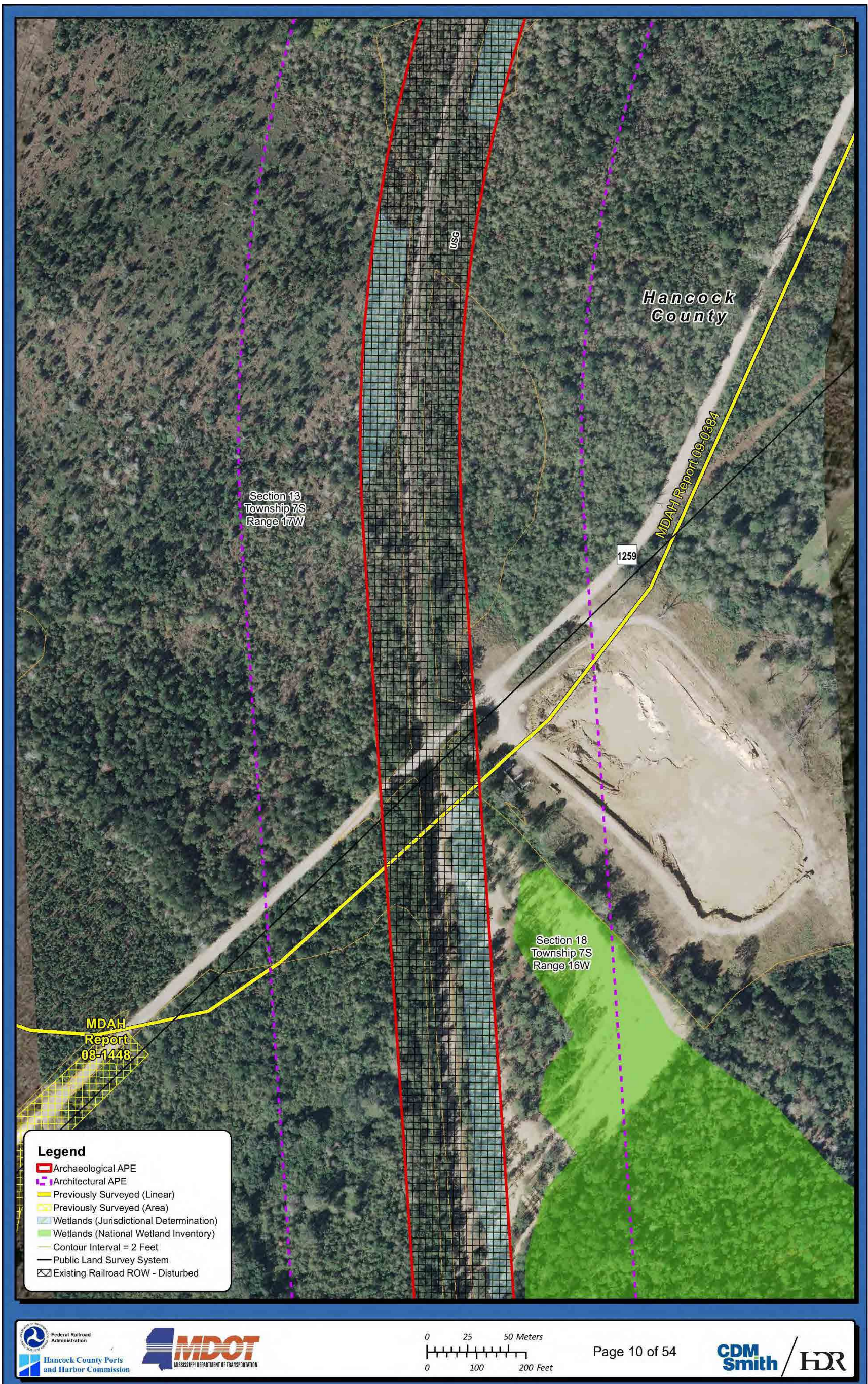


Figure 5-29: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 11 of 54

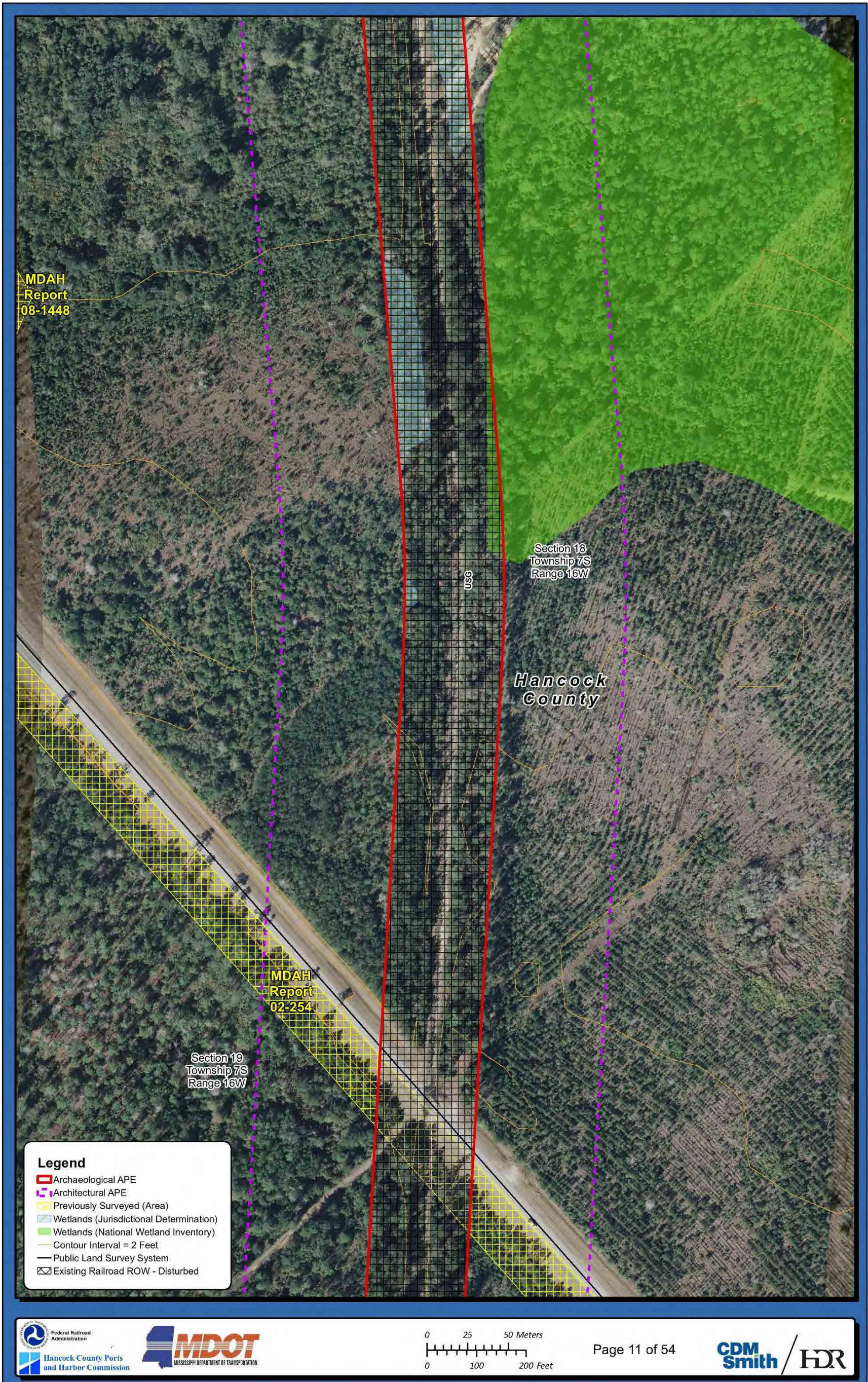


Figure 5-30: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 12 of 54

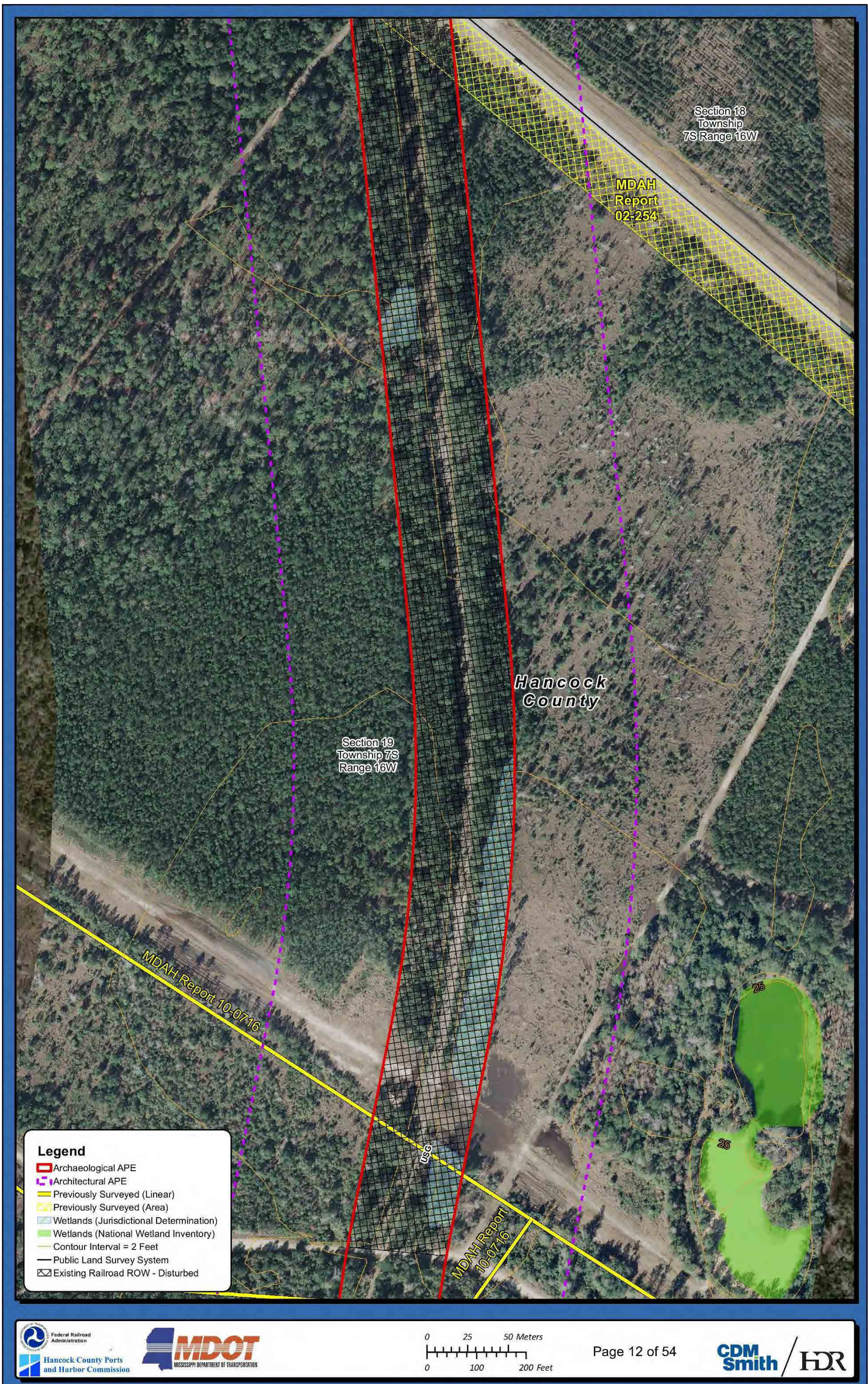


Figure 5-31: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 13 of 54



Figure 5-32: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 14 of 54

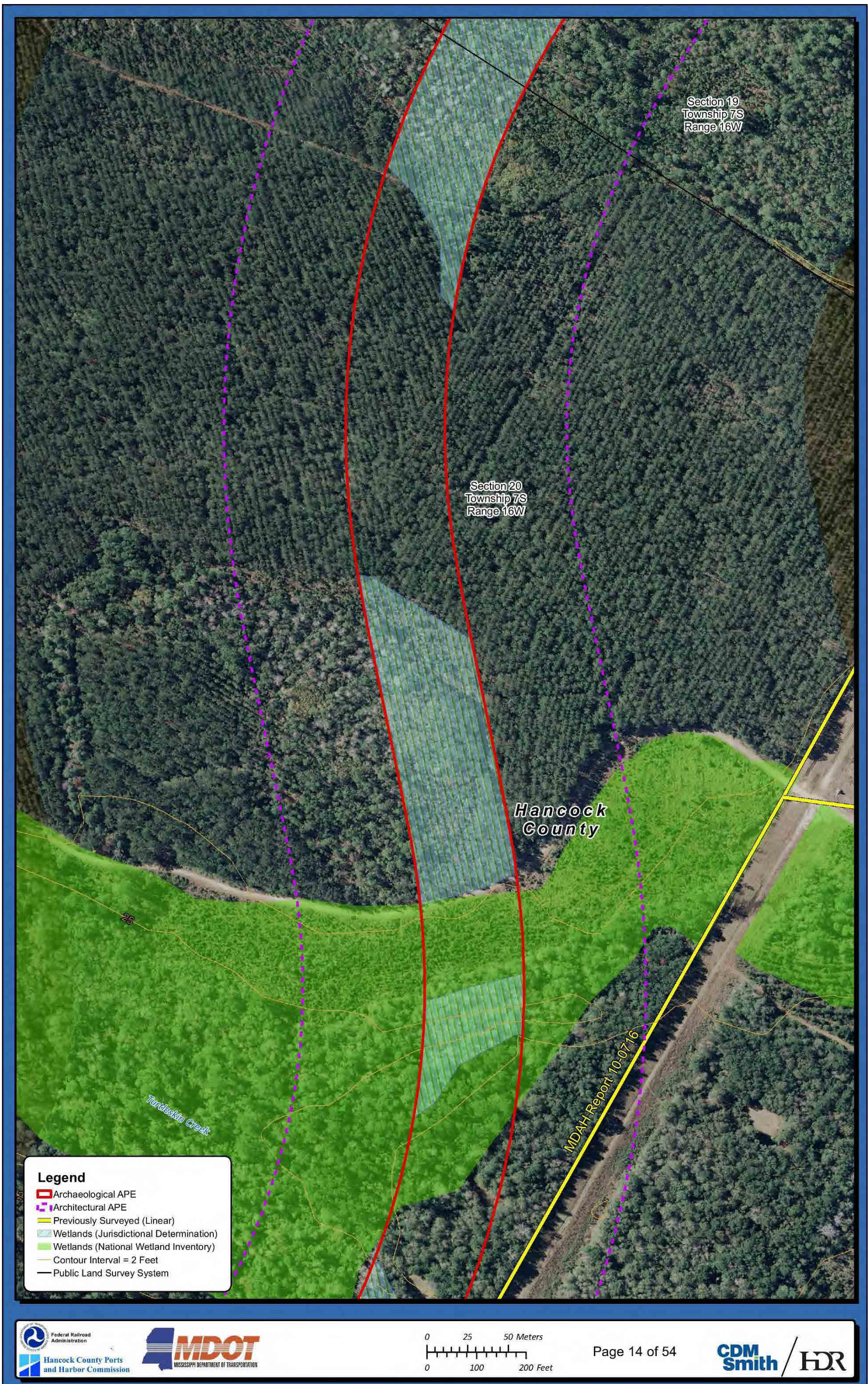


Figure 5-33: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 15 of 54



Figure 5-34: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 16 of 54



Figure 5-35: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 17 of 54



Figure 5-36: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 18 of 54

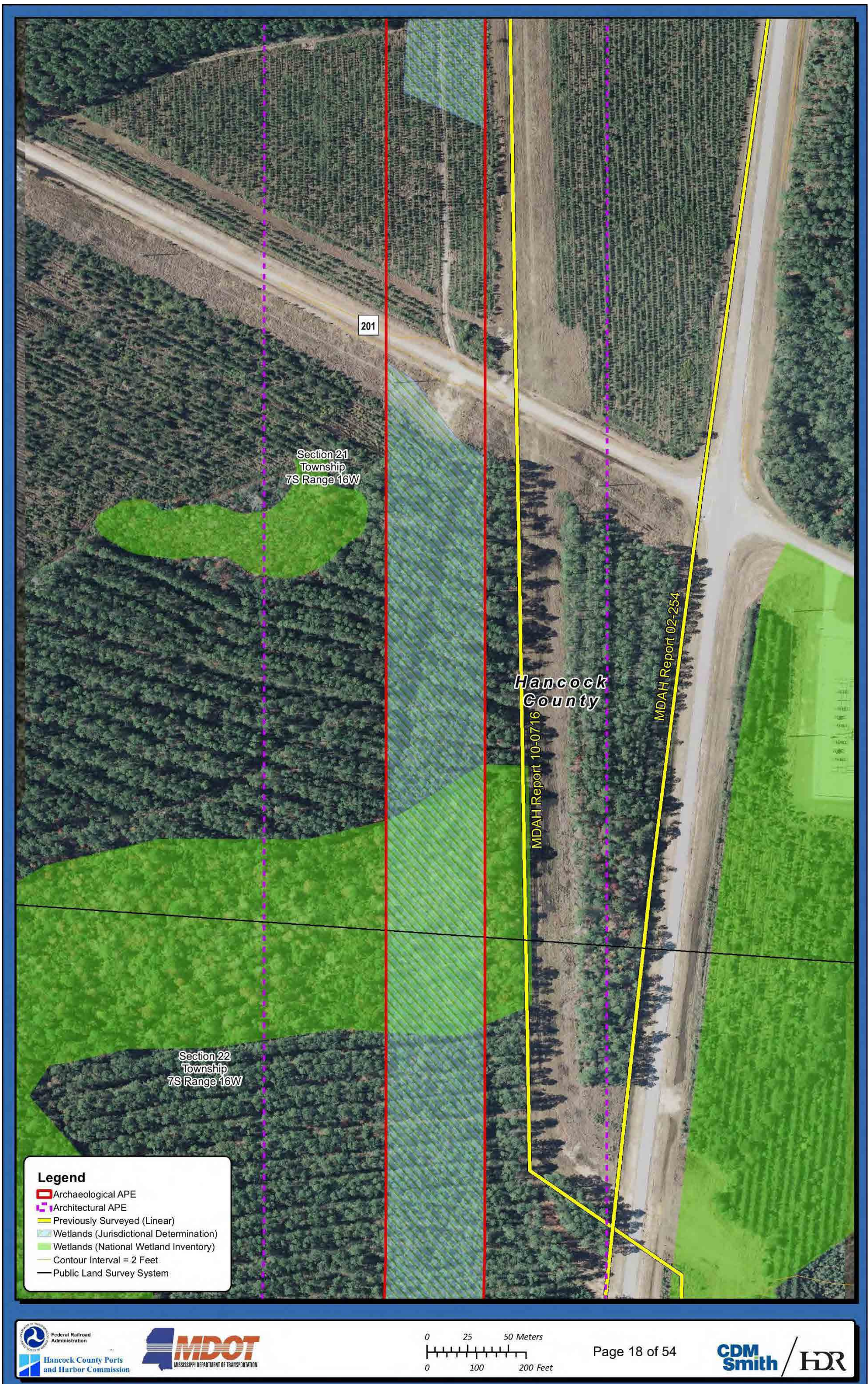


Figure 5-37: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 19 of 54



Figure 5-38: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 20 of 54



Figure 5-39: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 21 of 54

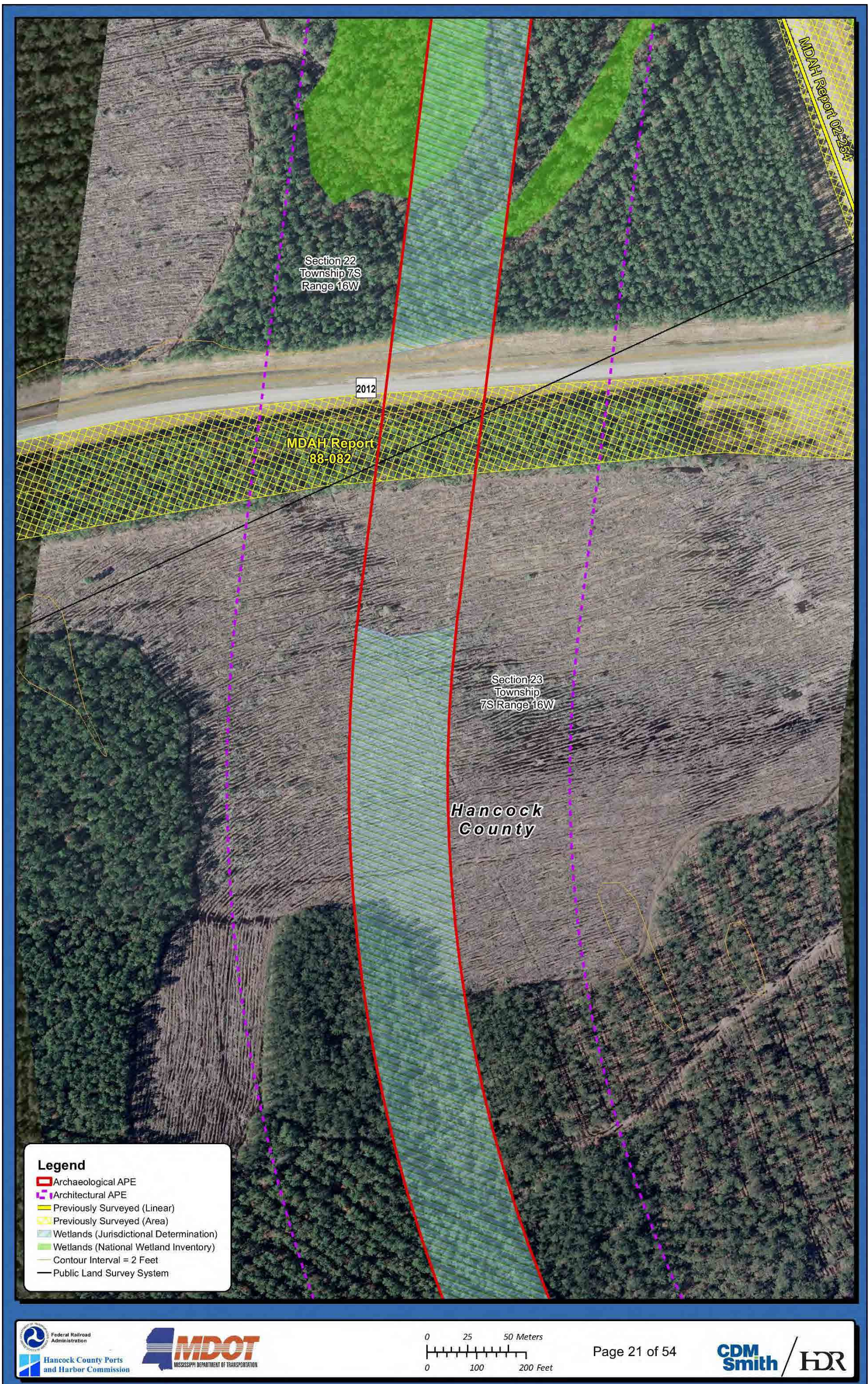


Figure 5-40: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 22 of 54



Figure 5-41: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 23 of 54

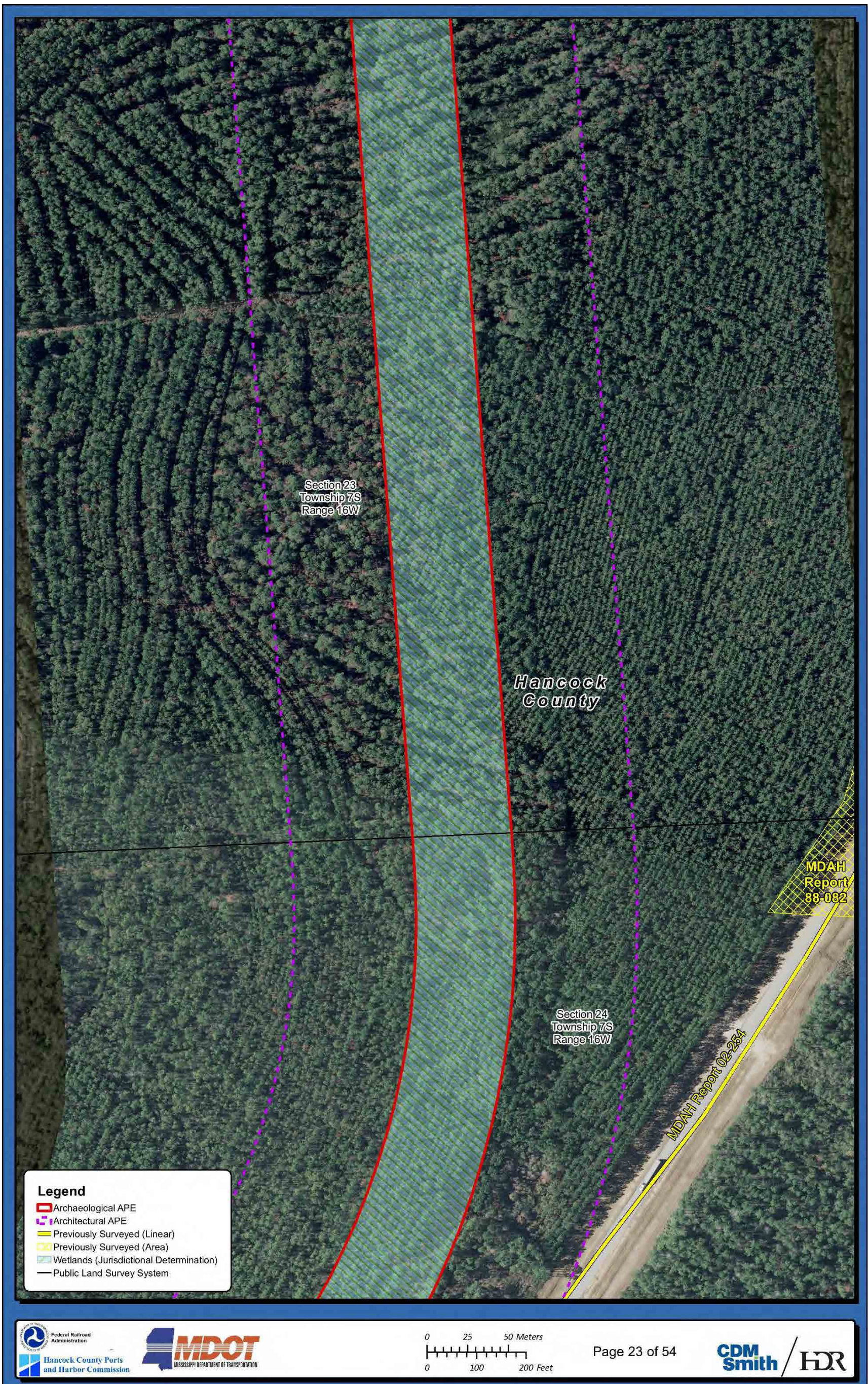


Figure 5-42: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 24 of 54

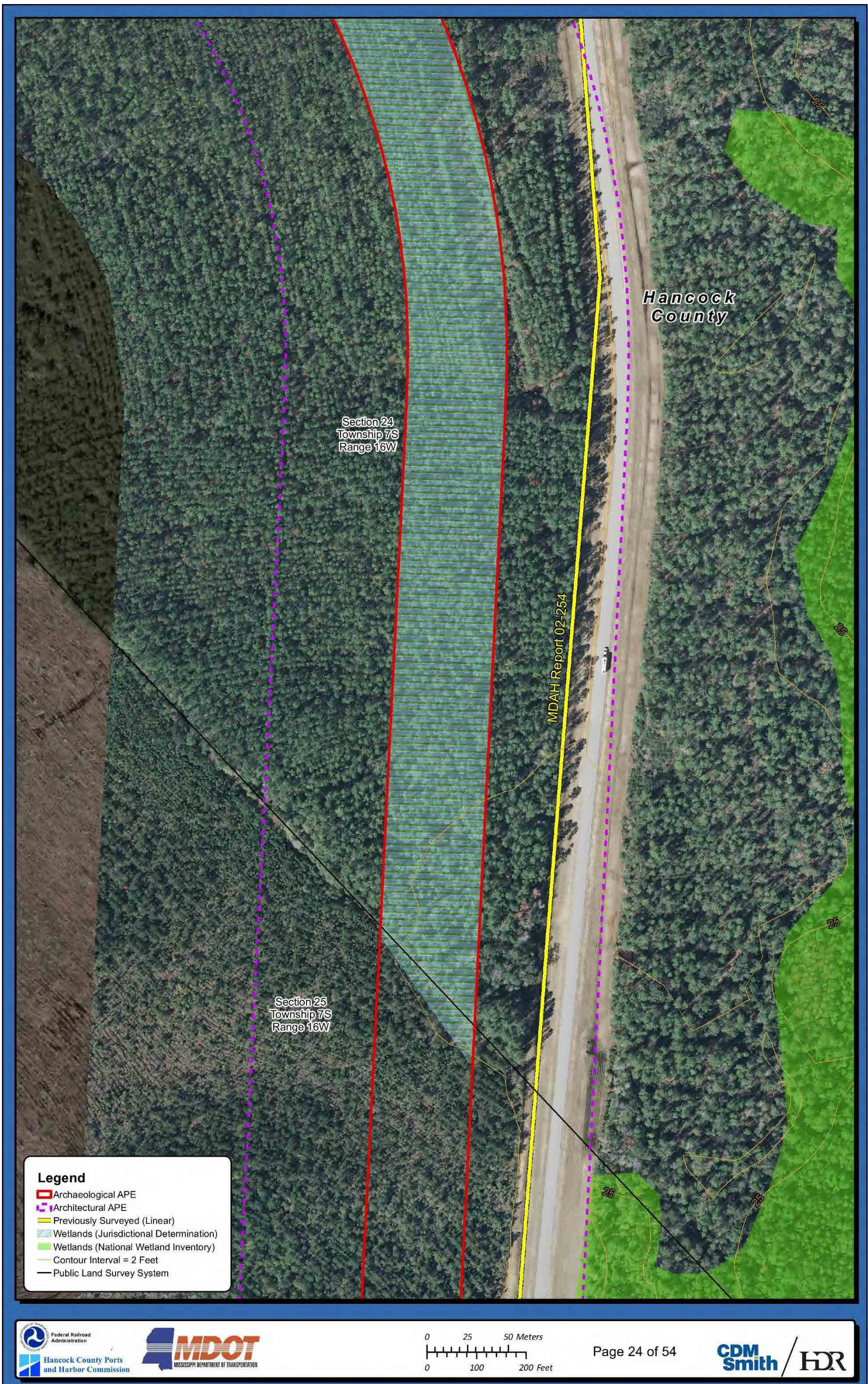


Figure 5-43: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 25 of 54



Figure 5-44: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 26 of 54

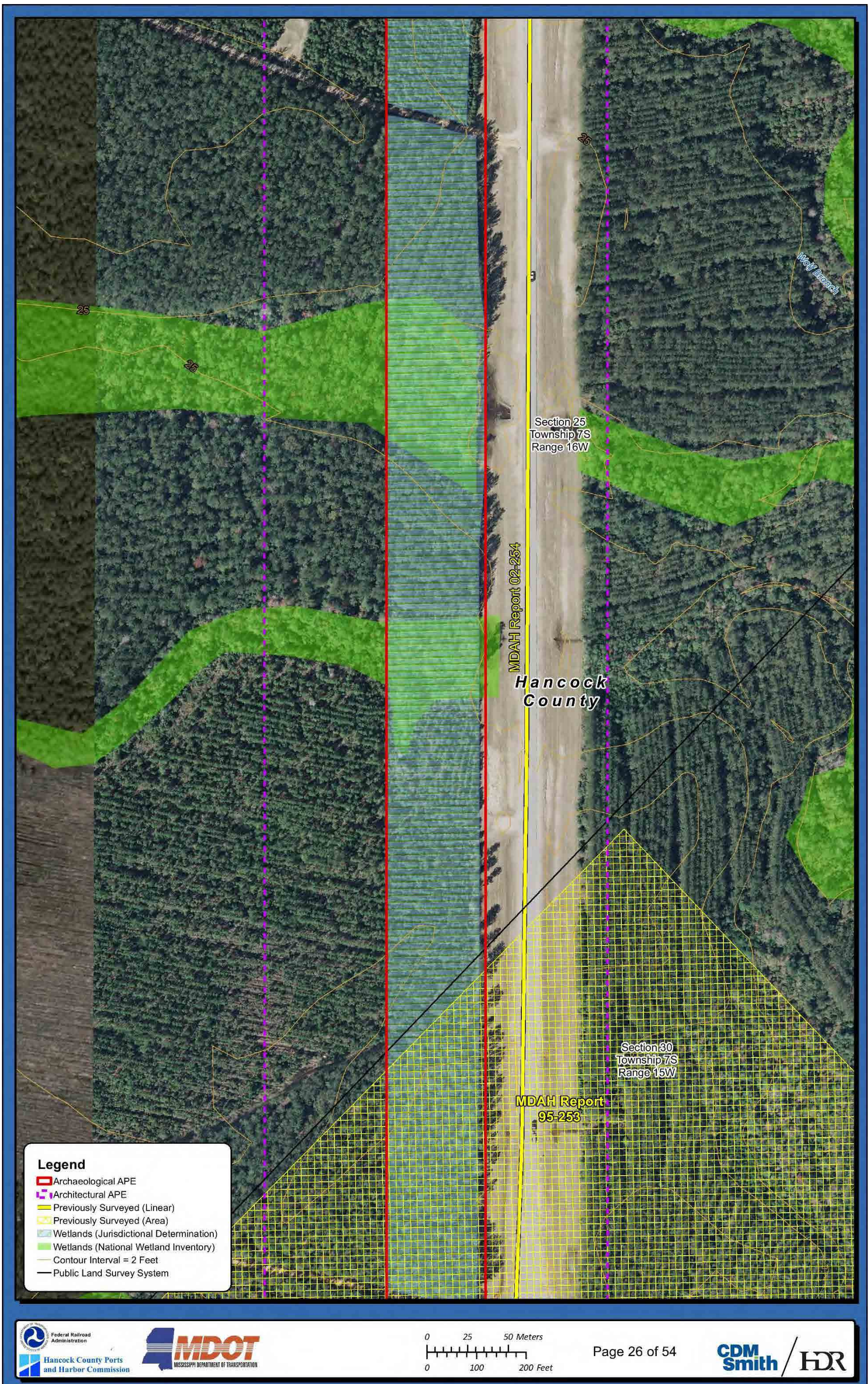


Figure 5-45: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 27 of 54

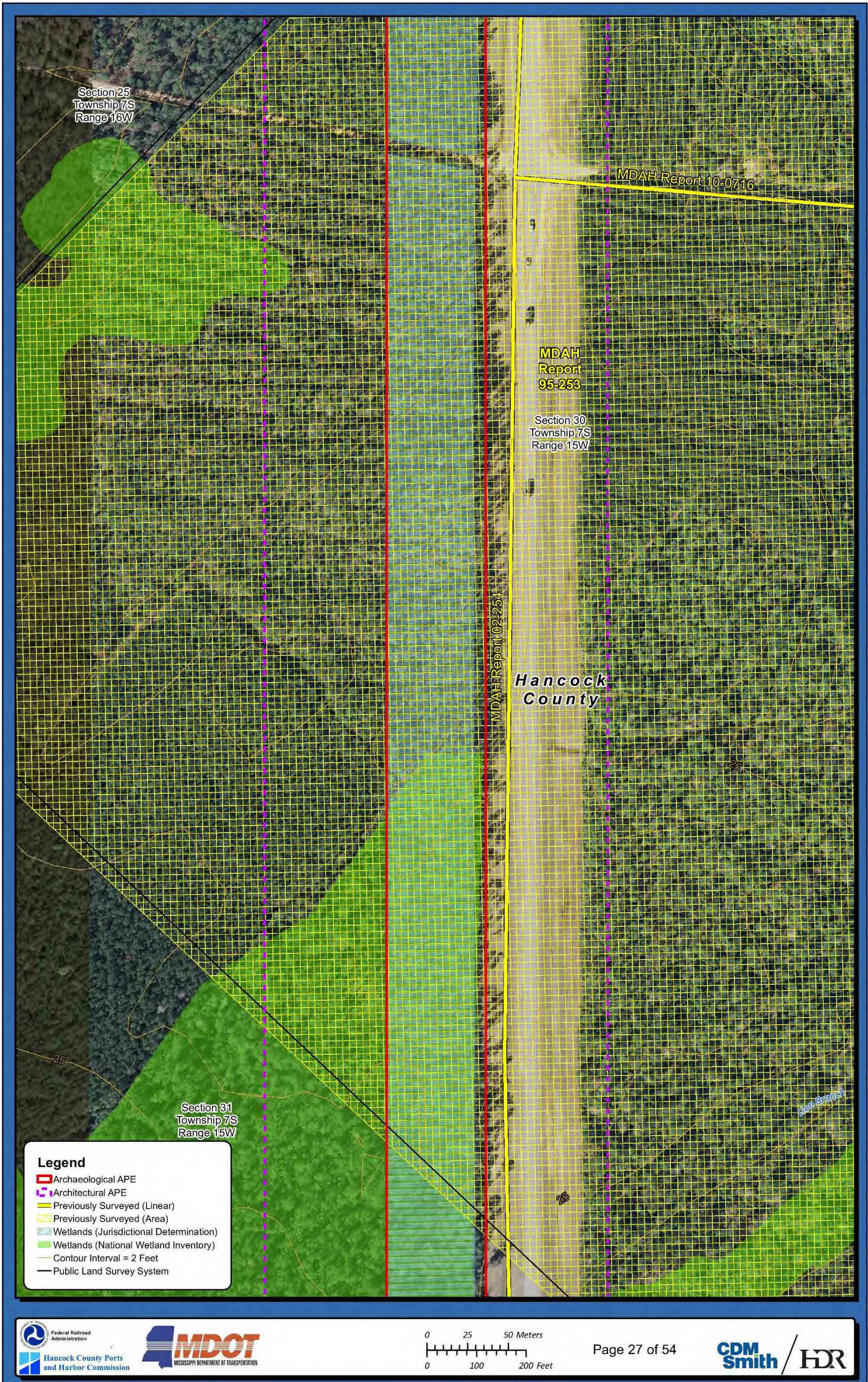


Figure 5-46: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 28 of 54

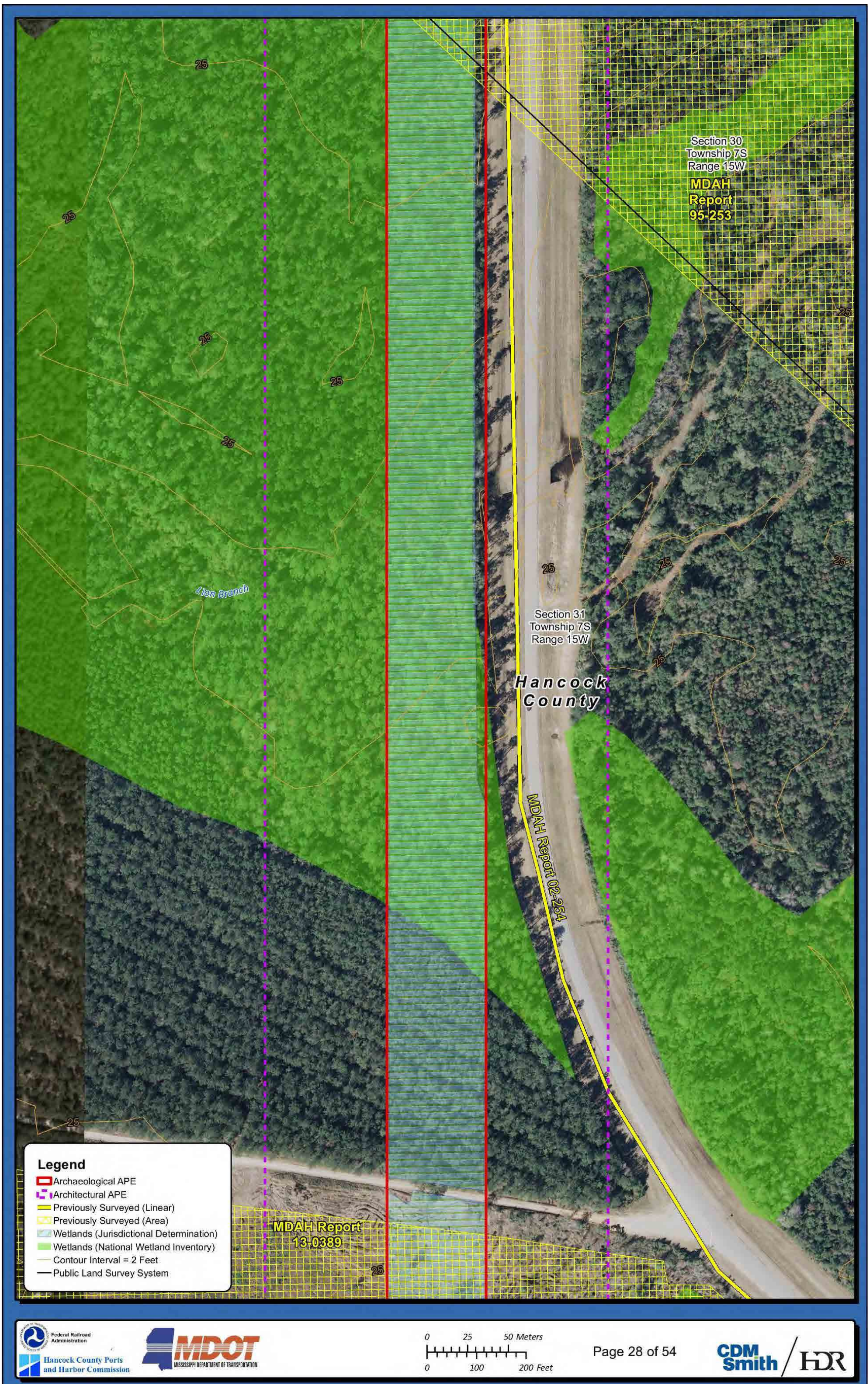


Figure 5-47: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 29 of 54

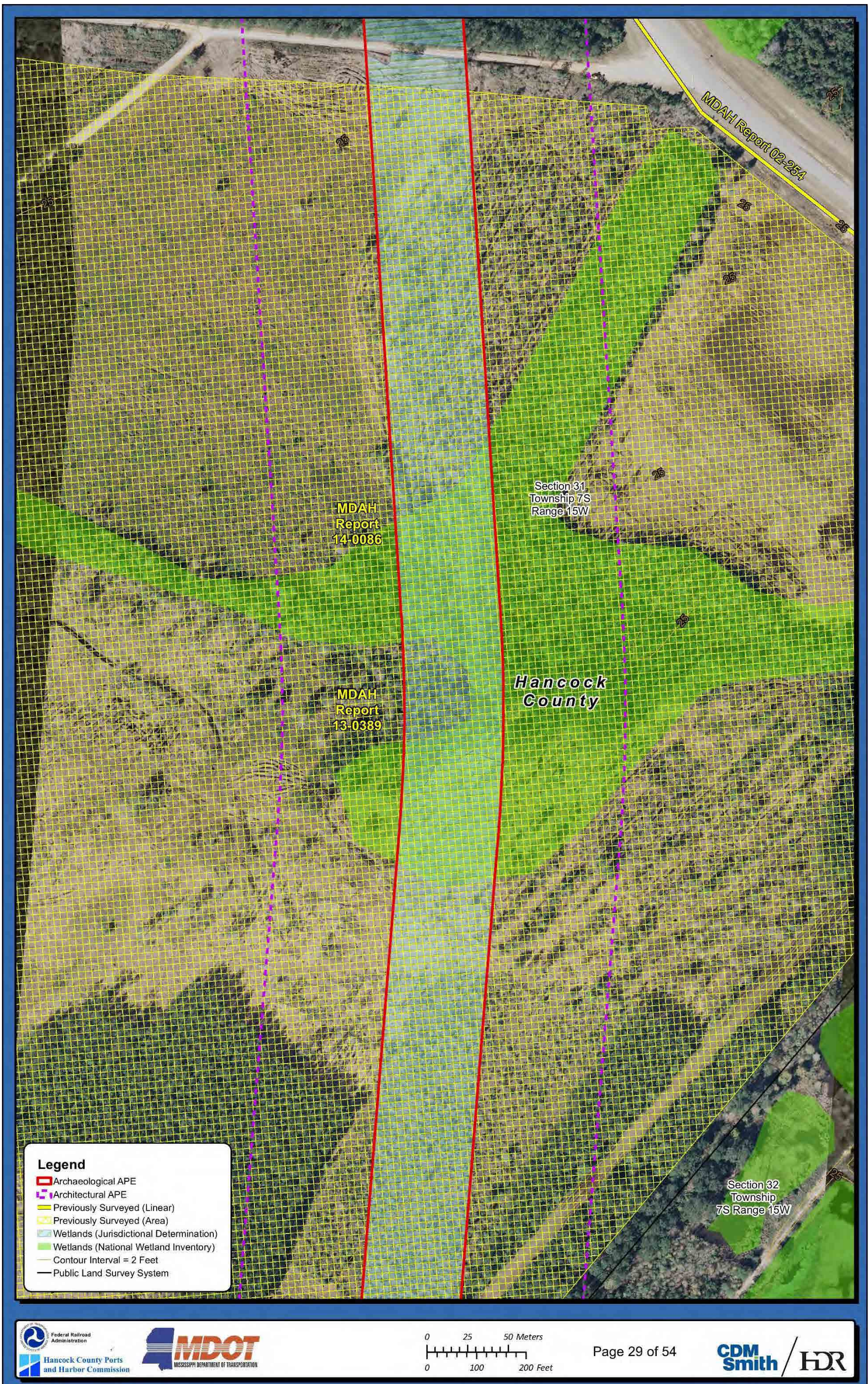


Figure 5-48: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 30 of 54



Figure 5-49: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 31 of 54



Figure 5-50: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 32 of 54

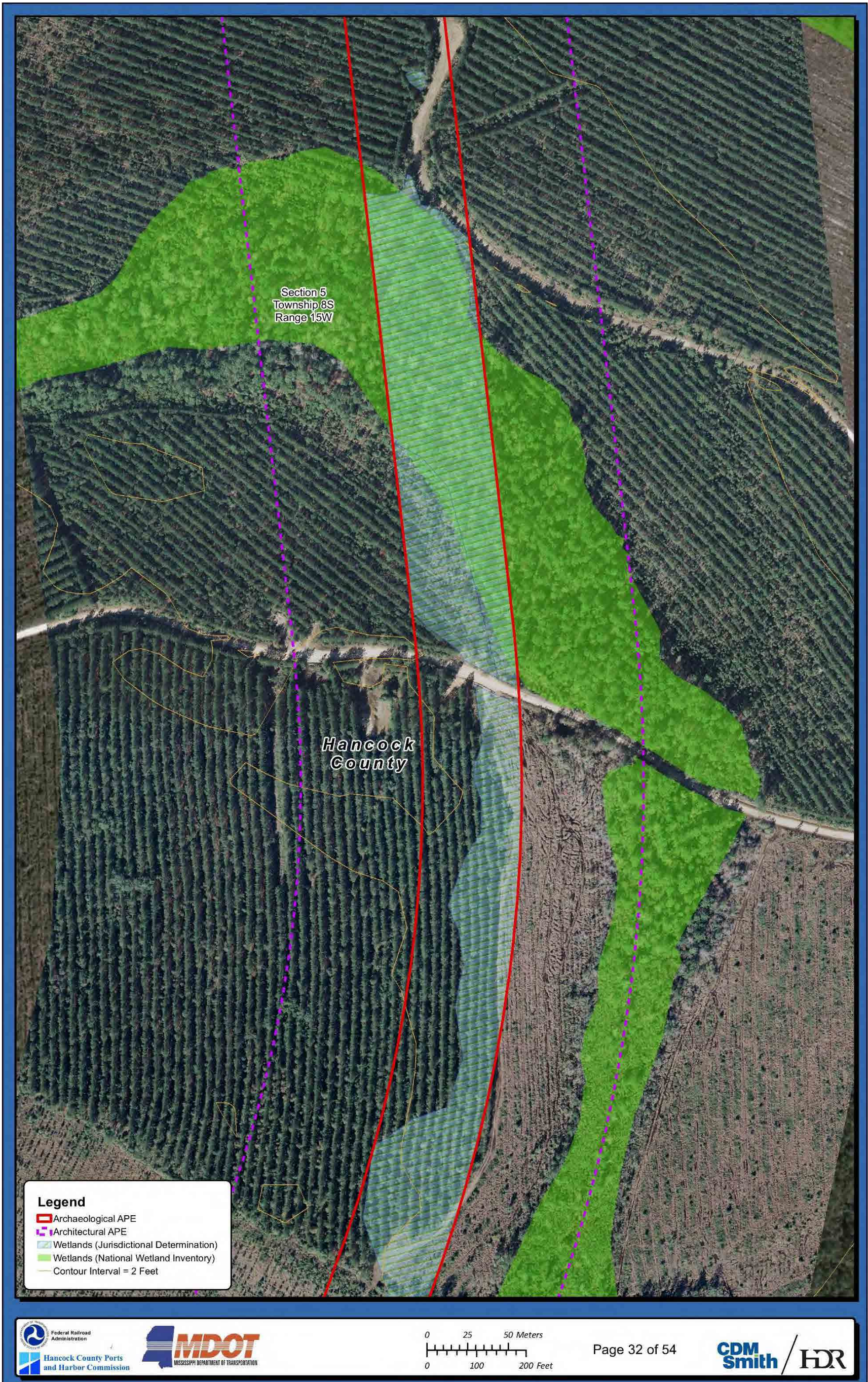


Figure 5-51: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 33 of 54

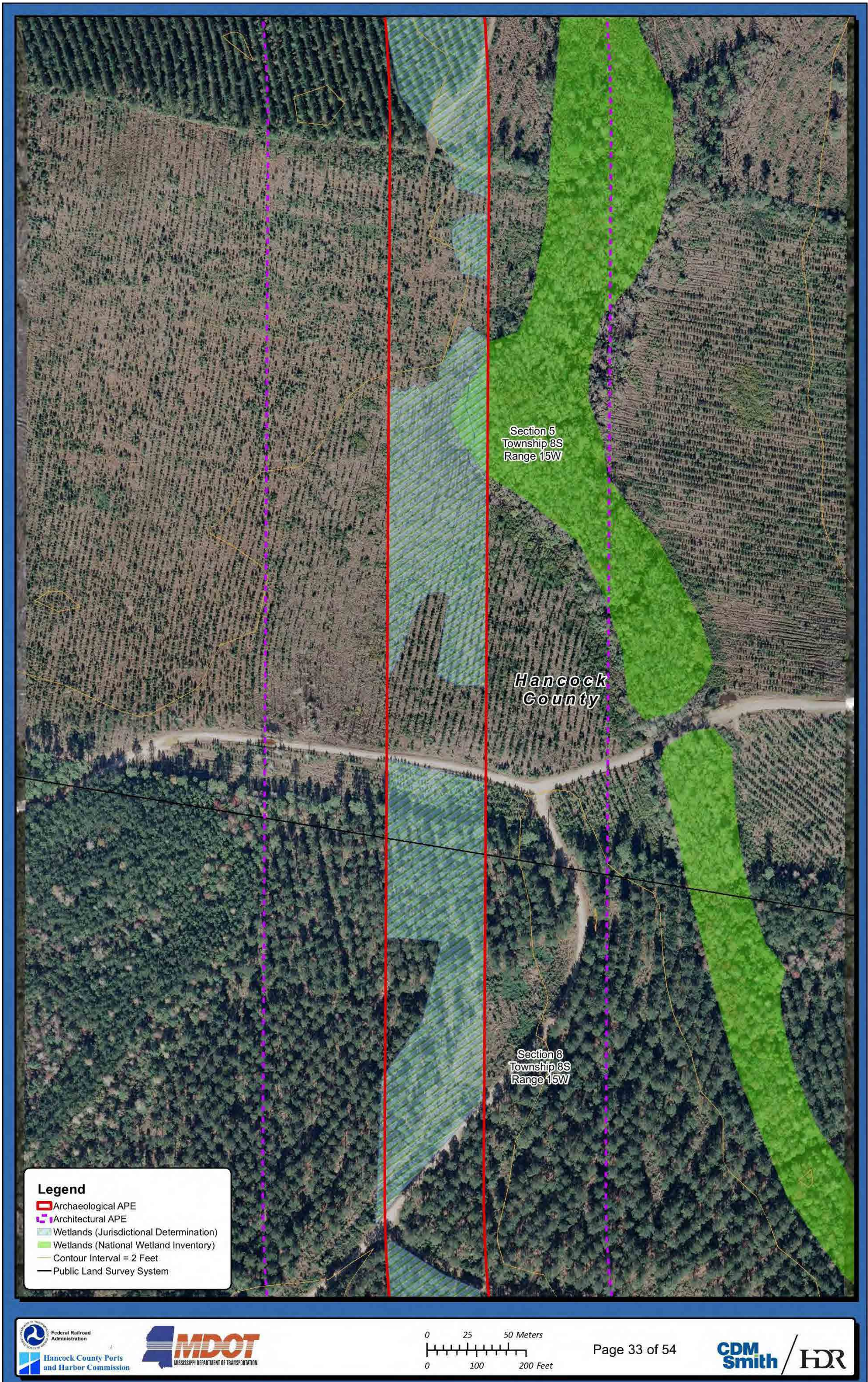


Figure 5-52: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 34 of 54

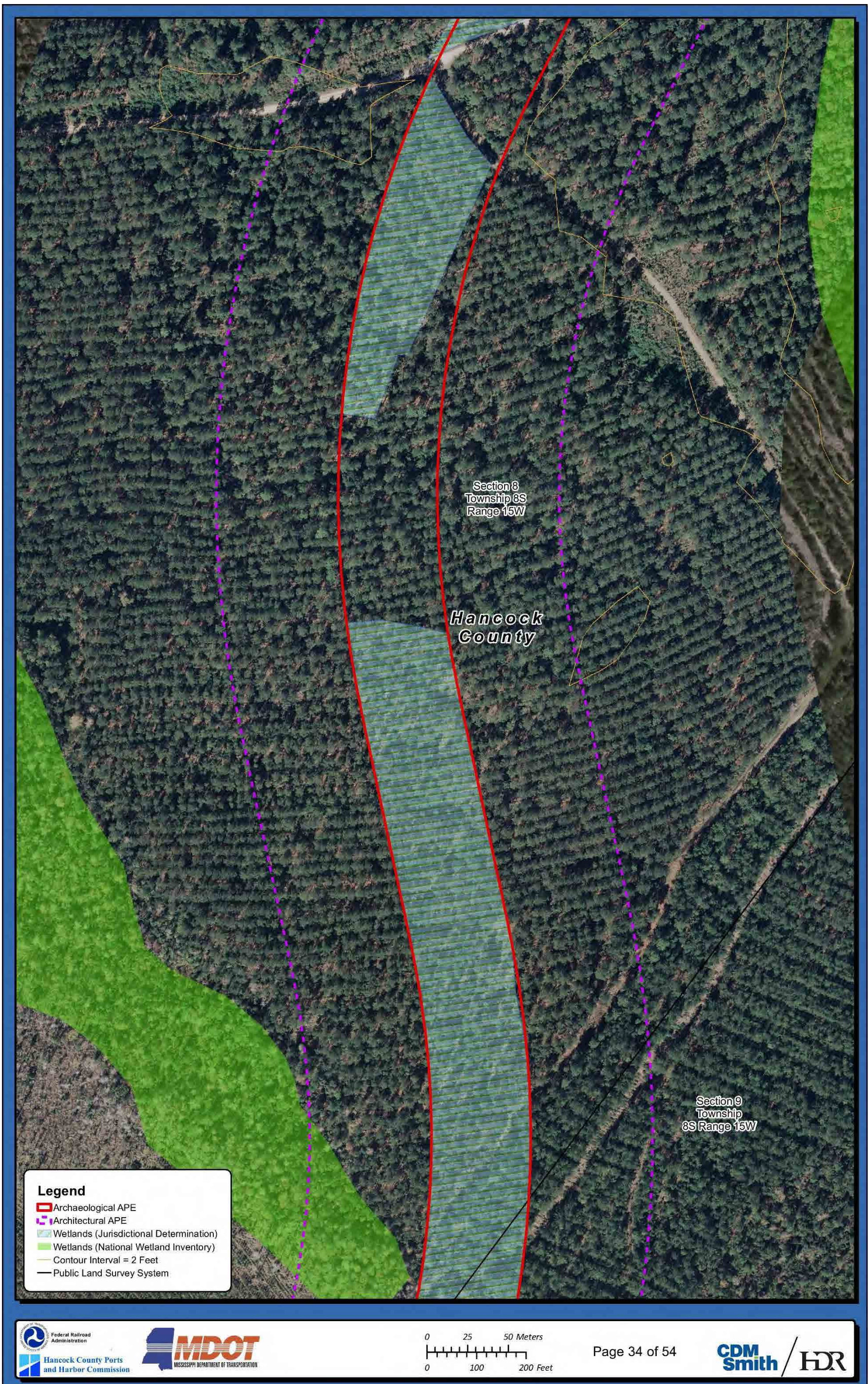


Figure 5-53: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 35 of 54

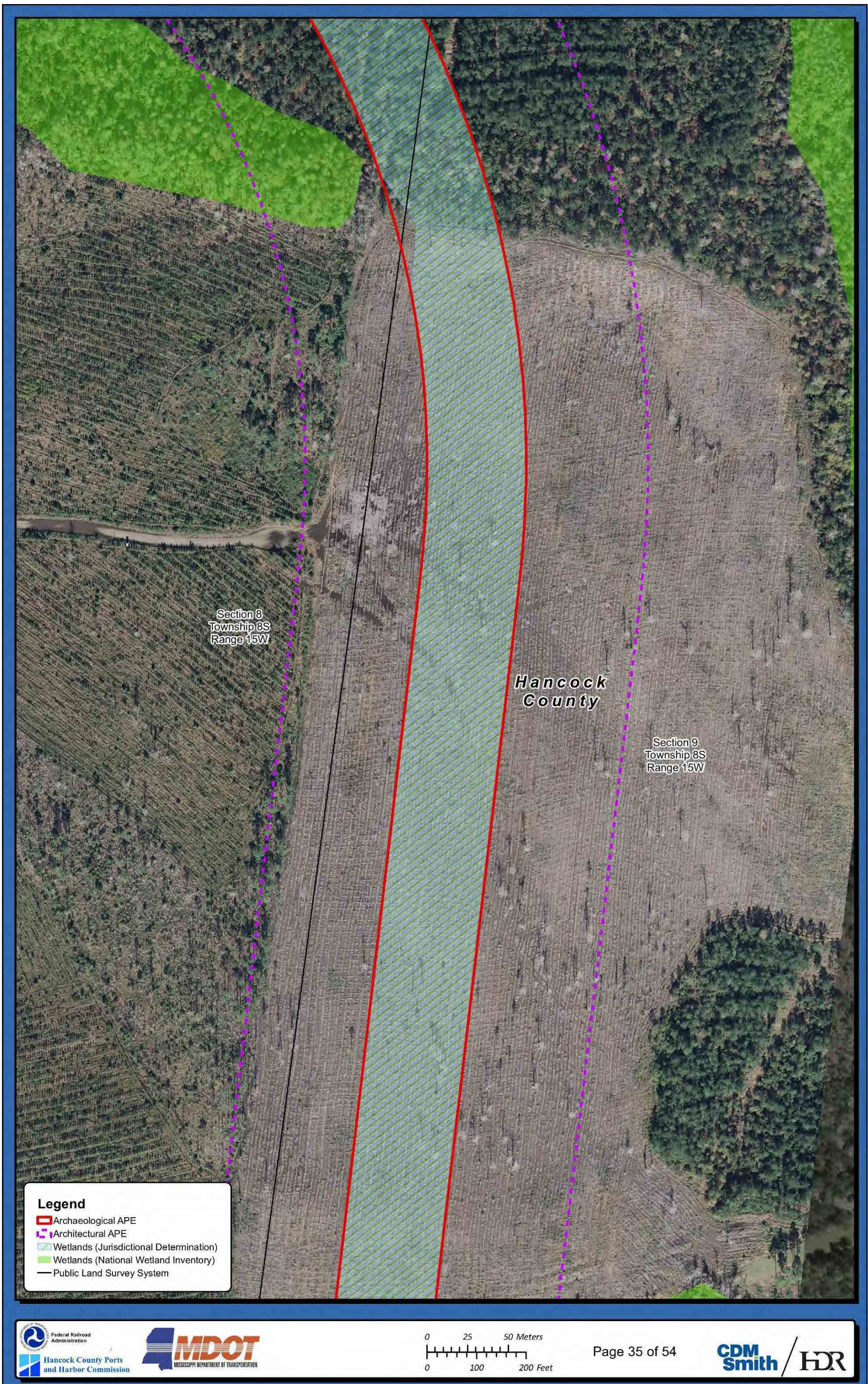


Figure 5-54: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 36 of 54



Figure 5-55: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 37 of 54



Figure 5-56: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 38 of 54



Figure 5-57: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 39 of 54



Figure 5-58: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 40 of 54



Figure 5-59: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 41 of 54

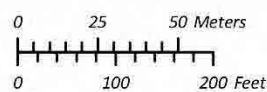


Figure 5-60: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 42 of 54

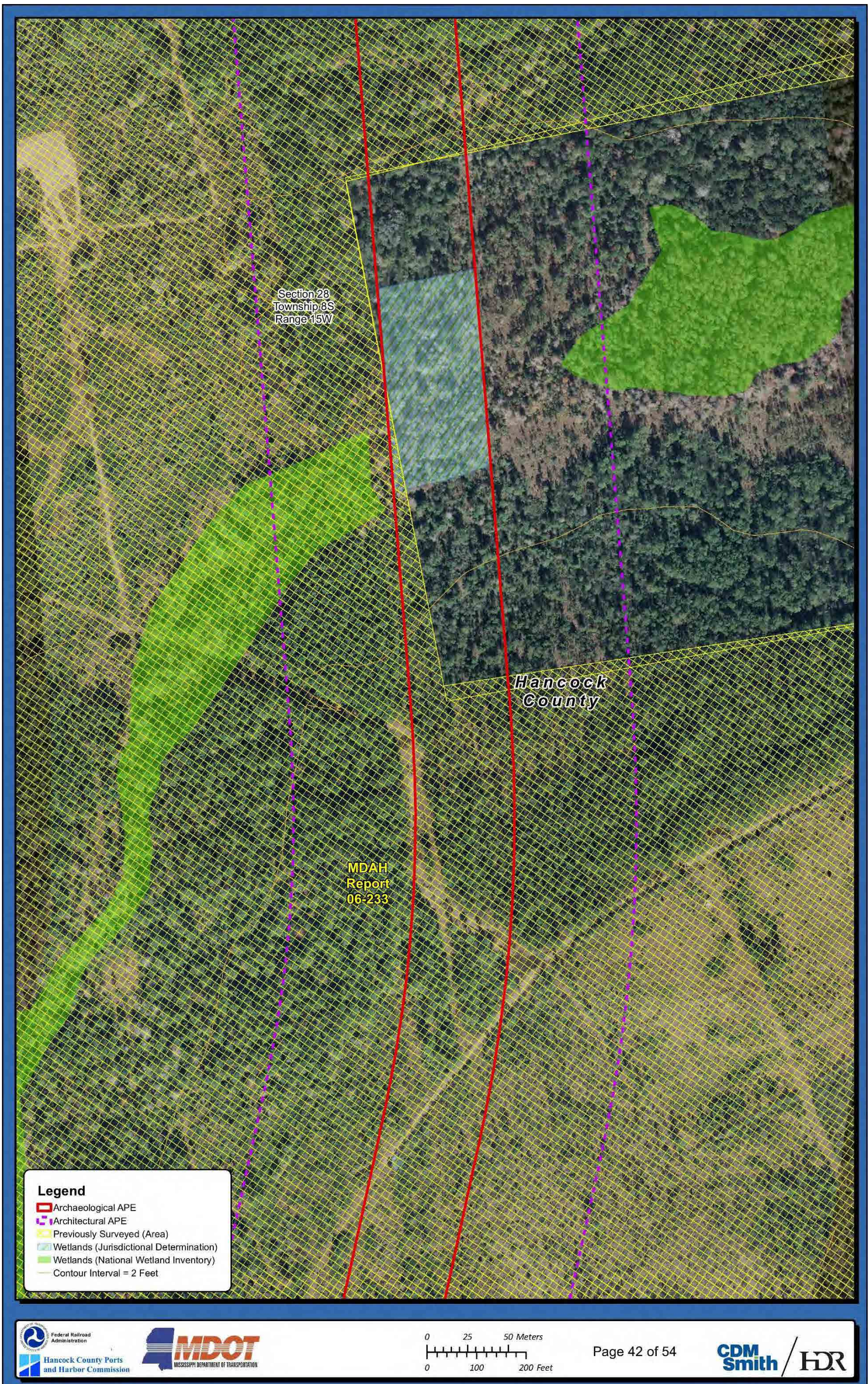


Figure 5-61: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 43 of 54

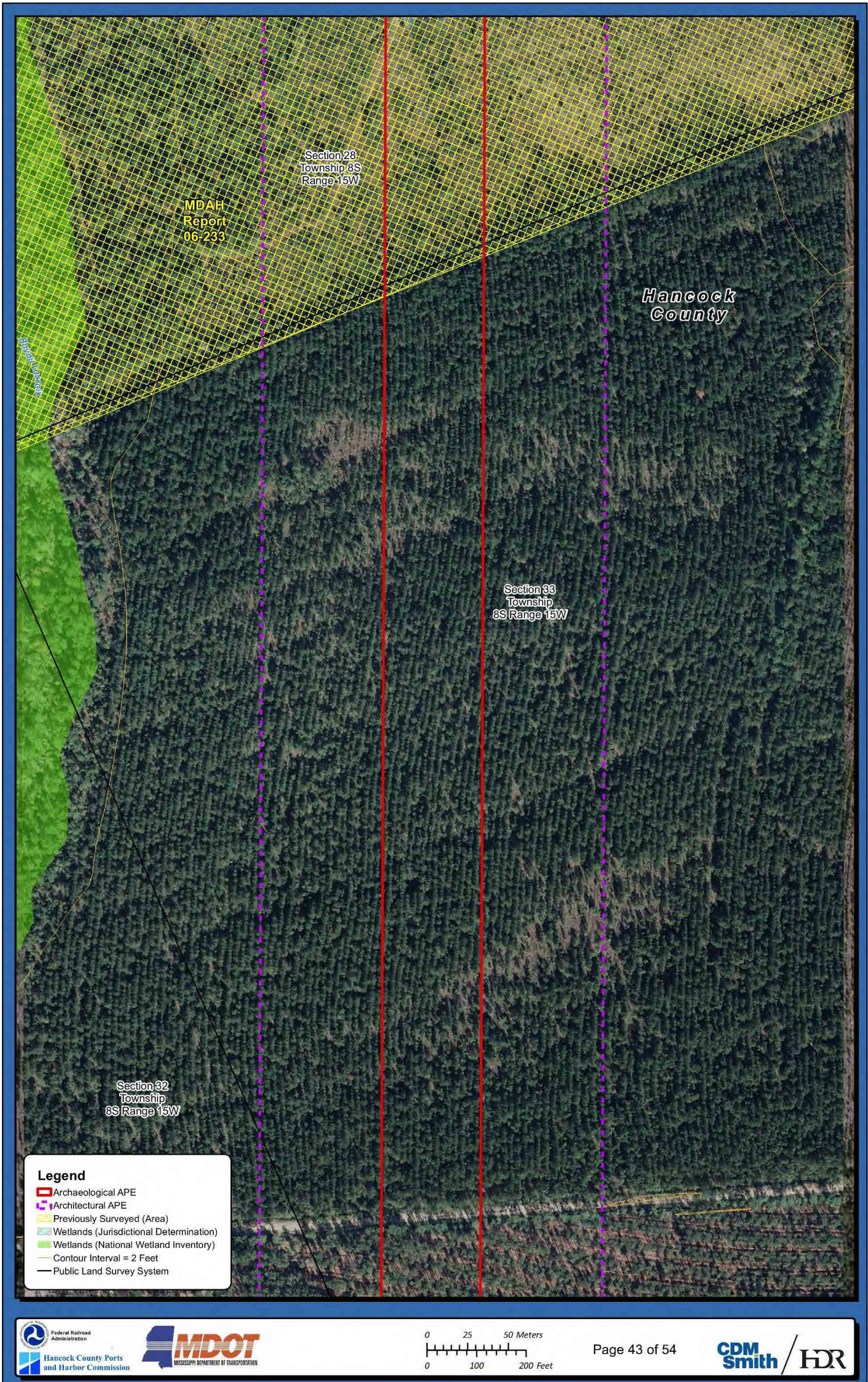


Figure 5-62: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 44 of 54

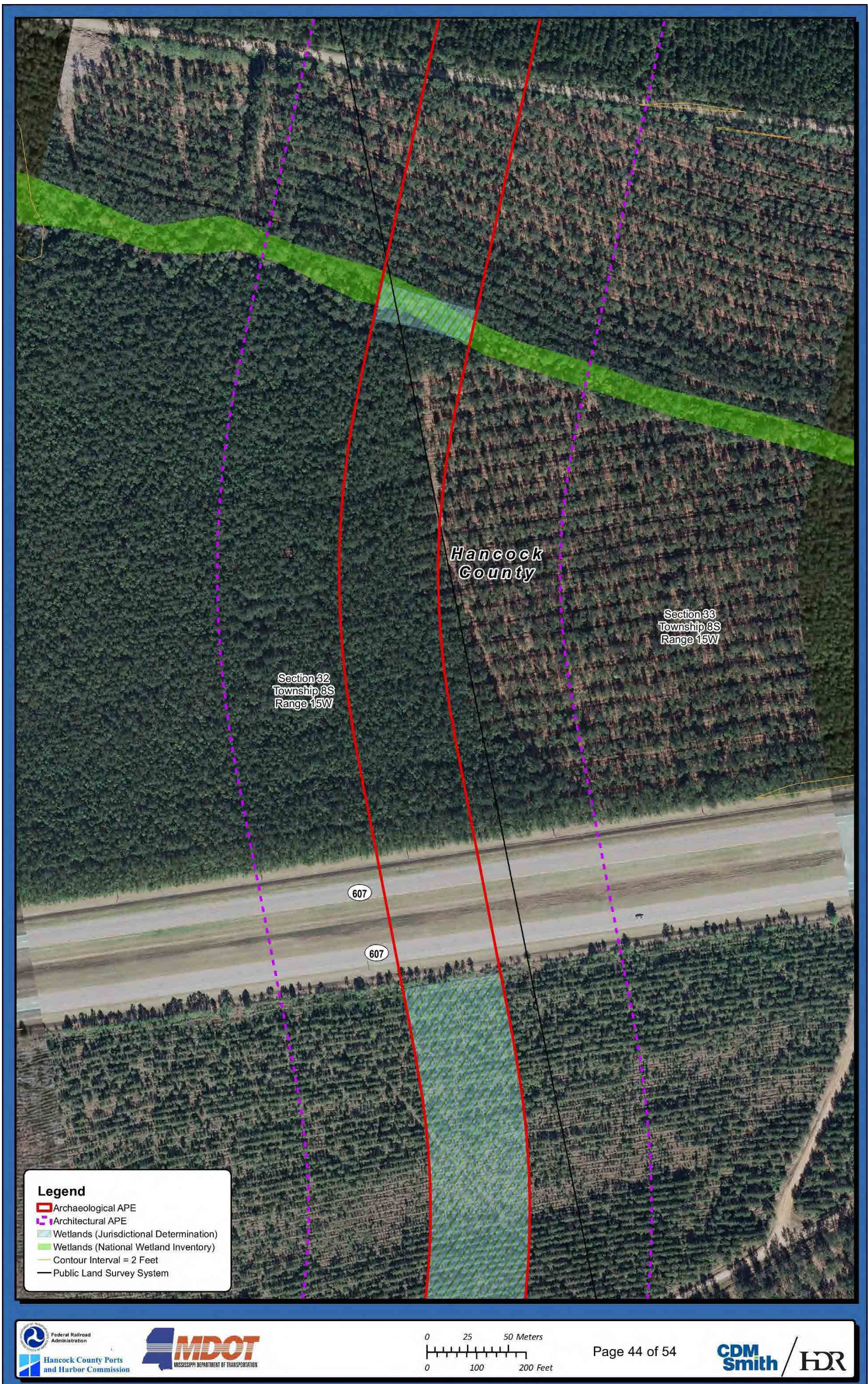


Figure 5-63: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 45 of 54



Figure 5-64: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 46 of 54



Figure 5-65: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 47 of 54



Figure 5-66: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 48 of 54

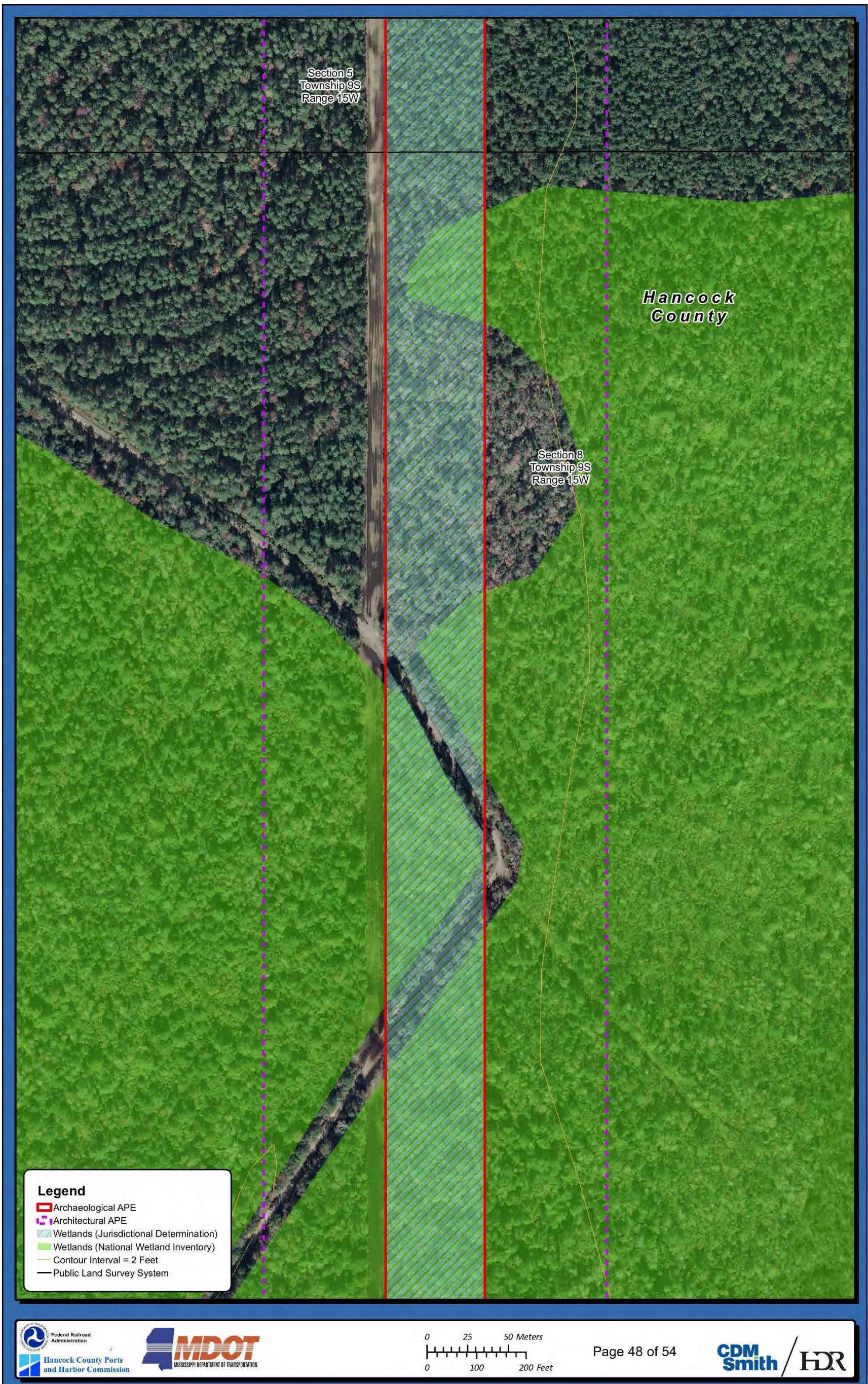


Figure 5-67: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 49 of 54

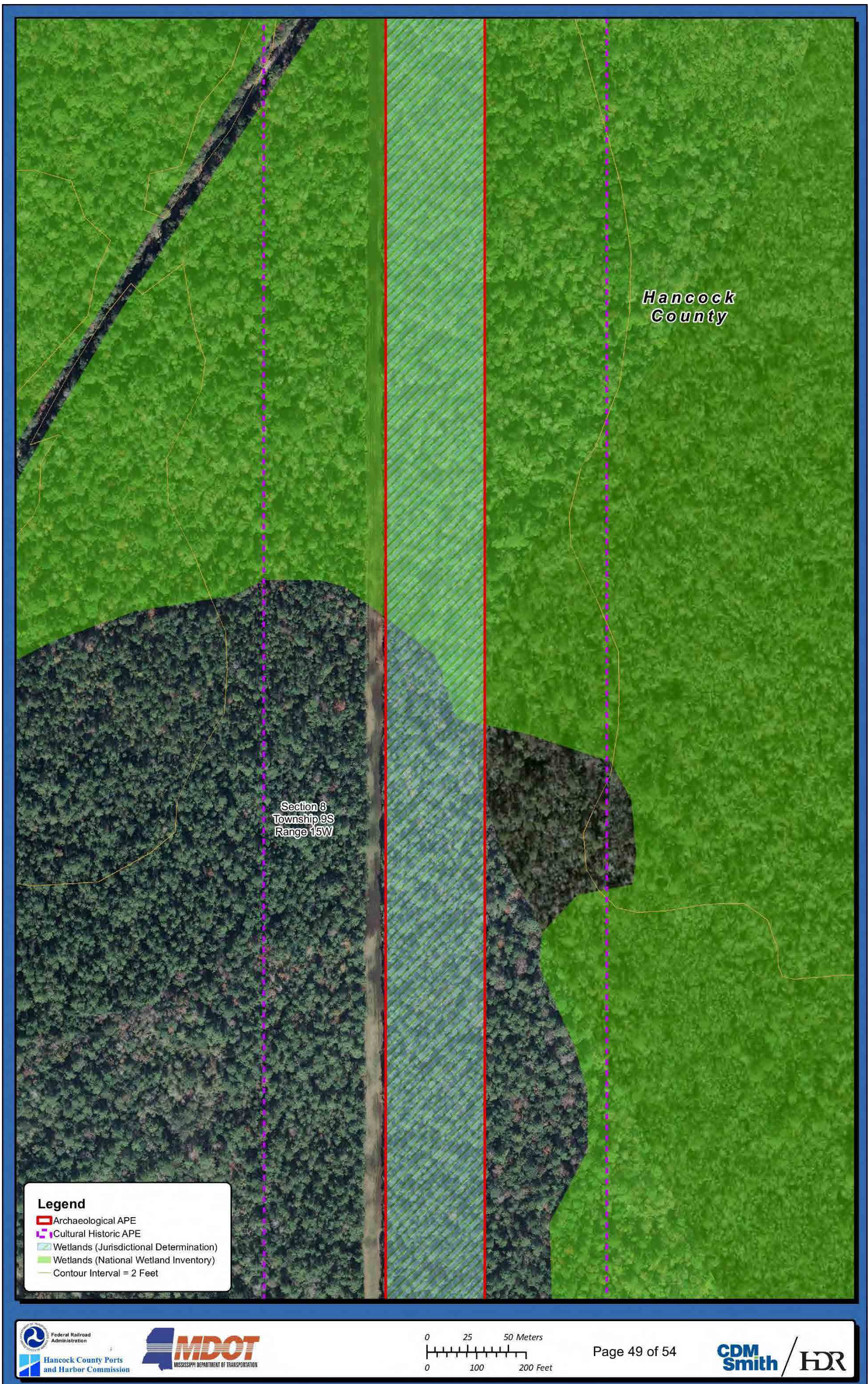


Figure 5-68: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 50 of 54



Figure 5-69: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 51 of 54



Figure 5-70: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 52 of 54

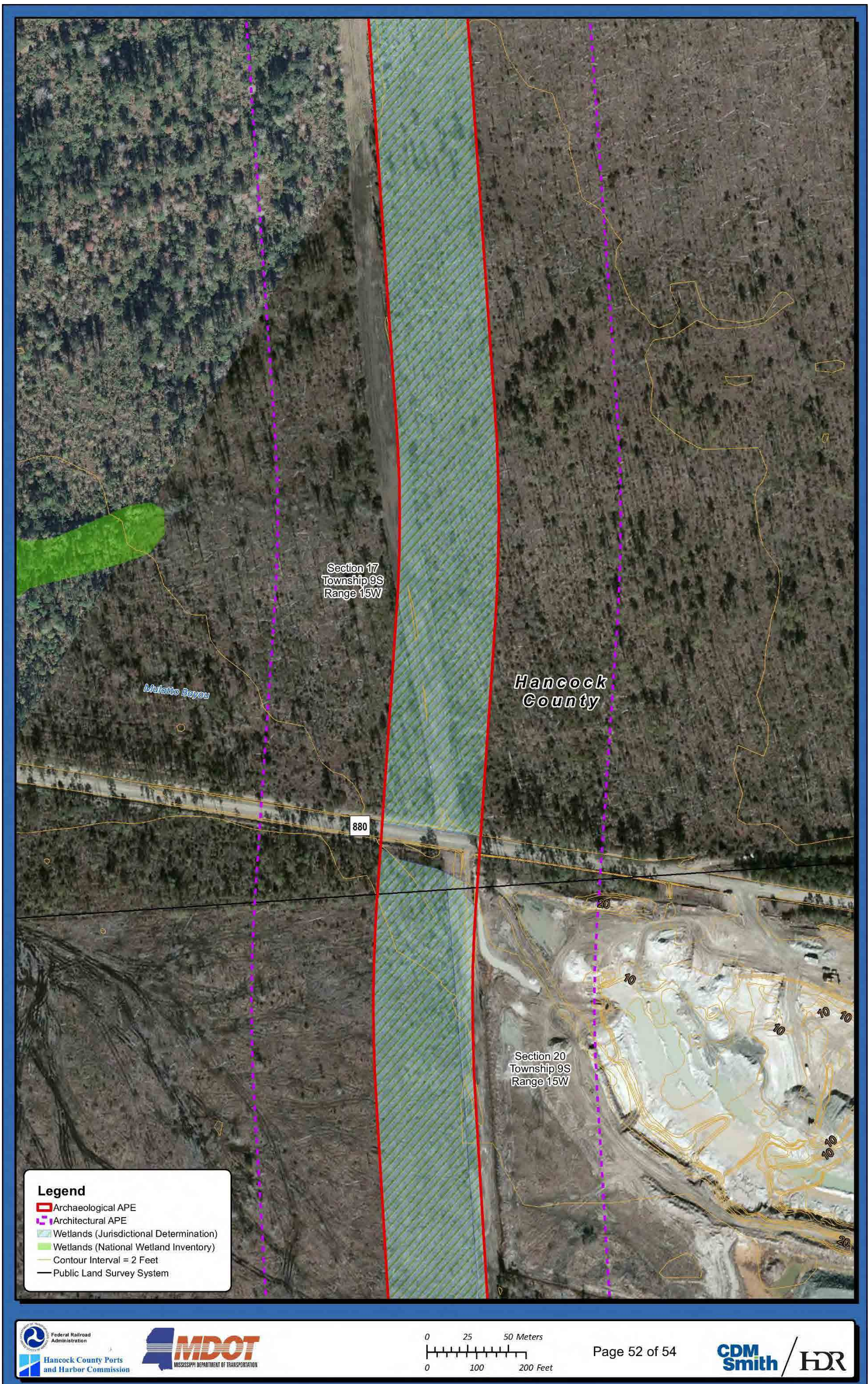


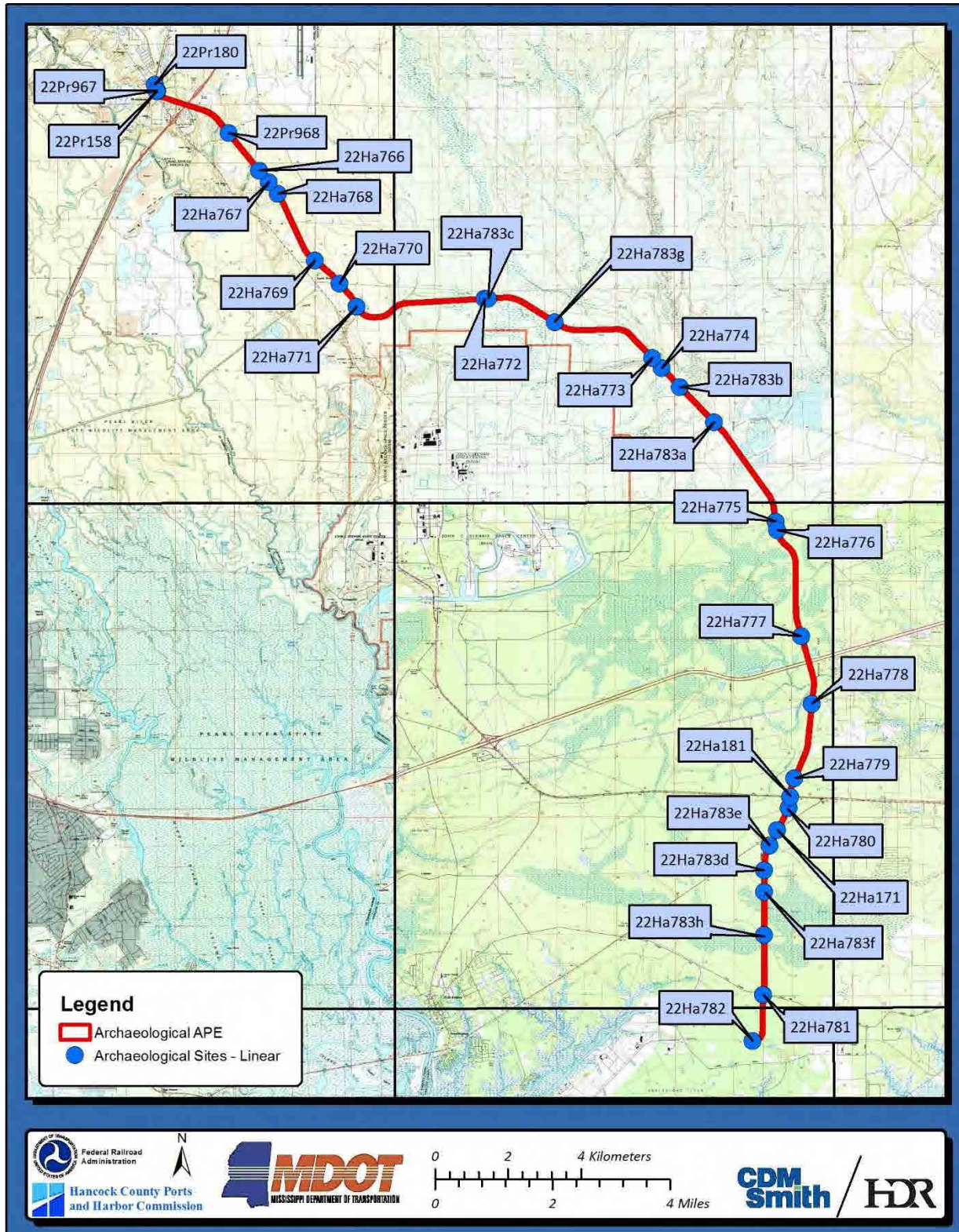
Figure 5-71: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 53 of 54



Figure 5-72: Proposed PBRR Corridor Location with Field Conditions and STPs, Page 54 of 54



Figure 5-73: Location of Linear Archaeological Sites on USGS 7.5' Quadrangle Maps



5.2.2.1 Site 22Ha171

Site 22Ha171 is a newly recorded segment of US Highway 90 (US 90) in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-75). It runs from the SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 5 Township 9S Range 15W to the SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 5 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-76).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 127 meters (418 feet) long section from the south terminus (E 257980.74793368479, N 3353812.7150923922 (UTM 16 NAD 27)) to the north terminus (E 258087.36631538338, N 3353882.3116717823 (UTM 16 NAD 27)) and is 30 meters (99 feet) wide. The south terminus has an elevation of 20 feet AMSL, and the north terminus has an elevation of 20 feet AMSL. This segment of Site 22Ha171 consists of a paved two-lane road (Figure 5-77).

5.2.2.1.1 Features Recorded

There are no additional structural features recorded for Site 22Ha171.

5.2.2.1.2 Discussion

US 90 is an east-west highway running from Van Horn, Texas, to Jacksonville Beach, Florida. The road within Mississippi was once a rural coastal road that connected towns along the Gulf Coast. By 1920, the road had been improved with shell and bridges. In 1925, the roadway was designated US Highway 90, and cars moved over a newly constructed bridge into Louisiana. By 1928, the route was continuous through Mississippi. Upgrading the road to four lanes began in the 1940s and was mostly completed by 1960. By 1974, U.S. Highway 90 was a four-lane highway from Biloxi Bay to the Mississippi/Alabama line. Many segments of the highway and bridges were heavily damaged or destroyed by Hurricane Katrina in 2005. Site 22Ha171 is not indicated on the 1914 or 1921 Nicholson, Mississippi, USGS 15-minute quadrangle maps but is depicted on the 1959 version. The road is present on all versions of the Dead Tiger Creek, Miss. USGS 7.5-minute Quadrangle maps (1957, 1957 photorevised 1970, 1996). The road is not depicted on all the historic state highway maps from 1928, 1935, or 1951.

5.2.2.1.3 Recommendation

Site 22Ha171 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of US Highway 90 has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-75: Location of Site 22Ha171 on USGS 7.5 Quadrangle Maps

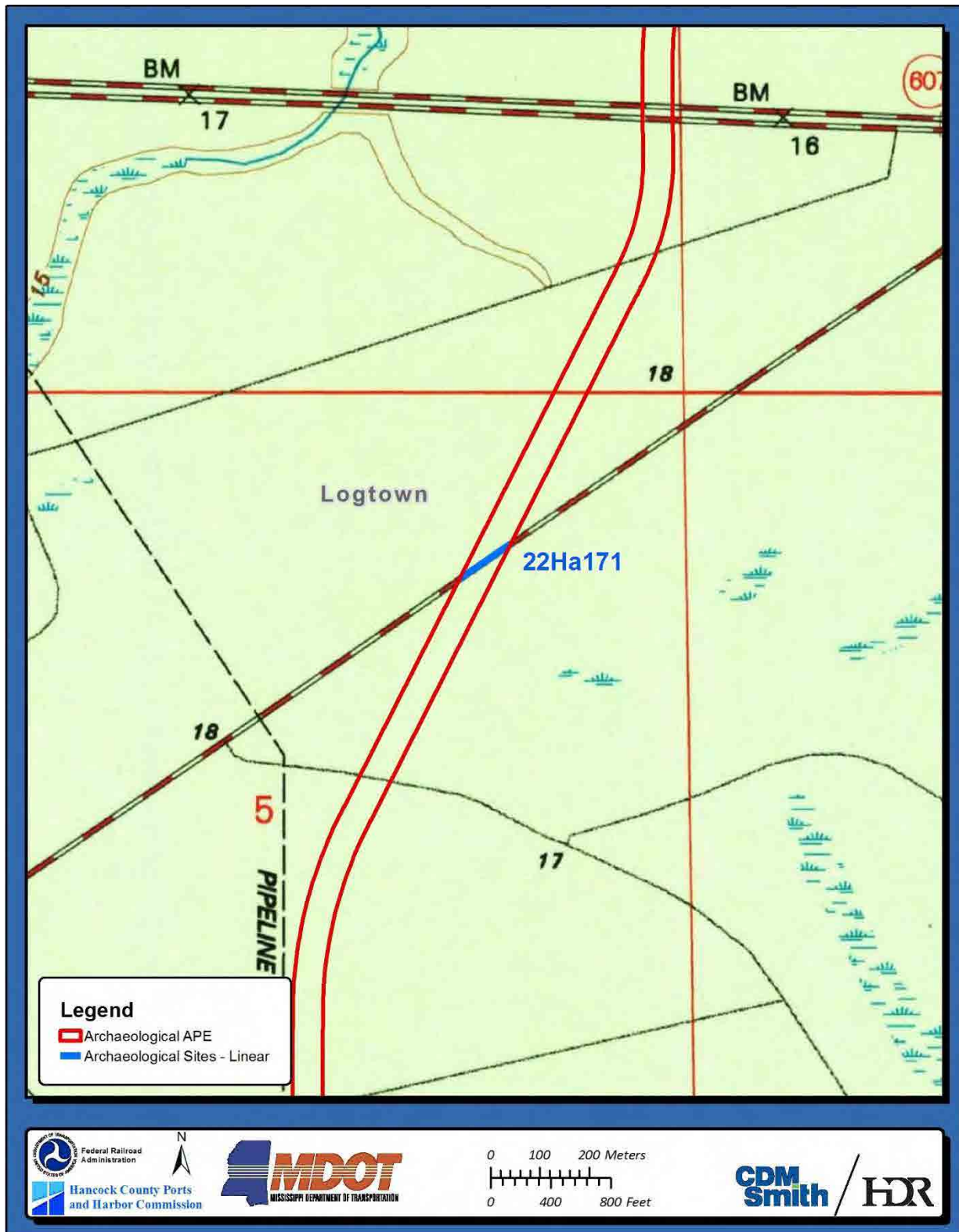


Figure 5-76: Location of Site 22Ha171 on Aerial Photograph

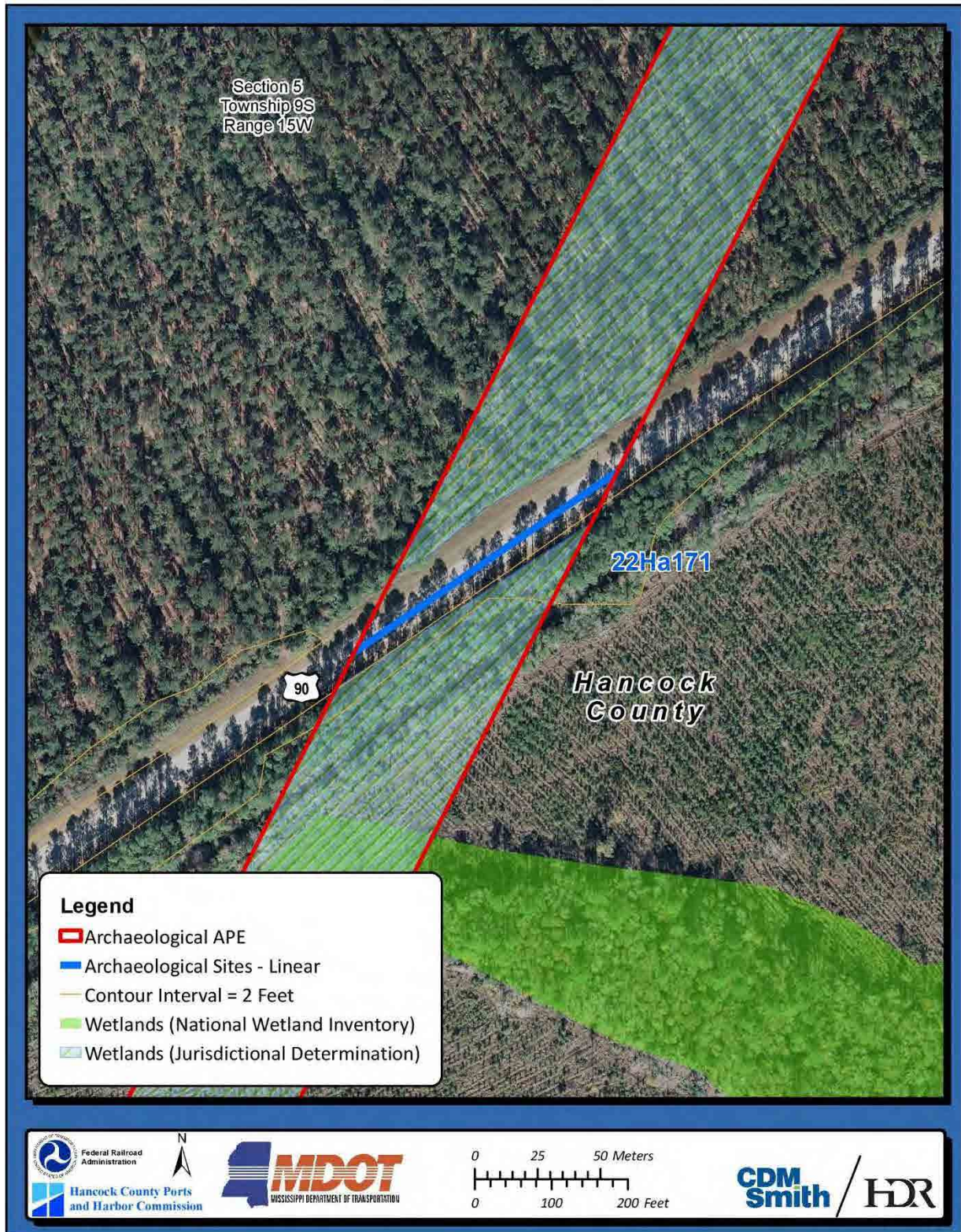


Figure 5-77: Site 22Ha171, looking South-Southeast



5.2.2.2 Site 22Ha181

Site 22Ha181 is a newly recorded segment of MS Highway 607 in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-78). It runs from the NE ¼ SE ¼ NE ¼ SE ¼ of Section 32 Township 8S Range 15W to the NE ¼ SE ¼ NE ¼ SE ¼ of Section 32 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-79).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (200 feet) long section from the east terminus (E 258437.85664651805, N 3354763.203750656 (UTM 16 NAD 27)) to the west terminus (E 258376.93279047459, N 3354767.0775537905 (UTM 16 NAD 27)) and is 85 meters (279 feet) wide. The east terminus has an elevation of 21 feet AMSL, and the west terminus has an elevation of 21 feet AMSL. This segment of Site 22Ha181 consists of a divided four lane highway (Figure 5-80).

5.2.2.2.1 Features Recorded

There are no additional structural features recorded for Site 22Ha181.

5.2.2.2.2 Discussion

Site 22Ha181 is a four lane divided highway. This road is not represented on the 1914, 1921, or 1959 15-minute Nicholson, Miss. USGS Quadrangle map. The road is depicted on the 1958 (photorevised 1970) and 1958 (photorevised 1976 photo-inspected 1976) versions of the quad. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.2.3 Recommendation

Site 22Ha181 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of MS Highway 607 has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-78: Location of Site 22Ha181 on USGS 7.5 Quadrangle Maps

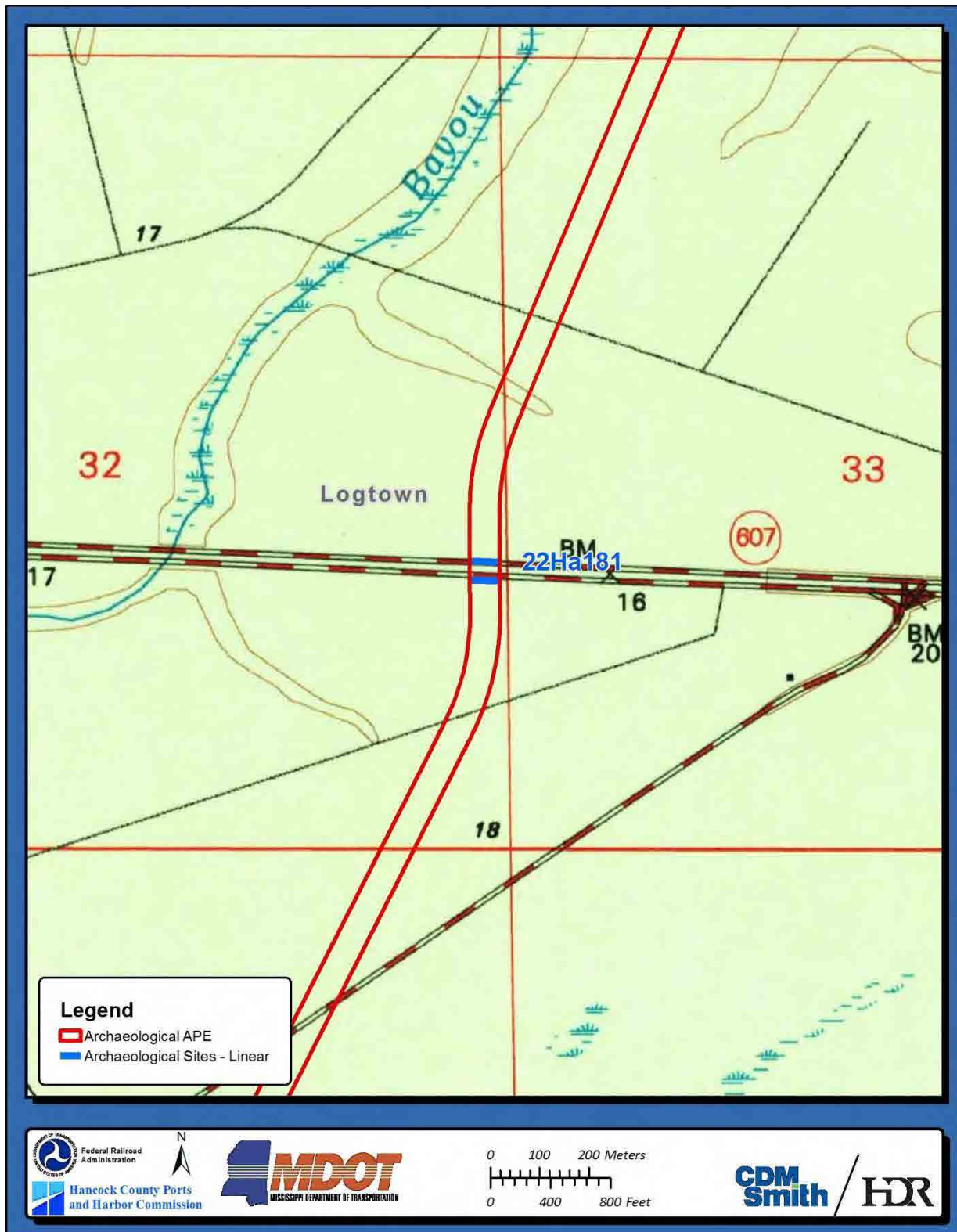


Figure 5-79: Location of Site 22Ha181 on Aerial Photograph

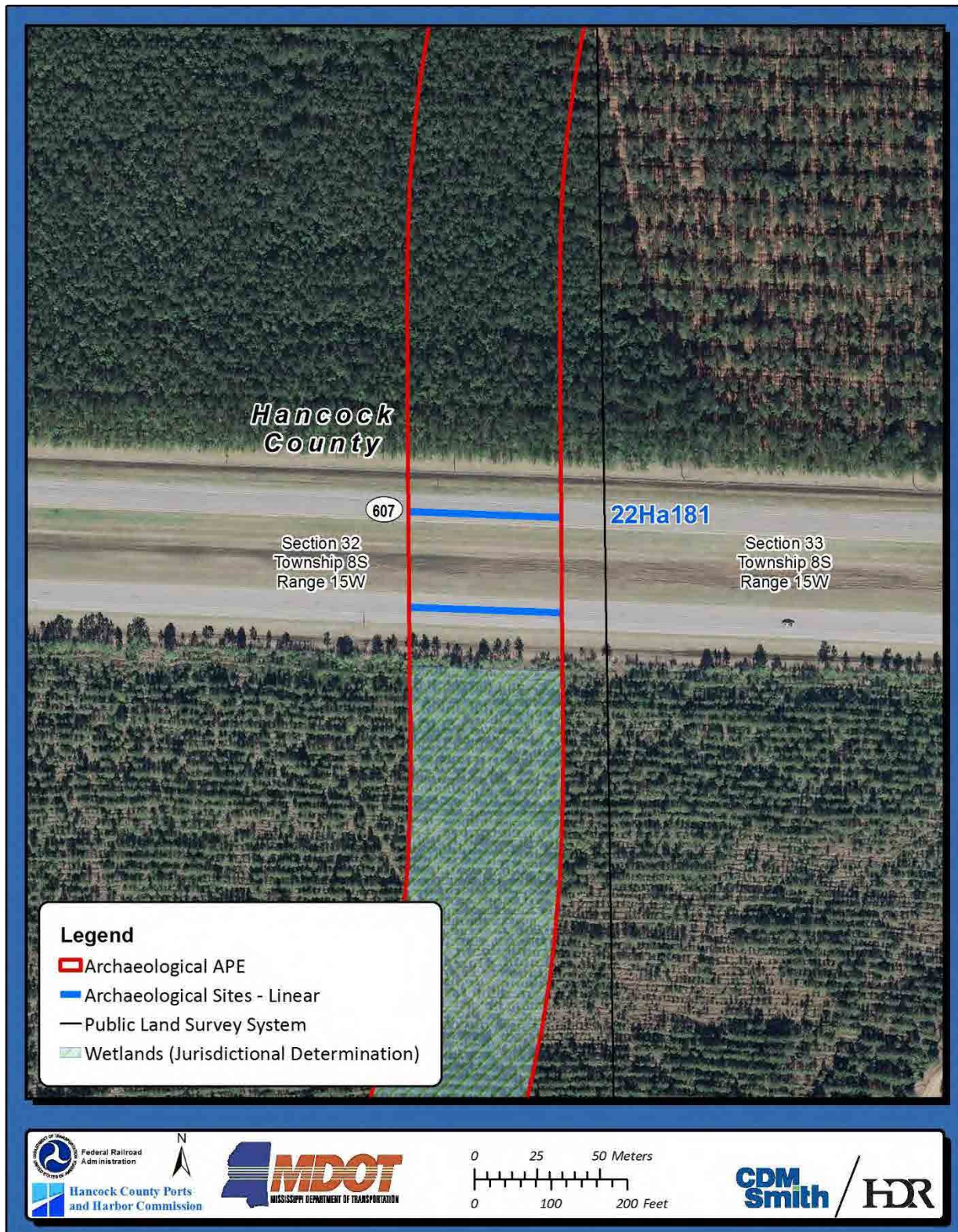
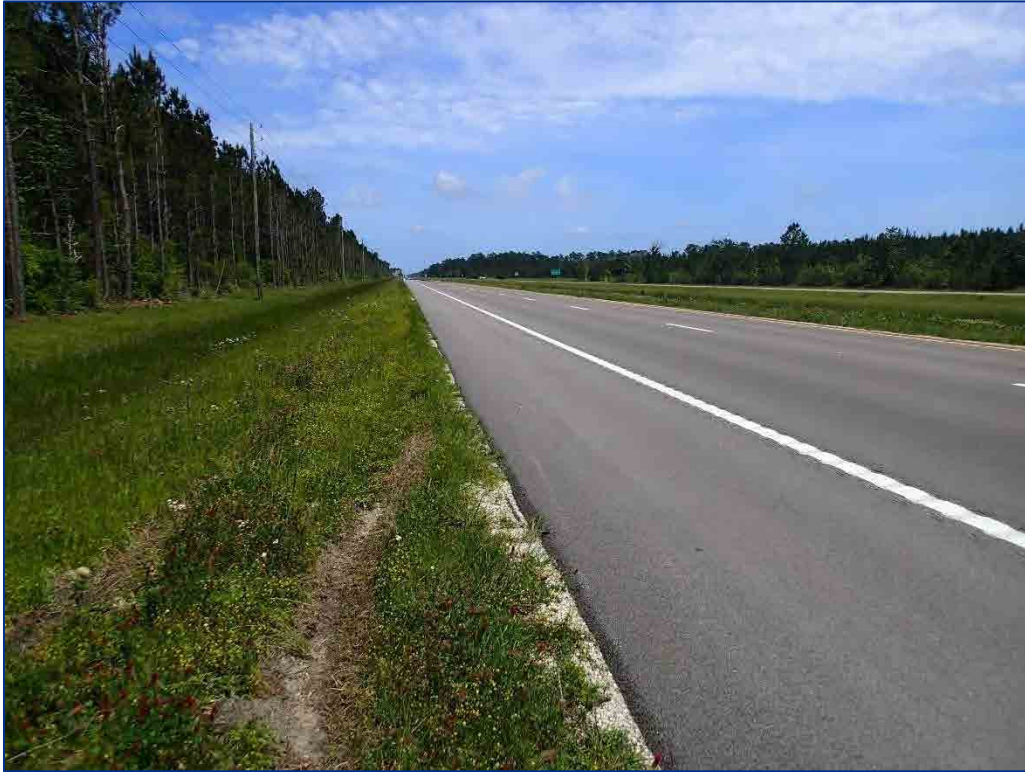


Figure 5-80: Site 22Ha181, looking East



5.2.2.3 Site 22Ha766

Site 22Ha766 is a newly recorded segment of an unnamed road in Hancock County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-81). It runs from the SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 12 Township 7S Range 17W to the SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 12 Township 7S Range 17W in the Chickasaw Meridian (Figure 5-82).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 76 meters (250 feet) long section from the west terminus (E 244214.40889107771, N 3372264.665627365 (UTM 16 NAD 27)) to the east terminus (E 244290.46905840404, N 3372266.2008523471 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The west terminus has an elevation of 39 feet AMSL, and the east terminus has an elevation of 40 feet AMSL. This segment of Site 22Ha766 consists of a single track dirt road (Figure 5-83).

5.2.2.3.1 Features Recorded

Site 22Ha766 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Ha766.

5.2.2.3.2 Discussion

Site 22Ha766 does not appear on any USGS maps or historic State Highway System maps. The road is not present on an aerial photograph from 1954 but is visible on more recent modern aerial photos.

5.2.2.3.3 Recommendation

Site 22Ha766 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C or D.

No further archaeological work is recommended.

Figure 5-81: Location of Site 22Ha766 on USGS 7.5 Quadrangle Maps

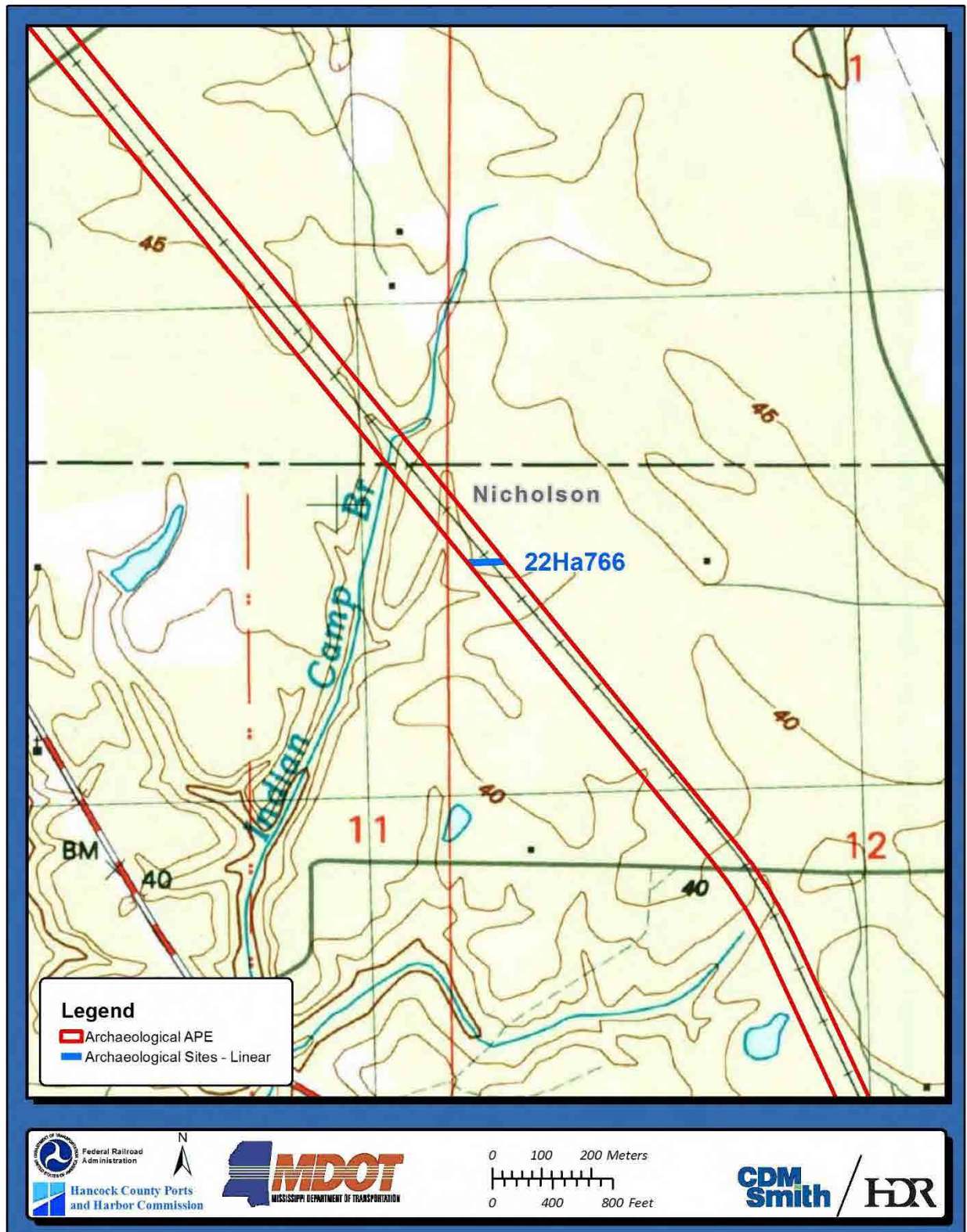


Figure 5-82: Location of Site 22Ha766 on Aerial Photograph

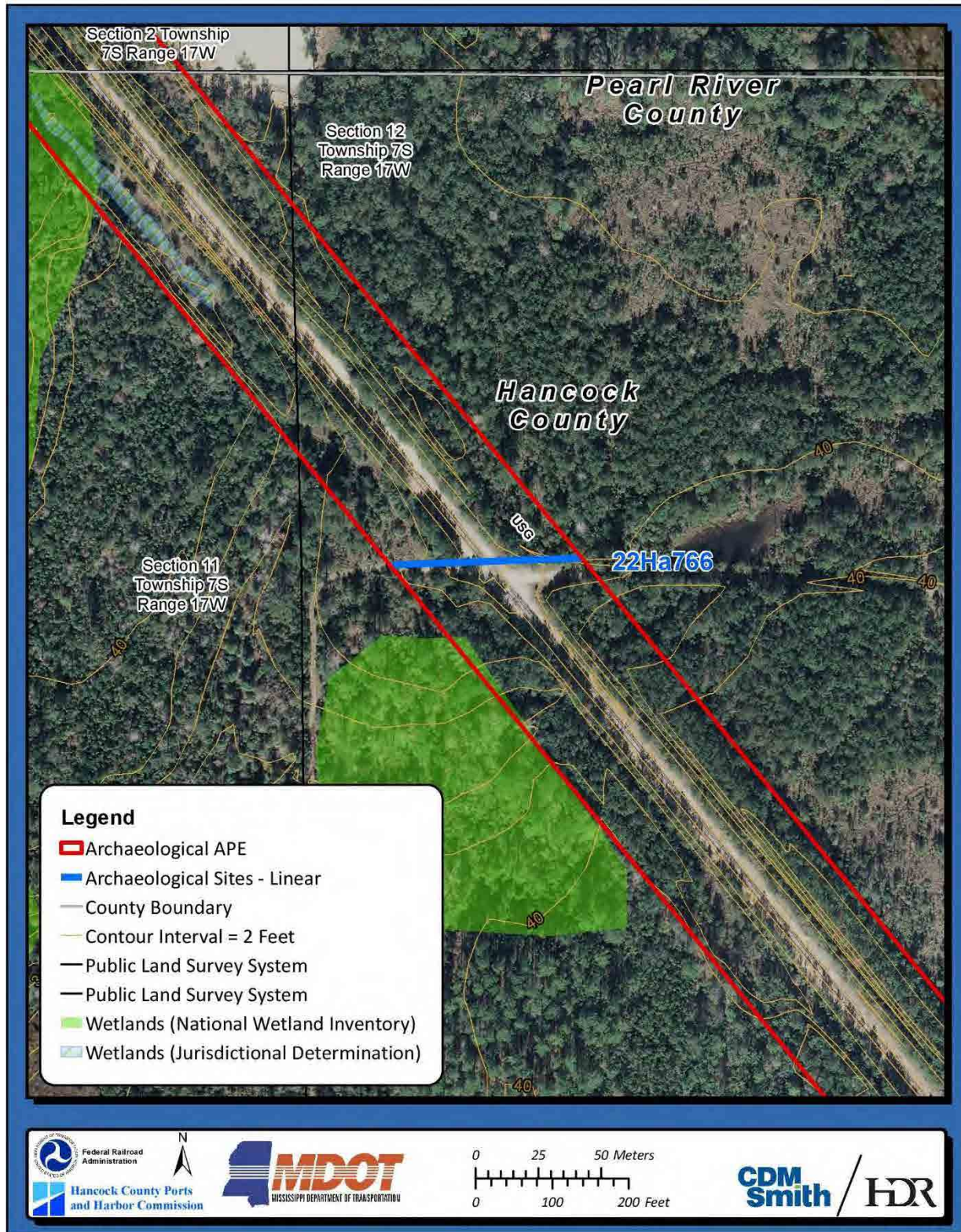
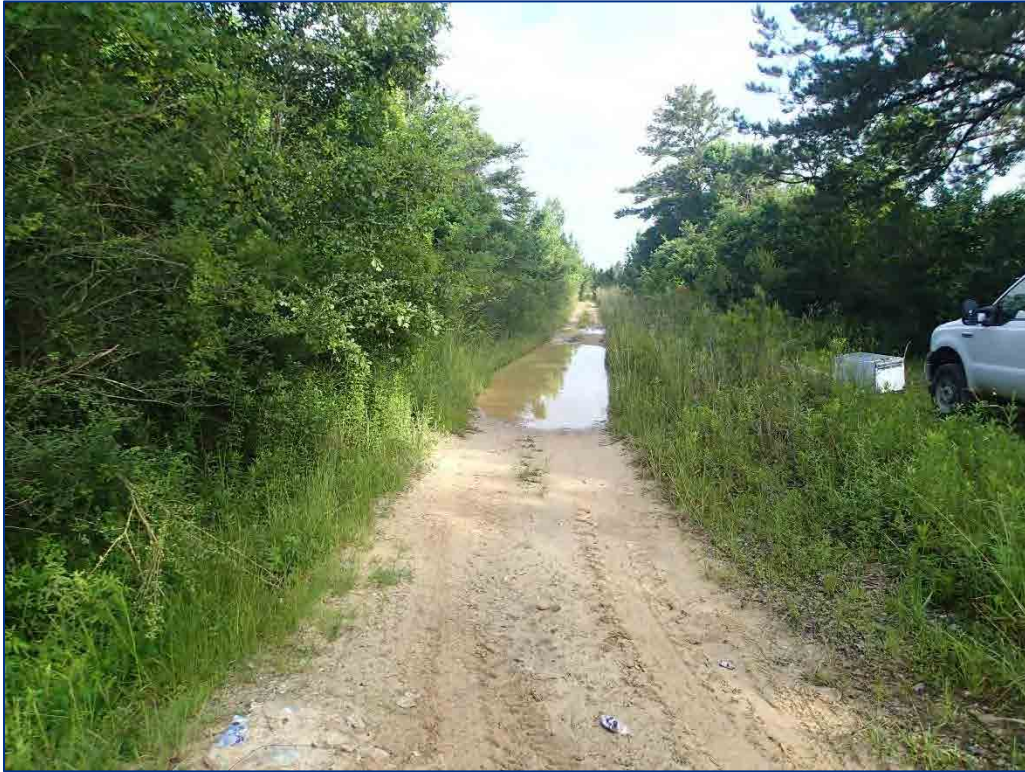


Figure 5-83: Site 22Ha766, looking East



5.2.2.4 Site 22Ha767

Site 22Ha767 is a newly recorded 8.6 kilometer (5.4-mile) segment of the 16.9 kilometer (10.5-mile) Norfolk Southern Railway Spur in Pearl River and Hancock counties known as the “NASA Turn.” This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-84). It runs from the SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 19 Township 7S Range 16W to the NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W in the Chickasaw Meridian (Figure 5-85). This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 8.6 kilometer (5.4-mile) long section from the south terminus (E 246844.11781682901, N 3368385.1080093533 (UTM 16 NAD 27)) in Hancock County to the north terminus (E 241468.73751358929, N 3374722.7504604743 (UTM 16 NAD 27)) in Pearl River County, and is 60 meters (197 feet) wide. The south terminus has an elevation of 32 feet AMSL, and the north terminus has an elevation of 49 feet AMSL. This segment of Site 22Ha767 consists of a single tract of railroad (Figure 5-86).

5.2.2.4.1 Features Recorded

Three resources are associated with Site 22Ha767: Resource 1, Resource 2, and Resource 3 (Figure 5-84 and Figure 5-85) and are discussed in Section 6. Resource 1 is an approximately 30 feet (9.144 meters) long open-deck timber trestle over Second Alligator Branch. Resource 2 is an approximately 145 feet (44.196 meters) long two-span through plate girder bridge over Alligator Branch. Resource 3 is a prefabricated corrugated metal pipe culvert over Indian Camp Branch.

5.2.2.4.2 Discussion

Site 22Ha767 is a newly recorded 8.6 kilometer (5.4-mile) segment of the 16.9 kilometer (10.5-mile) spur built by the Southern Railway between its NO&NE mail line to the new Mississippi Test Center to facilitate the transportation of specialized construction material (Herring 1997:56). The Southern Railway used its own labor to lay the track. Work began on the line in March 1963 and was completed on May 10, 1963. The line was known locally as the “NASA Turn.” The line and the structures along it were constructed to withstand the enormous weight and scale of the building materials and structural components required for the construction projects at the Mississippi Test Center (Daspit 2016). The “NASA Turn” first appears on the 1955 (photorevised 1970) Nicholson, Mississippi, USGS 7.5-minute quadrangle map and appears on all subsequent version of this USGS map.

5.2.2.4.3 Recommendation

The resource is not a particularly outstanding example of mid-twentieth century railroad construction. The design and type is common throughout the transportation system. Additional archival research did not yield information associating the site with a significant person. Being an extant structure, the resource is not likely to yield important information about prehistory or history.

Site 22Ha767 does not rise to the level of historic significance as defined by the National Park Service. Although Site 22Ha767 was built to enable construction of the NRHP-listed Rocket Propulsion Test Complex, it was not associated with the mission of the complex. Site 22Ha767 provided necessary infrastructure and support for the complex. The entirety of the rail line has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-84: Location of Site 22Ha767 on USGS 7.5 Quadrangle Maps



Figure 5-86: Site 22Ha767, looking South-Southeast



5.2.2.5 Site 22Ha768

Site 22Ha768 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-87). It runs from the NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 12 Township 7S Range 17W to the NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 12 Township 7S Range 17W in the Chickasaw Meridian (Figure 5-88).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 76 meters (248 feet) long section from the east terminus (E 244787.57325967078, N 3371621.5005948921 (UTM 16 NAD 27)) to the west terminus (E 244711.95415633154, N 3371623.9690159569 (UTM 16 NAD 27)) and is 10 meters (33 meters) wide. The east terminus has an elevation of 38 feet AMSL, and the west terminus has an elevation of 39 feet AMSL. This segment of Site 22Ha768 consists of a single track gravel road (Figure 5-89).

5.2.2.5.1 Features Recorded

Site 22Ha768 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Ha768.

5.2.2.5.2 Discussion

From its intersection with Site 22Ha767, Site 22Ha768 continues east 731 meters (0.45 mile) to a crossing with Ridge Road and beyond that another 4.23 kilometers (2.69 miles) to its end at an intersection with an unnamed dirt road. West of its intersection with Site 22Ha767, Site 22Ha768 continues 1.26 kilometer (0.78 miles) to an intersection with SR 607.

Site 22Ha768 is first shown on the 1955 Nicholson, Mississippi, USGS 7.5-minute quadrangle map and the 1959 Nicholson 15-minute map. The 1955 (photorevised 1970) Nicholson, Mississippi, USGS 7.5-minute quadrangle map (and later editions) shows Site 22Ha768 crossing Site 22Ha767.

5.2.2.5.3 Recommendation

Site 22Ha768 has limited research potential due to the continued use for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-87: Location of Site 22Ha768 on USGS 7.5 Quadrangle Maps

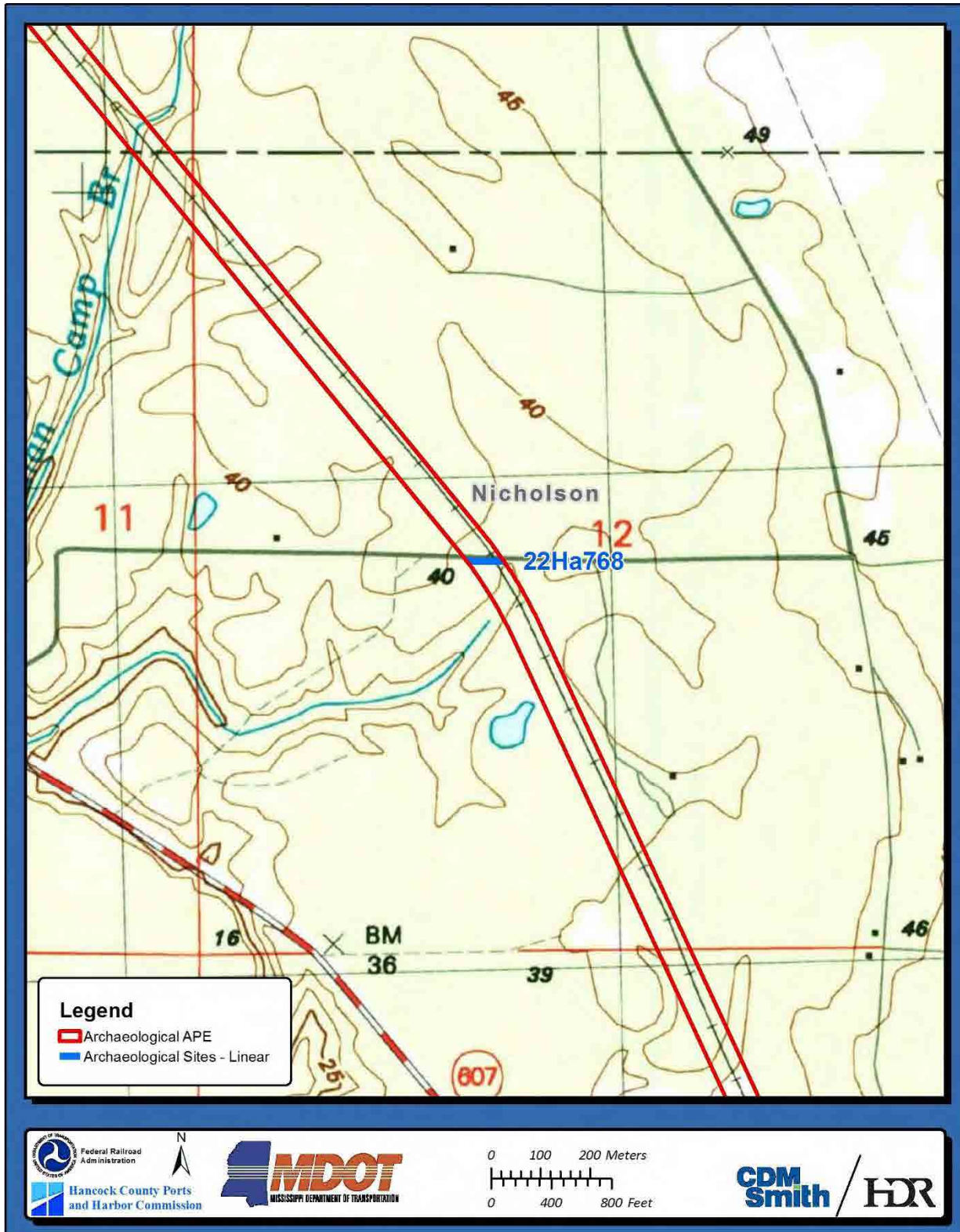


Figure 5-89: Site 22Ha768, looking East



5.2.2.6 Site 22Ha769

Site 22Ha769 is a newly recorded segment of Ridge Road in Hancock County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-90). It runs from the NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13 Township 7S Range 17W to the SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 13 Township 7S Range 17W in the Chickasaw Meridian (Figure 5-91).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 79 meters (260 feet) long section from the south terminus (E 245722.31283369288, N 3369722.1036094301 (UTM 16 NAD 27)) to the north terminus (E 245725.15843129923, N 3369801.2444097647 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The south terminus has an elevation of 40 feet AMSL, and the north terminus has an elevation of 41 feet AMSL. This segment of Site 22Ha769 consists of dirt road (Figure 5-92).

5.2.2.6.1 Features Recorded

Site 22Ha769 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Ha769.

5.2.2.6.2 Discussion

Site 22Ha769 is not shown on any of the State Highway System maps. It is shown, however, on the 1914, 1921, and 1959 Nicholson, Mississippi, USGS 15-minute quadrangle map as well as on the 1955 Nicholson, Mississippi, USGS 7.5-minute quadrangle map and all subsequent versions.

5.2.2.6.3 Recommendation

Site 22Ha769 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-90: Location of Site 22Ha769 on USGS 7.5 Quadrangle Maps

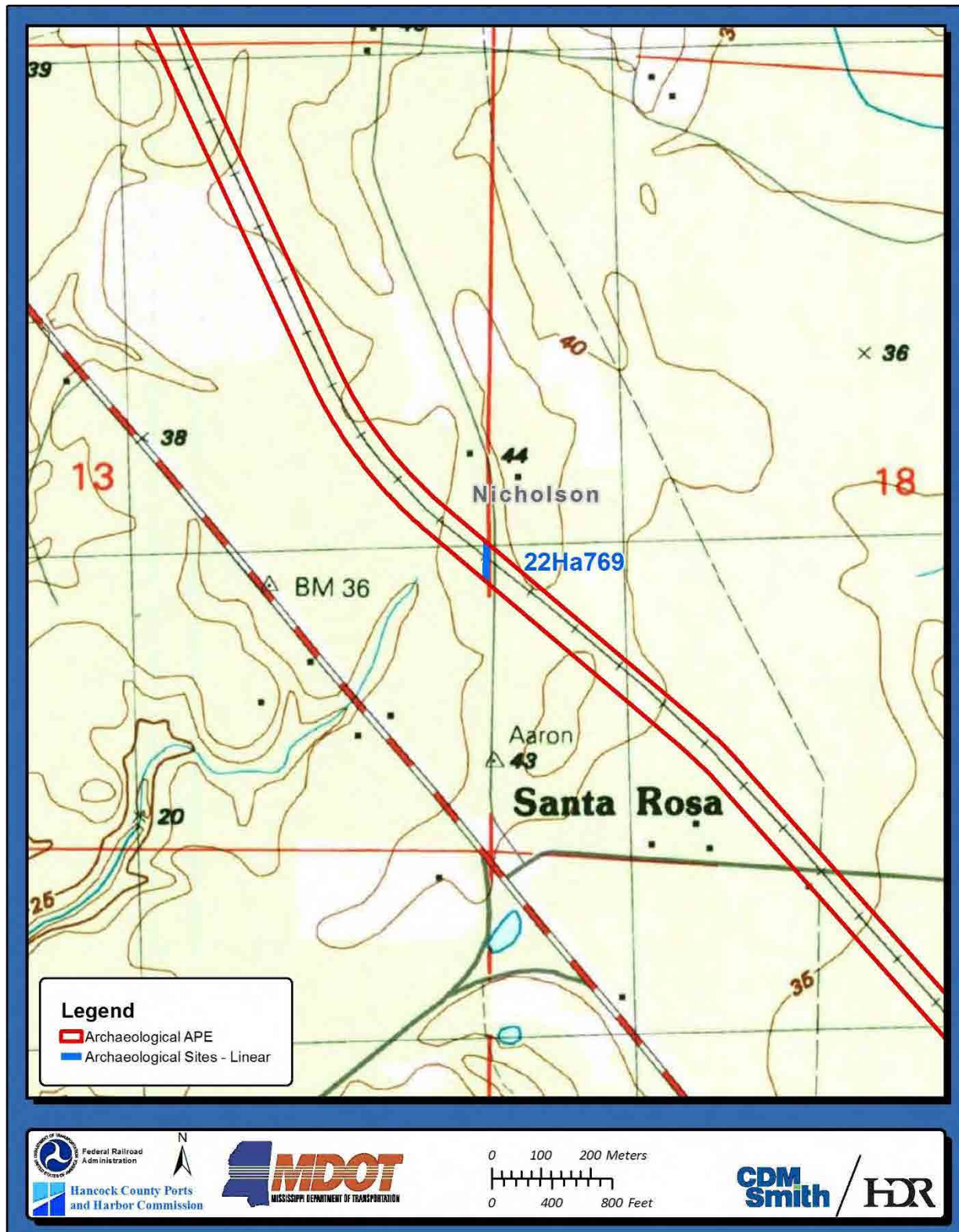


Figure 5-91: Location of Site 22Ha769 on Aerial Photograph

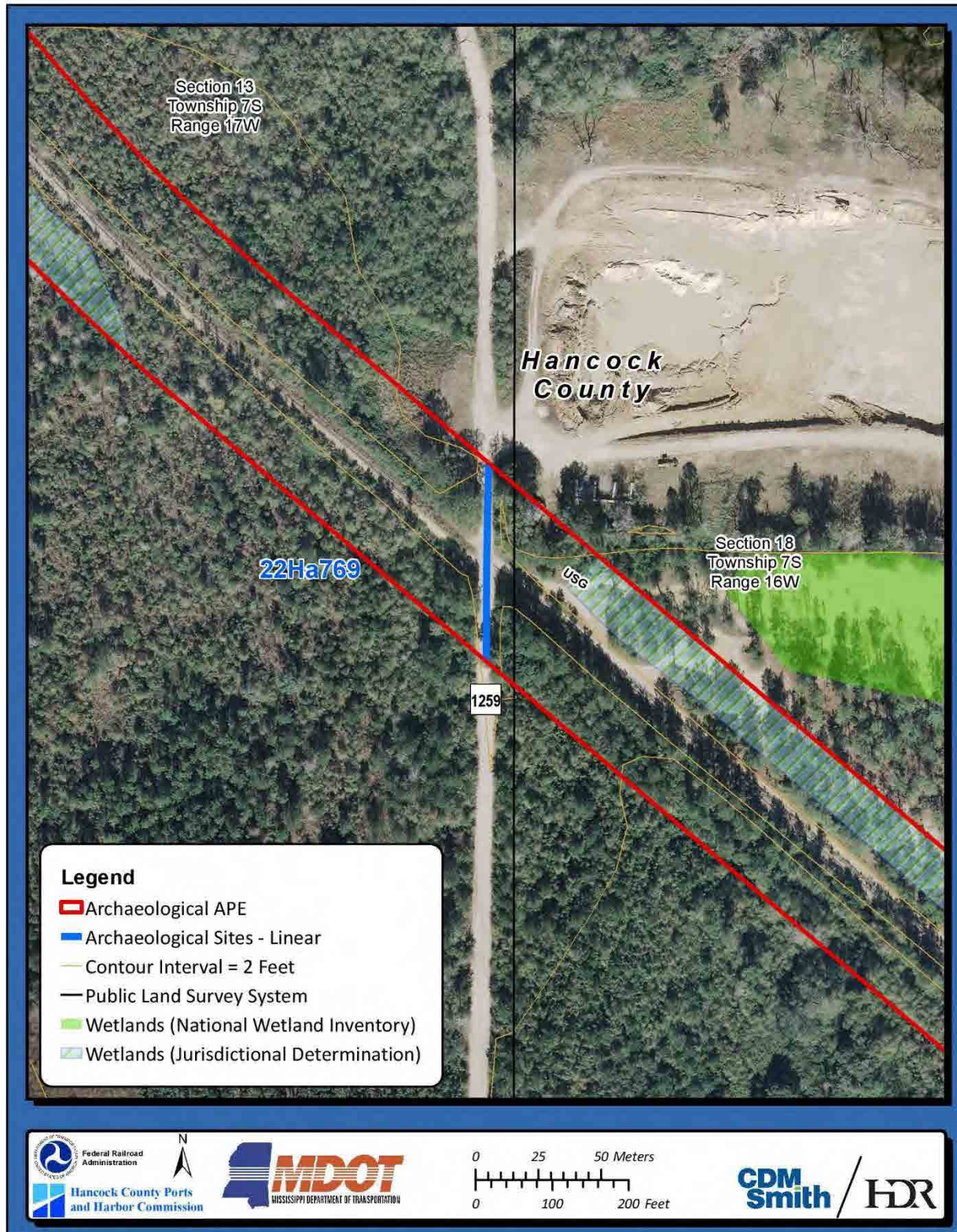
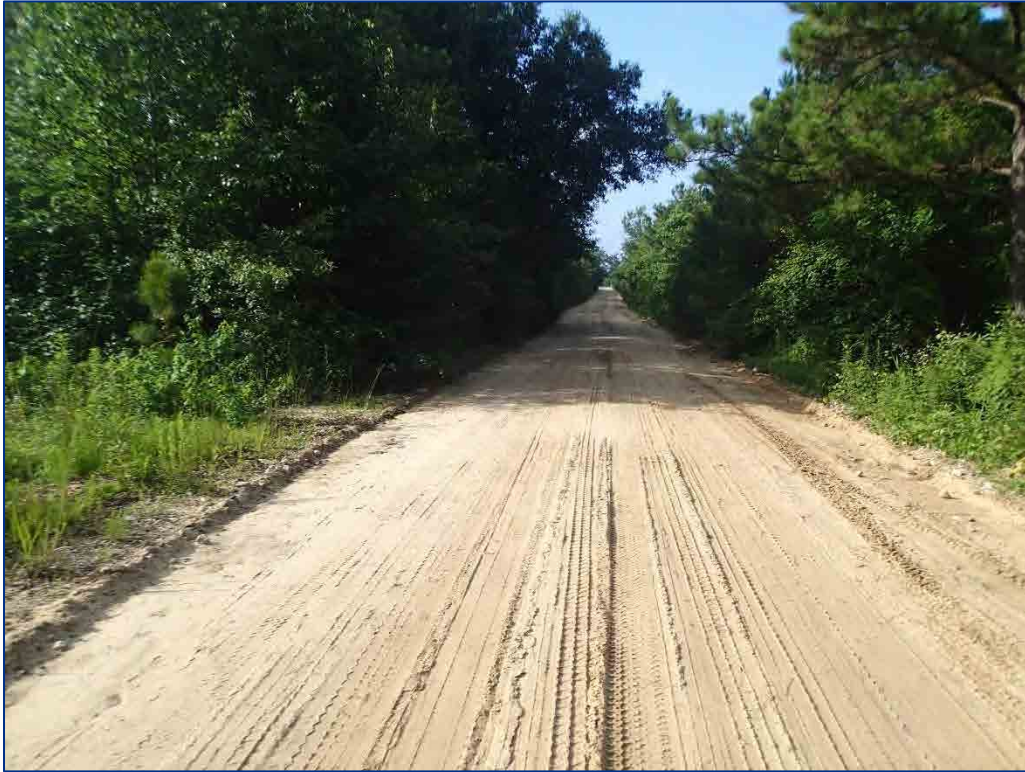


Figure 5-92: Site 22Ha769, looking East



5.2.2.7 Site 22Ha770

Site 22Ha770 is a newly recorded segment of Texas Flat Rd in Hancock County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-93). It runs from the NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 19 Township 7S Range 16W to the NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 19 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-94).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 86 meters (283 feet) long section from the east terminus (E 246424.00410020418, N 3369111.7625496173 (UTM 16 NAD 27)) to the west terminus (E 246338.02078232591, N 3369118.8557555024 (UTM 16 NAD 27)) and is 30 meters (98 feet) wide. The east terminus has an elevation of 34 feet AMSL, and the west terminus has an elevation of 36 feet AMSL. This segment of Site 22Ha770 consists of a two-lane paved road (Figure 5-95).

5.2.2.7.1 Features Recorded

Site 22Ha770 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Ha770.

5.2.2.7.2 Discussion

Site 22Ha770 connects the community of Santa Rosa in the west to Route 603 in the east. It does not appear on any historic State Highway System map. It does, however, appear on the 1914, 1921 and 1959 Nicholson, Mississippi, USGS 15-minute quadrangle maps. It is shown in its current alignment on the 1955 Nicholson, Mississippi, USGS 7.5-minute quadrangle map and subsequent versions.

5.2.2.7.3 Recommendation

Site 22Ha770 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of Texas Flat Road has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-93: Location of Site 22Ha770 on USGS 7.5 Quadrangle Maps

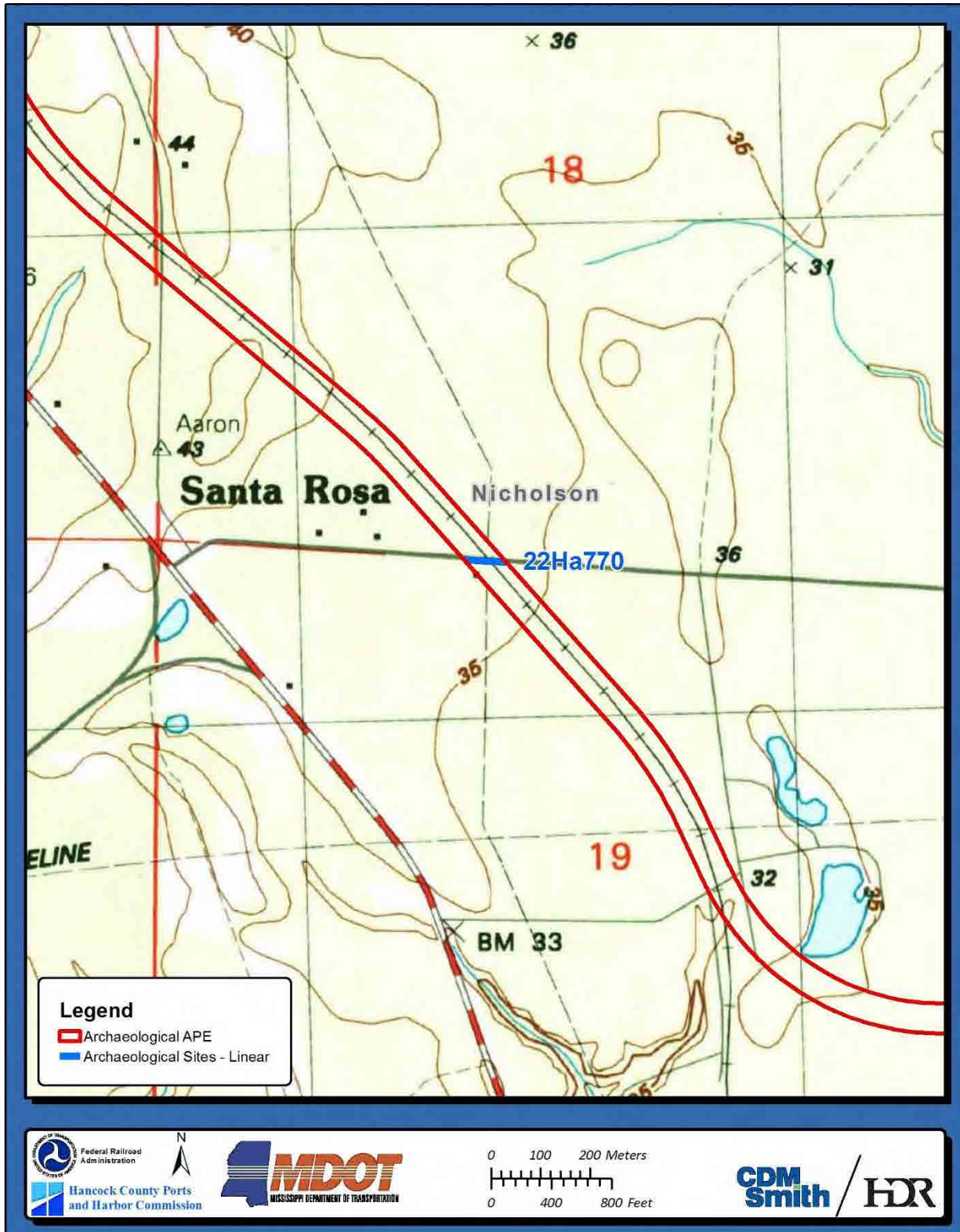


Figure 5-94: Location of Site 22Ha770 on Aerial Photograph

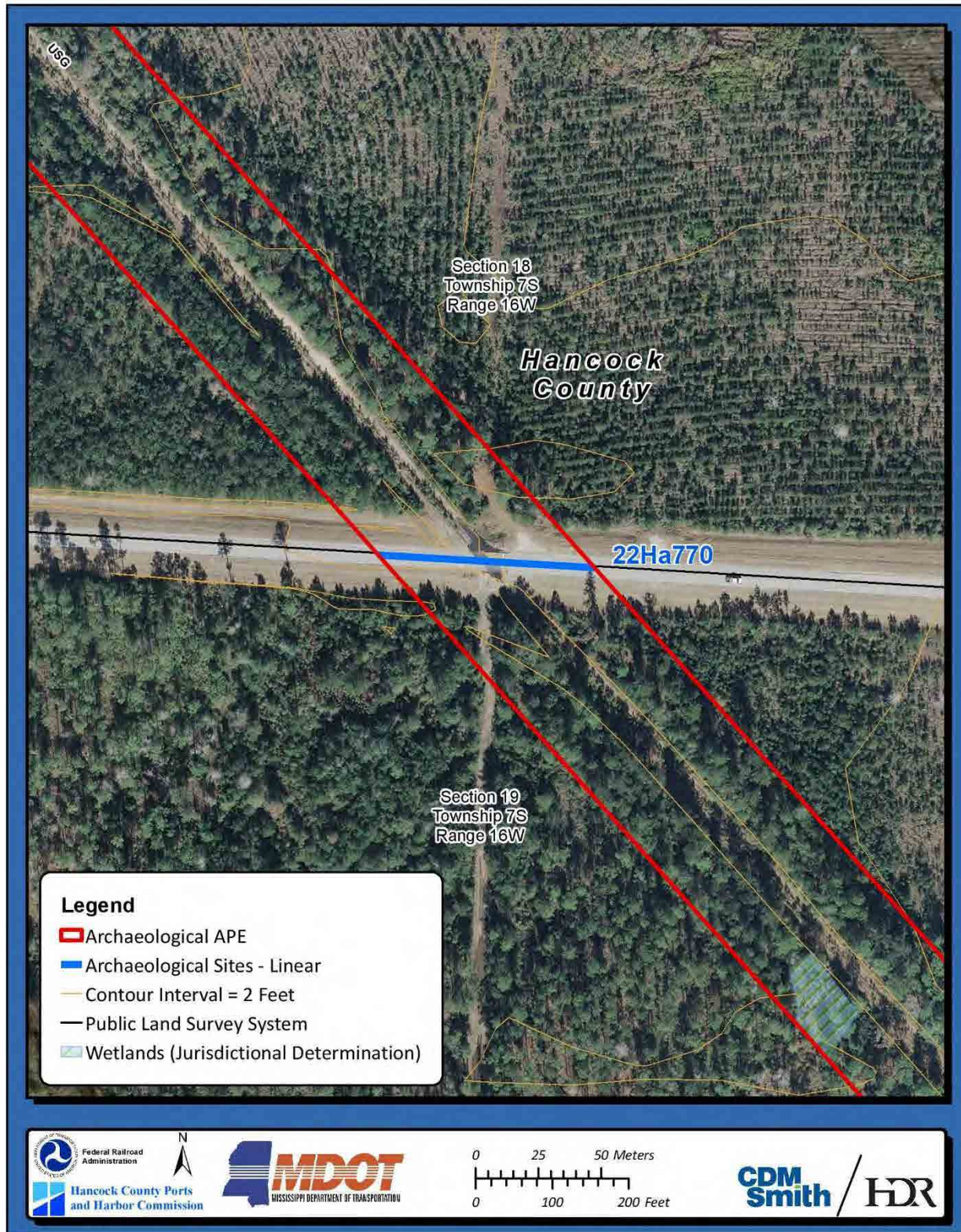


Figure 5-95: Site 22Ha770, looking East



5.2.2.8 Site 22Ha771

Site 22Ha771 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-96). It runs from the NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 19 Township 7S Range 16W to the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 19 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-97).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (201 feet) long section from the west terminus (E 246810.63591241205, N 3368447.2460055277 (UTM 16 NAD 27)) to the east terminus (E 246863.09656149108, N 3368479.0875286302 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The west terminus has an elevation of 31 feet AMSL, and the east terminus has an elevation of 30 feet AMSL. This segment of Site 22Ha771 consists of medium duty gravel and dirt road.

5.2.2.8.1 Features Recorded

Site 22Ha771 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Ha771.

5.2.2.8.2 Discussion

Site 22Ha771 intersects Route 607 0.9 kilometers (0.55 miles) south of Texas Flat Road's intersection with Route 607. The road then leads east 0.78 kilometer (0.5 mile) to a water impoundment area. The road is not shown on any of the historic State Highway System maps nor on the two earliest available USGS maps, the 1914 and the 1921 Nicholson, Mississippi, USGS 15-minute quadrangle maps. All maps from the 1955 Nicholson, Mississippi, USGS 7.5-minute quadrangle maps and onward show Site 22Ha771 as a medium duty road.

5.2.2.8.3 Recommendation

Site 22Ha771 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-96: Location of Site 22Ha771 on USGS 7.5 Quadrangle Maps

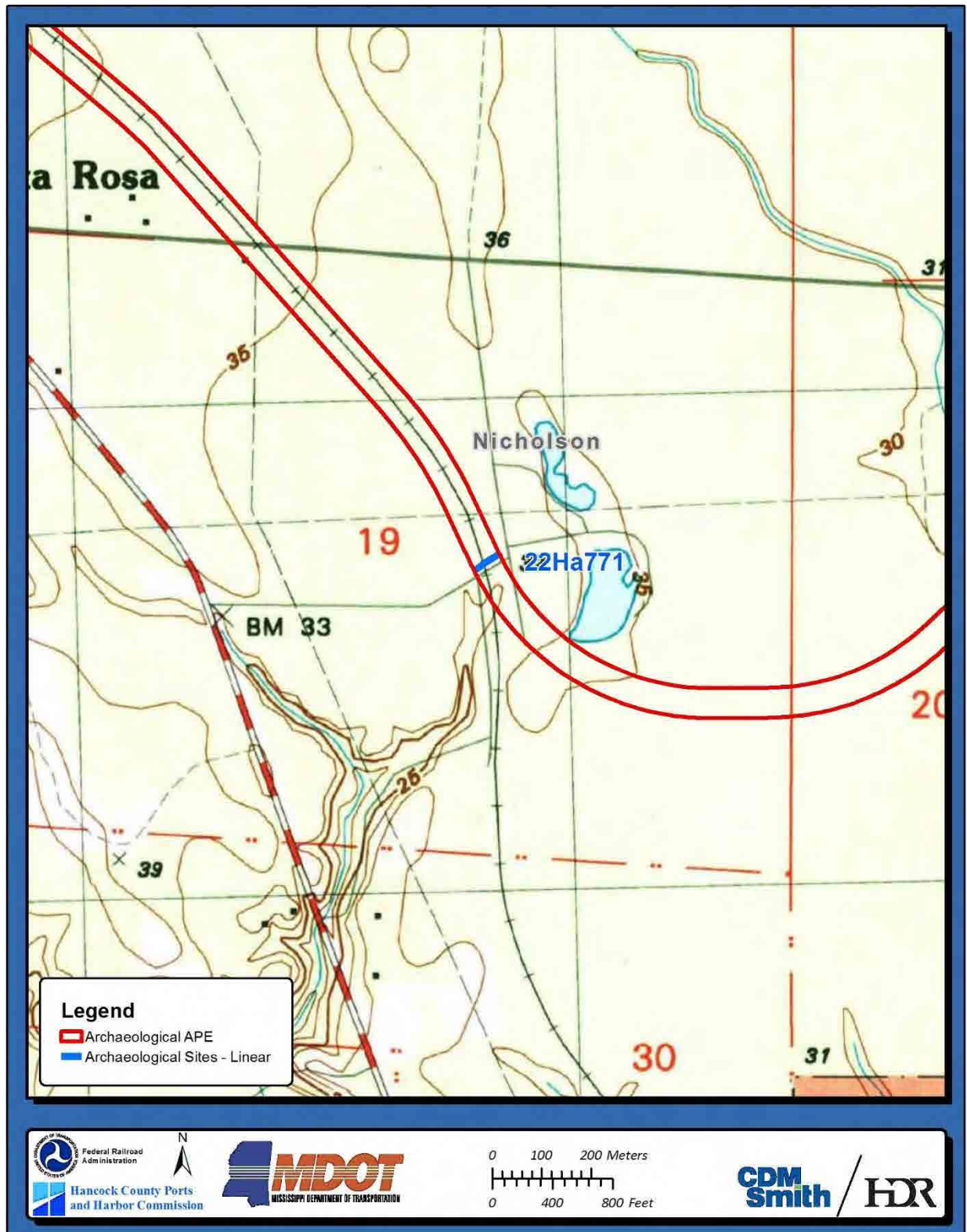
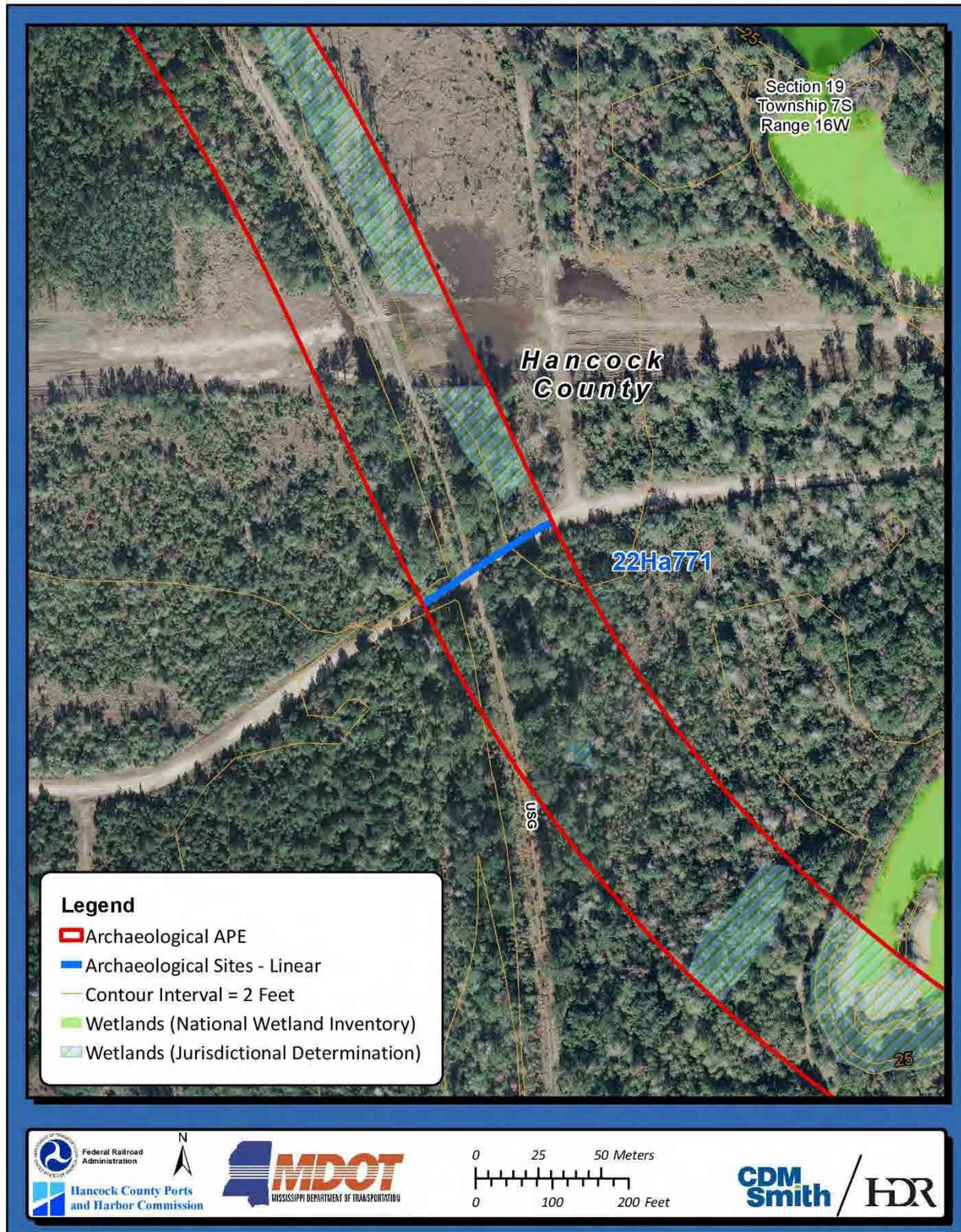


Figure 5-97: Location of Site 22Ha771 on Aerial Photograph



5.2.2.9 Site 22Ha772

Site 22Ha772 is a newly recorded segment of Flattop Road in Hancock County. This segment can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-98). It runs from the SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 21 Township 7S Range 16W to the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 21 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-99).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 68 meters (224 feet) long section from the north terminus (E 250368.22874607911, N 3368630.4057767061 (UTM 16 NAD 27)) to the south terminus (E 250339.37944233237, N 3368568.4567357283 (UTM 16 NAD 27)) and is 20 meters (66 feet) wide. The north terminus has an elevation of 36 feet AMSL, and the south terminus has an elevation of 36 feet AMSL. This segment of Site 22Ha772 consists of a one lane asphalt road (Figure 5-100).

5.2.2.9.1 Features Recorded

There are no additional structural features recorded for Site 22Ha772.

5.2.2.9.2 Discussion

Site 22Ha772 connects Route 42 east of Picayune in Pearl River County, Mississippi, to Old Route 43 at the SSC. The historic State Highway System maps do not depict this road. The 1914 and the 1921 Nicholson, Mississippi, USGS 15-minute quadrangle maps do not depict this road. However, Site 22Ha772 is shown on the 1959 Nicholson, Mississippi, USGS 15-minute quadrangle map as a medium duty road. The road is depicted on the 1957 Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map as a medium duty road and doesn't change until the 1957 (photorevised 1970) edition where a portion of the road south of Texas Flat Road, including the surveyed segment, is marked as a light duty road.

5.2.2.9.3 Recommendation

Site 22HA772 has limited research potential due to the continued use of this segment of Flattop Rd for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of Flattop Road has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-98: Location of Site 22Ha772 on USGS 7.5 Quadrangle Maps

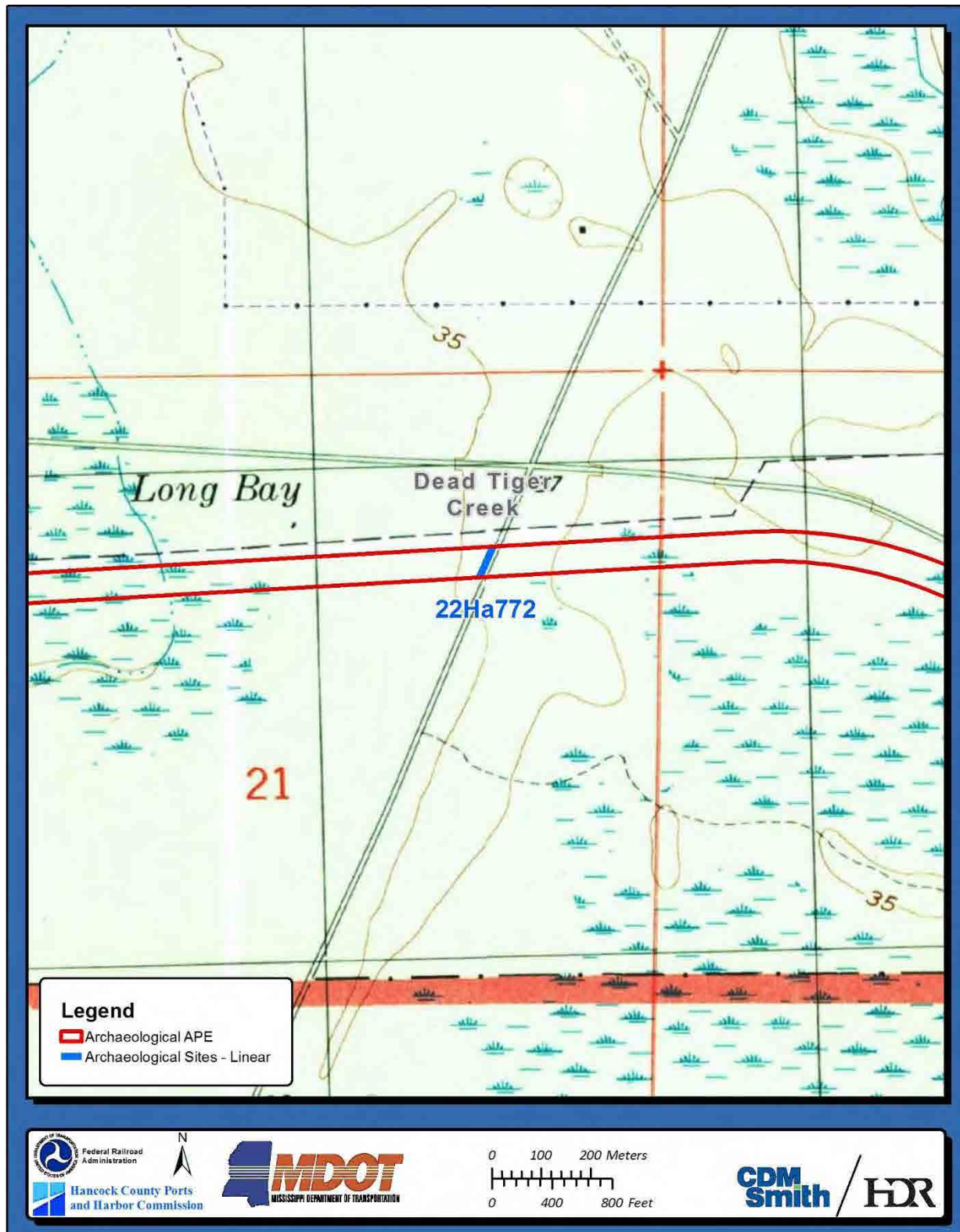


Figure 5-99: Location of Site 22Ha772 on Aerial Photograph

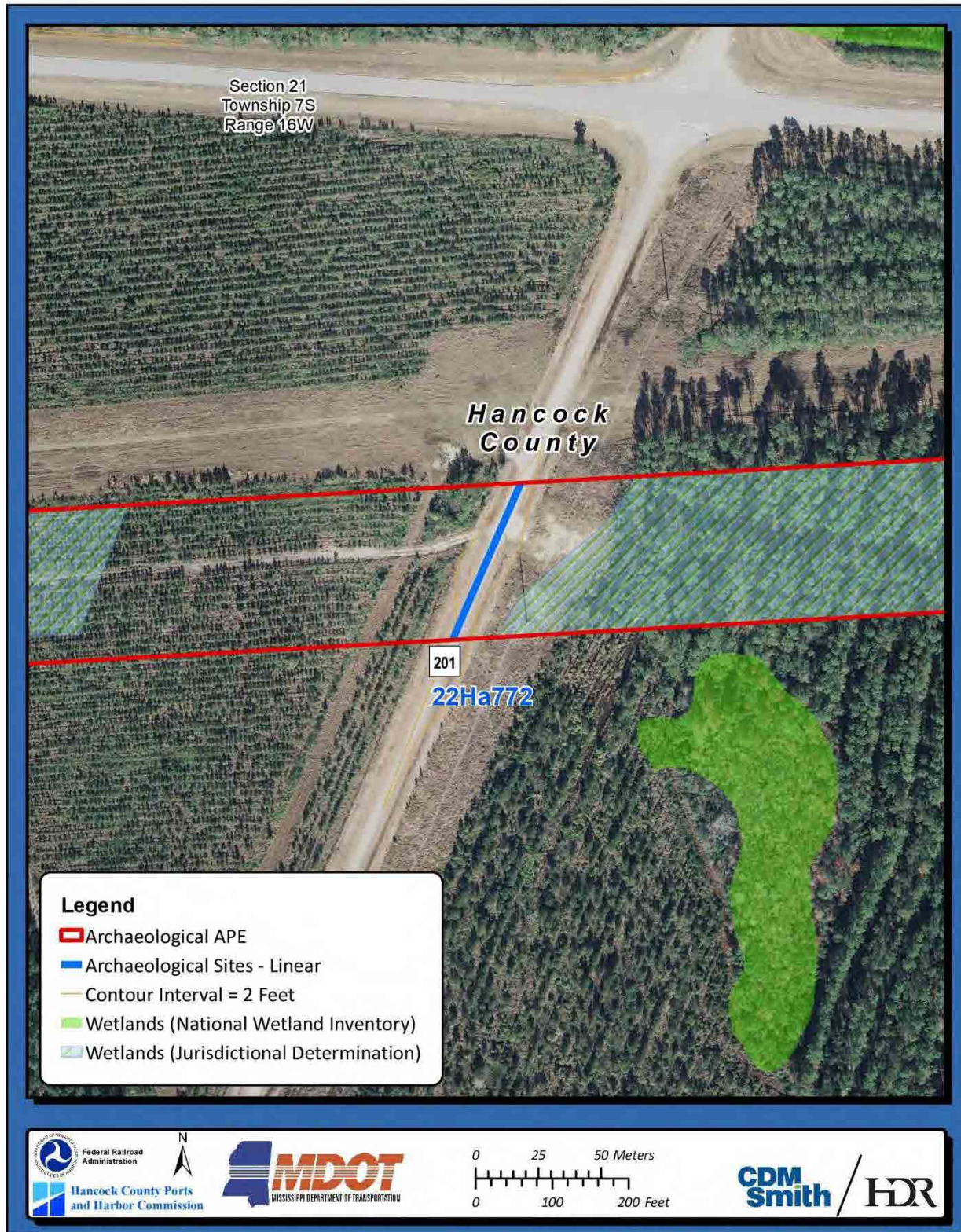


Figure 5-100: Site 22Ha772, looking South-southwest



5.2.2.10 Site 22Ha773

Site 22Ha773 is a newly recorded segment of T F Hunting Club Road in Hancock County. This segment can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-101). It runs from the SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 25 Township 7S Range 16W to the SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 25 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-102).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 64 meters (211 feet) long section from the west terminus (E 254879.366575933, N 3366857.5017116861 (UTM 16 NAD 27)) to the east terminus (E 254937.97496878862, N 3366883.7660500347 (UTM 16 NAD 27)) and 10 (33 feet) wide. The west terminus has an elevation of 31 feet AMSL, and the east terminus has an elevation of 32 feet AMSL. This segment of Site 22Ha773 consists of dirt road (Figure 5-103).

5.2.2.10.1 Features Recorded

There are no additional structural features recorded for Site 22Ha773.

5.2.2.10.2 Discussion

Site 22Ha773 is a dirt road 0.25 kilometer northwest of the intersection of Bombing Range Road with Texas Flat Road. There is no road in this location indicated on any of the Nicholson, Mississippi, USGS 15-minute quadrangle maps or on any of the historic or modern Dead Tiger Creek, Mississippi, USGS 15-minute quadrangle maps.

5.2.2.10.3 Recommendation

Site 22Ha773 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-101: Location of Site 22Ha773 on USGS 7.5 Quadrangle Maps

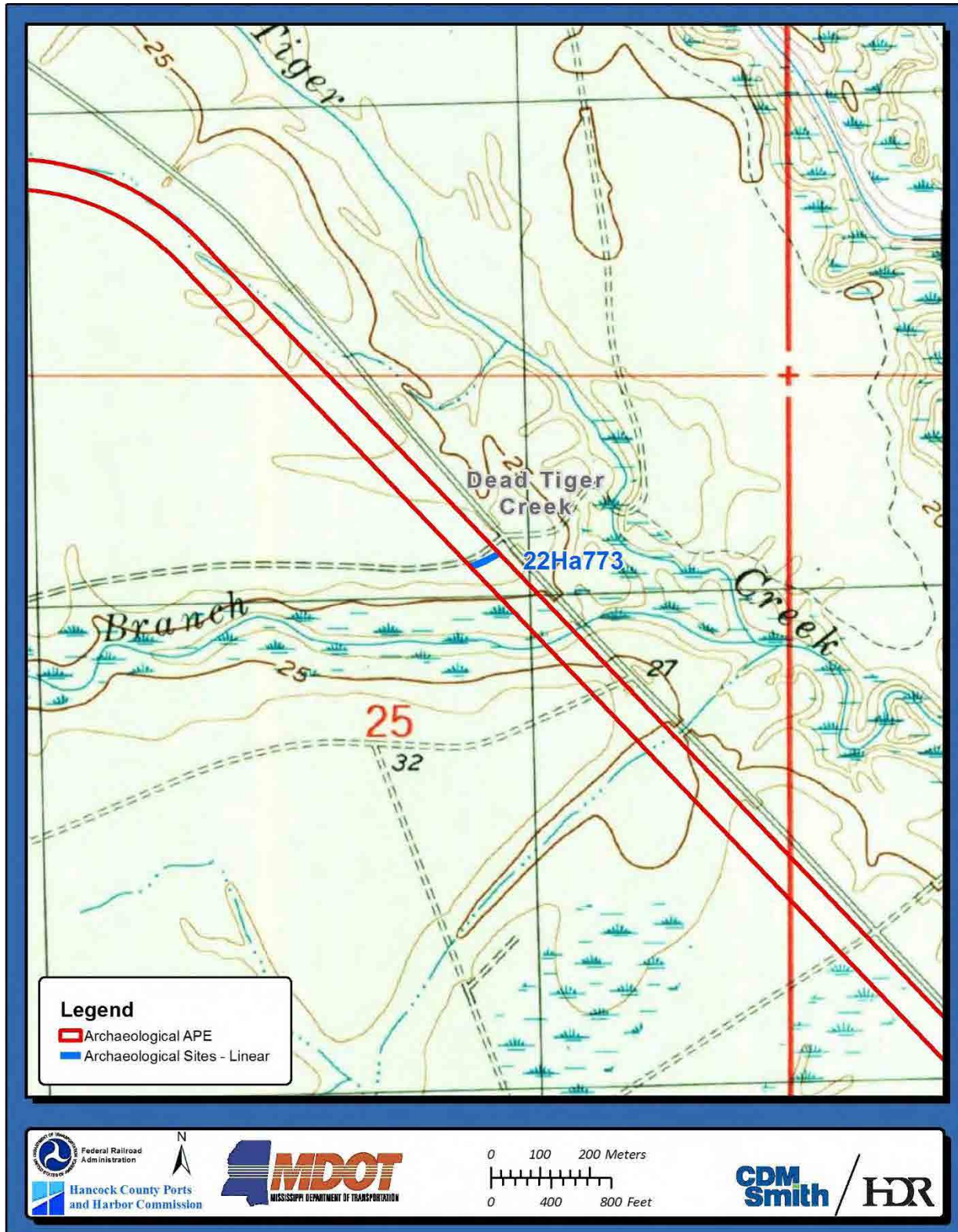


Figure 5-102: Location of Site 22Ha773 on Aerial Photograph

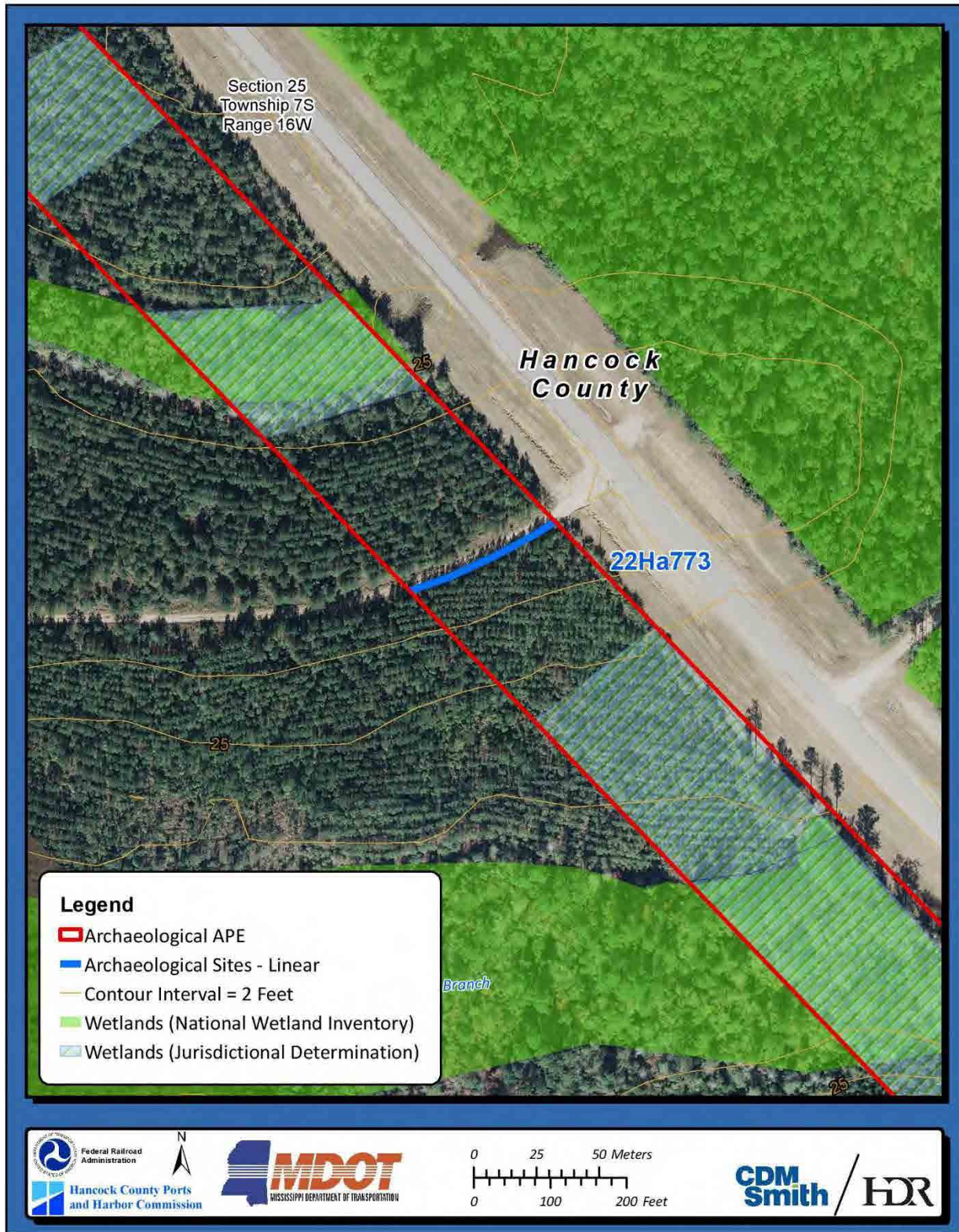


Figure 5-103: Site 22Ha773, looking East



5.2.2.11 Site 22Ha774

Site 22Ha774 is a newly recorded segment of Bombing Range Road in Hancock County. This segment can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-104). It runs from the NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 25 Township 7S Range 16W to the NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 25 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-105).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 63 meters (207 feet) long section from the east terminus (E 255190.32821425397, N 3366607.6815649015 (UTM 16 NAD 27)) to the west terminus (E 255134.40701318704, N 3366578.4777039406 (UTM 16 NAD 27)) and is 10 meters (33 wide). The east terminus has an elevation of 26 feet AMSL, and the west terminus has an elevation of 30 feet AMSL. This segment of Site 22Ha774 consists of a dirt road (Figure 5-106).

5.2.2.11.1 Features Recorded

There are no additional structural features recorded for Site 22Ha774.

5.2.2.11.2 Discussion

Site 22Ha774 is a dirt road that connects Texas Flat Road with other unimproved and unnamed roads within the SSC acoustic buffer zone. It is not indicated on the 1914 or 1921 Nicholson, Mississippi, USGS 15-minute quadrangle maps but does appear on the 1959 version of the map. The Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map and all subsequent versions show an unimproved roadway at this location. There is no road indicated here on the State Highway System maps.

5.2.2.11.3 Recommendation

Site 22Ha774 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-104: Location of Site 22Ha774 on USGS 7.5 Quadrangle Maps

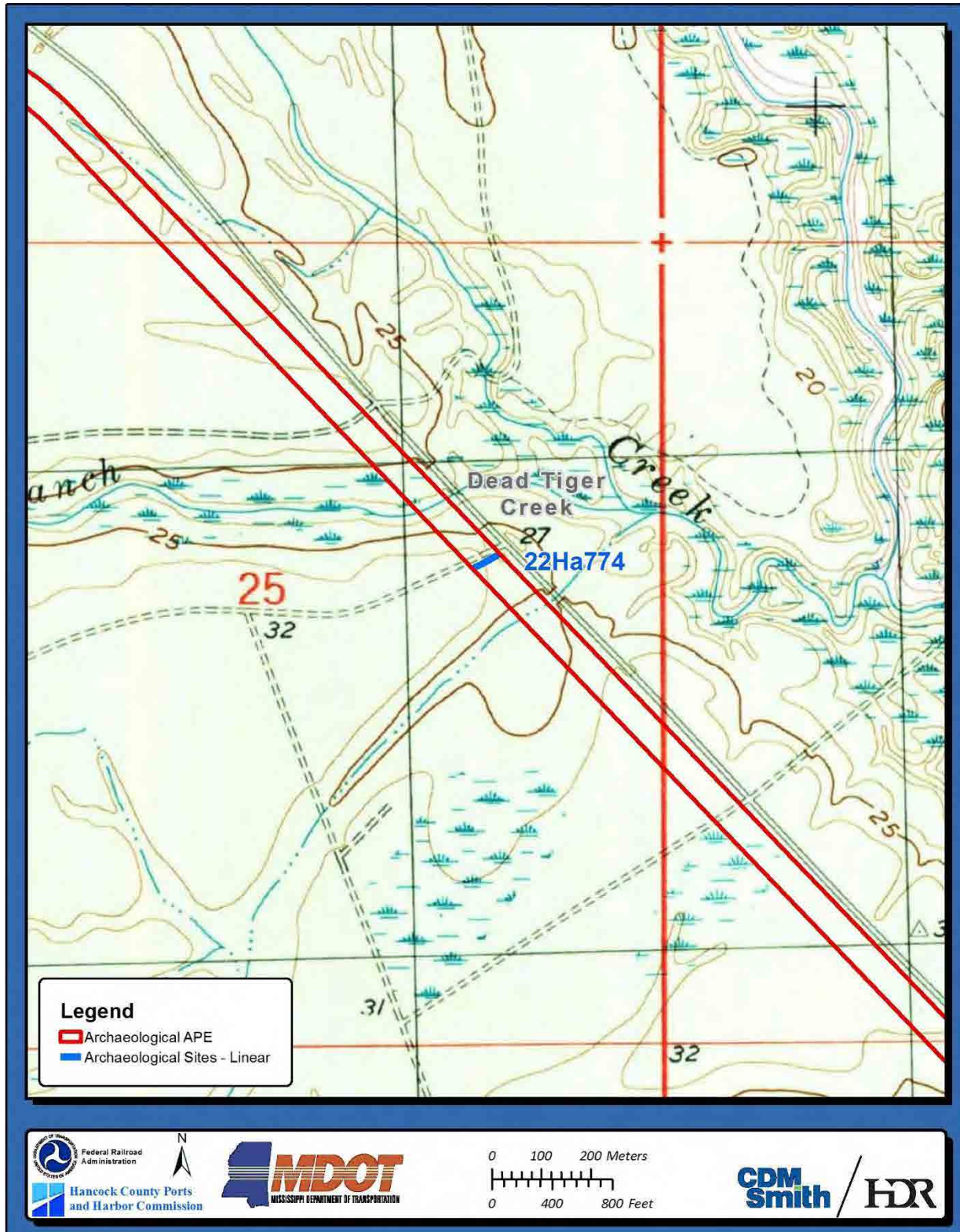


Figure 5-105: Location of Site 22Ha774 on Aerial Photograph

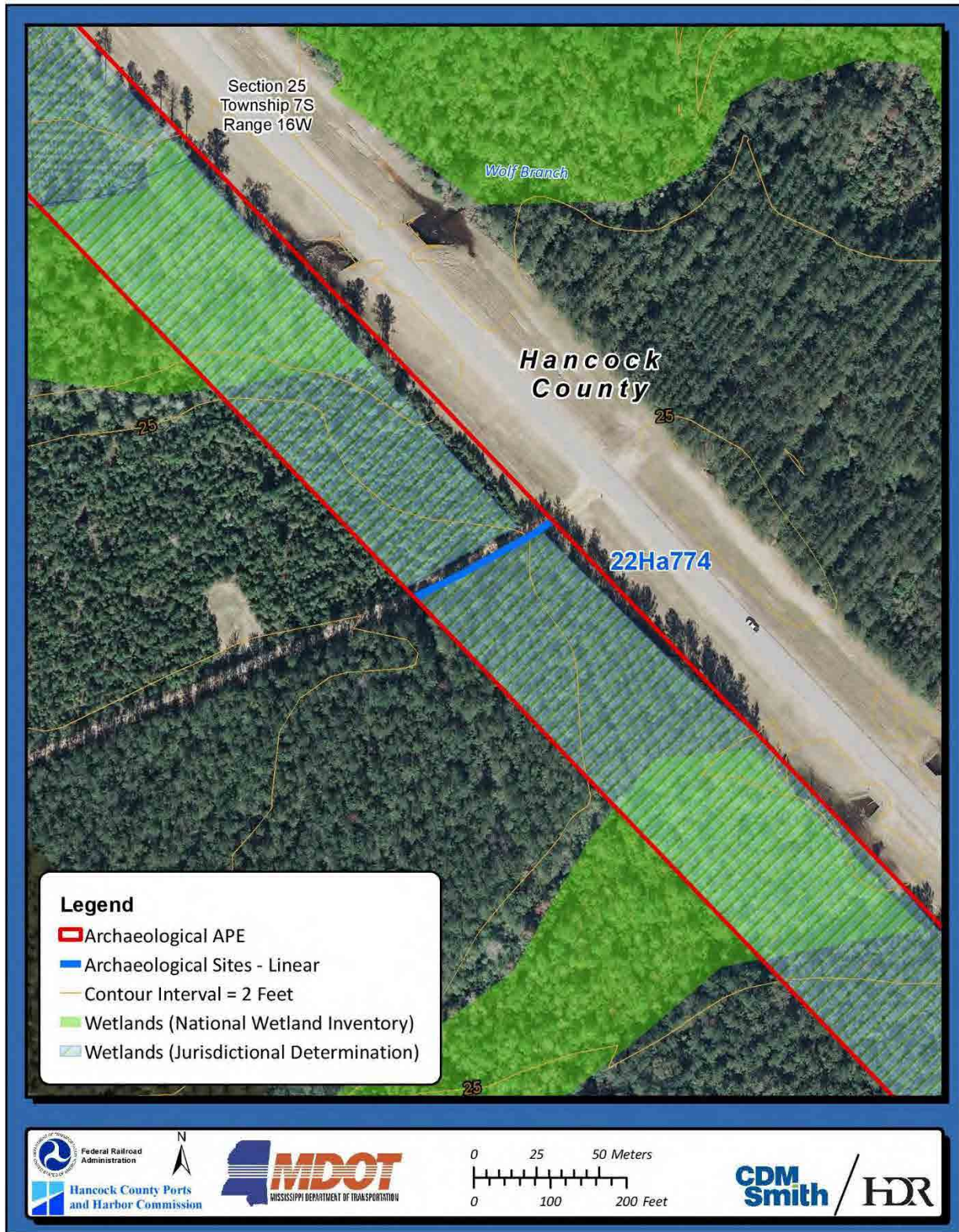


Figure 5-106: Site 22Ha774, looking West



5.2.2.12 Site 22Ha775

Site 22Ha775 is a newly recorded segment of Stennis Buffer Zone Rd 4 in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-107). It runs from the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 5 Township 8S Range 15W to the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 5 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-108).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (201 feet) long section from the east terminus (E 258217.90135866846, N 3362310.26336814 (UTM 16 NAD 27)) to the west terminus (E 258156.48194826939, N 3362309.4835113804 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 15 feet AMSL, and the west terminus has an elevation of 13 feet AMSL. This segment of Site 22Ha775 consists of an unimproved dirt road.

5.2.2.12.1 Features Recorded

There are no additional structural features recorded for Site 22Ha775.

5.2.2.12.2 Discussion

Site 22Ha775 is an unimproved dirt road that is part of a winding network of dirt roads surrounding the SSC. This road is not represented on the 1914, 1921, or 1959 15-minute Nicholson, Miss. USGS Quadrangle map. Neither is it present on the 1958 Logtown Miss. USGS 7.5-minute Quadrangle map. The road is depicted on the 1958 (photorevised 1970 and photo-inspected 1976) versions of this quadrangle map. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.12.3 Recommendation

Site 22Ha775 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-107: Location of Site 22Ha775 on USGS 7.5 Quadrangle Maps

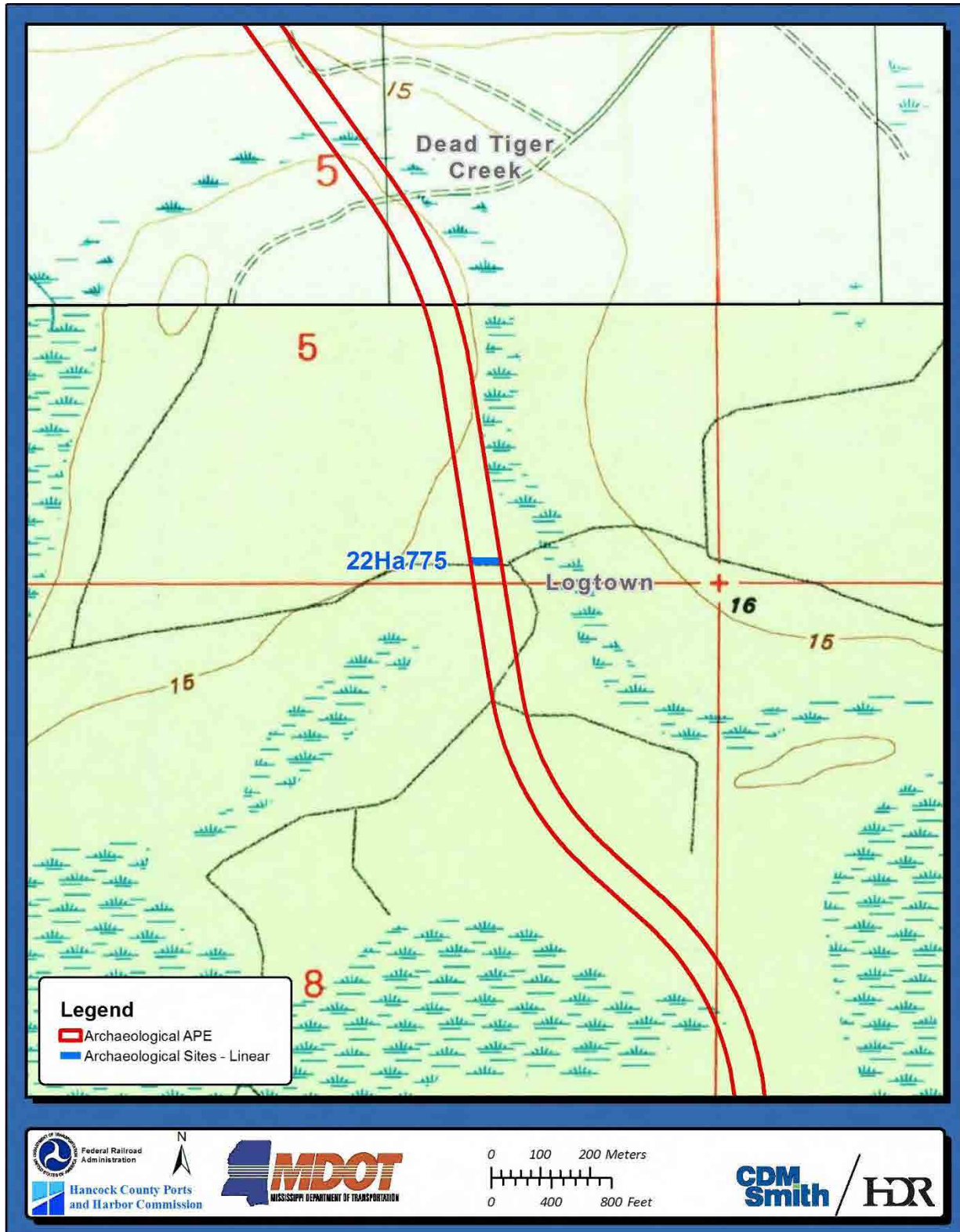
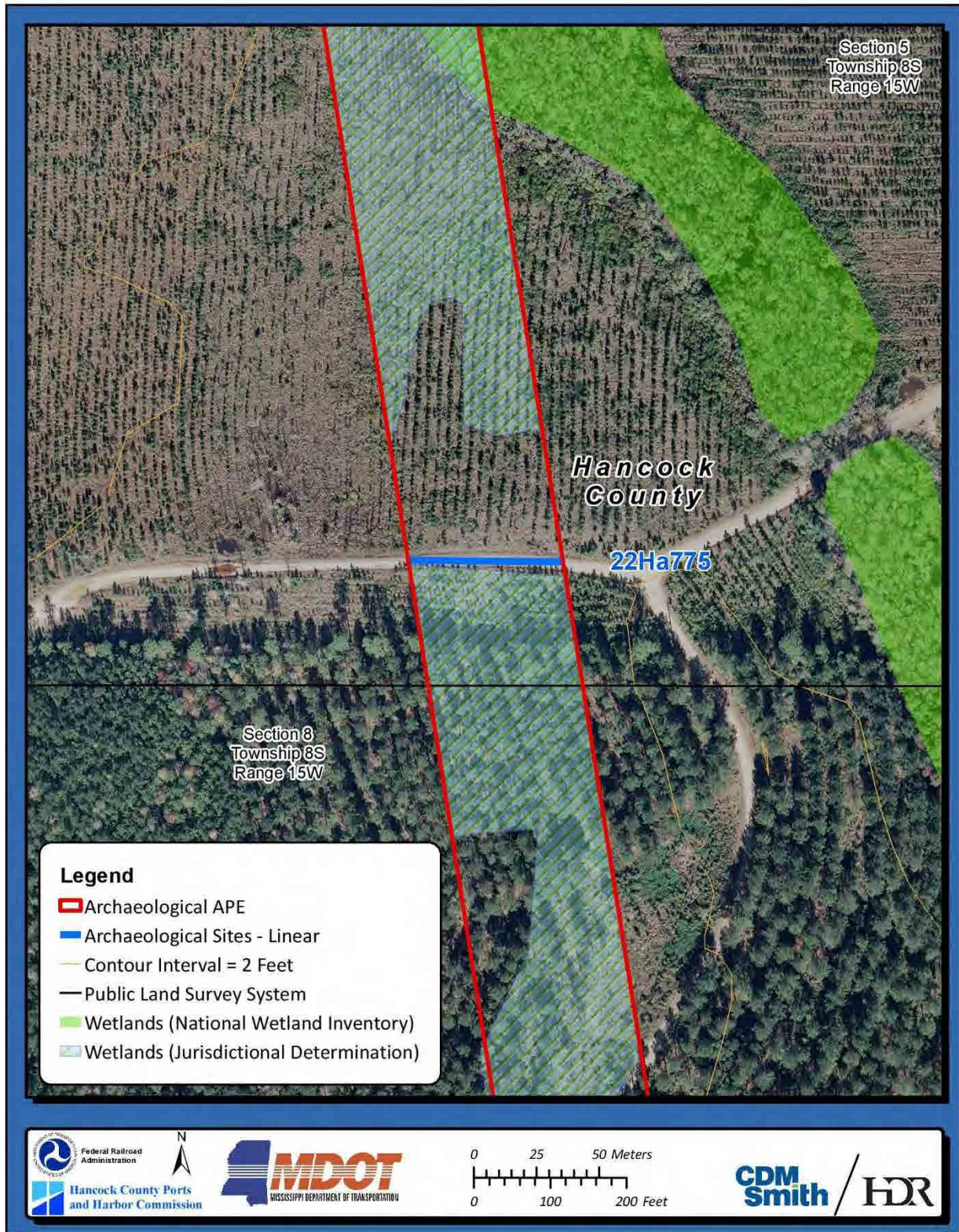


Figure 5-108: Location of Site 22Ha775 on Aerial Photograph



5.2.2.13 Site 22Ha776

Site 22Ha776 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-109). It runs from the NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 8 Township 8S Range 15W to the SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 8 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-110).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 91 meters (299 feet) long section from the south terminus (E 258195.49891832957, N 3362021.5530422125 (UTM 16 NAD 27)) to the north terminus (E 258246.49244448199, N 3362096.9706896394 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The south terminus has an elevation of 16 feet AMSL, and the north terminus has an elevation of 16 feet AMSL. This segment of Site 22Ha776 consists of an unimproved dirt road.

5.2.2.13.1 Features Recorded

There are no additional structural features recorded for Site 22Ha776.

5.2.2.13.2 Discussion

Site 22Ha776 is an unimproved dirt road that is part of a winding network of roads surrounding the SSC. This road is not represented on the 1914, 1921, or 1959 15-minute Nicholson, Miss. USGS Quadrangle map. Neither is it present on the 1958 Logtown Miss. USGS 7.5-minute Quadrangle map. The road is depicted on the 1958 (photorevised 1970 and photo-inspected 1976) versions of this quadrangle map. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.13.3 Recommendation

Site 22Ha776 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-109: Location of Site 22Ha776 on USGS 7.5 Quadrangle Maps

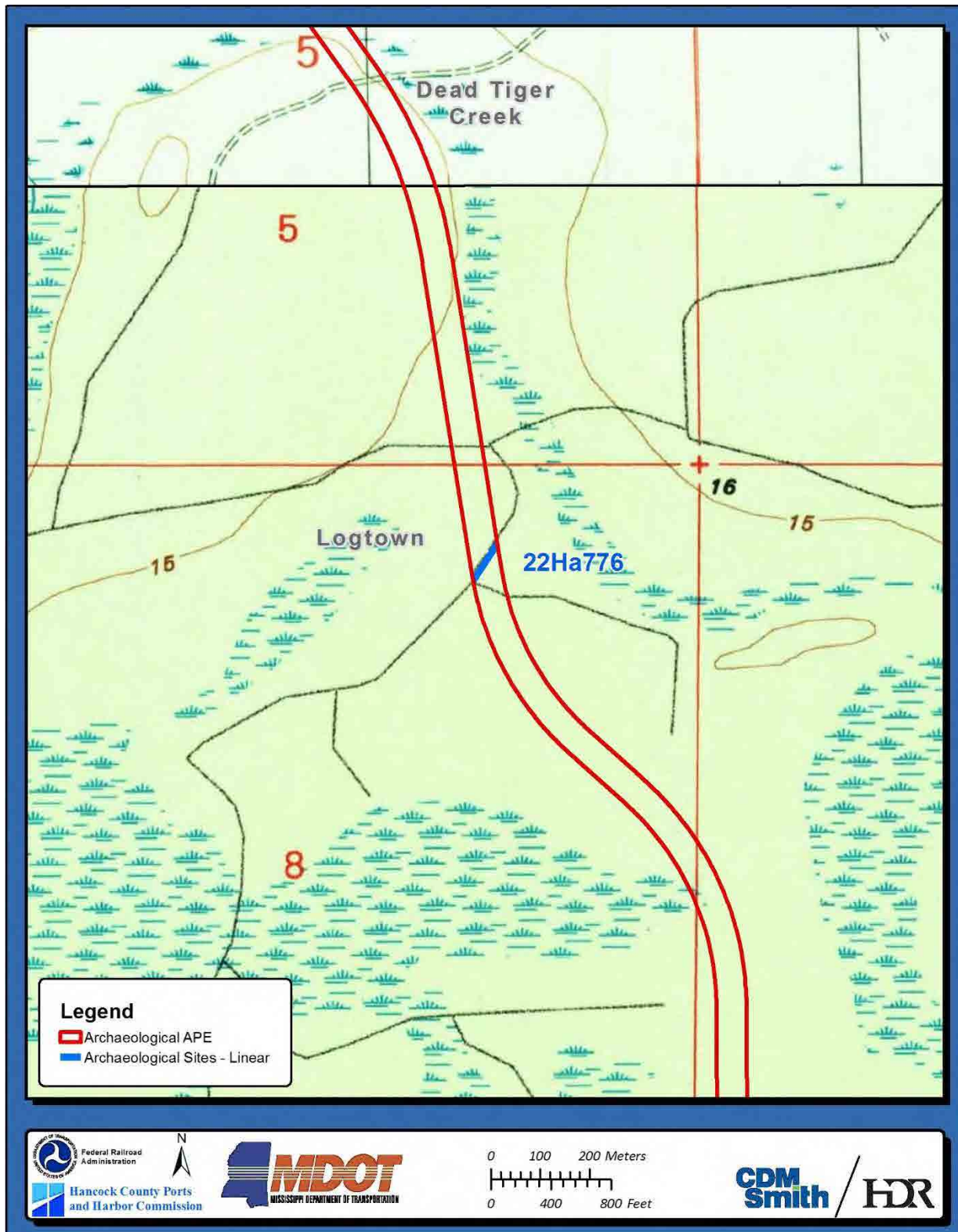
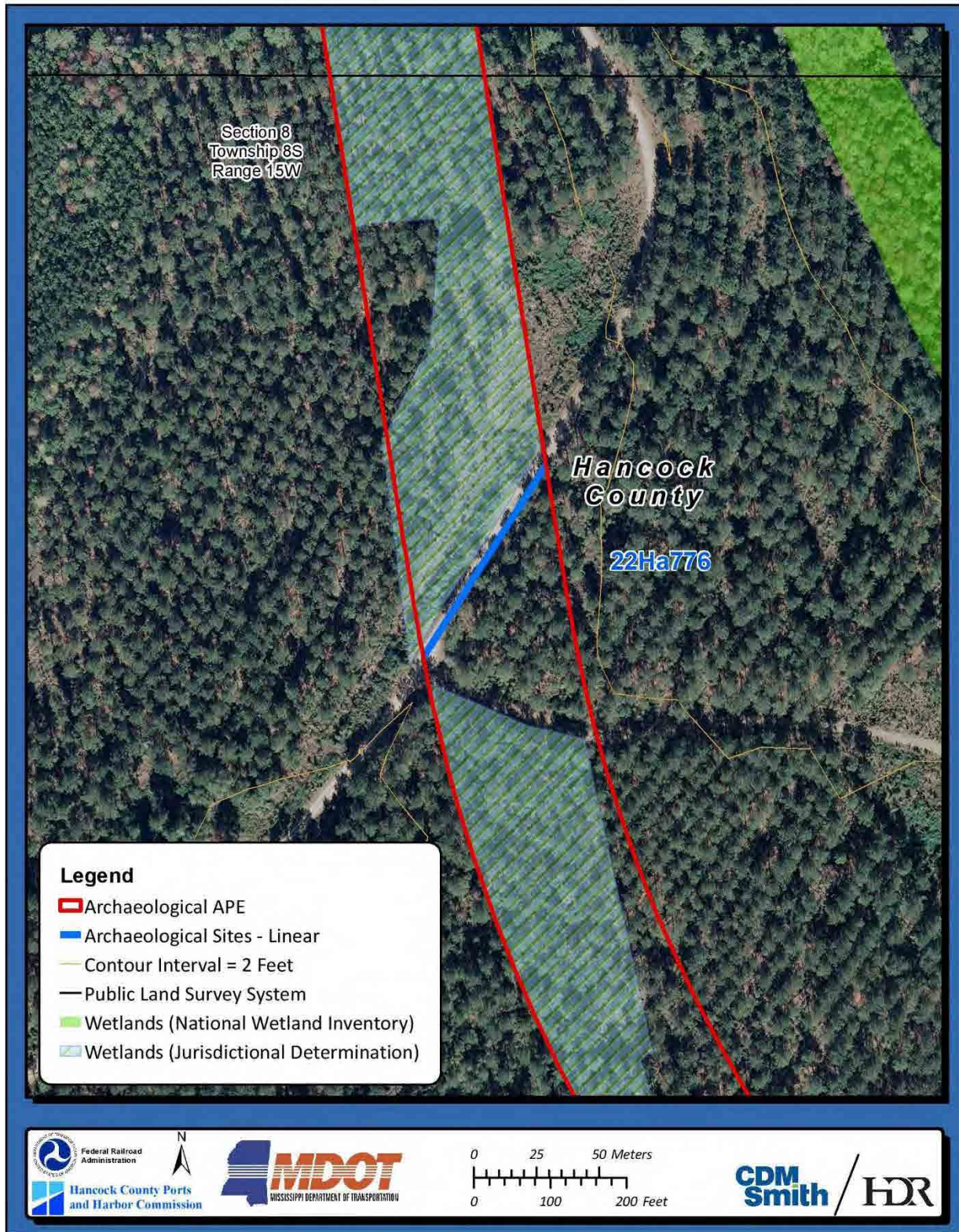


Figure 5-110: Location of Site 22Ha776 on Aerial Photograph



5.2.2.14 Site 22Ha777

Site 22Ha777 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-111). It runs from the NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 16 Township 8S Range 15W to the NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 16 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-112).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 254 meters (0.05 mile) section from the west terminus (E 258774.32414151146, N 3359161.7652465533 (UTM 16 NAD 27)) to the east terminus (E 258844.85890218648, N 3359132.9954977049 (UTM 16 NAD 27)). The west terminus has an elevation of 10 feet AMSL, and the east terminus has an elevation of 10 feet AMSL. This segment of Site 22Ha777 consists of an unimproved dirt road.

5.2.2.14.1 Features Recorded

There are no additional structural features recorded for Site 22Ha777.

5.2.2.14.2 Discussion

Site 22Ha777 is an unimproved dirt road that is part of a winding network of roads surrounding the SSC. This road is not represented on the 1914 or 1921 15-minute Nicholson, Miss. USGS Quadrangle map, but is depicted on the 1959 version of this quad map. The road is also depicted on all versions of the Logtown Miss. USGS 7.5-minute Quadrangle map (1958; 1958, photorevised 1970; 1958, photorevised 1970, photo-inspected 1976). The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.14.3 Recommendation

Site 22Ha777 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-111: Location of Site 22Ha777 on USGS 7.5 Quadrangle Maps

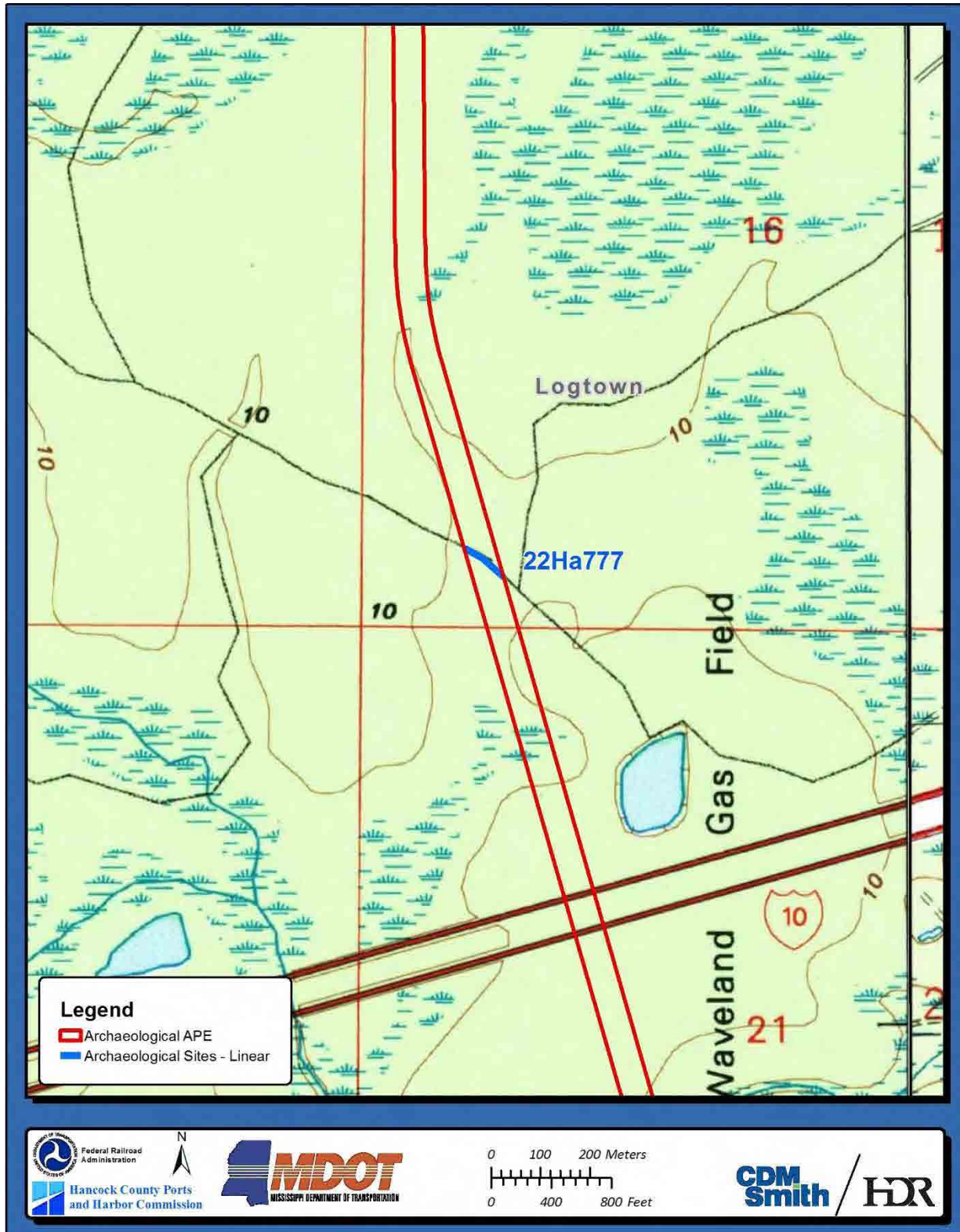
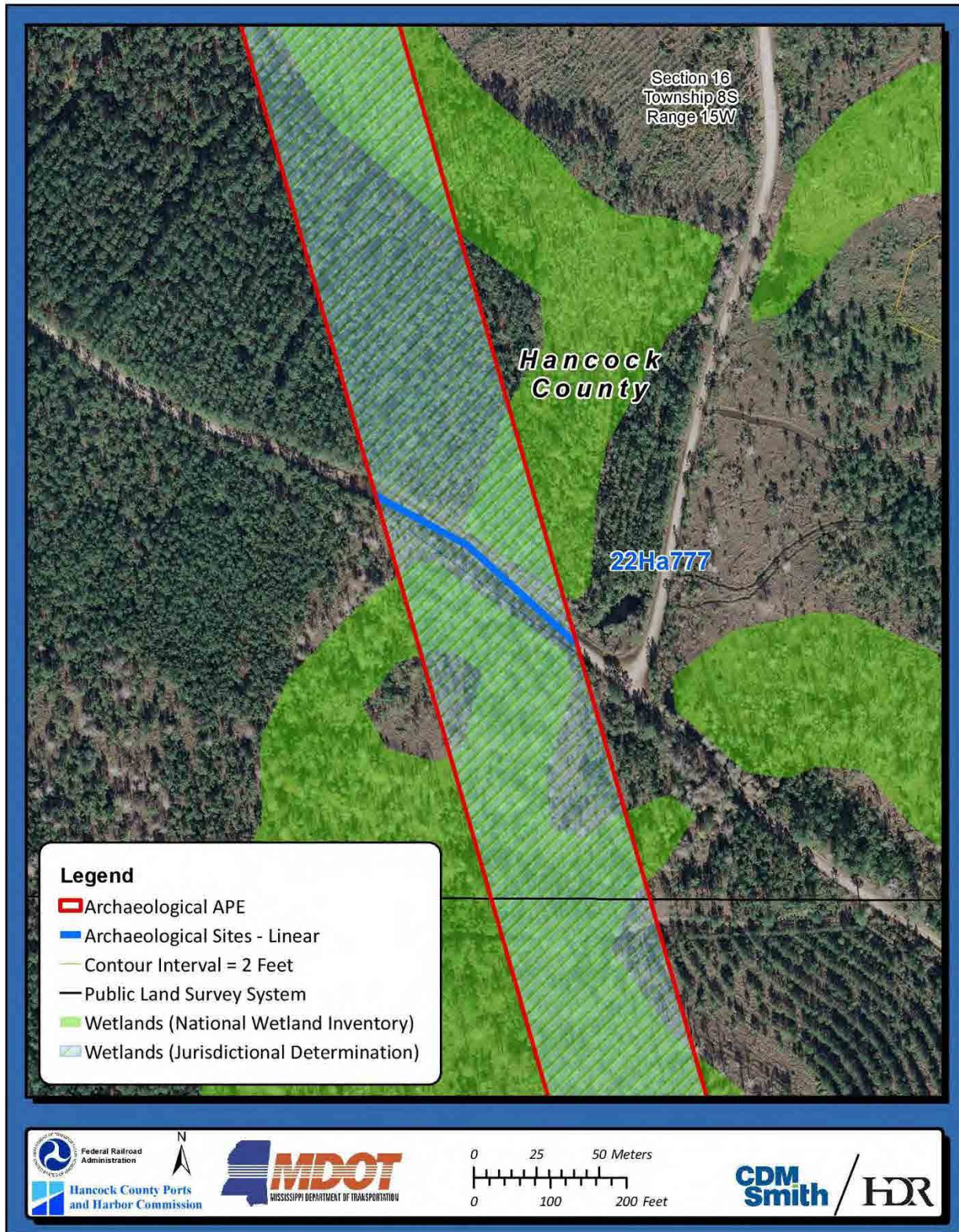


Figure 5-112: Location of Site 22Ha777 on Aerial Photograph



5.2.2.15 Site 22Ha778

Site 22Ha778 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-113). It runs from the SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 28 Township 8S Range 15W to the SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 28 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-114).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 63 meters (209 feet) long section from the east terminus (E 259089.37364237176, N 3357289.03191663 (UTM 16 NAD 27)) to the west terminus (E 259026.53553040998, N 3357278.3191515603 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 19 feet AMSL, and the west terminus has an elevation of 17 feet AMSL. This segment of Site 22Ha778 consists of an unimproved dirt road.

5.2.2.15.1 Features Recorded

There are no additional structural features recorded for Site 22Ha778.

5.2.2.15.2 Discussion

This road is not represented on the 1914, 1921, or 1959 15-minute Nicholson, Miss. USGS Quadrangle maps. It first appears on the 1958 (photorevised 1970) 1976 Logtown, MS USGS 7.5-minute Quadrangle map. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.15.3 Recommendation

Site 22Ha778 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-113: Location of Site 22Ha778 on USGS 7.5 Quadrangle Maps

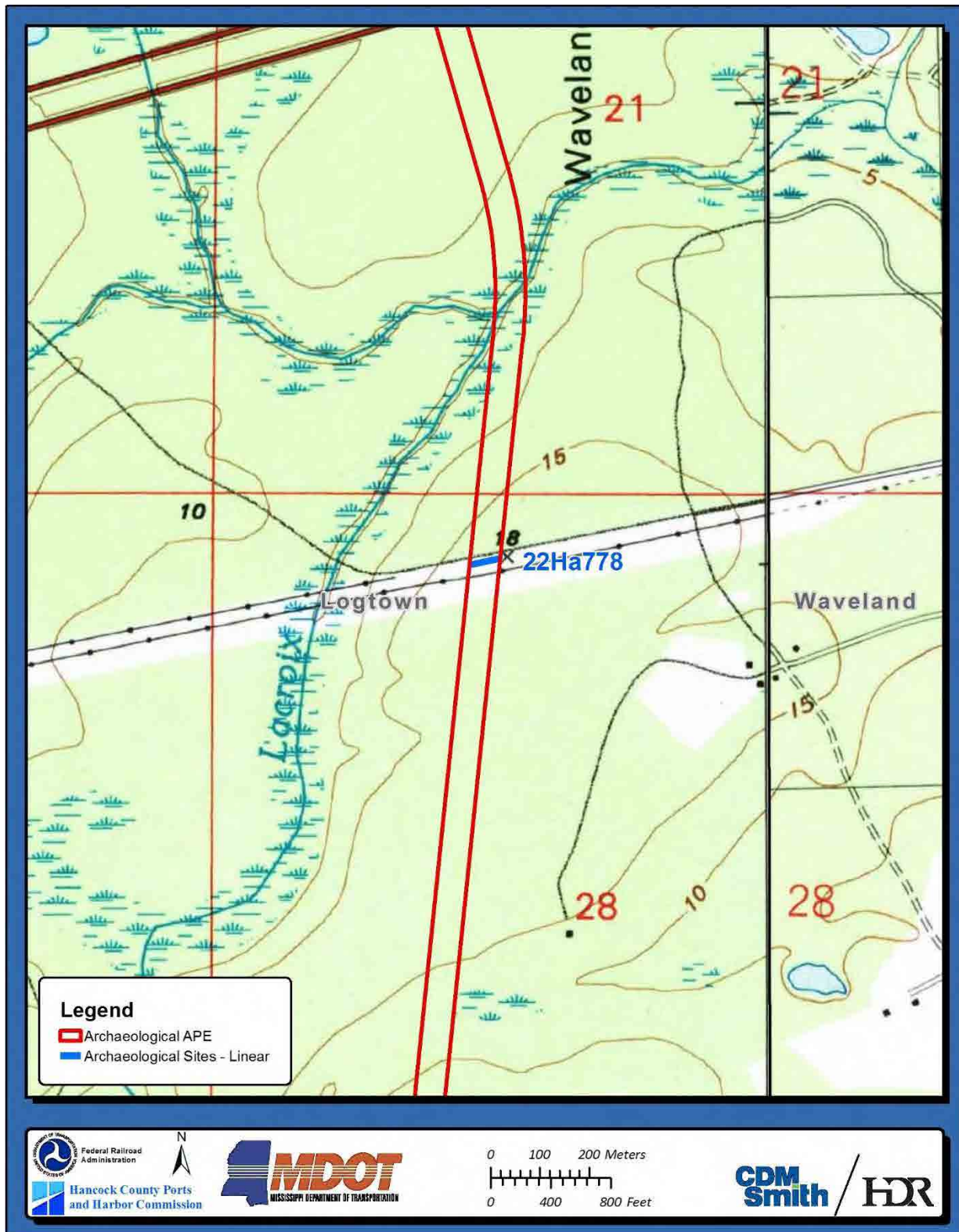
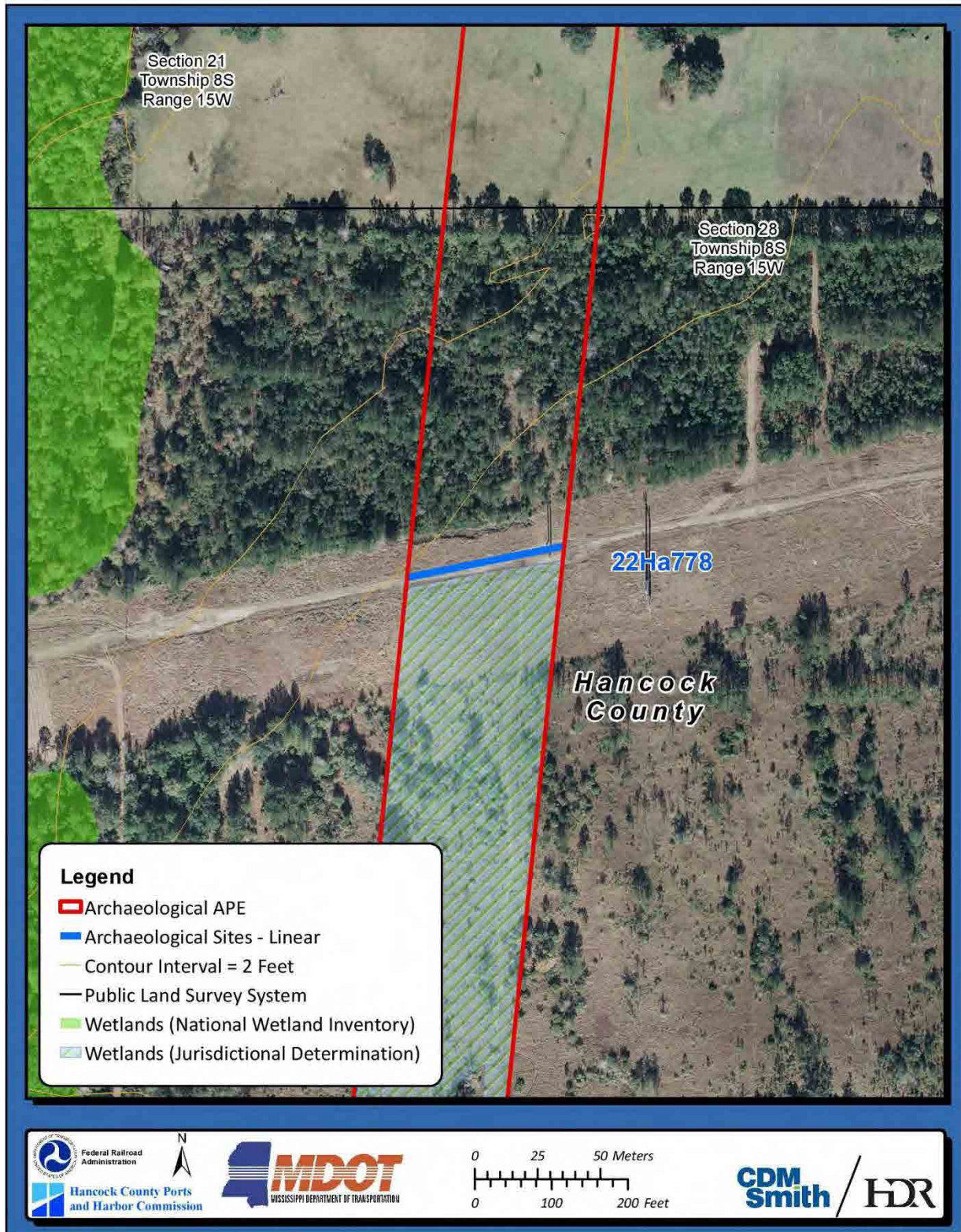


Figure 5-114: Location of Site 22Ha778 on Aerial Photograph



5.2.2.16 Site 22Ha779

Site 22Ha779 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-115). It runs from the SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 33 Township 8S Range 15W to the SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 33 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-116).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (201 feet) long section from the west terminus (E 258510.60379283479, N 3355261.7459362741 (UTM 16 NAD 27)) to the east terminus (E 258568.3849060869, N 3355241.5621033516 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The west terminus has an elevation of 18 feet AMSL, and the east terminus has an elevation of 19 feet AMSL. This segment of Site 22Ha779 consists of an unimproved dirt road (Figure 5-117).

5.2.2.16.1 Features Recorded

There are no additional structural features recorded for Site 22Ha779.

5.2.2.16.2 Discussion

Site 22Ha779 is an unimproved dirt road. This road is not represented on the 1914, 1921, or 1959 Nicholson, Miss-La. USGS 15-minute Quadrangle maps. Neither is the road depicted on the 1958 Logtown, Miss. USGS 7.5-minute Quadrangle map. The road is depicted on the 1958 (photorevised 1970) and 1958 (photorevised 1976 photo-inspected 1976) versions of the latter quad. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.16.3 Recommendation

Site 22Ha779 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-115: Location of Site 22Ha779 on USGS 7.5 Quadrangle Maps

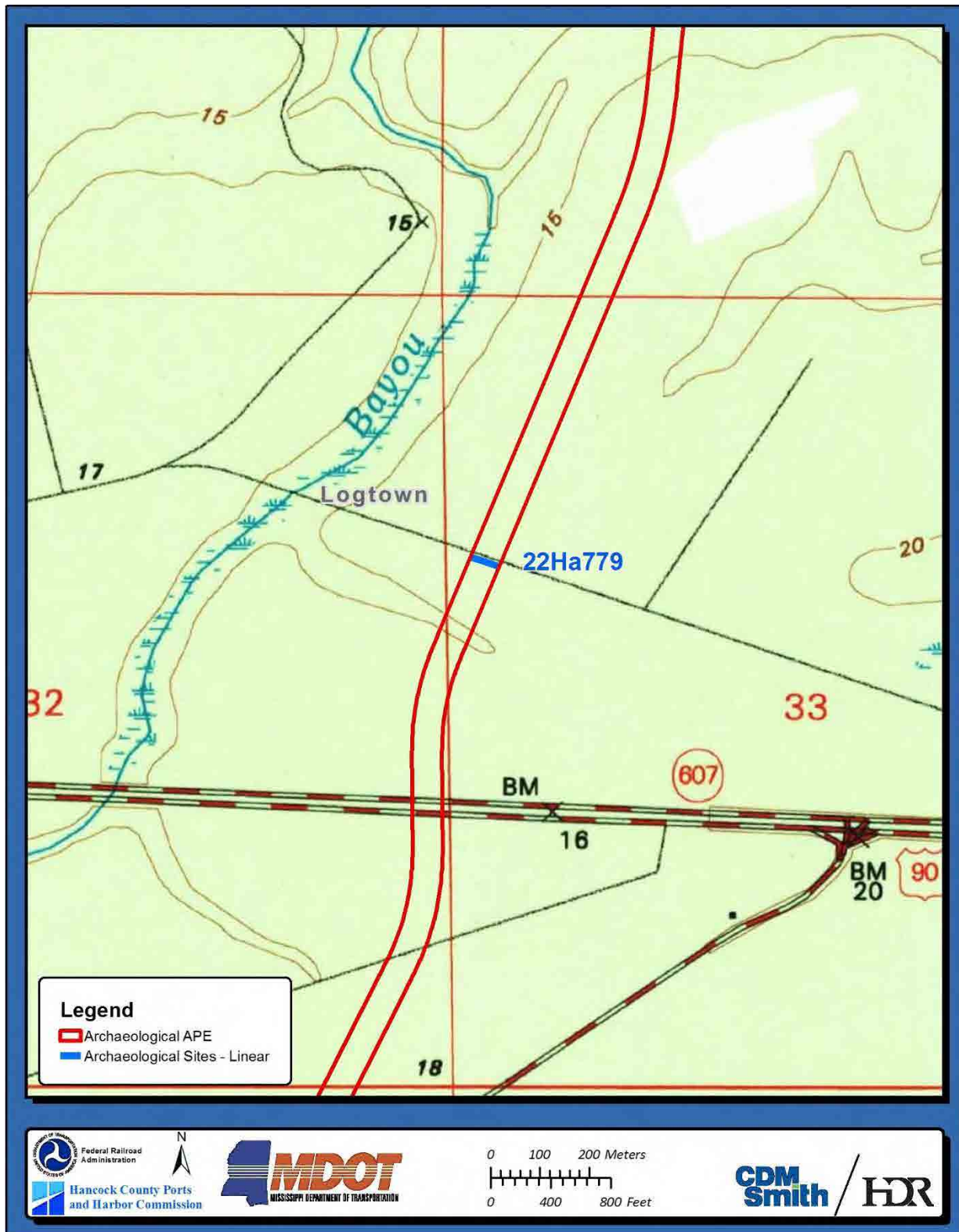


Figure 5-116: Location of Site 22Ha779 on Aerial Photograph

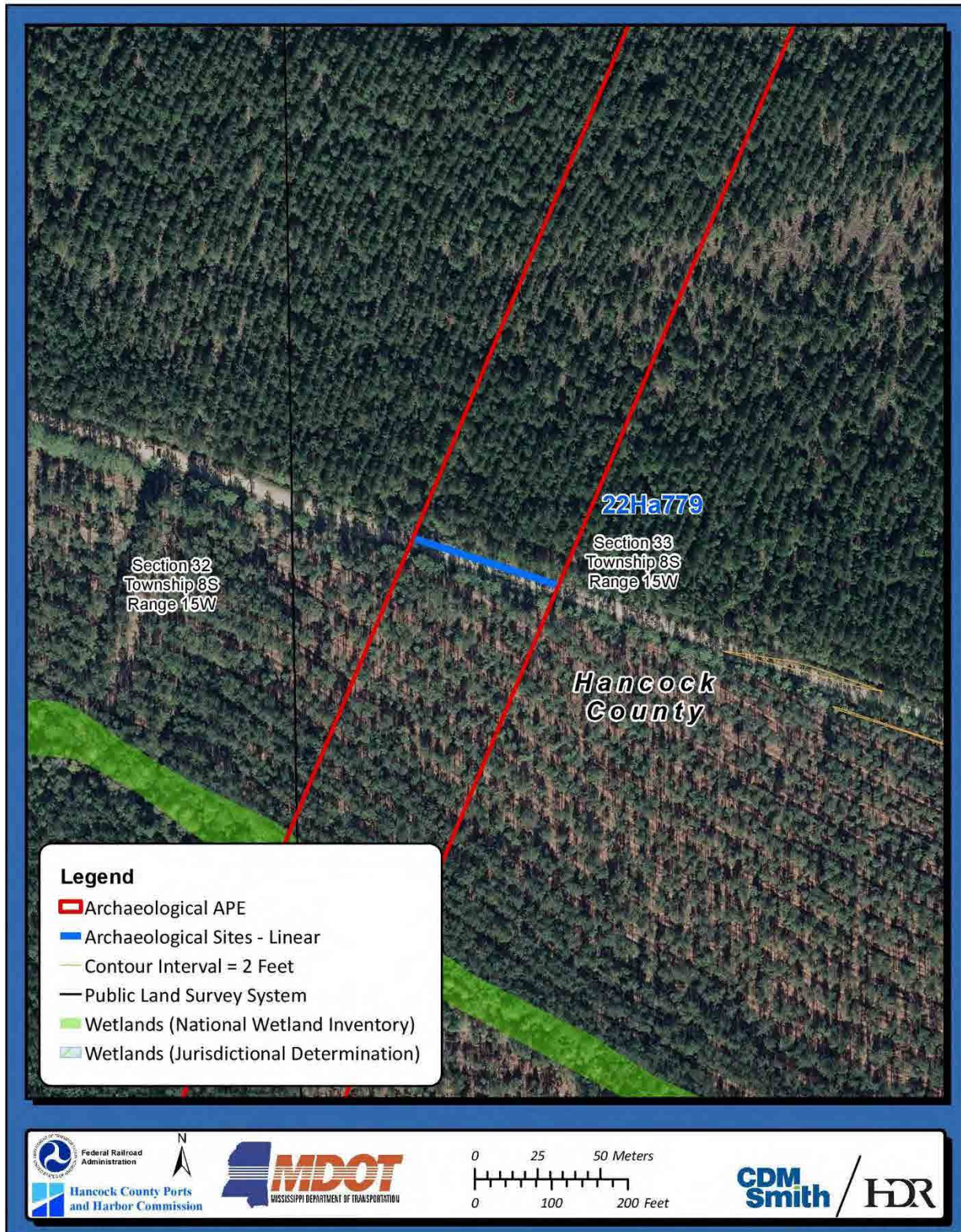
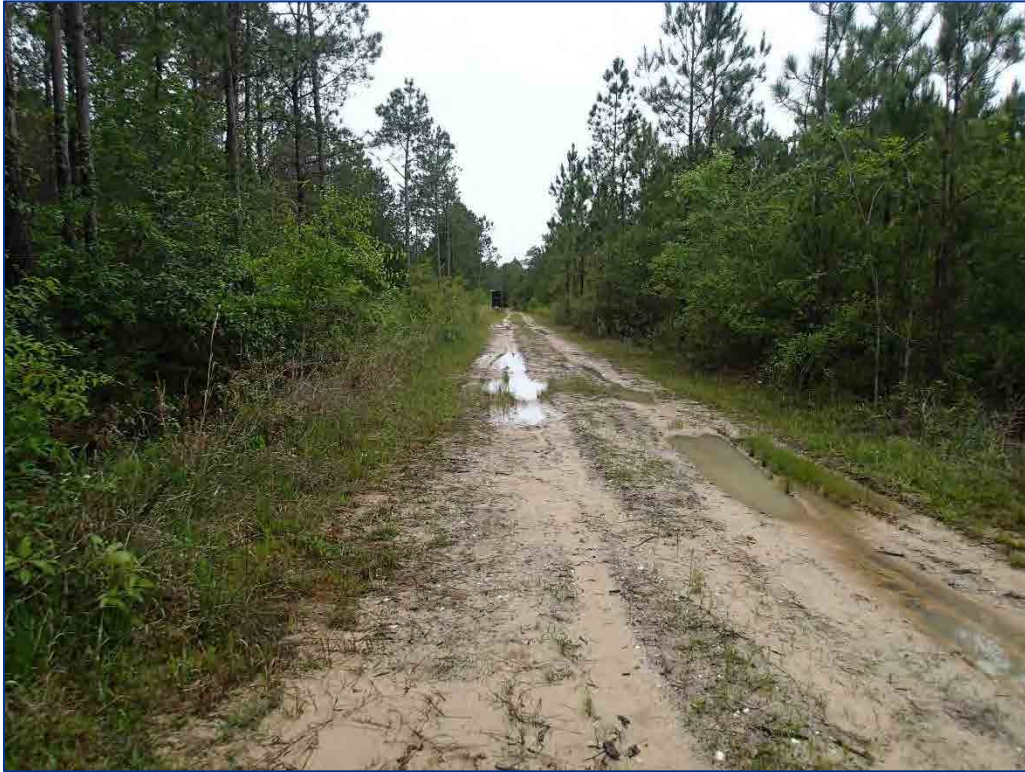


Figure 5-117: Site 22Ha779, looking West



5.2.2.17 Site 22Ha780

Site 22Ha780 is a newly recorded segment of a Stennis Buffer Zone Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-118). It runs from the SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32 Township 8S Range 15W to the SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32 Township 8S Range 15W in the Chickasaw Meridian (Figure 5-119).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 82 meters (272 feet) long section from the east terminus (E 258375.83284358852, N 3354419.7526745861 (UTM 16 NAD 27)) to the west terminus (E 258295.71128309384, N 3354398.6883784588 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 19 feet AMSL, and the west terminus has an elevation of 18 feet AMSL. This segment of Site 22Ha780 consists of an unimproved dirt road.

5.2.2.17.1 Features Recorded

There are no additional structural features recorded for Site 22Ha780.

5.2.2.17.2 Discussion

Site 22Ha780 is an unimproved dirt road. This road is not represented on the 1914 or 1921 Nicholson, Miss-La. USGS 15-minute Quadrangle maps, but it is represented on the 1959 version of that quad. It continued to be depicted on all Logtown, Miss. USGS 7.5-minute Quadrangle maps. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.17.3 Recommendation

Site 22Ha780 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-118: Location of Site 22Ha780 on USGS 7.5 Quadrangle Maps

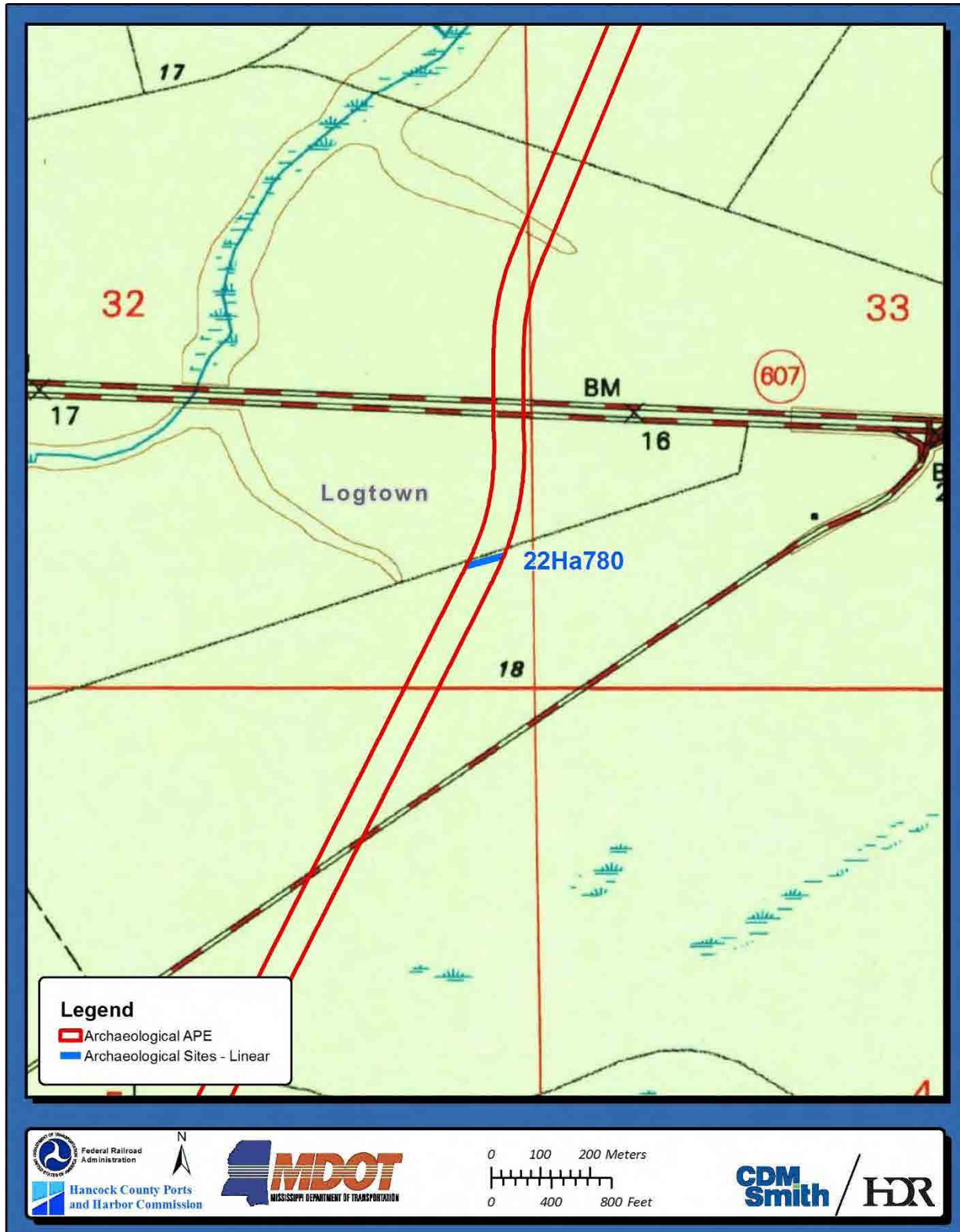
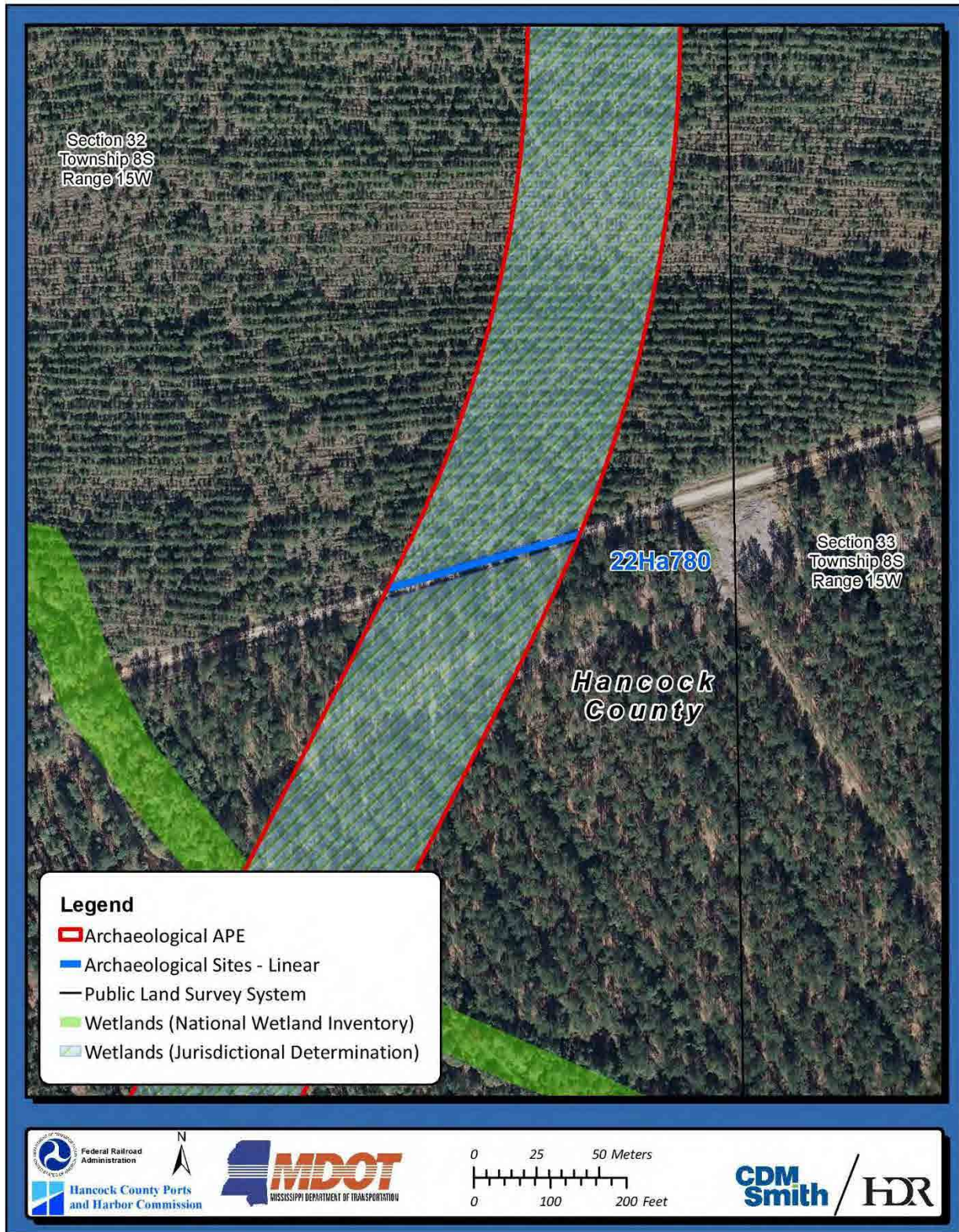


Figure 5-119: Location of Site 22Ha780 on Aerial Photograph



5.2.2.18 Site 22Ha781

Site 22Ha781 is a newly recorded segment of the Old Lower Bay Road in Hancock County. This segment can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-120). It runs from the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 17 Township 9S Range 15W to the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 8 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-121).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (201 feet) long section from the west terminus (E 257497.27716466843, N 3349350.5860381993 (UTM 16 NAD 27)) to the east terminus (E 257556.59221818871, N 3349335.5284636547 (UTM 16 NAD 27)) and is 15 meters (49 feet) wide. The west terminus has an elevation of 13 feet AMSL, and the east terminus has an elevation of 14 feet AMSL. This segment of Site 22Ha781 consists of an unimproved dirt road (Figure 5-122).

5.2.2.18.1 Features Recorded

There are no additional structural features recorded for Site 22Ha781.

5.2.2.18.2 Discussion

Site 22Ha781 is an unimproved dirt road. It is not represented on the 1914 or 1921 Nicholson, Miss-La. USGS 15-minute Quadrangle maps. However, because of spatial inaccuracies inherent with historical maps, it may be the Pearlington Road that is depicted to the north. The road is present on the 1959 version of that quadrangle map. It continues to be depicted on all of the Logtown, Miss. USGS 7.5-minute Quadrangle maps. The road is not depicted on the historic state highway maps from 1928, 1935, or 1951.

5.2.2.18.3 Recommendation

Site 22Ha781 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. As a result, this site does not appear eligible for listing in the NRHP under Criterion A, B, C, or D.

No further archaeological work is recommended.

Figure 5-120: Location of Site 22Ha781 on USGS 7.5 Quadrangle Maps

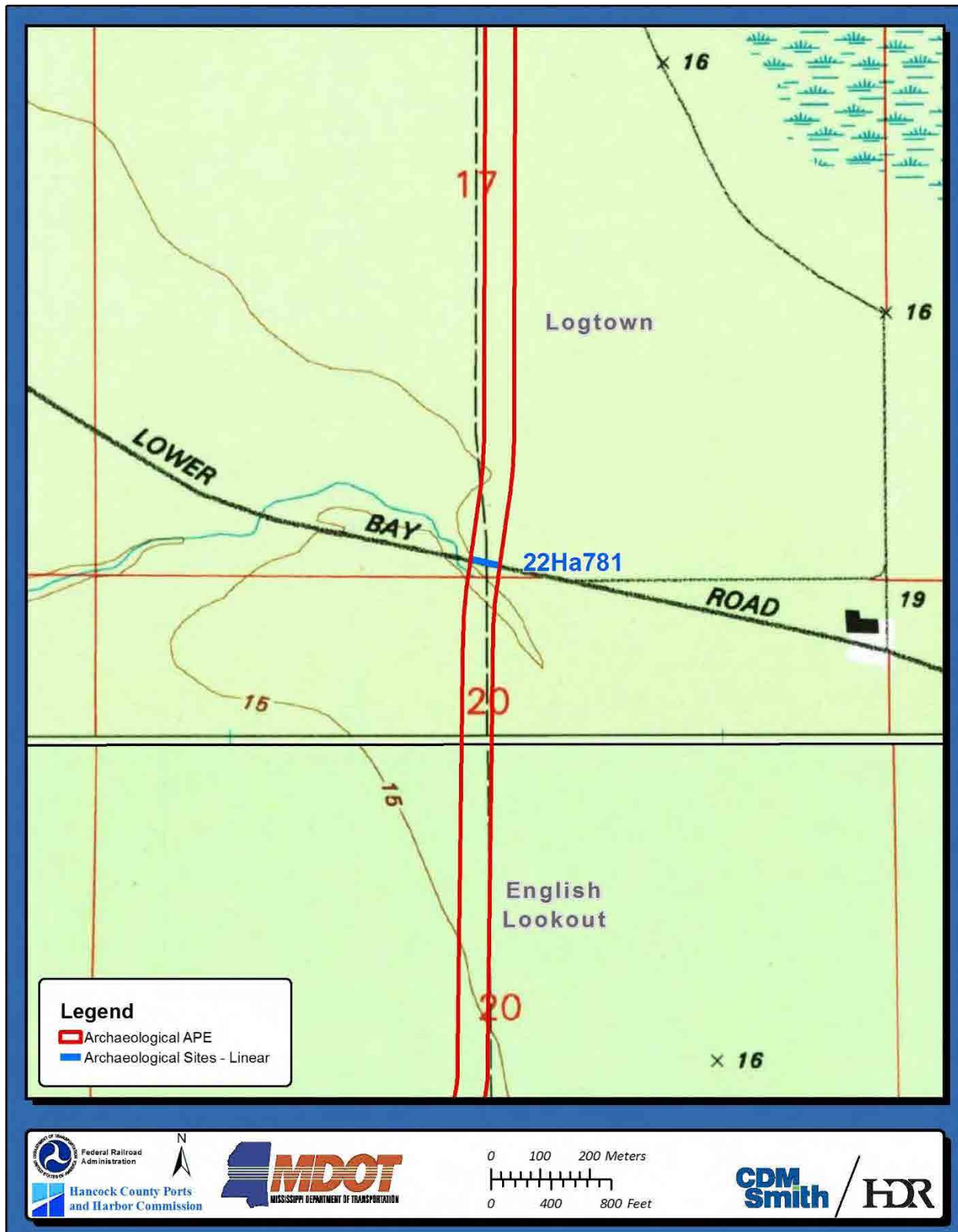


Figure 5-121: Location of Site 22Ha781 on Aerial Photograph

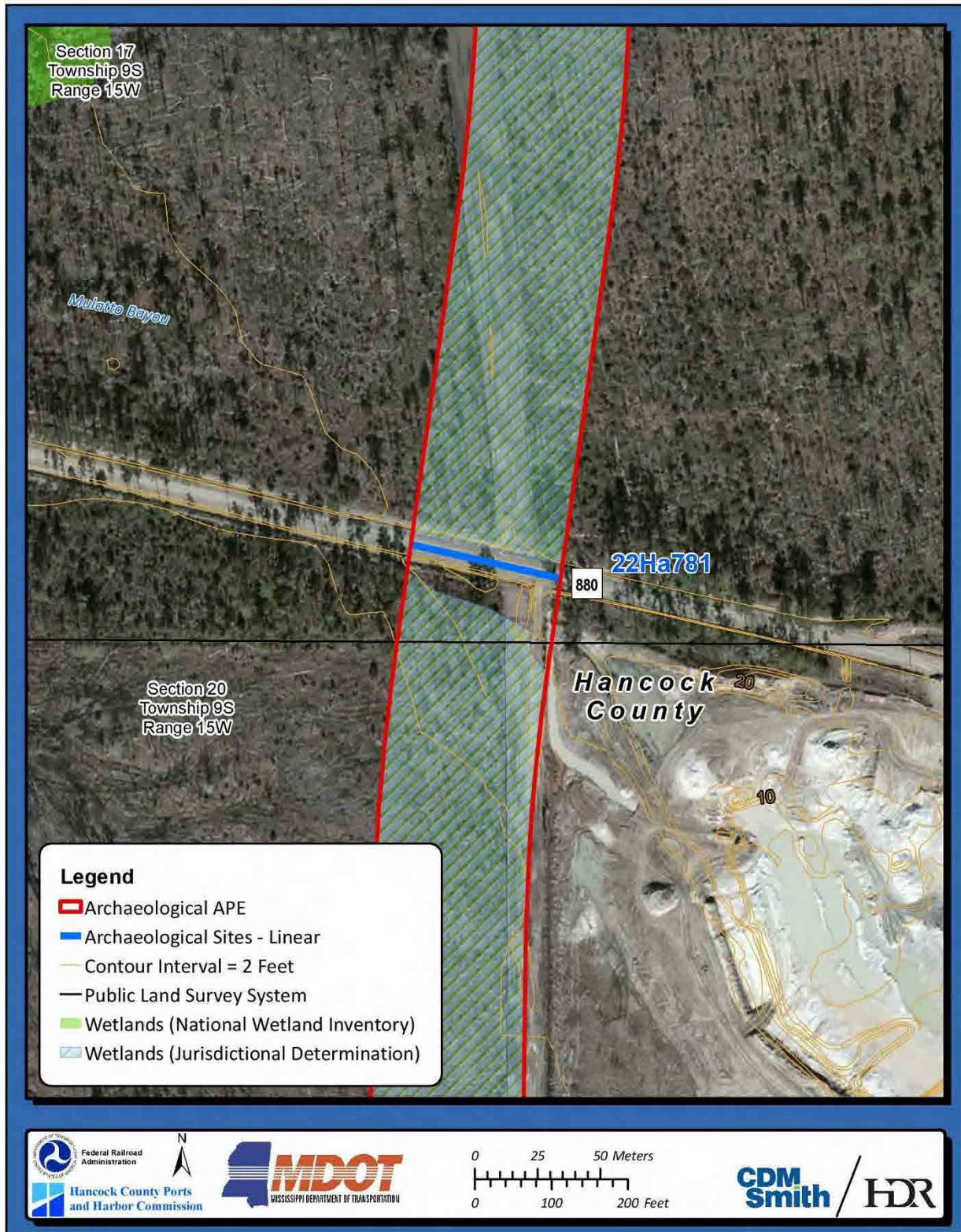


Figure 5-122: Site 22Ha781, looking South-East



5.2.2.19 Site 22Ha782

Site 22Ha782 is a newly recorded segment of Port Bienville Railroad in Hancock County. This segment can be found on the English Lookout, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-123). It runs from the NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 20 Township 9S Range 15W to the NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 20 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-124).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 254 meters (836 feet) long section from the west terminus (E 257213.87096707808, N 3348081.6822882774 (UTM 16 NAD 27)) to the east terminus (E 257341.34579206203, N 3348078.6025984888 (UTM 16 NAD 27)) and is 35 meters (115 feet) wide. The west terminus has an elevation of 14 feet AMSL, and the east terminus has an elevation of 15 feet AMSL. This segment of Site 22Ha782 consists of railroad tracks (Figure 5-125).

5.2.2.19.1 Features Recorded

There are no additional structural features recorded for Site 22Ha782.

5.2.2.19.2 Discussion

Site 22Ha782 consists of railroad tracks. The Port Bienville Railroad is a short line railroad, provides rail services to the businesses in the Port Bienville Industrial Park, and connects these rail users to CSX's east-west line along the Gulf Coast. It was built in 1973. It is not present on any of the Rigolets, LA USGS 15-minute quadrangle maps. It first appears on the 1968 (1976 photorevised) English Lookout, La.-Miss. USGS 7.5-minute quadrangle maps and later versions of this map.

5.2.2.19.3 Recommendation

Site 22Ha782 has limited research potential due to the continued use of this segment for nearly than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of the Port Bienville Railroad has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-123: Location of Site 22Ha782 on USGS 7.5 Quadrangle Maps

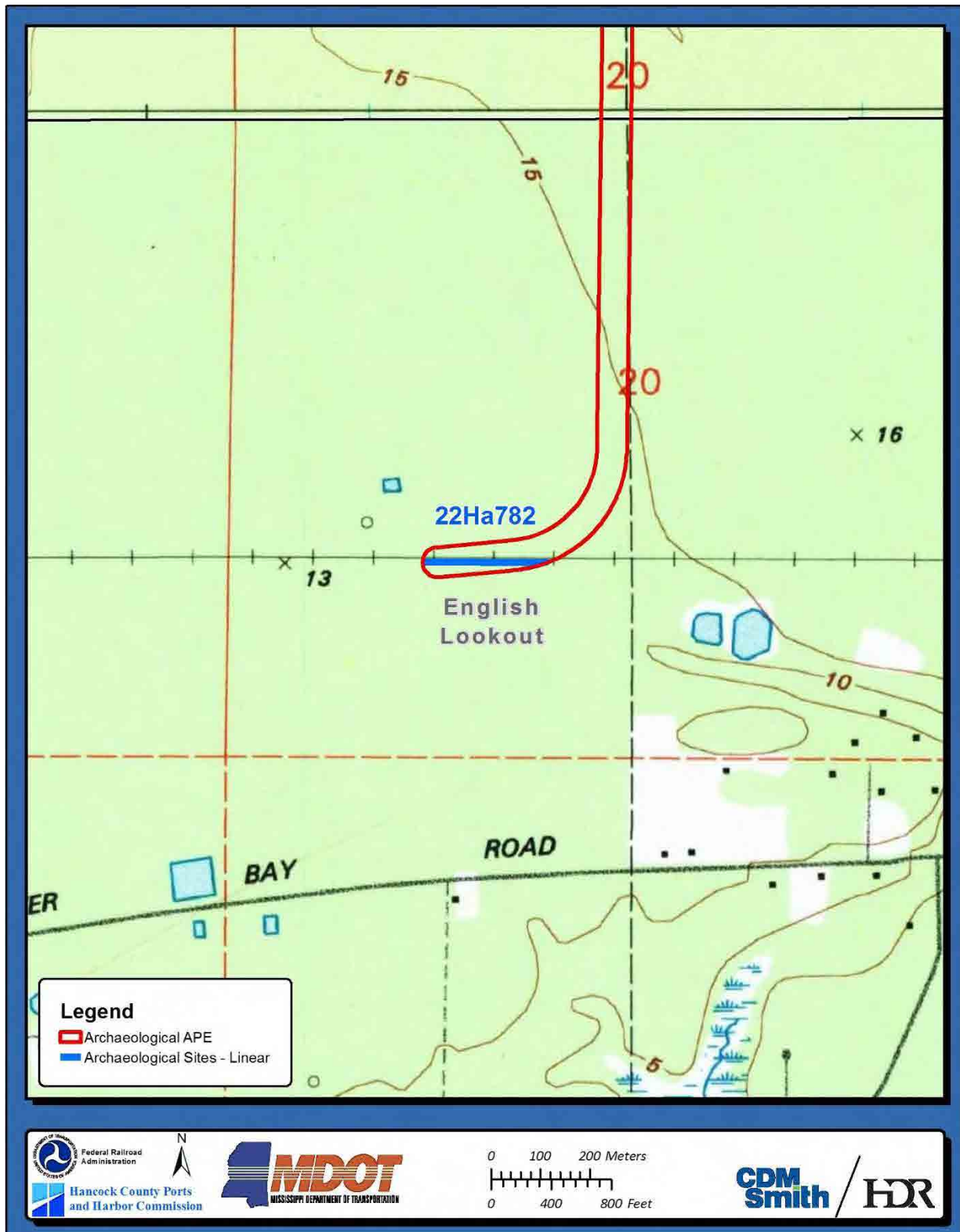


Figure 5-124: Location of Site 22Ha782 on Aerial Photograph

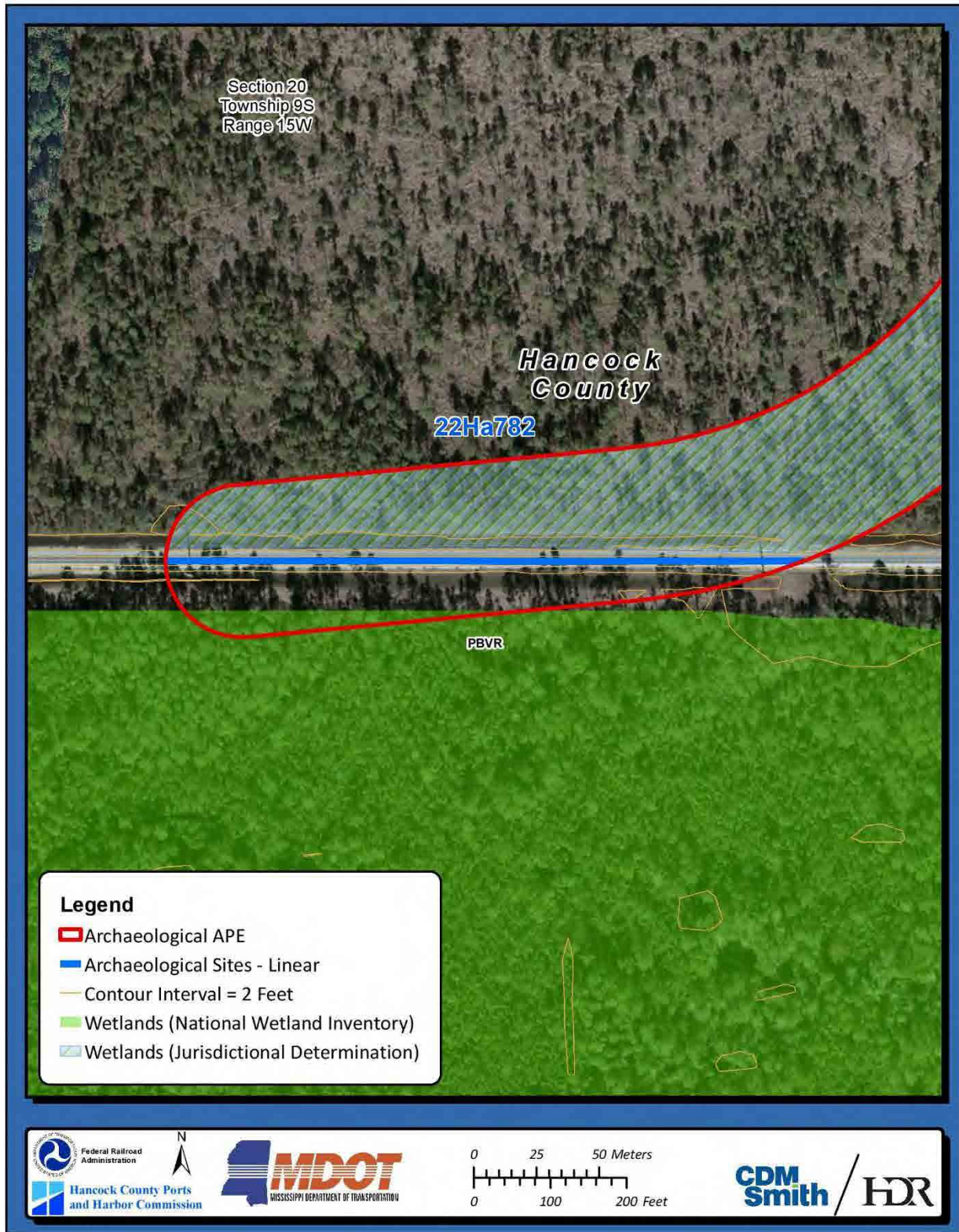


Figure 5-125: Site 22Ha782, looking West



5.2.2.20 Site 22Ha783

Site 22Ha783 is comprised of newly recorded segments of the H. Weston Lumber Company small gauge logging railroad network that once crisscrossed the proposed PBRR corridor (See Section 3). Portions of the railroad were encountered in eight separate locations, referred to as Site 22Ha783 a through g (see Figure 5-73 and Figure 5-74, above). Each of these segments is discussed below.

5.2.2.20.1 Site 22Ha783a

Site 22Ha783a can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-126). It runs from the SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 31 Township 7S Range 15W to the NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 31 Township 7S Range 15W in the Chickasaw Meridian (Figure 5-127).

The current proposed PBRR corridor involves an approximate 61 meter (203 feet) long section from the west terminus (E 256533.52017009005, N 3365047.8268337054 (UTM 16 NAD 27)) to the east terminus (E 256585.33348570208, N 3365081.524464211 (UTM 16 NAD 27)) and is 10 meters (33 feet). The west terminus has an elevation of 24 feet AMSL, and the east terminus has an elevation of 22 feet AMSL. This segment of Site 22Ha783a is visible in LiDAR data (Figure 5-128) and is currently used as an unimproved dirt road (Figure 5-129).

5.2.2.20.1.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783a.

5.2.2.20.2 Site 22Ha783b

Site 22Ha783b can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-130). It runs from the SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 30 Township 7S Range 15W to the SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 30 Township 7S Range 15W in the Chickasaw Meridian (Figure 5-131).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (203 feet) long section from the west terminus (E 255625.84608829036, N 3366040.8324095281 (UTM 16 NAD 27)) to the east terminus (E 255678.3960241364, N 3366073.7245052881 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The west terminus has an elevation of 31 feet AMSL, and the east terminus has an elevation of 31 feet AMSL. This segment of Site 22Ha783g consists of the bed of a former rail line visible in LiDAR data (Figure 5-132) and is currently used as an unimproved dirt road (Figure 5-133).

5.2.2.20.2.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783b.

5.2.2.20.3 Site 22Ha783c

Site 22Ha783c can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-134). It runs from the NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 21 Township 7S Range 16W to the SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 21 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-135).

Figure 5-126: Location of Site 22Ha783a on USGS 7.5 Quadrangle Maps

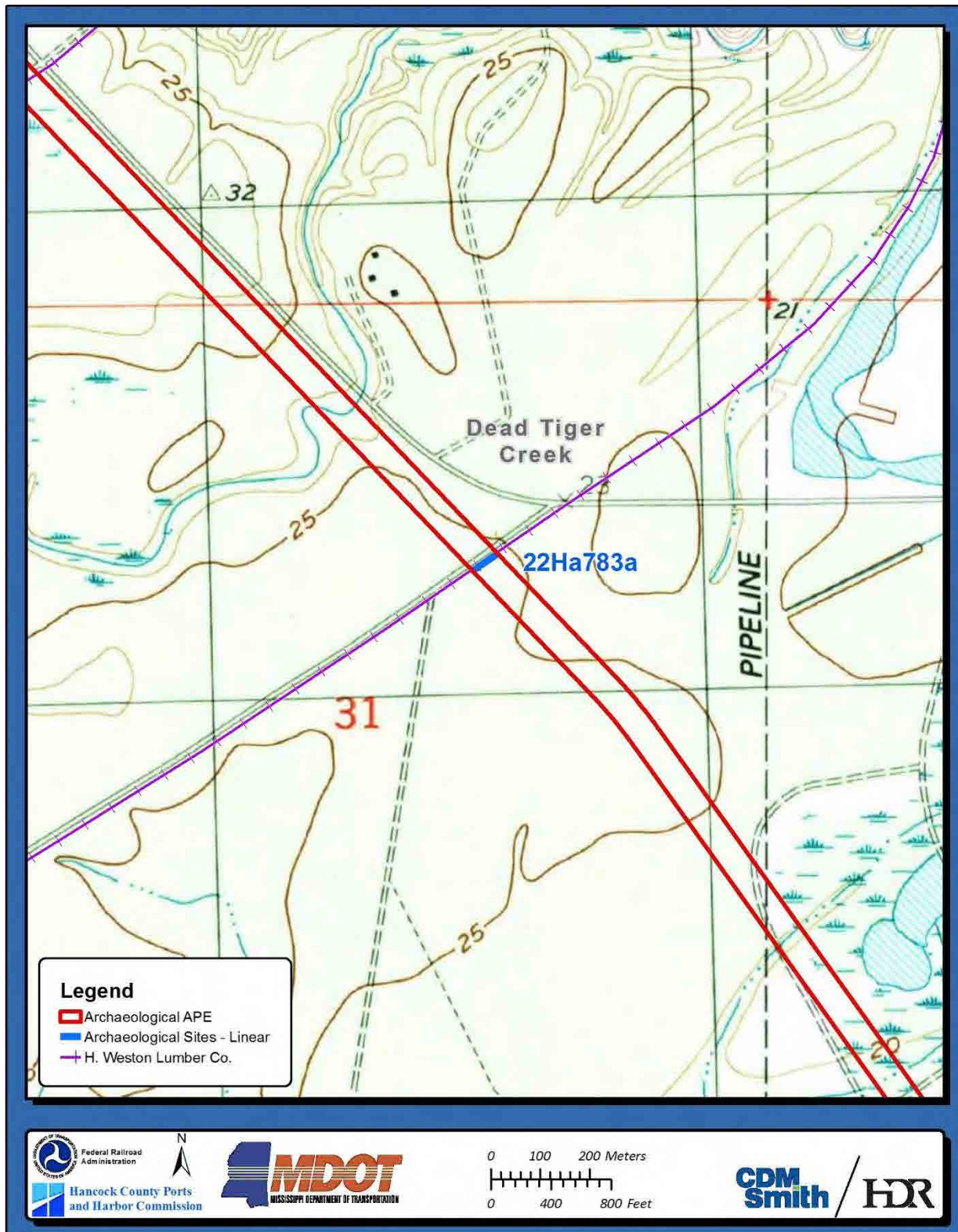


Figure 5-127: Location of Site 22Ha783a on Aerial Photograph

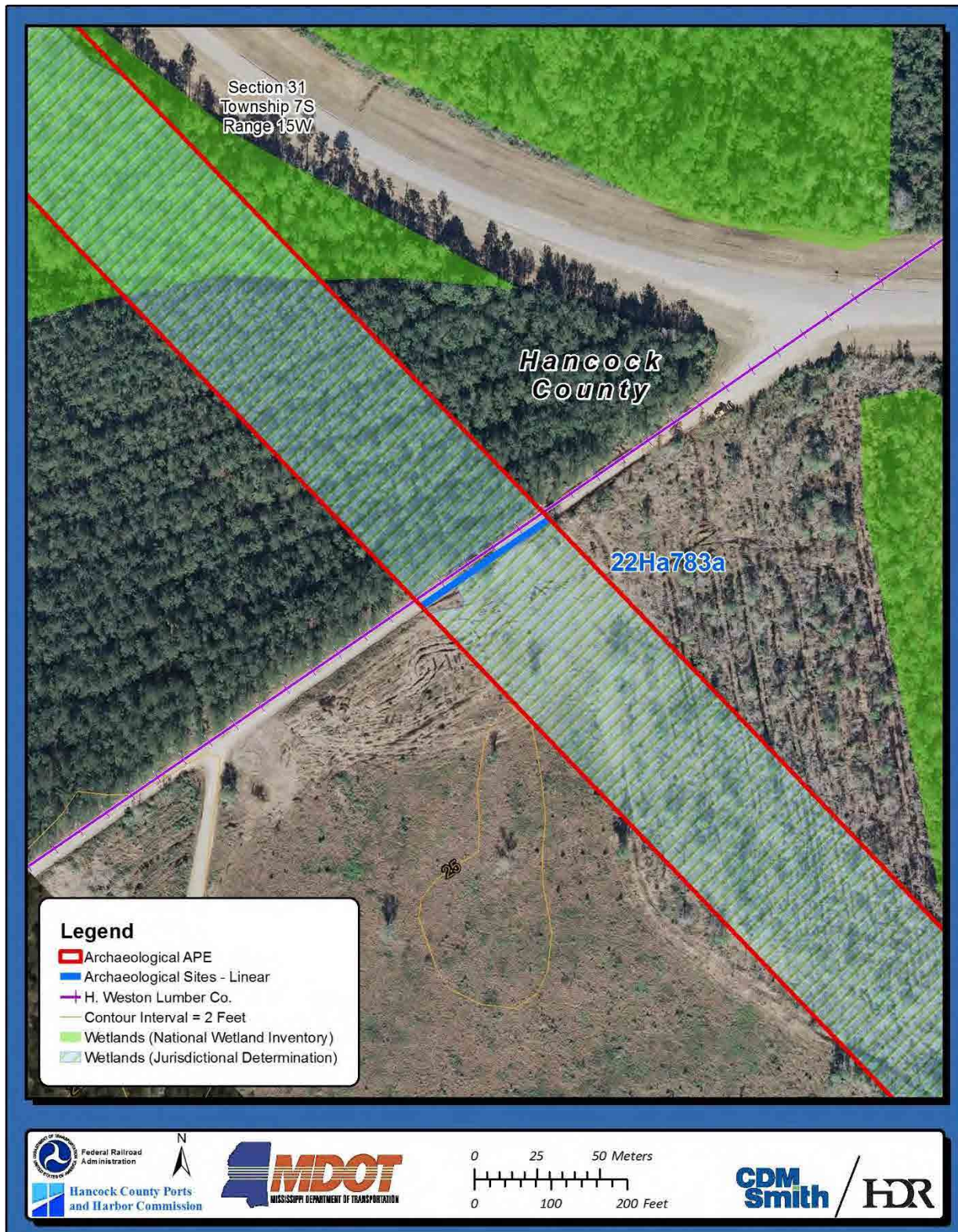


Figure 5-128: Site 22Ha783a, Shown over LiDAR Data

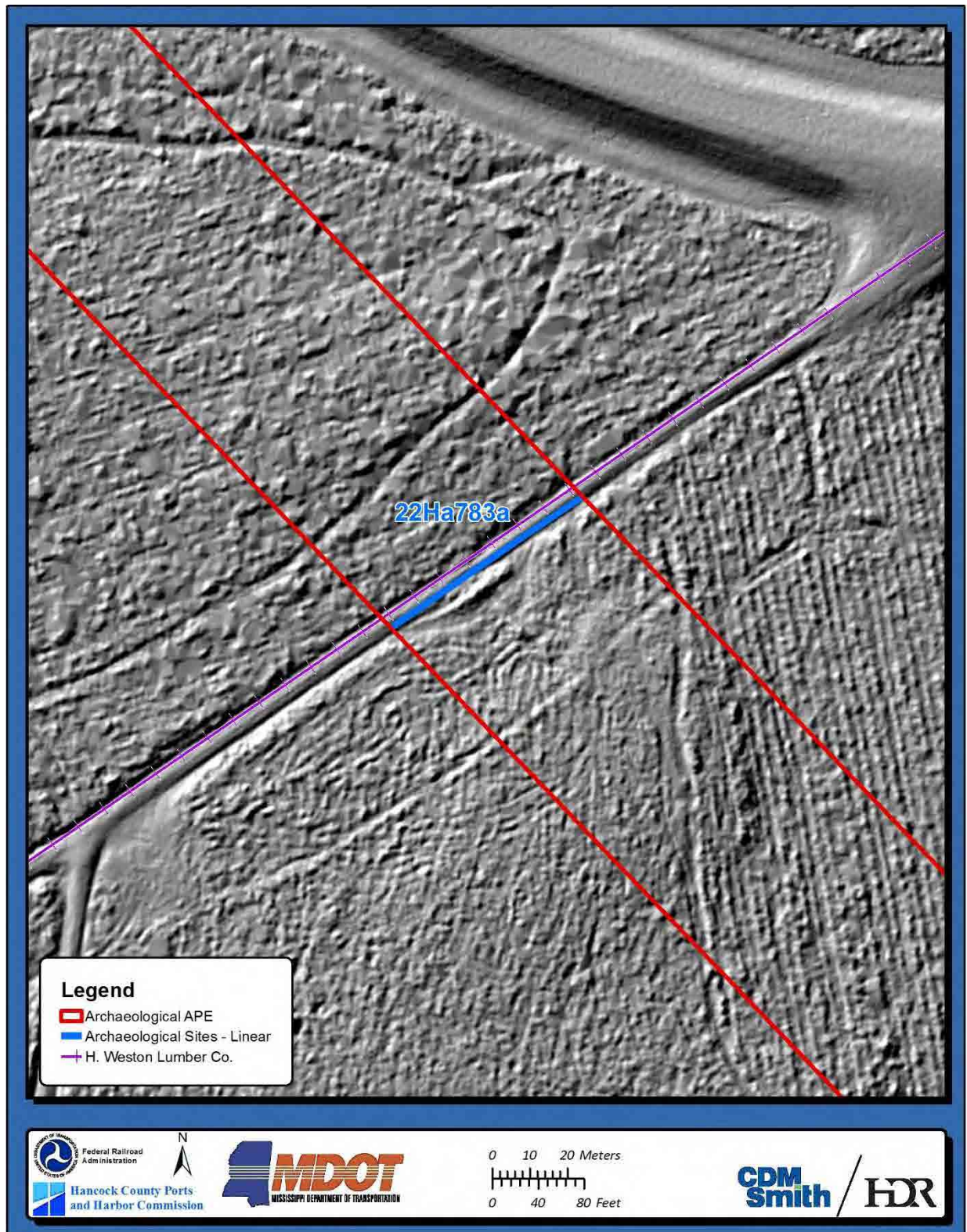


Figure 5-129: Site 22Ha783a, looking West

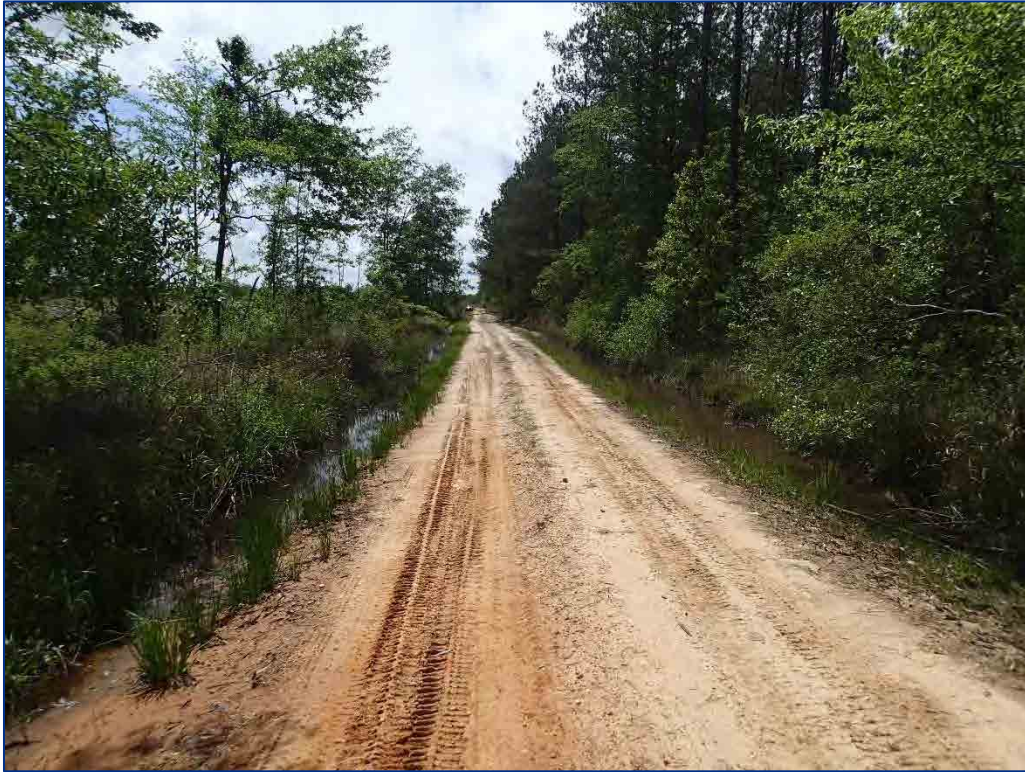


Figure 5-130: Location of Site 22Ha783b on USGS 7.5 Quadrangle Maps

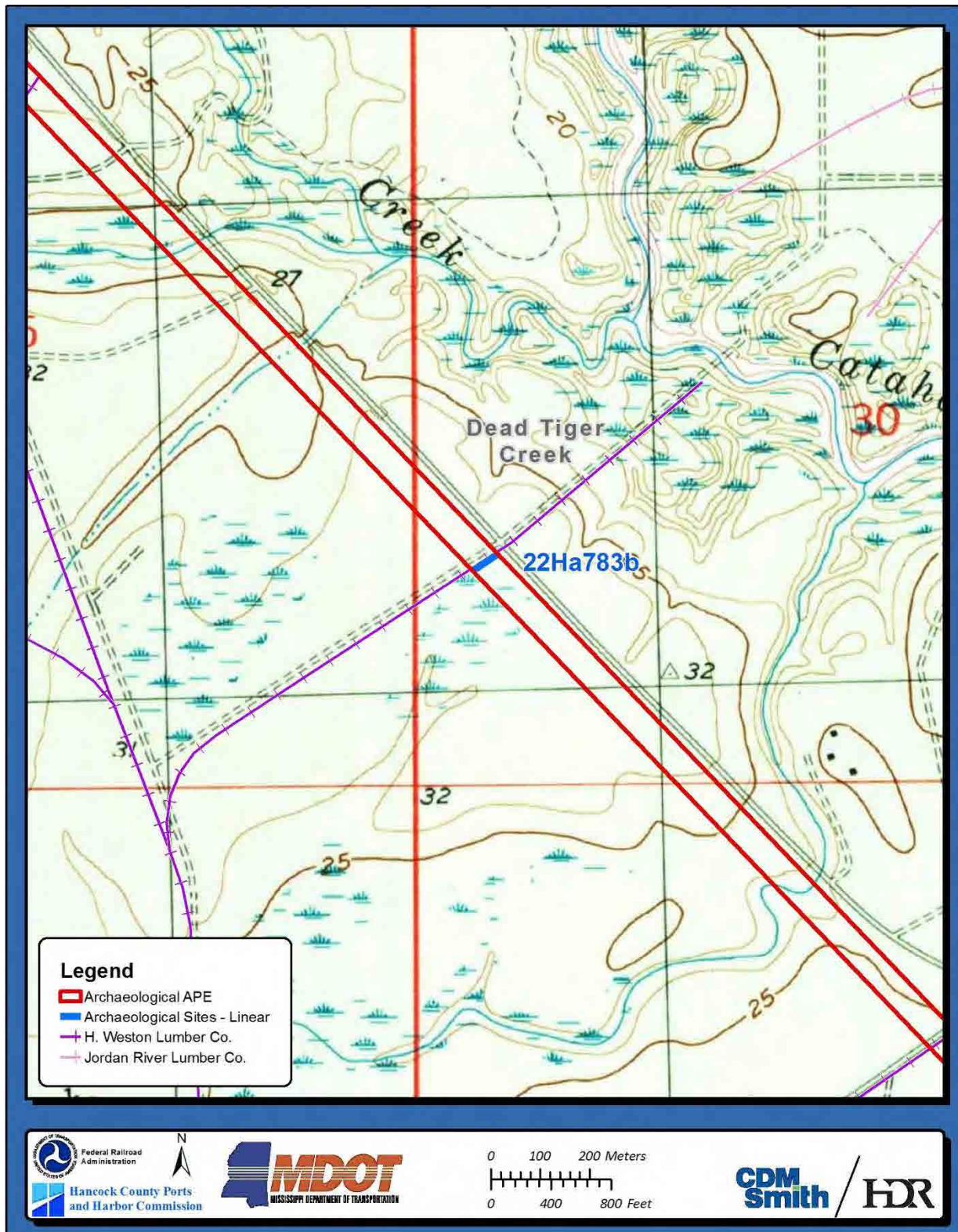


Figure 5-131: Location of Site 22Ha783b on Aerial Photograph

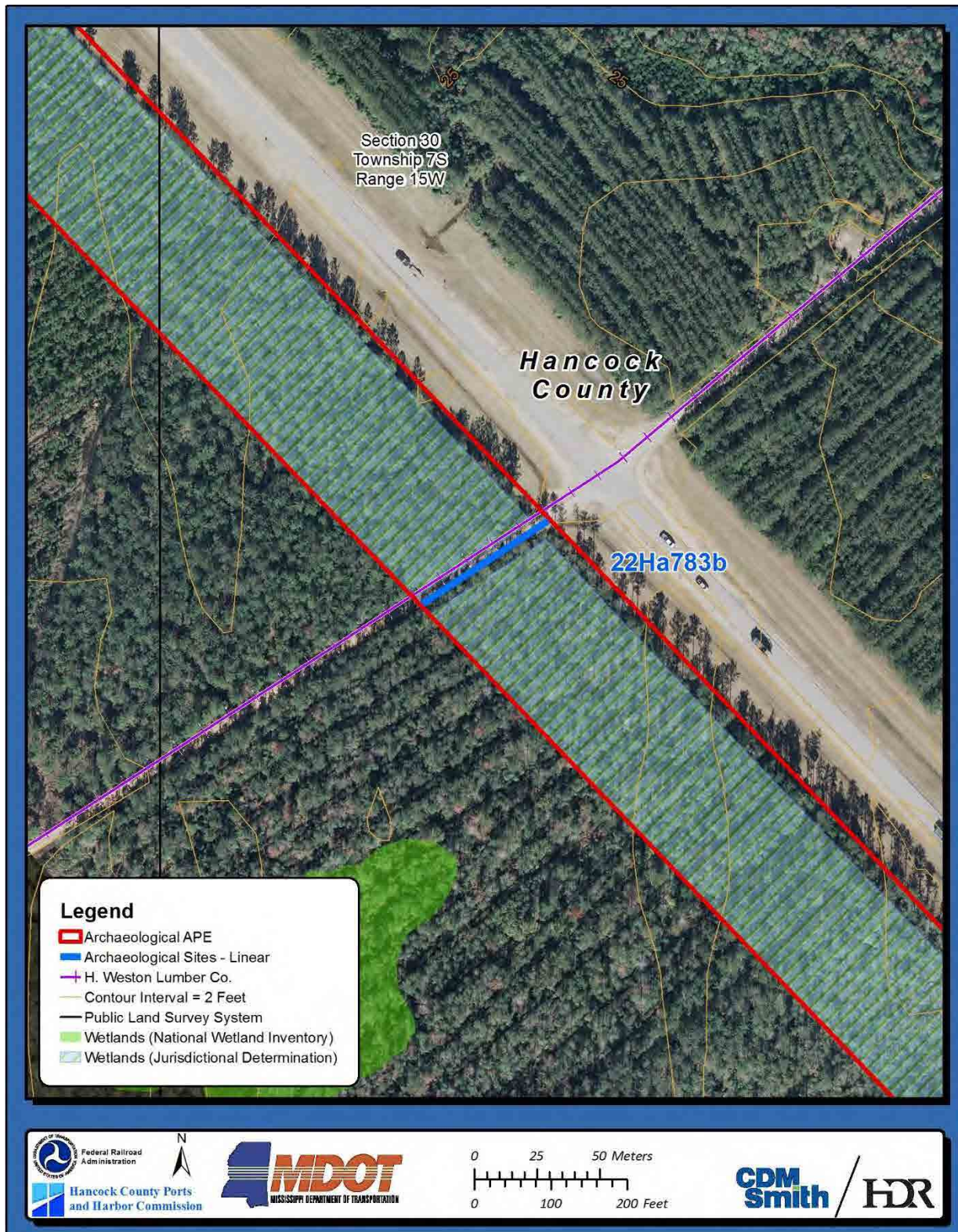


Figure 5-132: Site 22Ha783b, Shown over LiDAR Data

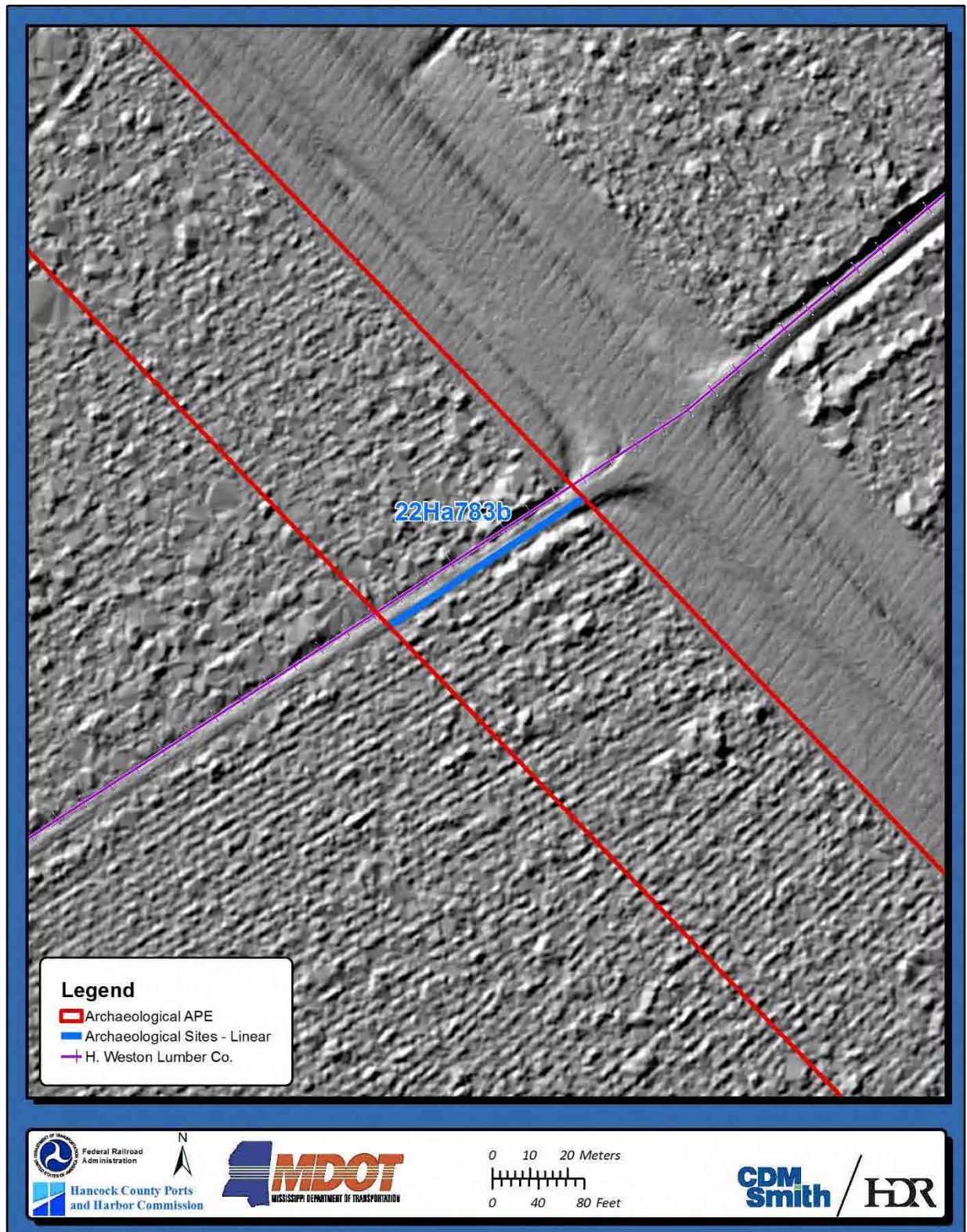


Figure 5-133: Site 22Ha783b, looking West



Figure 5-134: Location of Site 22Ha783c on USGS 7.5 Quadrangle Maps

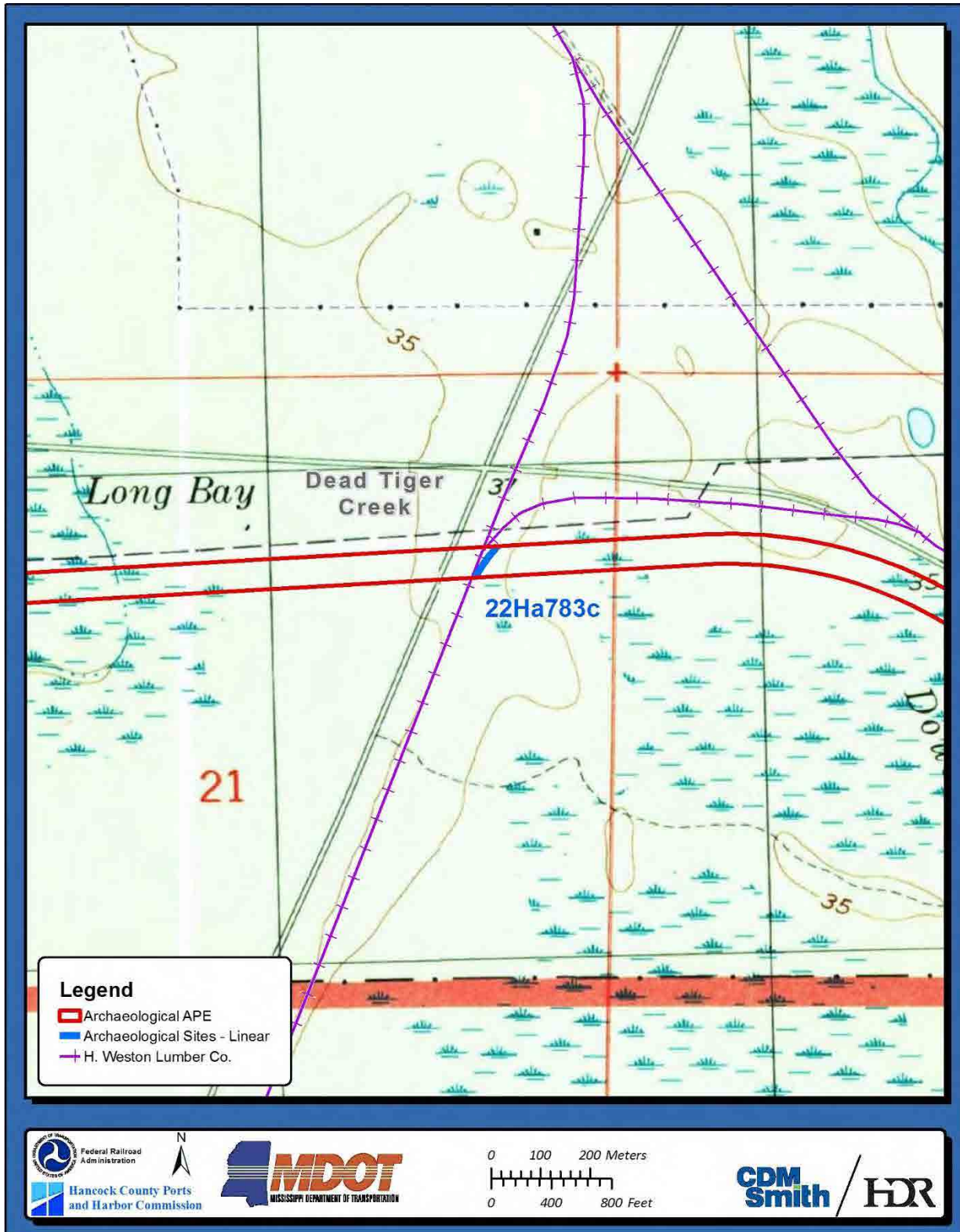
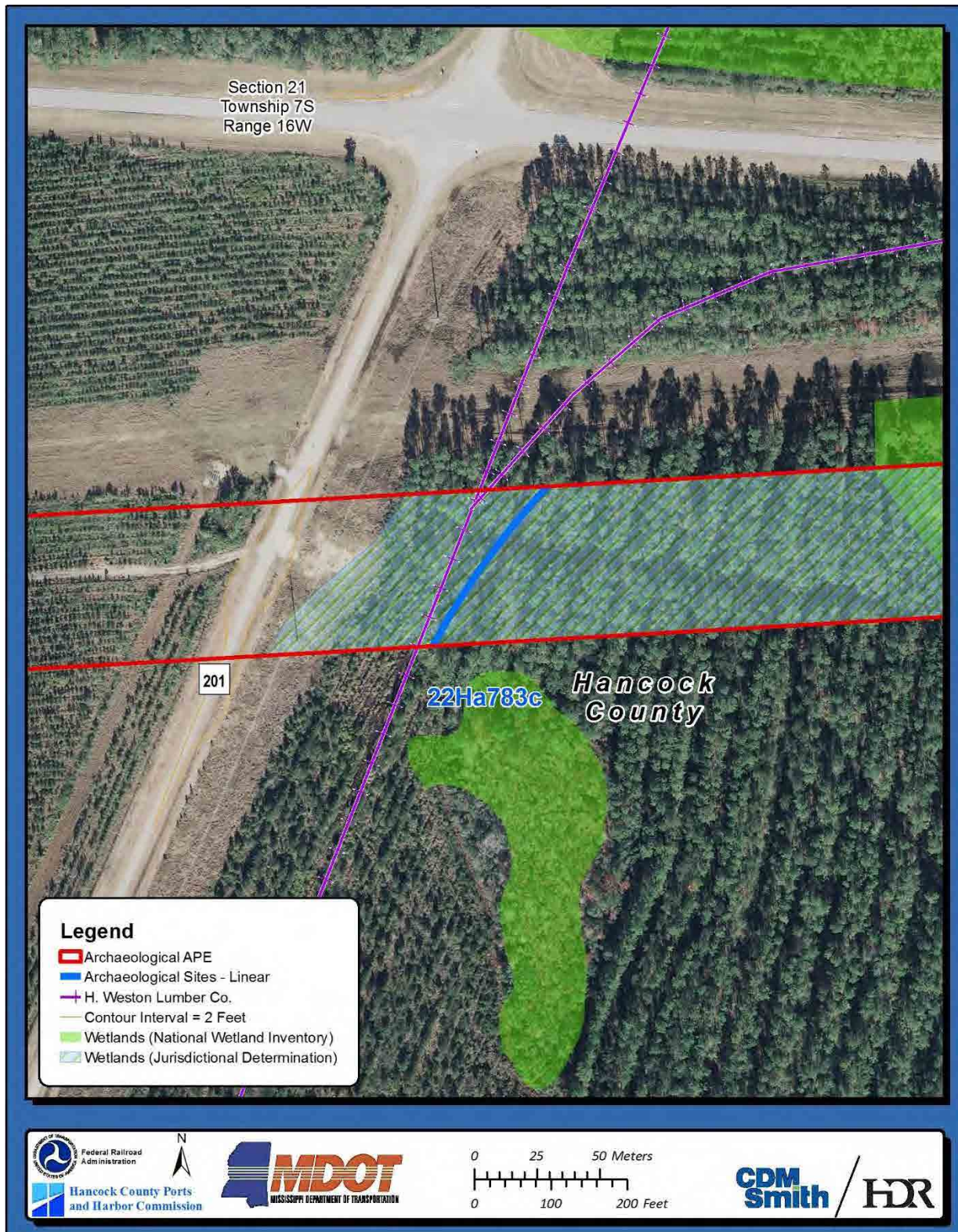


Figure 5-135: Location of Site 22Ha783c on Aerial Photograph



The current proposed PBRR corridor involves an approximate 87 meters (283 feet) long section from the south terminus (E 250423.32958142742, N 3368571.1822710447 (UTM 16 NAD 27)) to the north terminus (E 250470.89779423206, N 3368633.7390398085 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The south terminus has an elevation of 36 feet AMSL, and the north terminus has an elevation of 34 feet AMSL. This segment of Site 22Ha783c consists of the bed of a former rail line visible in LiDAR data (Figure 5-136). At the time of the Phase I archaeological survey, the thick ground cover prevented visual observation of the site. Shovel testing in the area also failed to produce evidence for the rail line.

5.2.2.20.3.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783c.

5.2.2.20.4 Site 22Ha783d

Site 22Ha783d can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-137). It runs from the NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 5 Township 9S Range 15W to the NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 5 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-138).

The current proposed PBRR corridor involves an approximate 62 meters (205 feet) long section from the east terminus (E 257677.38187221249, N 3352752.5346647208 (UTM 16 NAD 27)) to the west terminus (E 257616.05054922434, N 3352740.4218479916 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 17 feet AMSL, and the west terminus has an elevation of 17 feet AMSL. This segment of Site 22Ha783d consists of the bed of a former rail line visible in LiDAR data (Figure 5-139) and is currently used as an unimproved dirt road.

5.2.2.20.4.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783d.

5.2.2.20.5 Site 22Ha783e

Site 22Ha783e can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-140). It runs from the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 5 Township 9S Range 15W to the SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 5 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-141).

The current proposed PBRR corridor involves an approximate 64 meters (211 feet) long section from the east terminus (E 257835.90440599326, N 3353414.5087926113 (UTM 16 NAD 27)) to the west terminus (E 257772.36634358906, N 3353425.0285047442 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 18 feet AMSL, and the west terminus has an elevation of 17 feet AMSL. This segment of Site 22Ha783d consists of the bed of a former rail line visible in LiDAR data (Figure 5-142) and is currently used as an unimproved dirt road (Figure 5-143).

5.2.2.20.5.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783e.

5.2.2.20.6 Site 22Ha783f

Site 22Ha783f can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-144). It runs from the SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 8 Township 9S Range 15W to the SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 8 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-145).

Figure 5-136: Site 22Ha783c, Shown over LiDAR Data

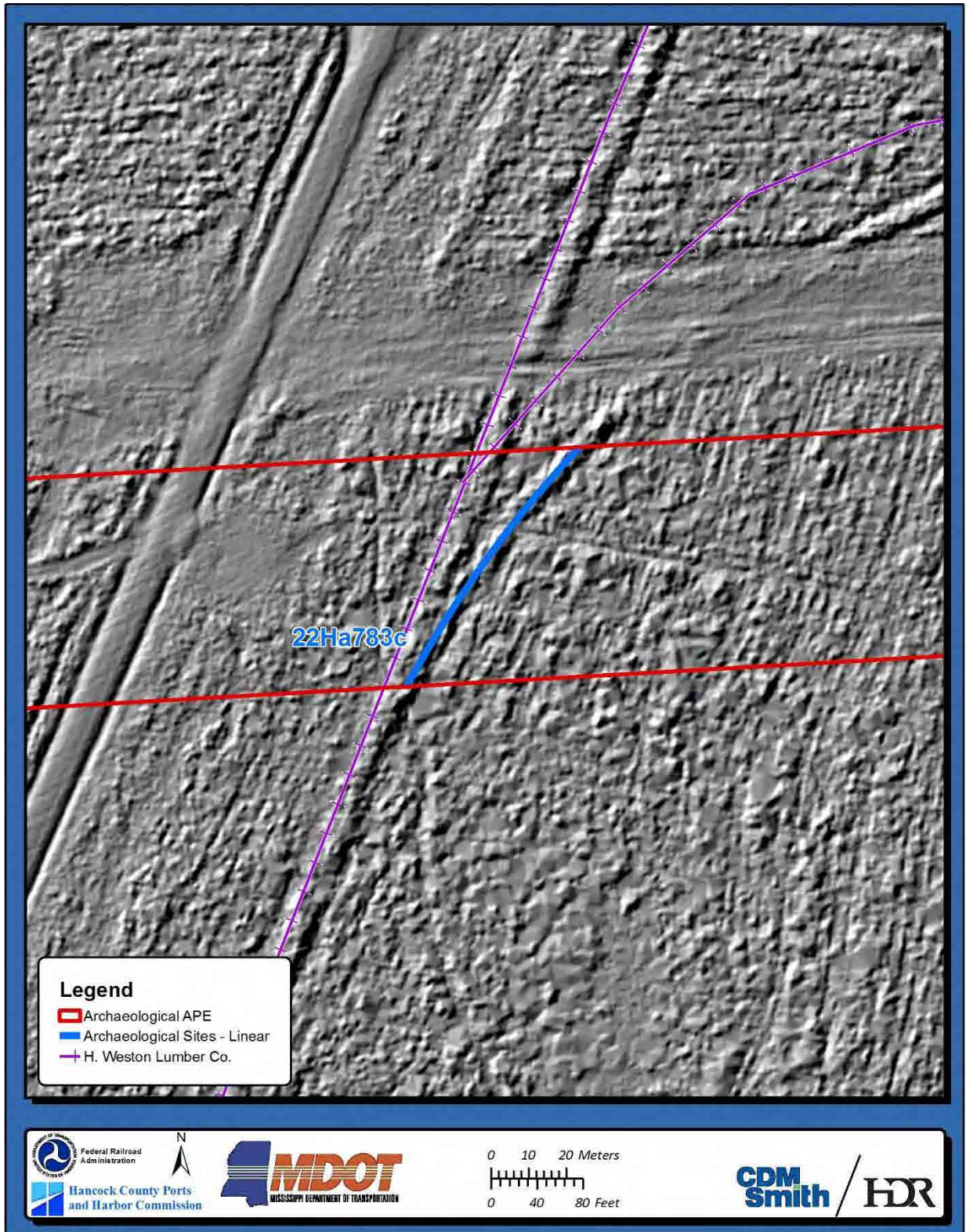


Figure 5-137: Location of Site 22Ha783d on USGS 7.5 Quadrangle Maps

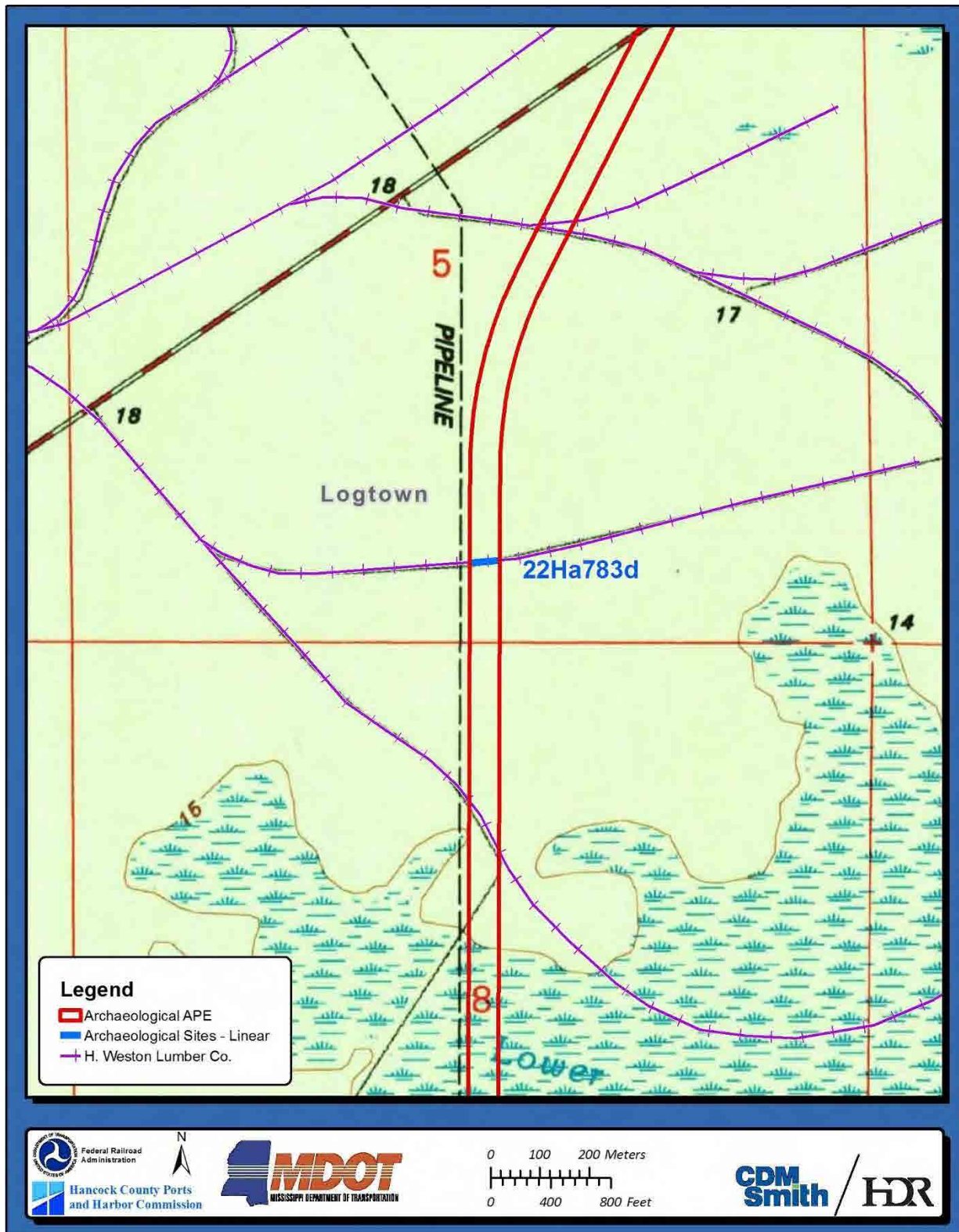


Figure 5-138: Location of Site 22Ha783d on Aerial Photograph



Figure 5-139: Site 22Ha783d, Shown over LiDAR Data

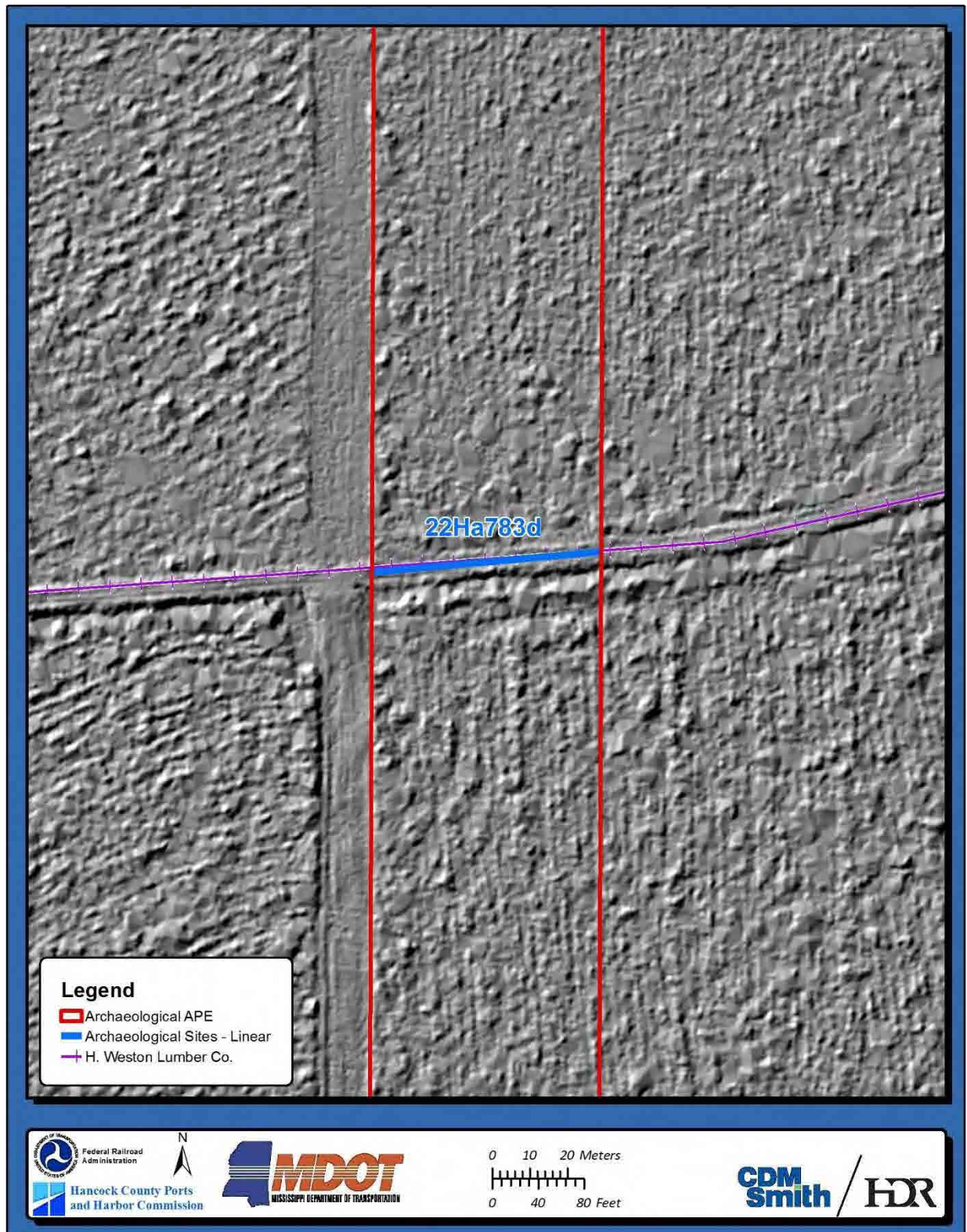


Figure 5-140: Location of Site 22Ha783e on USGS 7.5 Quadrangle Maps

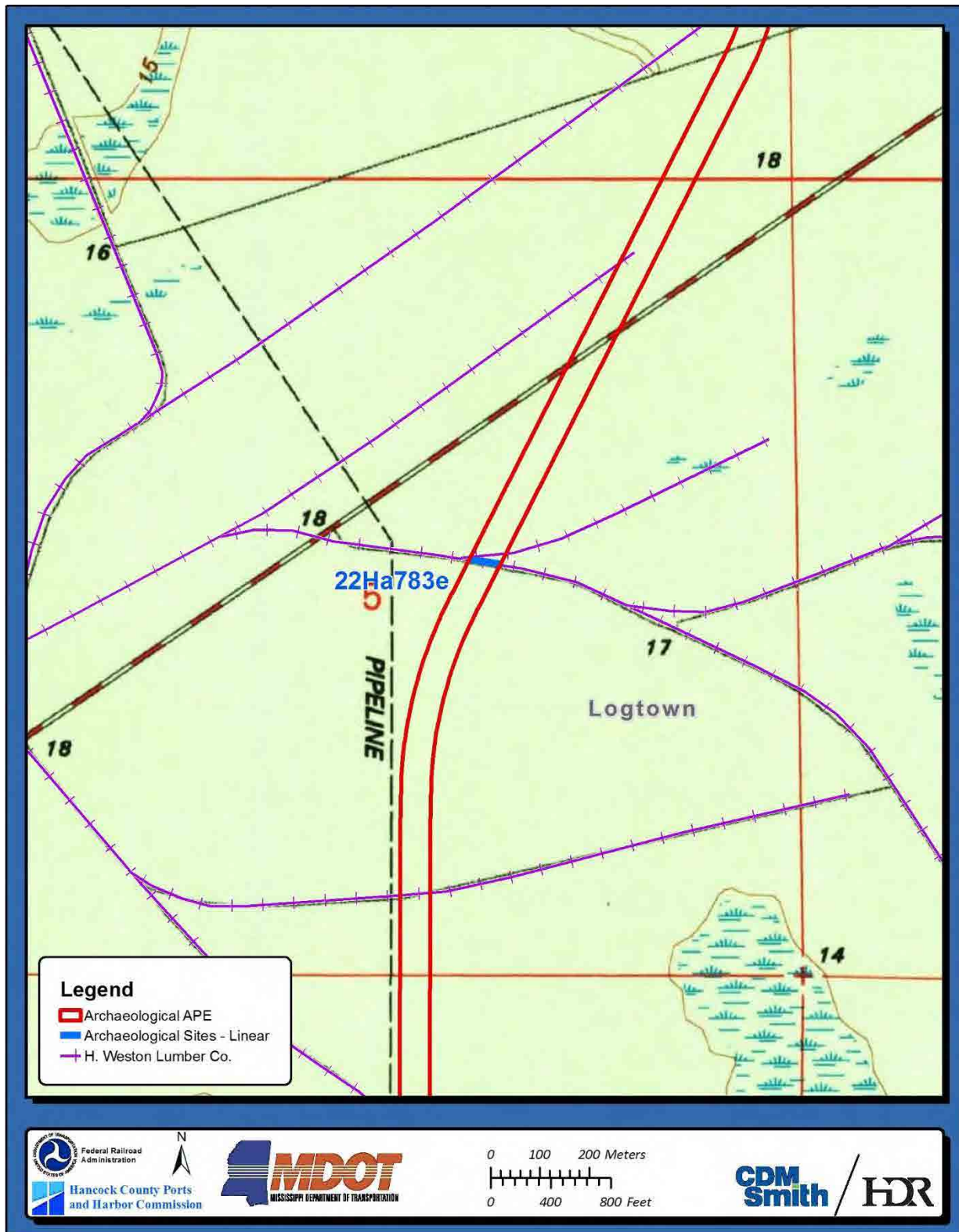


Figure 5-141: Location of Site 22Ha783e on Aerial Photograph

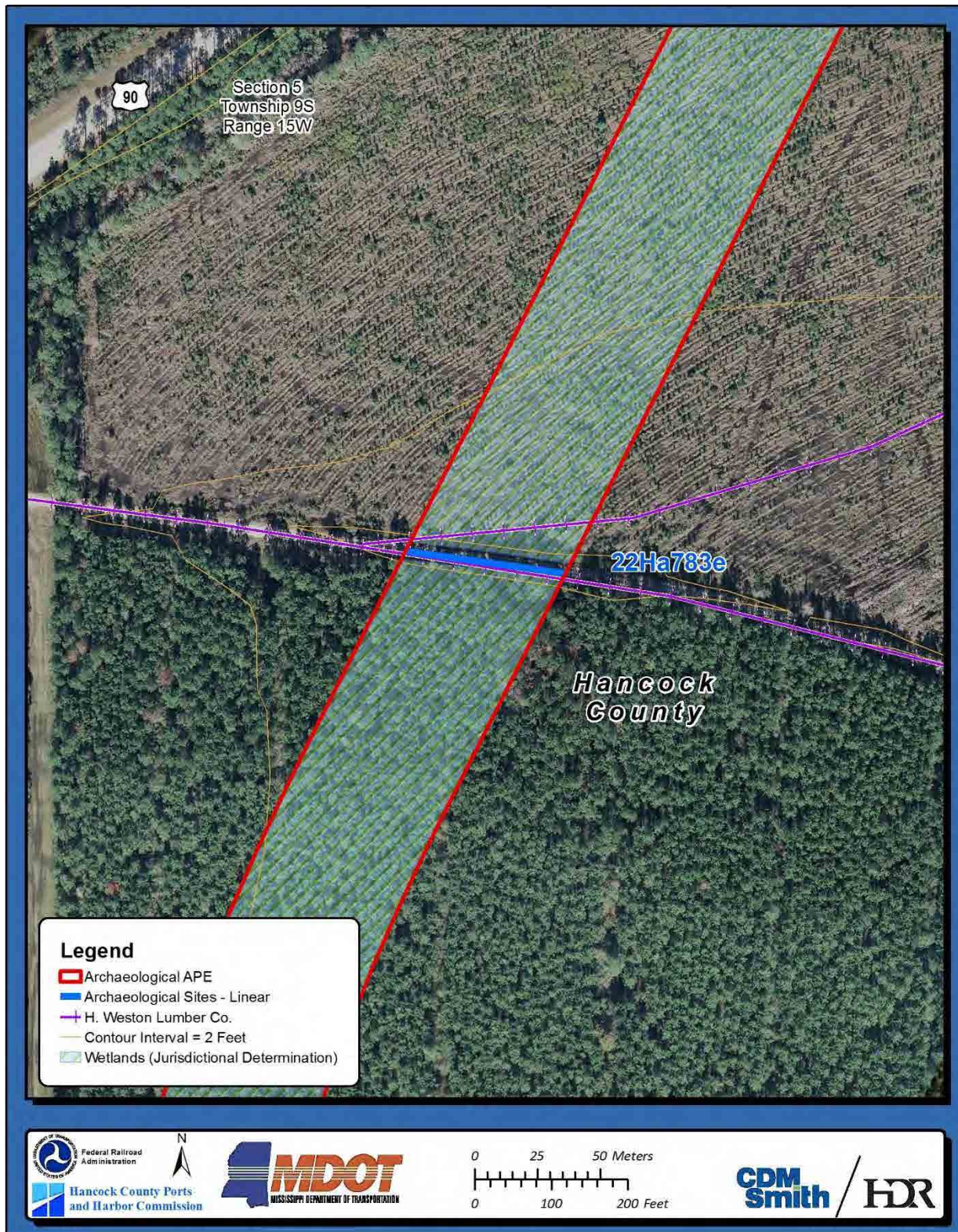


Figure 5-142: Site 22Ha783e, Shown over LiDAR Data

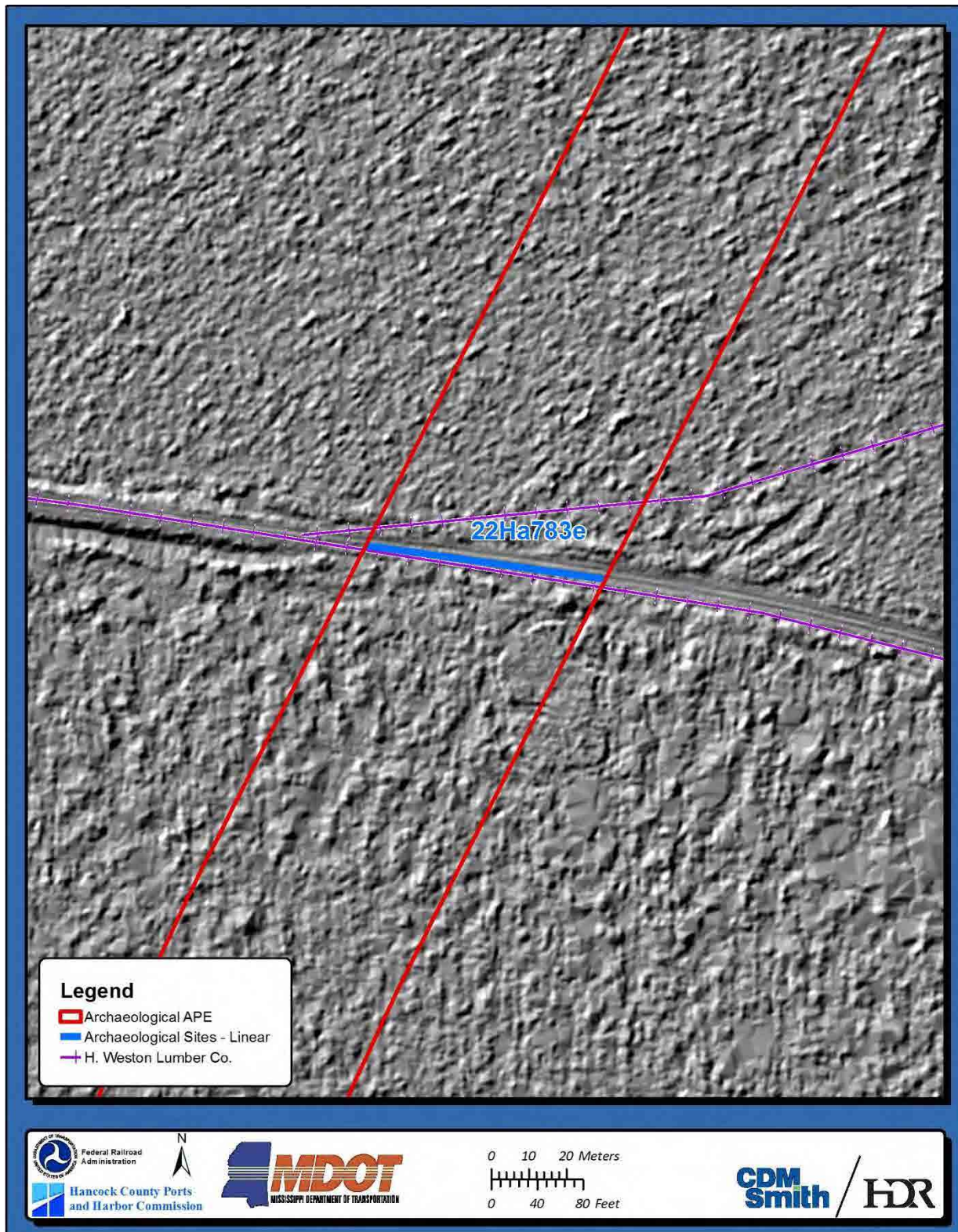


Figure 5-143: Site 22Ha783e, looking South



Figure 5-144: Location of Site 22Ha783f on USGS 7.5 Quadrangle Maps

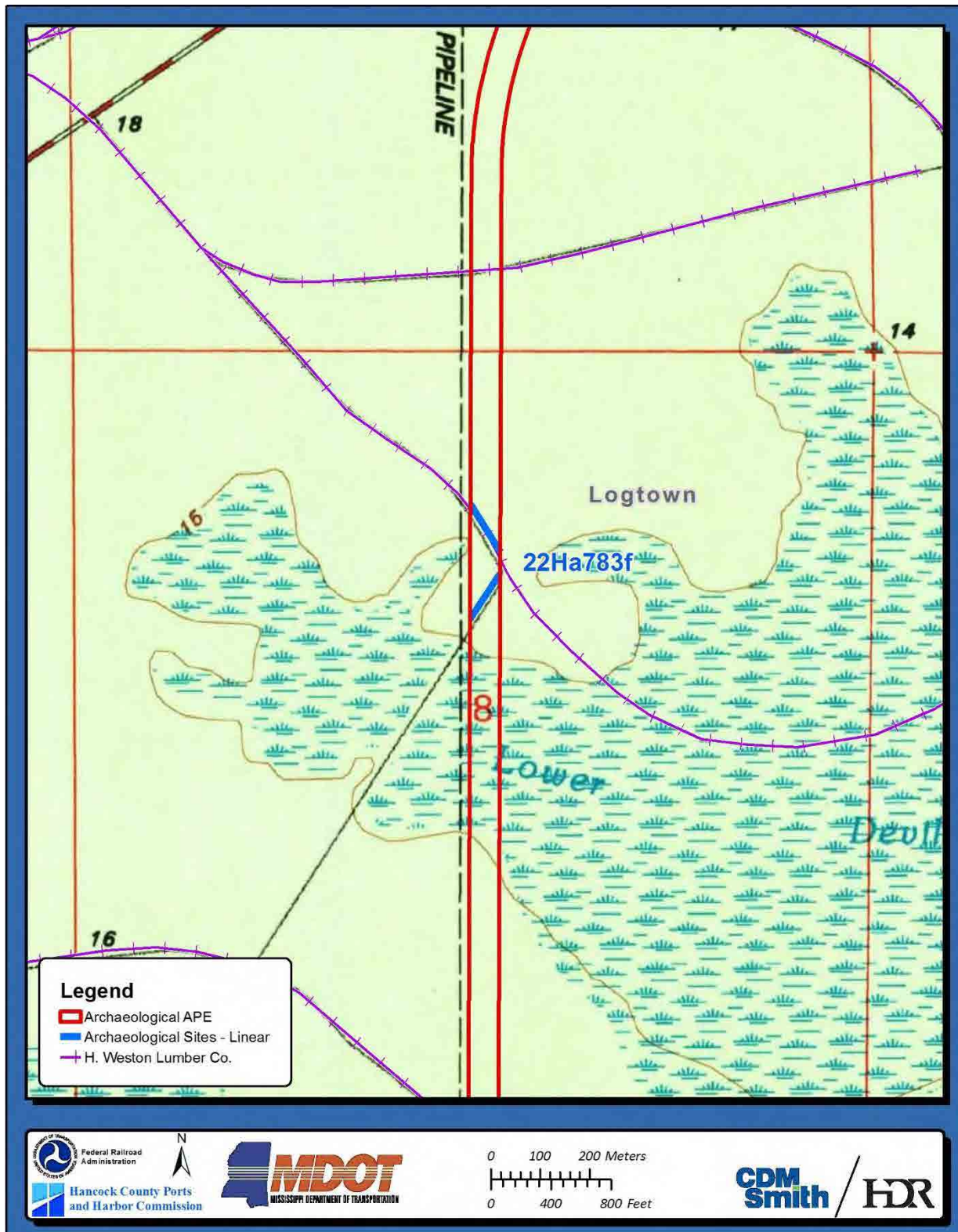
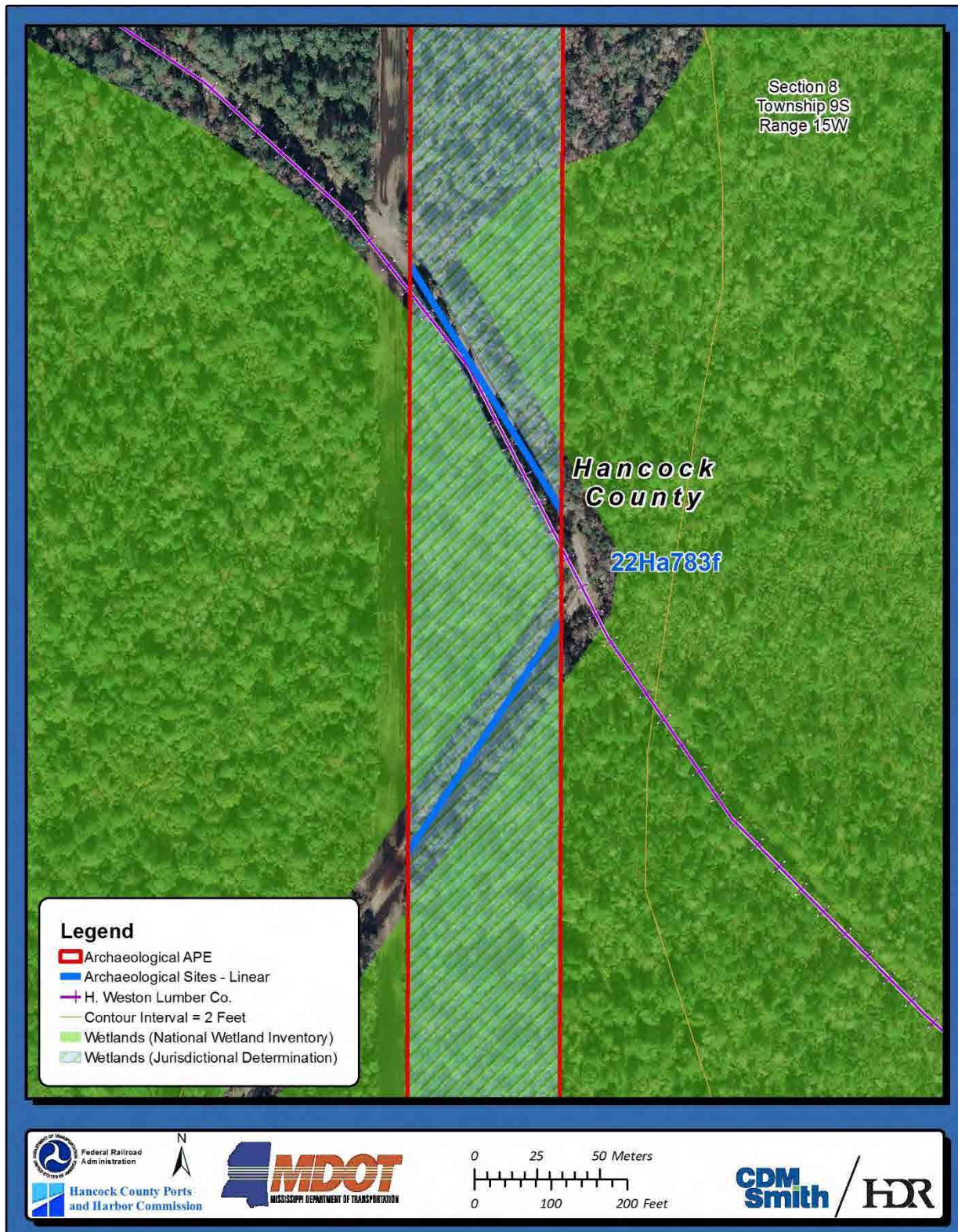


Figure 5-145: Location of Site 22Ha783f on Aerial Photograph



The current proposed PBRR corridor involves an approximate 248 meters (815 feet) long section from the north terminus (E 257602.41841769044, N 3352240.0115379058 (UTM 16 NAD 27)) to the south terminus (E 257596.34726269013, N 3352017.137898616 (UTM 16 NAD 27)) and is 10 feet (33 meters) wide. The north terminus has an elevation of 16 feet AMSL, and the south terminus has an elevation of 16 feet AMSL. Site 22Ha783f is the bed of a former rail line visible in LiDAR data (Figure 5-146) and is currently used as an unimproved dirt road.

5.2.2.20.6.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783f.

5.2.2.20.7 Site 22Ha783g

Site 22Ha783g can be found on the Dead Tiger Creek, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-147). It runs from the SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22 Township 7S Range 16W to the NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 22 Township 7S Range 16W in the Chickasaw Meridian (Figure 5-148).

The current proposed PBRR corridor involves an approximate 78 meters (258 feet) long section from the north terminus (E 252234.56758239568, N 3367968.2336987043 (UTM 16 NAD 27)) to the south terminus (E 252252.29368967106, N 3367883.9887300953 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The north terminus has an elevation of 34 feet AMSL, and the south terminus has an elevation of 34 feet AMSL. This segment of Site 22Ha783g consists of the bed of a former rail line visible in LiDAR data (Figure 5-149). At the time of the Phase I archaeological survey, the thick ground cover prevented visual observation of the site. Shovel testing in the area also failed to produce evidence for the rail line. These results are similar to those for Site 22Ha783c.

5.2.2.20.7.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783g.

5.2.2.20.8 Site 22Ha783h

Site 22Ha783h can be found on the Logtown, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-150). It runs from the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 8 Township 9S Range 15W to the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 8 Township 9S Range 15W in the Chickasaw Meridian (Figure 5-151).

The current proposed PBRR corridor involves an approximate 67 meters (222 feet) long section from the west terminus (E 257568.50294944723, N 3350994.8627922134 (UTM 16 NAD 27)) to the east terminus (E 257628.66354531143, N 3350963.9923641011 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The west terminus has an elevation of 18 feet AMSL, and the east terminus has an elevation of 18 feet AMSL. This segment of Site 22Ha783h consists of the bed of a former rail line visible in LiDAR data (Figure 5-152) and is currently used as an unimproved dirt road.

5.2.2.20.8.1 Features Recorded

There are no additional structural features recorded for Site 22Ha783h.

5.2.2.20.9 Discussion

The segments of Site 22Ha783 (a-g) located within the Archaeological APE are the locations of the former H. Weston Lumber Company small gauge logging railroad network that once crisscrossed the proposed PBRR corridor (See Section 3). No features related to the railroad network such as rail

ties, bridges, or culverts are present within the Archaeological APE. Most of the former rail lines have been converted to unimproved dirt roads that continue to be used. The full extent and what may remain of the railroad outside the Archaeological APE is unknown.

5.2.2.20.10 Recommendation

The individual segments of Site 22Ha783 lack integrity and features. Structurally, the resources are not particularly outstanding examples of early to mid-twentieth century construction. Archival research did not yield information associating the site with a significant person or event in history. The entirety of the H. Weston Lumber Company small gauge logging railroad network has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-146: Site 22Ha783f, Shown over LiDAR Data

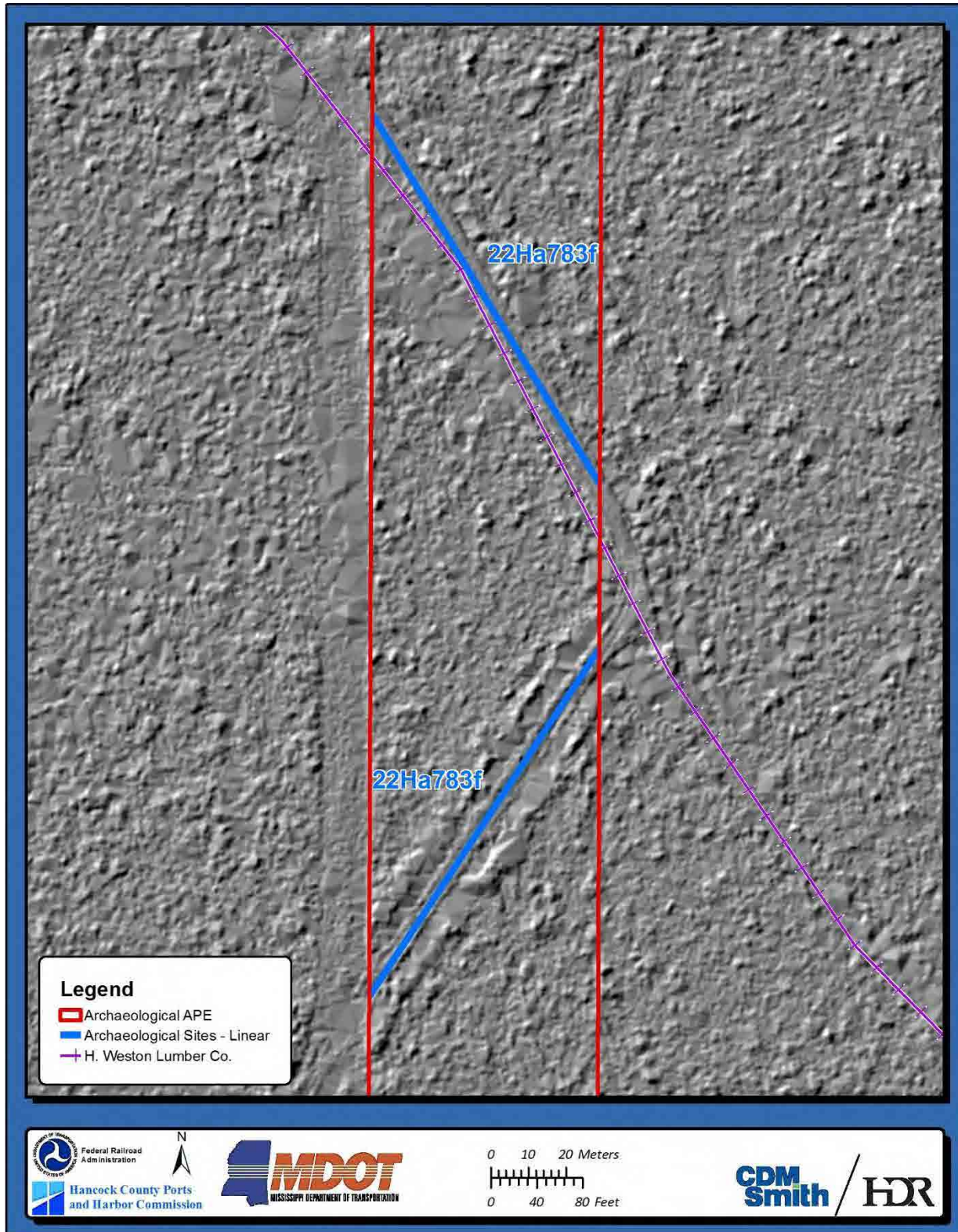


Figure 5-147: Location of Site 22Ha783g on USGS 7.5 Quadrangle Maps

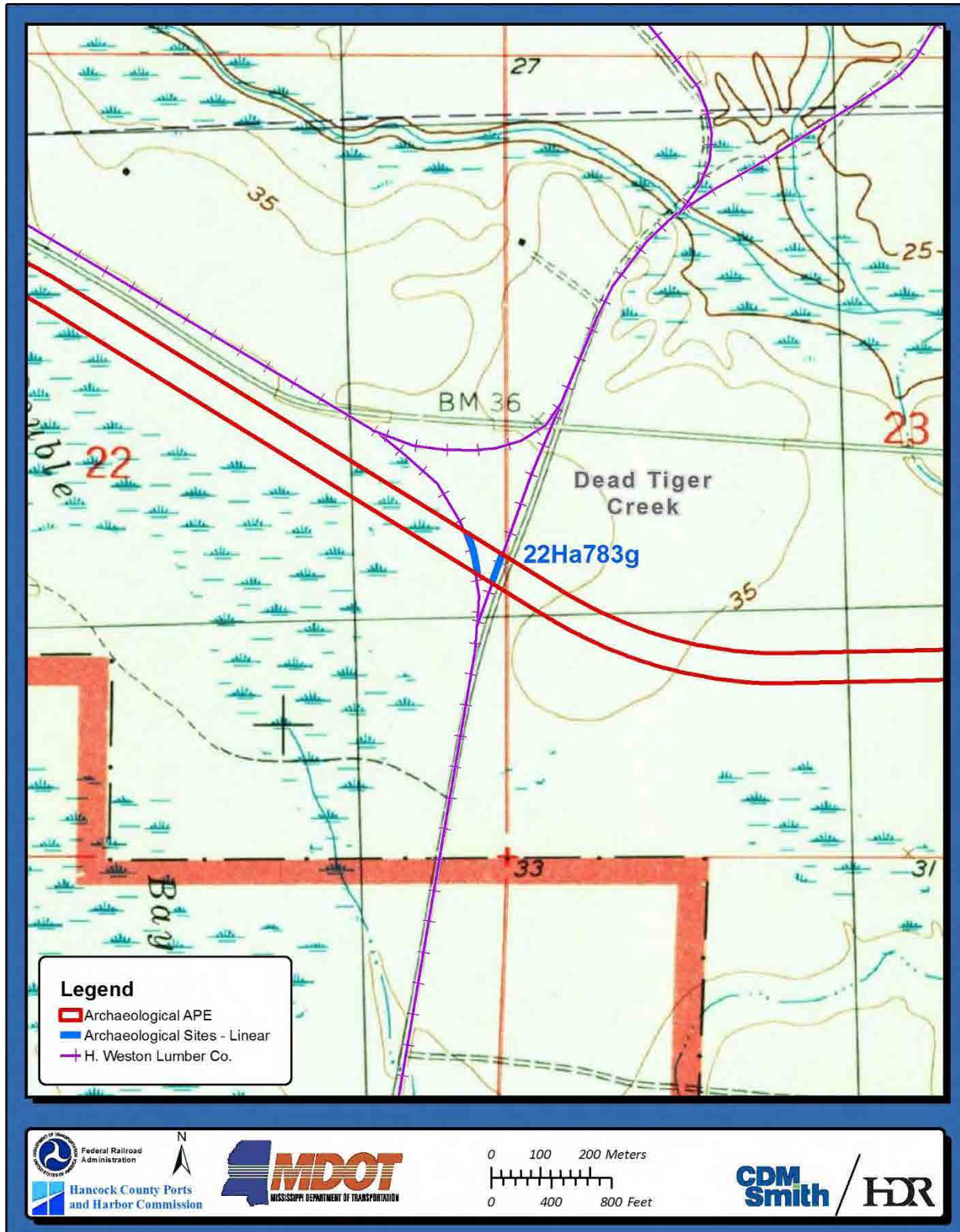


Figure 5-148: Location of Site 22Ha783g on Aerial Photograph

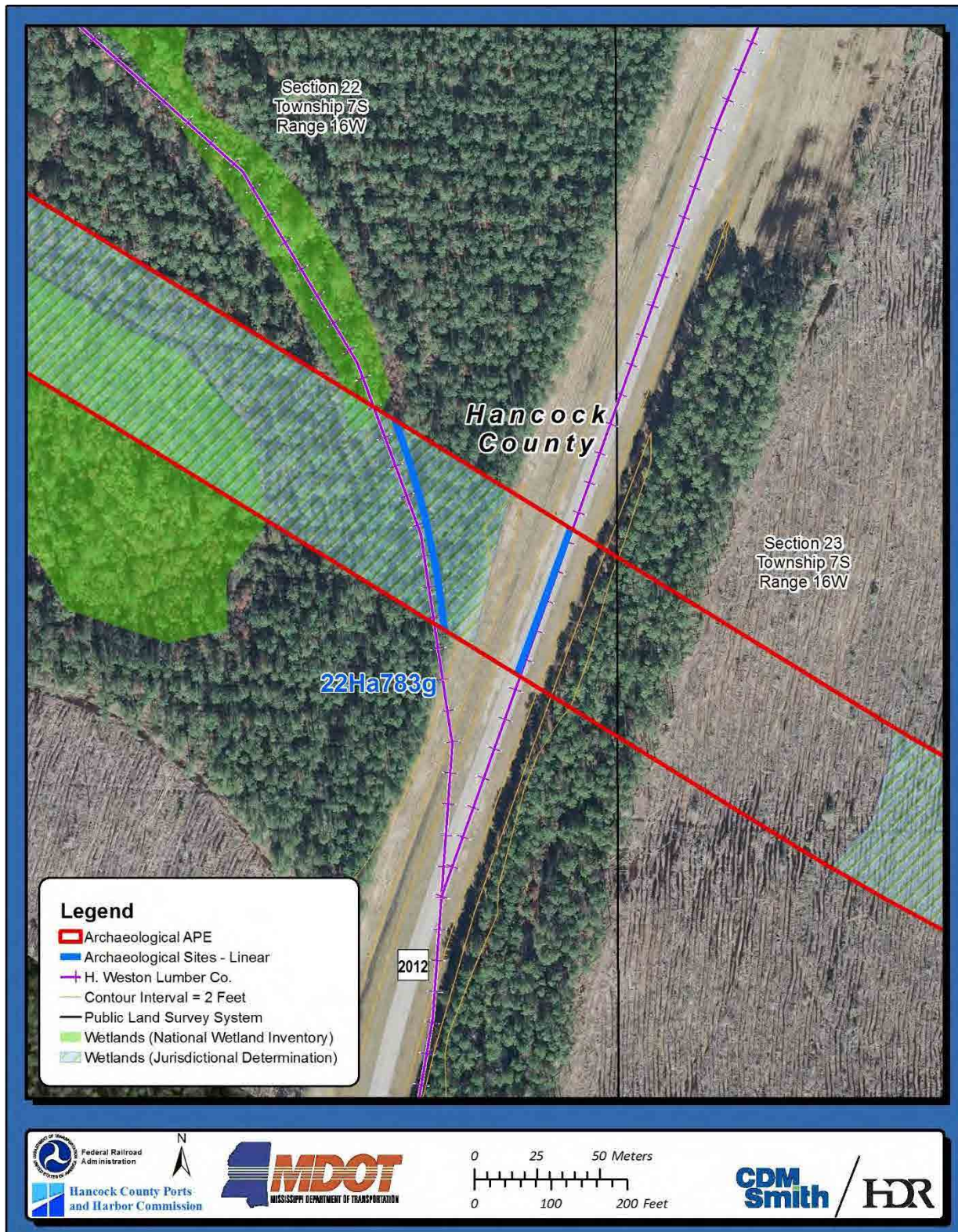


Figure 5-149: Site 22Ha783g, Shown over LiDAR Data

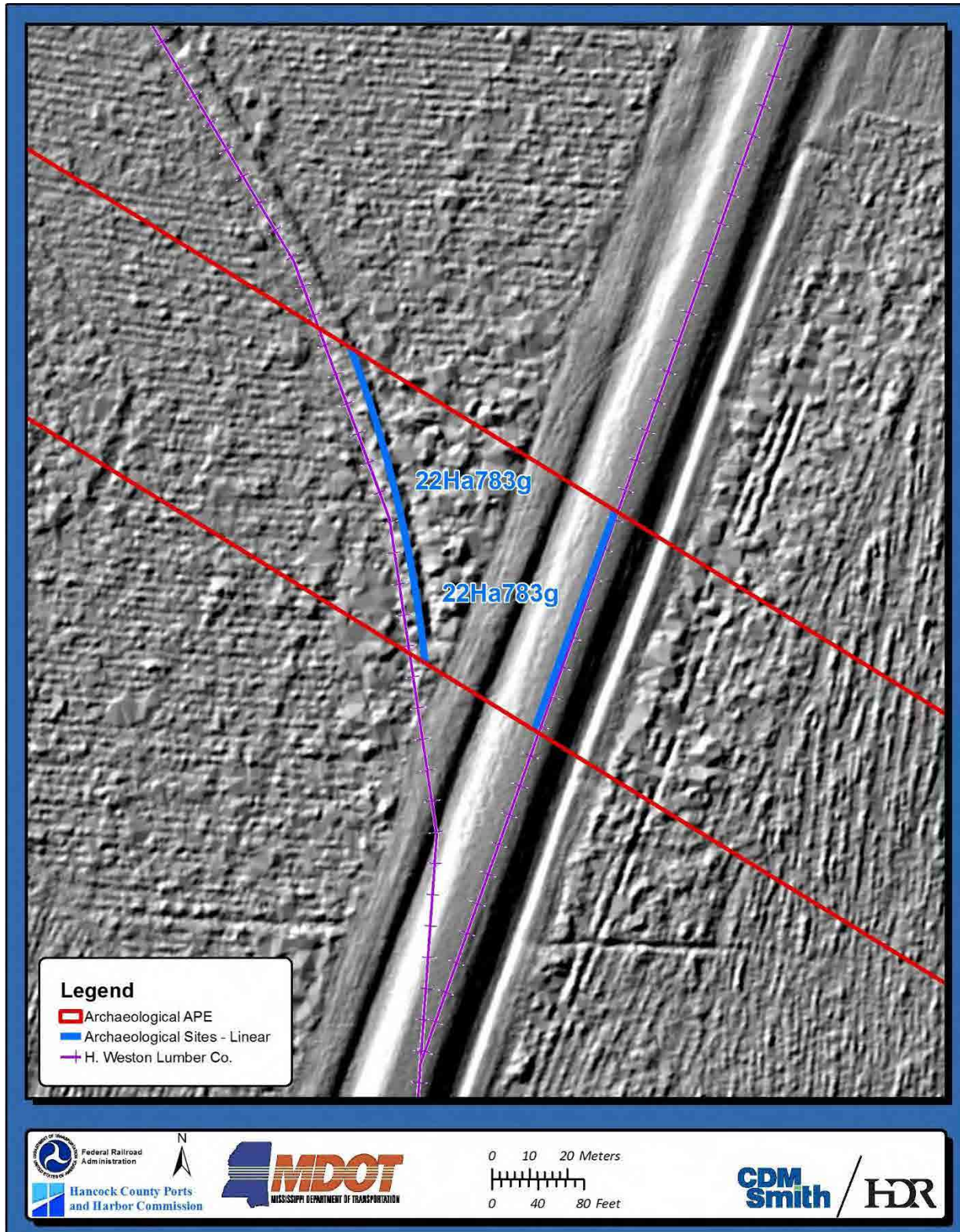


Figure 5-150: Location of Site 22Ha783h on USGS 7.5 Quadrangle Maps

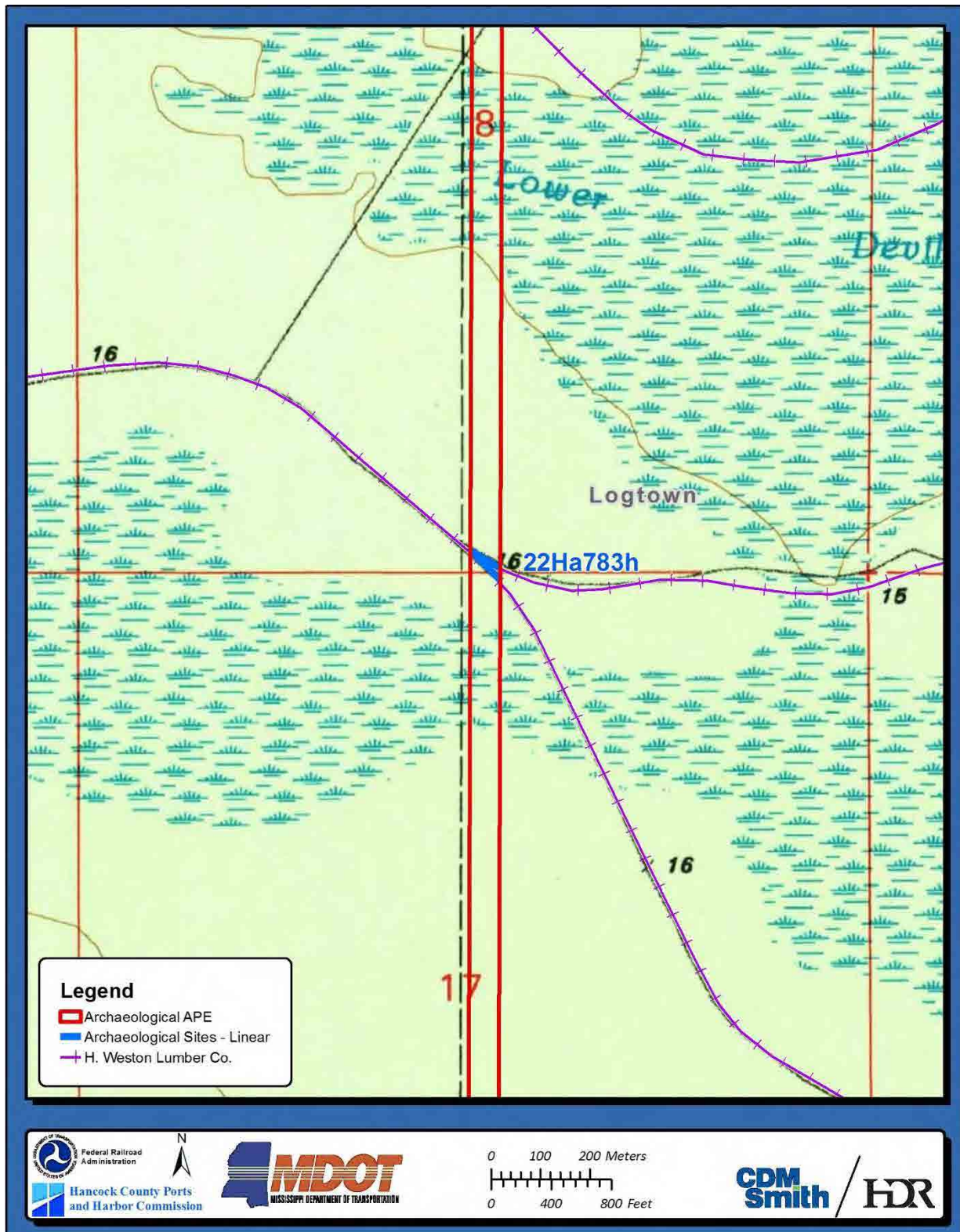


Figure 5-151: Location of Site 22Ha783h on Aerial Photograph

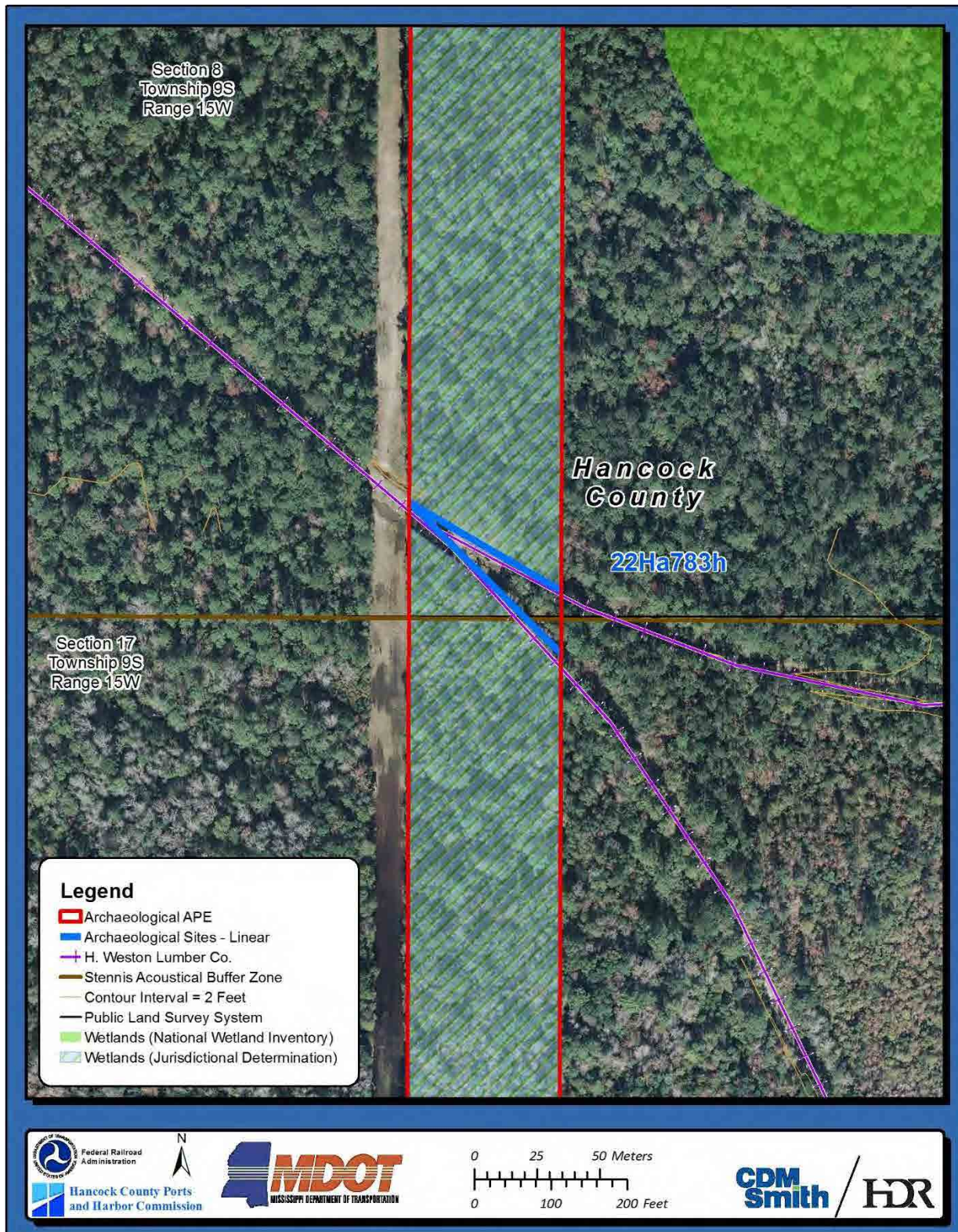
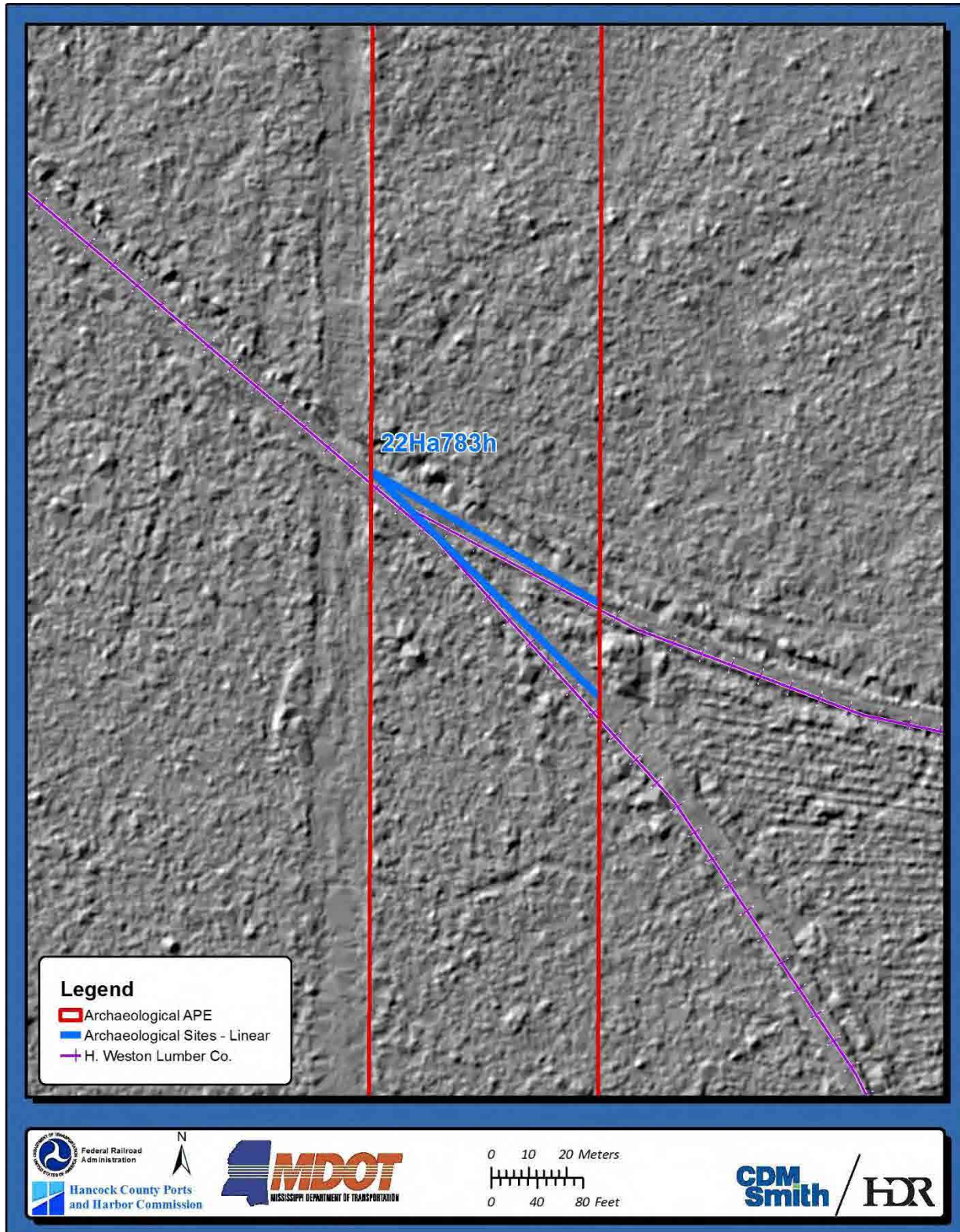


Figure 5-152: Site 22Ha783h, Shown over LiDAR Data



5.2.2.21 Site 22Pr158

Site 22Pr158 is a newly recorded segment of US Highway 11 (US 11) in Pearl River County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-153). It runs from the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W to the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W in the Chickasaw Meridian (Figure 5-154).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 96 meters (316 feet) section from the north terminus (E 241507.90195898141, N 3374550.8265051283 (UTM 16 NAD 27)) to the south terminus (E 241485.10659131702, N 3374457.4038963276 (UTM 16 NAD 27)) and is 30 meters (98 feet) wide. The north terminus has an elevation of 47 feet AMSL, and the south terminus has an elevation of 48 feet AMSL. This segment of Site 22Pr158 consists of a paved two-lane road crossing at-grade the Norfolk Southern Spur, known as the “NASA Turn” (Site 22Ha767) (Figure 5-155).

5.2.2.21.1 Features Recorded

Site 22Pr158 crosses at-grade with Site 22Ha767. There are no additional structural features recorded for Site 22Pr158.

5.2.2.21.2 Discussion

US 11 was constructed between 1926 and 1929, connecting Canada (via New York) with New Orleans, Louisiana. It is not shown on either the 1914 or the 1921 Nicholson, LA-MISS 30-minute USGS maps. By 1928, US 11 is shown on Mississippi State Highway Department’s Map of State Highway System across the entire length of Mississippi. Within the general vicinity of the proposed PBRR corridor, it is shown as a gravel road paralleling the Norfolk Southern Railway. On the 1935 State Highway System map, it is shown as a paved road from the Louisiana border to past Picayune, Mississippi. Only two other parts of US 11 were paved, and the rest was gravel. By 1951, the State Highway System map shows the entire route of US 11 as having a hard surface. The 1955 Nicholson MISS-LA 7.5-minute USGS map shows US 11 in the same location as it presently runs.

5.2.2.21.3 Recommendation

Site 22Pr158 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of US Hwy 11 has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-153: Location of Site 22Pr158 on USGS 7.5 Quadrangle Maps



Figure 5-154: Location of Site 22Pr158 on Aerial Photograph

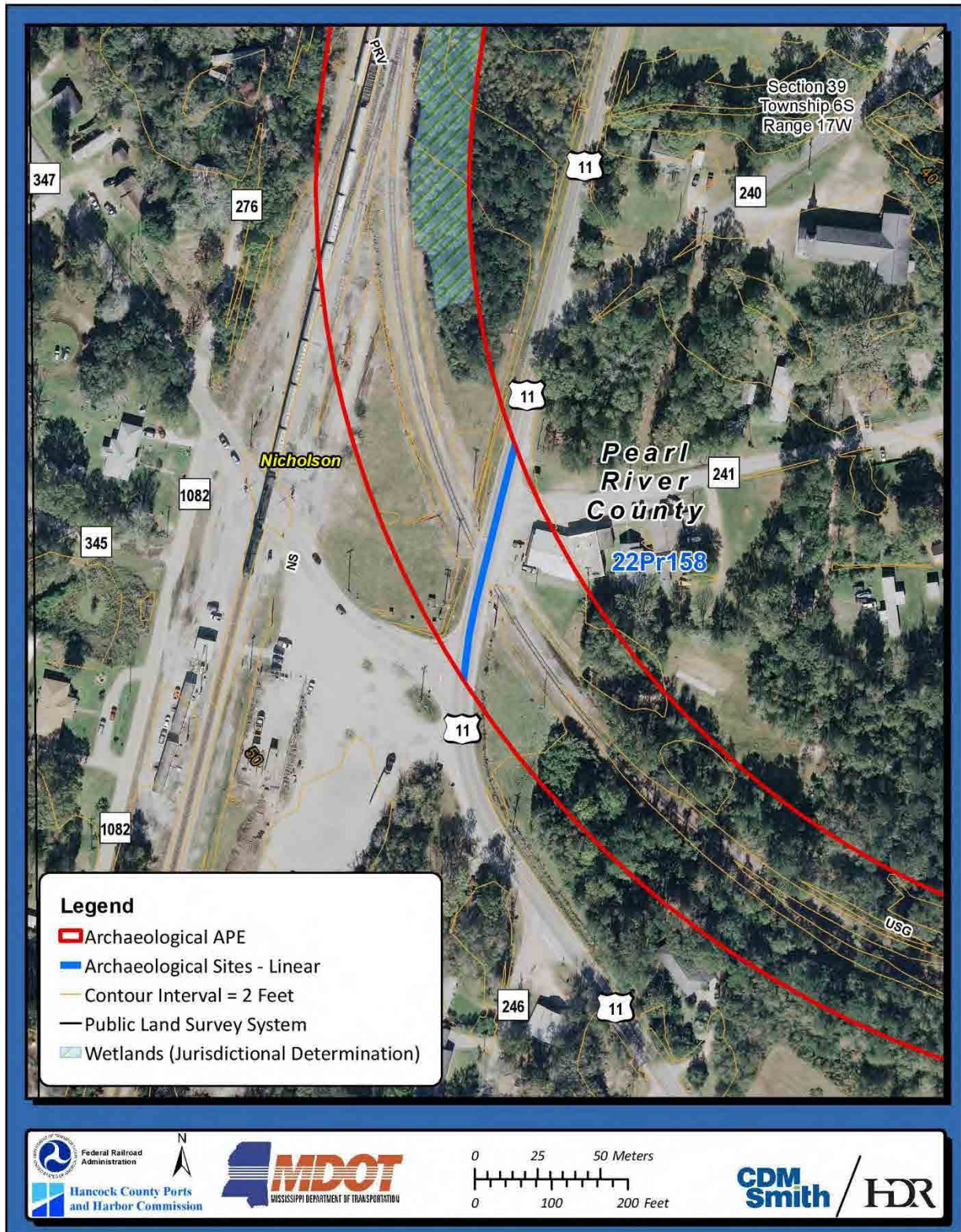


Figure 5-155: Site 22Pr158, looking North



5.2.2.22 Site 22Pr180

Site 22Pr180 is a newly recorded segment of the Norfolk Southern Railway in Nicholson, Pearl River County, Mississippi. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-156). It runs from the NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W to the NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W in the Chickasaw Meridian (Figure 5-157).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 154 meters (504 feet) section from the south terminus (E 241431.86241014241, N 3374620.7343744608 (UTM 16 NAD 27)) to the north terminus (E 241472.5470352181, N 3374769.0284116785 (UTM 16 NAD 27)) and is 30 meters (98 feet) wide. Both the south terminus and the north terminus have an elevation of 50 feet AMSL. This segment of Site 22Pr180 consists of railroad tracks (Figure 5-158).

5.2.2.22.1 Features Recorded

There are no additional structural features recorded for Site 22Pr180.

5.2.2.22.2 Discussion

The railroad was first developed as the New Orleans & Northwestern Railroad and originally ran 196 miles between Meridian, Mississippi and New Orleans, Louisiana. It was originally incorporated in Louisiana in 1868 as the Mandeville and Sulphur Springs Railroad and in Mississippi in 1871. Although land was purchased for the railroad, tracks were not laid immediately. Construction began in 1882 after the railroad was acquired by the Alabama, New Orleans, Texas and Pacific Junction Railways Company (NO&NE) and opened a year later in 1883. The railroad was marketed as part of the Queen and Crescent Route that ran from Cincinnati, Ohio to New Orleans, Louisiana. In 1916 the NO&NE was acquired by Southern Railway. The railroad merged with Norfolk and Western Railway in 1982 to form the current railroad, Norfolk Southern Railway. The railroad enhanced the region's growth and economic progress (Wilson and Rehberg 2014). The timber industry, especially, advanced with access to rail transport within Pearl River and Hancock Counties.

The railroad is shown on all USGS maps of the Nicholson area, including the oldest available, a 1914 Nicholson, LA-MISS 30-minute USGS map. The line was also illustrated on the 1891 map of the Queen and Crescent route (Poor's Manual of Railroads 1891:149), which mentions Nicholson as the second stop north of New Orleans. The railroad is shown on the 1928 Mississippi State Highway Department's Map of State Highway System. However, it is not illustrated on the 1935 or the 1957 version of the State Highway System map despite being an active railroad.

Figure 5-156: Location of Site 22Pr180 on USGS 7.5 Quadrangle Maps



Figure 5-157: Location of Site 22Pr180 on Aerial Photograph

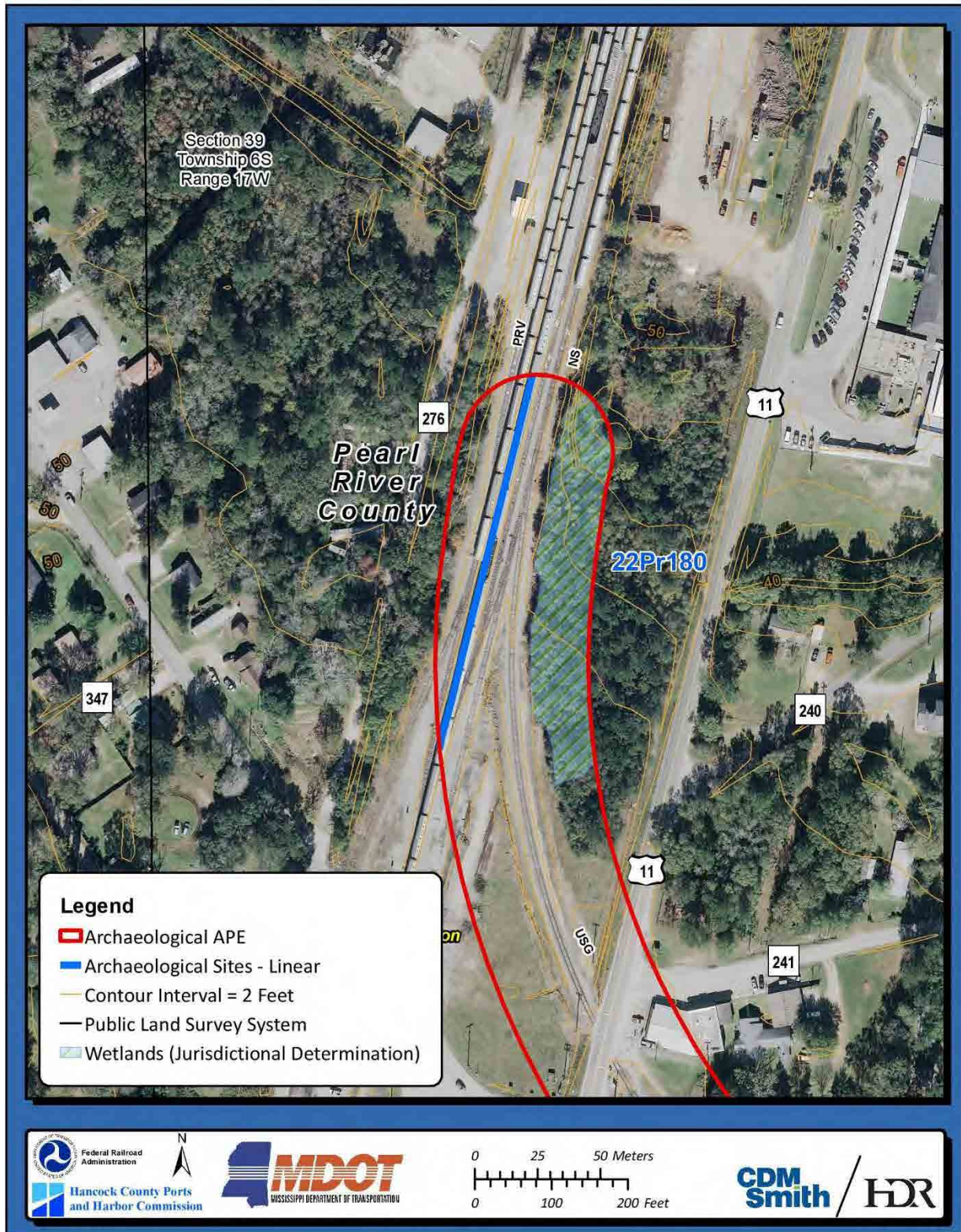


Figure 5-158: Site 22Pr180, looking North

5.2.2.22.3 Recommendation

Site 22Pr180 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of the NO & NE Railroad has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

5.2.2.23 Site 22Pr967

Site 22Pr967 is a newly recorded segment of Emmett Meitzler Road in Pearl River County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-159). It runs from the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W to the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 39 Township 6S Range 17W in the Chickasaw Meridian (Figure 5-160).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 17 meter (55 feet) long section from the west terminus (E 241501.41266252092, N 3374527.507228802 (UTM 16 NAD 27)) to the east terminus (E 241517.98586989177, N 3374525.2792624882 (UTM 16 NAD 27)), and is 40 meters (131 feet) wide. The west terminus has an elevation of 48 feet AMSL, and the east terminus has an elevation of 47 feet AMSL. This segment of Site 22Pr967 consists of a paved two lane residential street (Figure 5-161).

5.2.2.23.1 Features Recorded

There are no additional structural features recorded for Site 22Pr967.

5.2.2.23.2 Discussion

Before the construction of US 11 in 1926 and the “NASA Turn” in 1963, this road was part of a major intersection of the Columbia-Gainesville Road, the Nicholson-Kiln Road, and the Norfolk and Southern Railway as shown on the 1914 Nicholson, LA-MISS 30-minute USGS map. In fact, all USGS maps of the area including the 1998 7.5-minute version show Site 22Pr967 continuing past US 11 to the old intersection, but modern aerials maps clearly show what was encountered during the survey, that Site 22Pr967 now ends at US 11.

5.2.2.23.3 Recommendation

Site 22Pr967 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of the Emmett Meitzler Road has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-159: Location of Site 22Pr967 on USGS 7.5 Quadrangle Maps



Figure 5-161: Site 22Pr967, looking West



5.2.2.24 Site 22Pr968

Site 22Pr968 is a newly recorded segment of Asa McQueen Road in Pearl River County. This segment can be found on the Nicholson, Mississippi, USGS 7.5-minute quadrangle map (Figure 5-162). It runs from the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 7 Township 7S Range 17W to the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 2 Township 7S Range 17W in the Chickasaw Meridian (Figure 5-163).

This site is considered a Linear Resource within the state. The current proposed PBRR corridor involves an approximate 61 meters (200 feet) long section from the east terminus (E 243459.84549853369, N 3373333.8310878938 (UTM 16 NAD 27)) to the west terminus (E 243410.4246461502, N 3373298.041401885 (UTM 16 NAD 27)) and is 10 meters (33 feet) wide. The east terminus has an elevation of 48 feet AMSL, and the west terminus has an elevation of 46 feet AMSL. This segment of Site 22Pr968 consists of paved rural road (Figure 5-164).

5.2.2.24.1 Features Recorded

Site 22Pr968 crosses Site 22Ha767 at-grade. There are no additional structural features recorded for Site 22Pr968.

5.2.2.24.2 Discussion

Asa McQueen Road currently connects SR 607 in the west to Ridge Road in the East. The intersection with SR 607 is approximately 1 kilometer south of I-59. The full length of Asa McQueen road is 1.4 miles (2.25 kilometers). This road first appears on the 1955 Nicholson, Mississippi, USGS 7.5-minute quadrangle map. It appears on all subsequent maps.

5.2.2.24.3 Recommendation

Site 22Pr968 has limited research potential due to the continued use of this segment for more than fifty years, including required maintenance, construction, and various other improvements during both historic and modern times. Structurally, the resource is not a particularly outstanding example of a mid- to late nineteenth, twentieth, or twenty-first century construction. The design and type is common throughout the transportation system. Archival research did not yield information associating the site with a significant person or event in history. The entirety of the Asa McQueen Road has not been assessed. As a result, the NRHP determination for the site is undetermined. However, the proposed project will not have an adverse impact to the site.

No further archaeological work is recommended.

Figure 5-162: Location of Site 22Pr968 on USGS 7.5 Quadrangle Maps

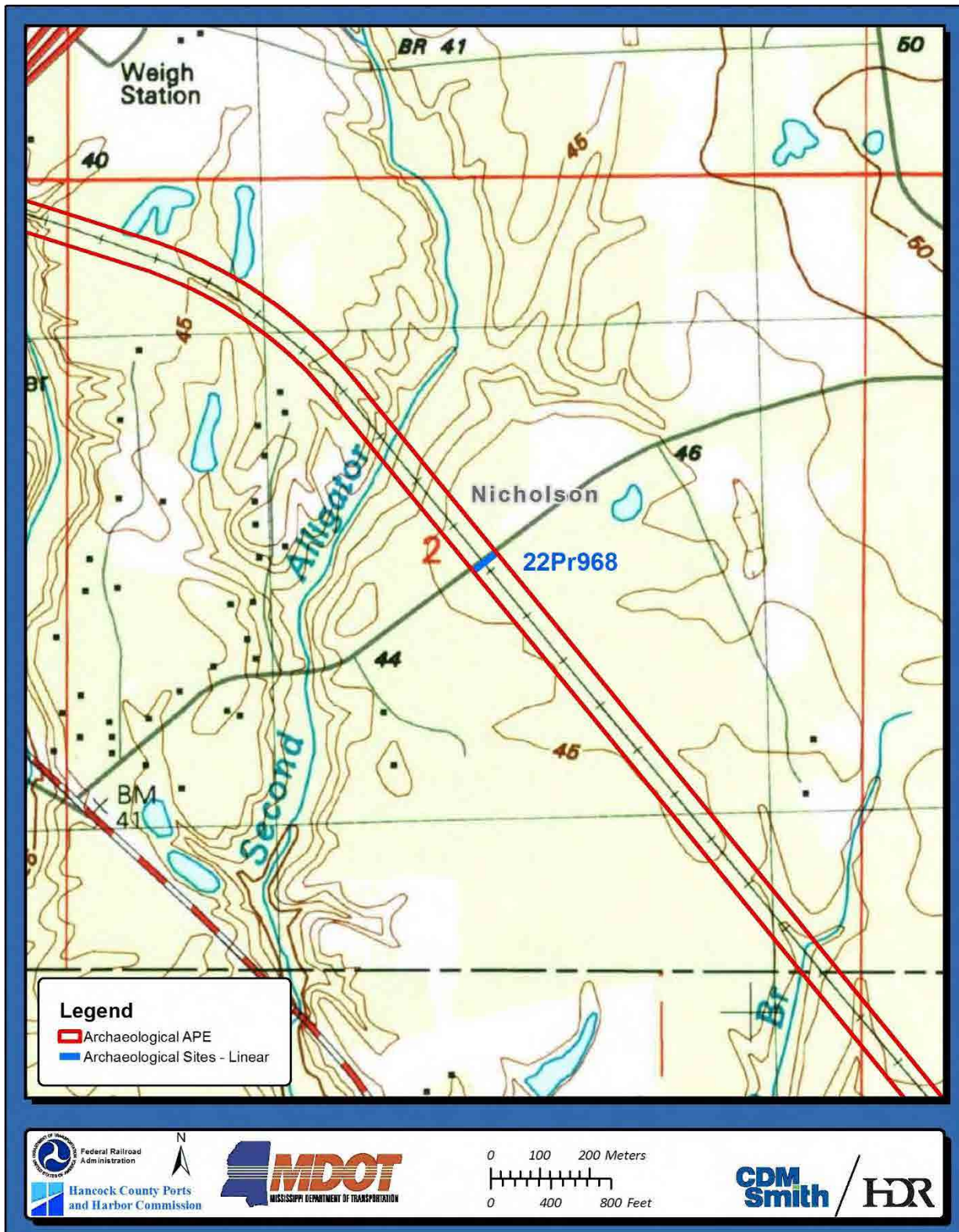


Figure 5-163: Location of Site 22Pr968 on Aerial Photograph

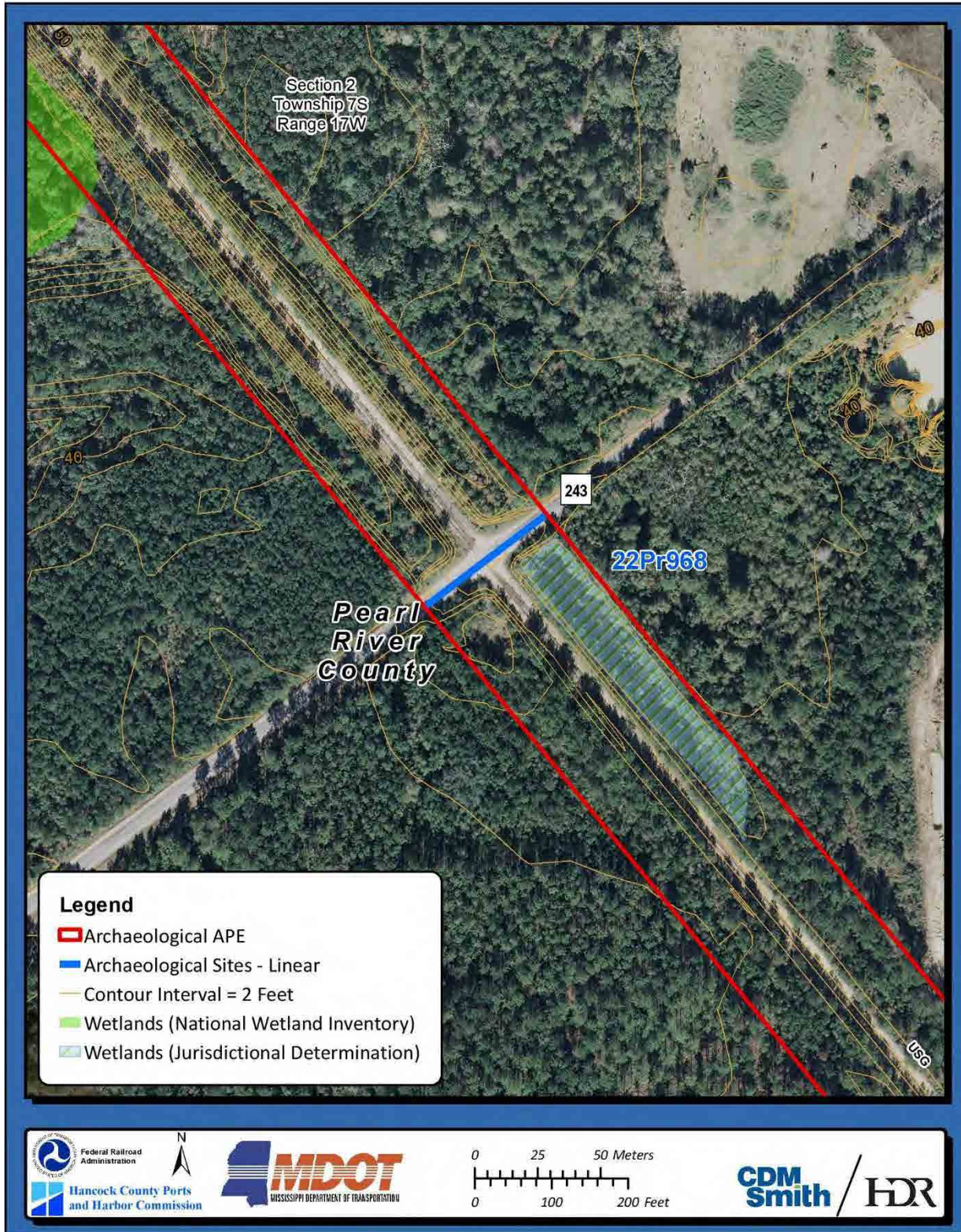


Figure 5-164: Site 22Pr968, looking West-Southwest



5.3 RECOMMENDATIONS AND CONCLUSIONS

No previously recorded archaeological sites were identified within the Archaeological APE. A total of 24 linear archaeological sites were identified within the Archaeological APE (Table 5-1). Of these sites, 13 are not eligible for inclusion in the NRHP, and 11 have undetermined eligibility statuses. The current project will not have an adverse impact to any archaeological sites recorded within the APE.

Table 5-1: Archaeological Sites

Site Number	Context	Period of Occupation	NRHP Recommendation
22Ha171	Historic		Undetermined
22Ha181	Historic		Undetermined
22Ha766	Historic		Not Eligible
22Ha767	Historic		Undetermined
22Ha768	Historic		Not Eligible
22Ha769	Historic		Not Eligible
22Ha770	Historic		Undetermined
22Ha771	Historic		Not Eligible
22Ha772	Historic		Undetermined
22Ha773	Historic		Not Eligible
22Ha774	Historic		Not Eligible
22Ha775	Historic		Not Eligible
22Ha776	Historic		Not Eligible
22Ha777	Historic		Not Eligible
22Ha778	Historic		Not Eligible
22Ha789	Historic		Not Eligible
22Ha780	Historic		Not Eligible
22Ha781	Historic		Not Eligible
22Ha782	Historic		Undetermined
22Ha783 (a - g)	Historic		Undetermined
22Pr158	Historic		Undetermined
22Pr180	Historic		Undetermined
22Pr967	Historic		Undetermined
22Pr968	Historic		Undetermined

6.0 ARCHITECTURAL SURVEY

This section presents the results of the architectural survey. No previously recorded architectural resources were present within the Architectural APE. Three newly documented architectural resources, Resources 1, Resource 2, and Resource 3, were identified. They are discussed below.

6.1 FINDINGS

A field survey was conducted to identify historic structures over 50 years of age within the Architectural APE. The Architectural APE is defined as being a 75 meters (246.06 feet), MDOT and MDAH approved buffer, around the Archaeological APE (Figure 6-1 and Figure 6-2). Three previously undocumented historic resources, Resources 1 through 3, were identified and are discussed below (Figure 6-3 and Figure 6-4).

Figure 6-1: Architectural APE Location on USGS 7.5' Quadrangle Maps

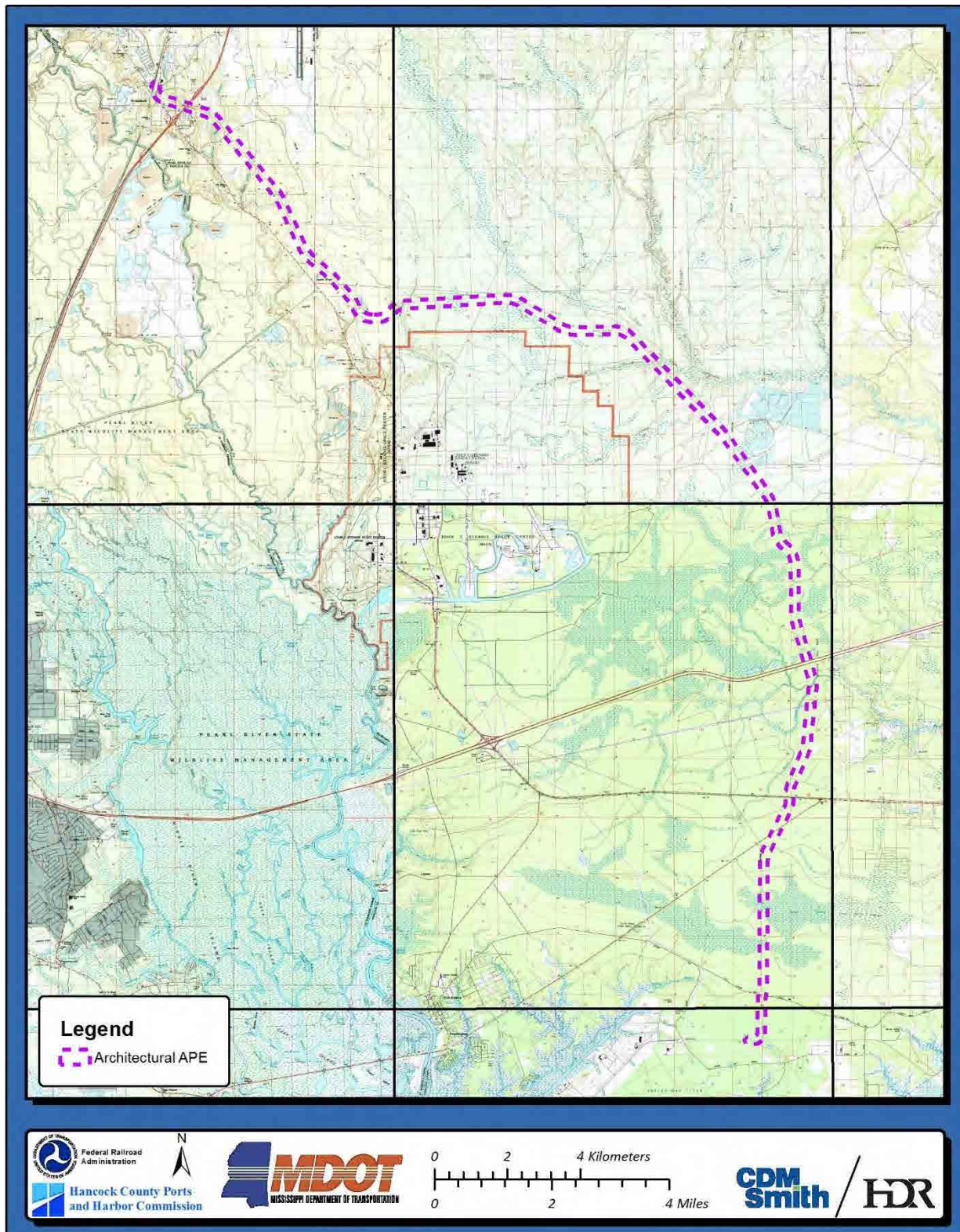


Figure 6-2: Architectural APE Location on Aerial Photograph

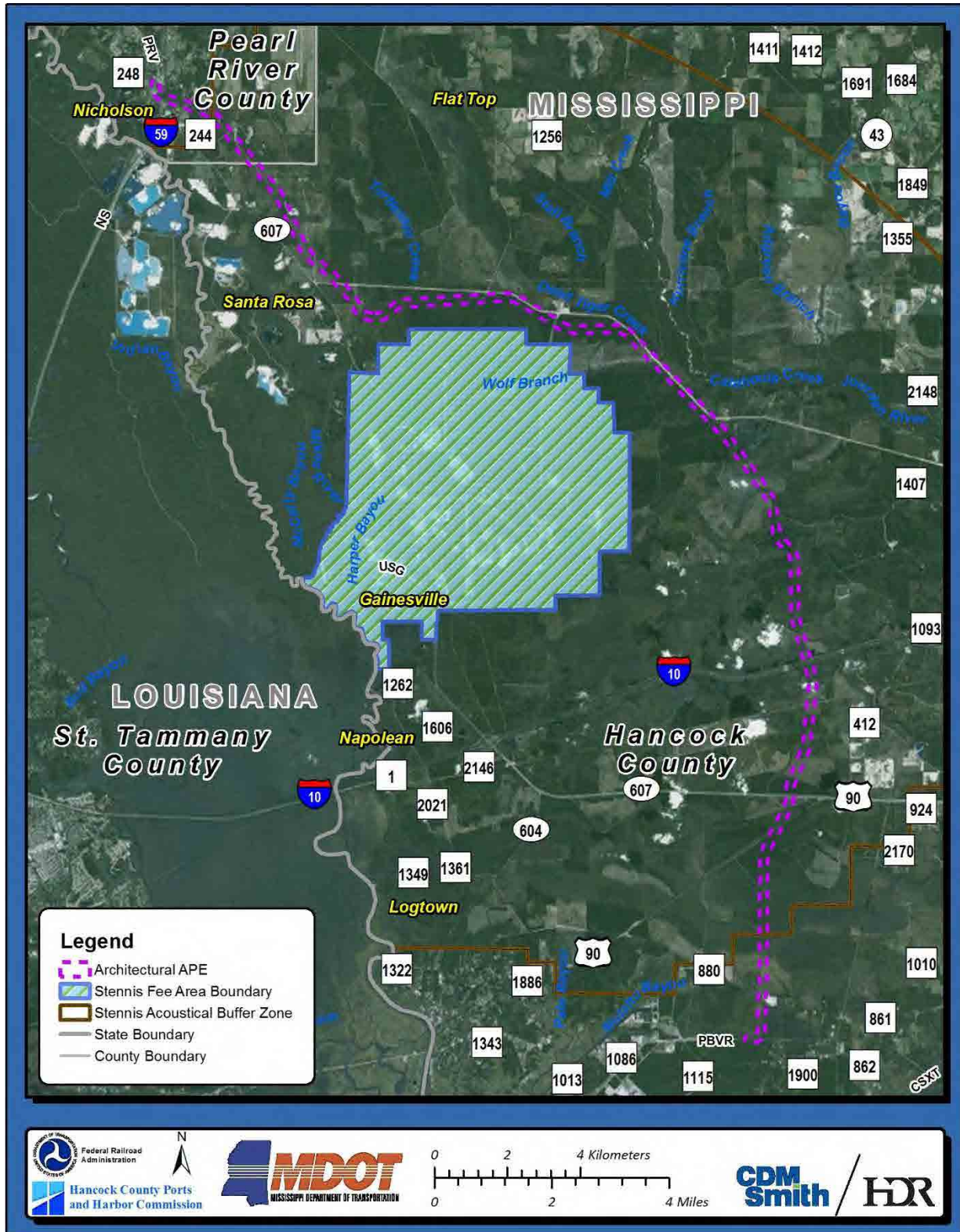


Figure 6-3: Location of Historic Resources on USGS 7.5' Quadrangle Maps

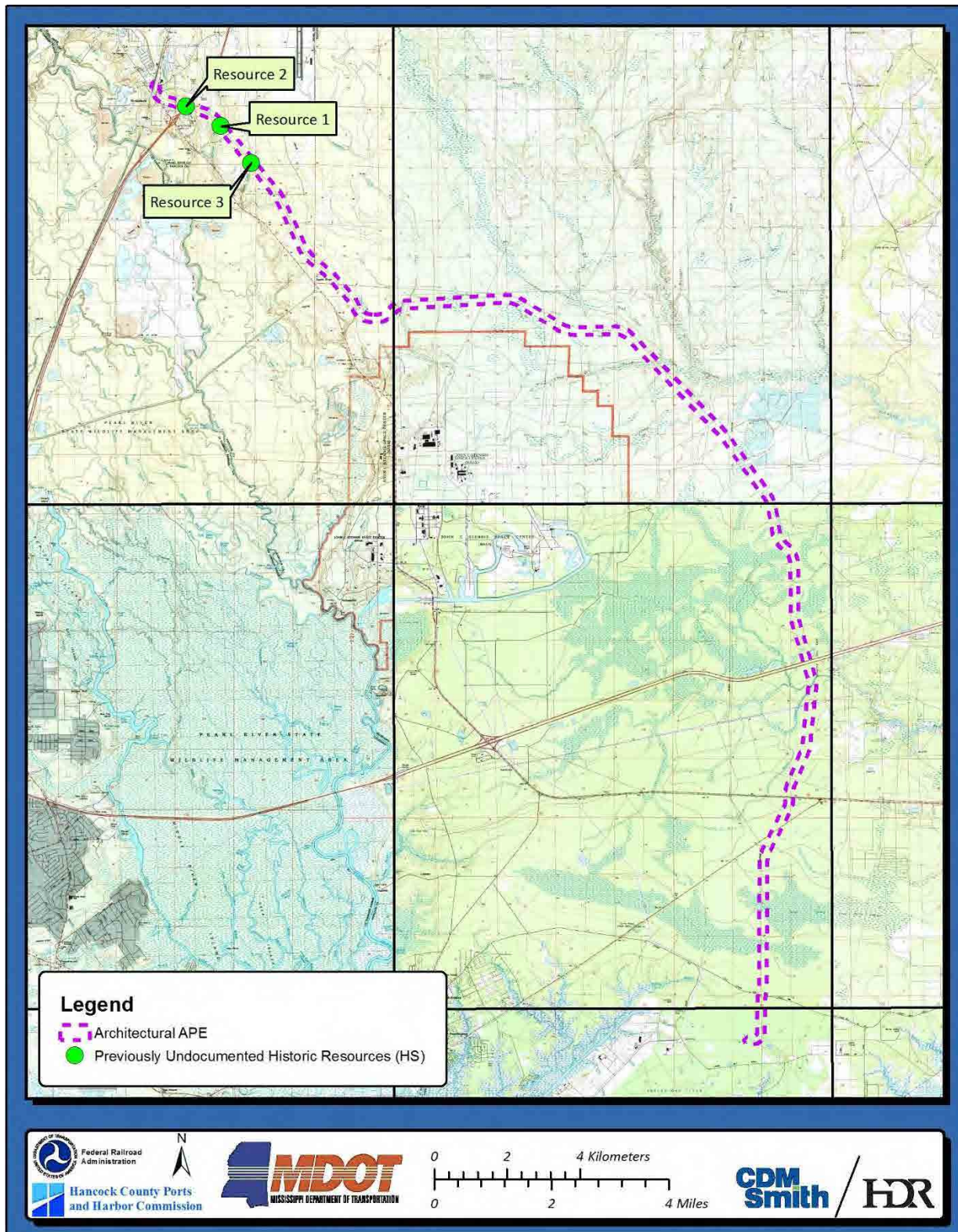
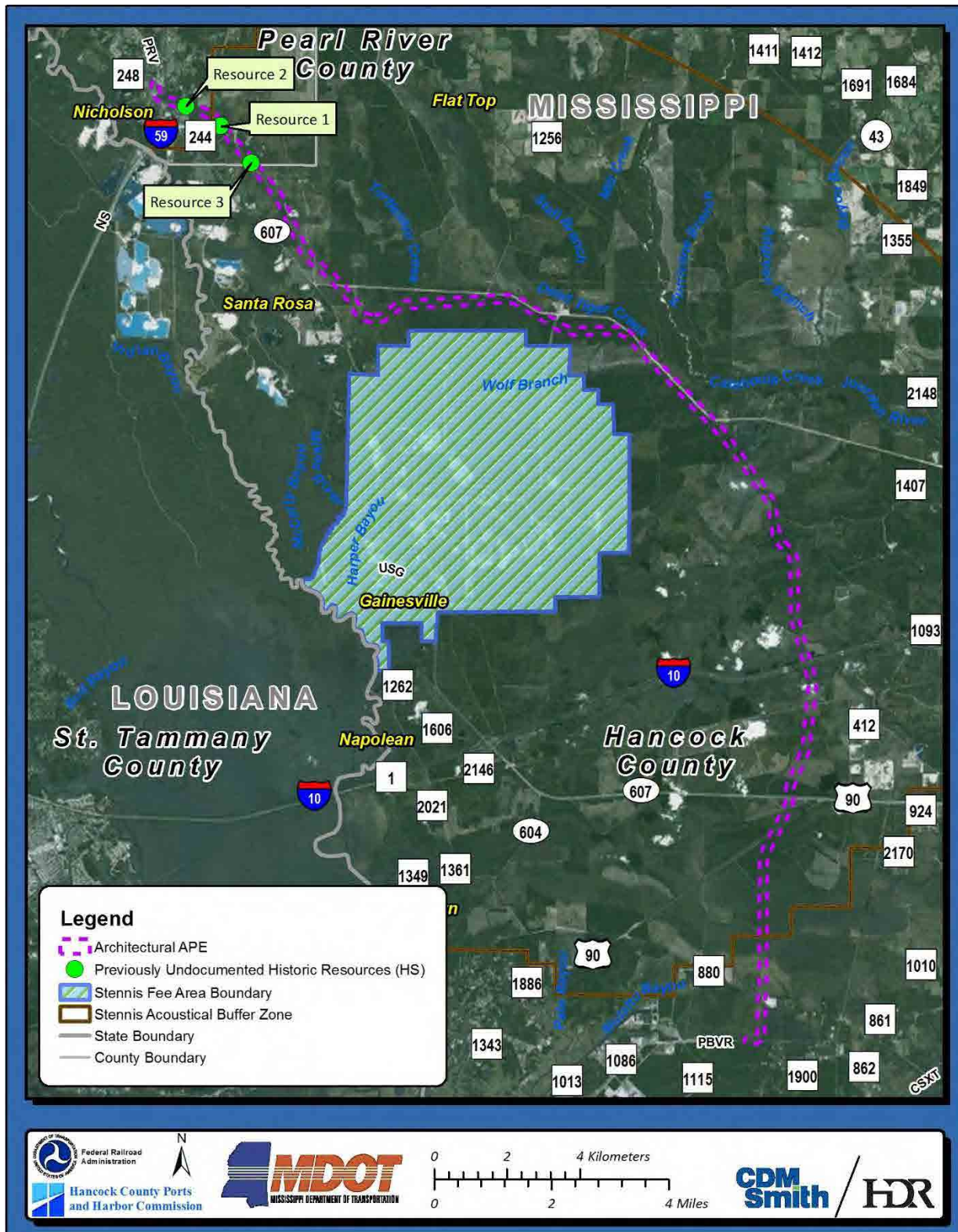


Figure 6-4: Location of Historic Resources on Aerial Photograph



6.1.1 Resource 1

Resource 1 (HS 1) is the Southern Railroad Bridge over Second Alligator Branch. It is located approximately 0.70 miles southeast of I-95 near Nicholson, Pearl River County, Mississippi (Figure 6-5 and Figure 6-6). UTM coordinates for this bridge (UTM 16, NAD 27) are E 243250, N 3373568 (89° 40' 27.07" W, 30° 28' 6.89" N), the PLSS location is NW ¼ of Section 2, Township 7S, Range 17W.

6.1.1.1 Description

The Southern Railway Bridge over Second Alligator Branch is an open-deck timber trestle, approximately 145 feet long (9.144 meter) (Figure 6-7). The trestle bridge design includes five timber piles per bent, sway bracing, and reinforced concrete bent caps. A pad that appears to be rubberized is inserted between each pile and its bent cap in order to accommodate bridge movement and material expansion. The abutments include a horizontal wood plank wall with adjacent timber piles and reinforced concrete cap.

The bridge was built as part of Southern Railway's 10.5-mile track between its New Orleans and Northeastern main line at Nicholson, and what was originally known as NASA's Mississippi Test Operations site in Gainesville, Mississippi. Southern Railway built the extension at its own expense "for the privilege of serving the construction and operation needs of the test facility" (Herring 1997:56). Research indicates L-S Construction Company of New Orleans was responsible for building the structures on the line, although the company is not mentioned as the builder for the trestle bridge specifically. Southern Railway used its own labor to lay the track. Work began on the line in March 1963 and was completed on May 10, 1963. NASA used the line, known locally as "the NASA Turn," to transport construction materials for its facility, renamed Mississippi Test Facility in 1965 and now known as the Stennis Space Center. The line and its structures were constructed to withstand the enormous weight and scale of building materials and structural components required for the project. NASA established the site as a rocket-testing facility for the lunar landing program.

NS recently high-railed this section of track and determined that the trestle bridge is unsafe. NS has closed the bridge to rail traffic. The proposed project is proposing to reuse the original alignment and rail-bed. MDOT has not yet determined which railroad structures will remain or will need to be rehabilitated, replaced, or otherwise altered; however, this trestle bridge would likely require replacement.

6.1.1.2 Recommendation

Resource 1 is part of the railroad line (22Ha767) built by Southern Railway for transporting construction materials and other material to the Mississippi Test Operations site, now known as the John C. Stennis Space Center. Individually, Resource 1 does not rise to the level of historic significance as defined by the National Park Service. Although Resource 1 was built to enable construction of the NRHP-listed Rocket Propulsion Test Complex, it was not associated with the mission of the complex. Resource 1 provided necessary infrastructure and support for the complex, but was not specifically associated with complex's mission or any historic themes or events. The structure is not historically or architecturally significant. Therefore, Resource 1 is recommended not eligible for the NRHP under Criteria A-D.

Figure 6-5: Location of Resource 1 on the 1998 Nicholson USGS 7.5' Quadrangle Maps

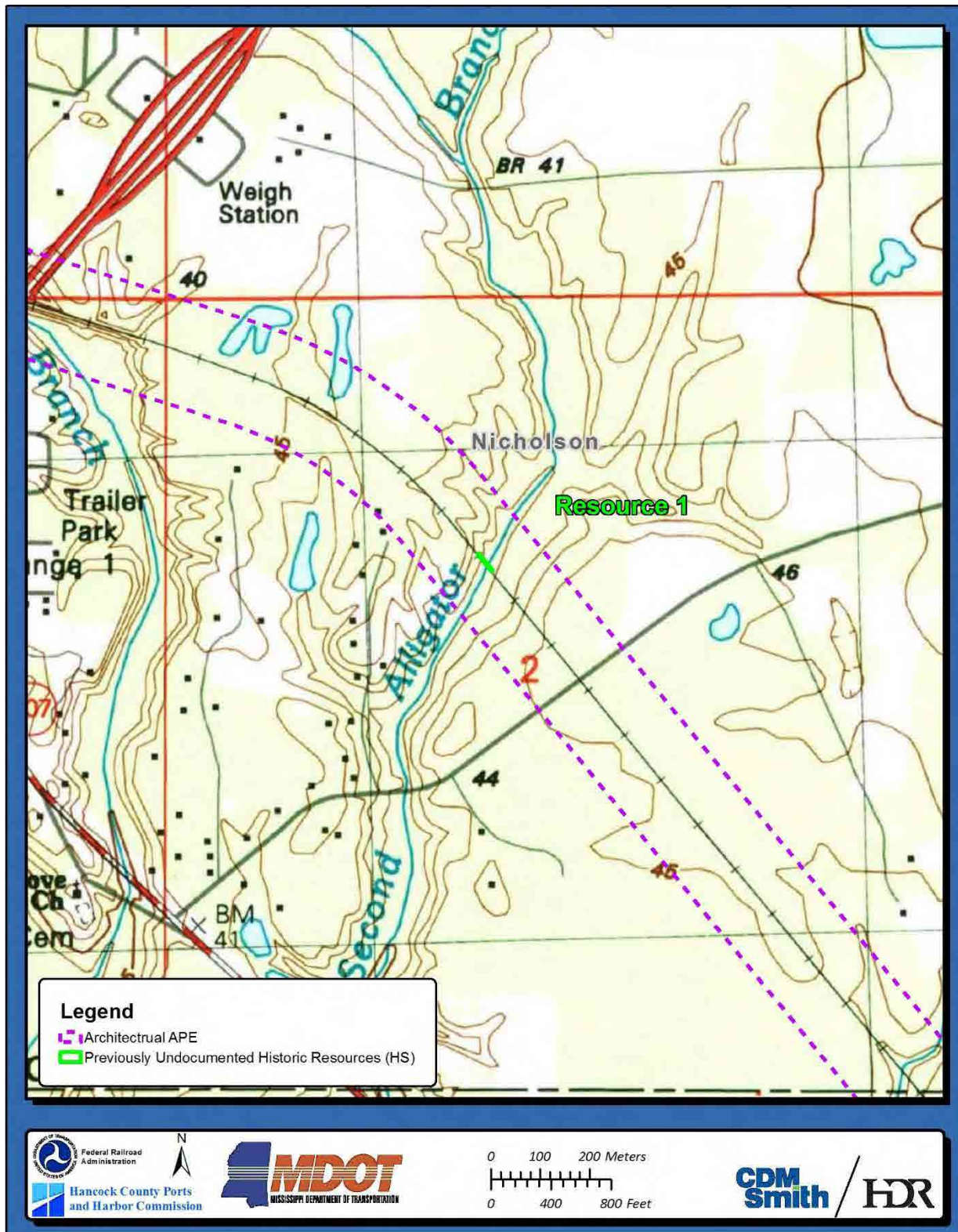


Figure 6-6: Location of Resource 1 on Aerial Photograph

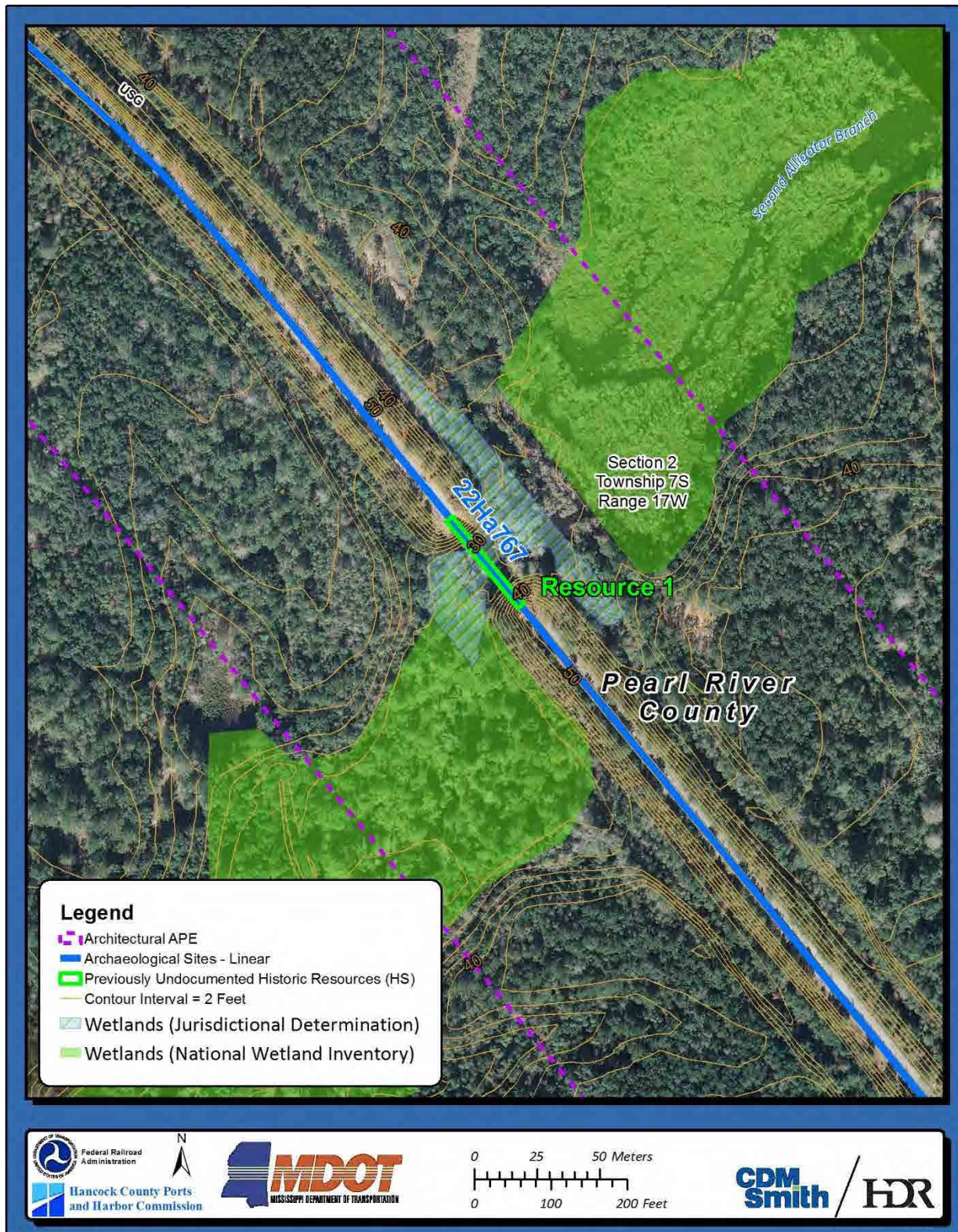


Figure 6-7: Resource 1, Looking North



6.1.2 Resource 2

Resource 2 (HS 2) is the Southern Railroad Bridge over I-59 and Alligator Branch. It is located approximately 0.62 miles southeast of Nicholson, Pearl River County, Mississippi. (Figure 6-8 and Figure 6-9). UTM coordinates for this bridge (UTM 16, NAD 27) are E 242302, N 3374135 (89° 41' 3.09" W, 30° 28' 24.59" N), the PLSS locations are Section 34, Township 6S, Range 17W and Section 3, Township 7S, Range 12W.

6.1.2.1 Description

The Southern Railway Bridge over I-59 is a two-span through plate girder bridge, approximately 145 feet long (44.196 meter) (Figure 6-10). Bridge design includes two concrete piers that serve as abutments on either side of the divided highway and a two-part concrete bent in the median. The abutments are actually concrete approach structures that extend east and west of I-59 to maintain the track's grade. The bridge's deck is ballasted.

The bridge was built as part of Southern Railway's 10.5-mile track between its New Orleans and Northeastern main line at Nicholson, and what was originally known as NASA's Mississippi Test Operations site in Gainesville, Mississippi. Southern Railway built the extension at its own expense "for the privilege of serving the construction and operation needs of the test facility" (Herring 1997:56). Research indicates L-S Construction Company of New Orleans was responsible for building the bridge. Southern Railway used its own labor to lay the track. Work began on the line in March 1963 and was completed on May 10, 1963. NASA used the line, known locally as "the NASA Turn," to transport construction materials for its facility, renamed Mississippi Test Facility in 1965 and now known as the Stennis Space Center. The line and its structures were constructed to withstand the enormous weight and scale of building materials and structural components required for the project. NASA established the site as a rocket-testing facility for the lunar landing program.

The proposed project is proposing to reuse the original alignment and rail-bed. MDOT has not yet determined which railroad structures will remain or will need to be rehabilitated, replaced, or otherwise altered; however, the steel bridge over I-59 appears to be in working condition and could potentially be put back in service.

6.1.2.2 Recommendation

Resource 2 is part of the railroad line (22Ha767) built by Southern Railway for transporting construction materials and other material to the Mississippi Test Operations site, now known as the John C. Stennis Space Center. Individually, Resource 2 does not rise to the level of historic significance as defined by the National Park Service. Although Resource 2 was built to enable construction of the NRHP-listed Rocket Propulsion Test Complex, it was not associated with the mission of the complex. Resource 2 provided necessary infrastructure and support for the complex, but was not specifically associated with complex's mission or any historic themes or events. The structure is not historically or architecturally significant. Therefore, Resource 2 is recommended not eligible for the NRHP under Criteria A-D.

Figure 6-8: Location of Resource 2 on the 1998 Nicholson USGS 7.5' Quadrangle Maps

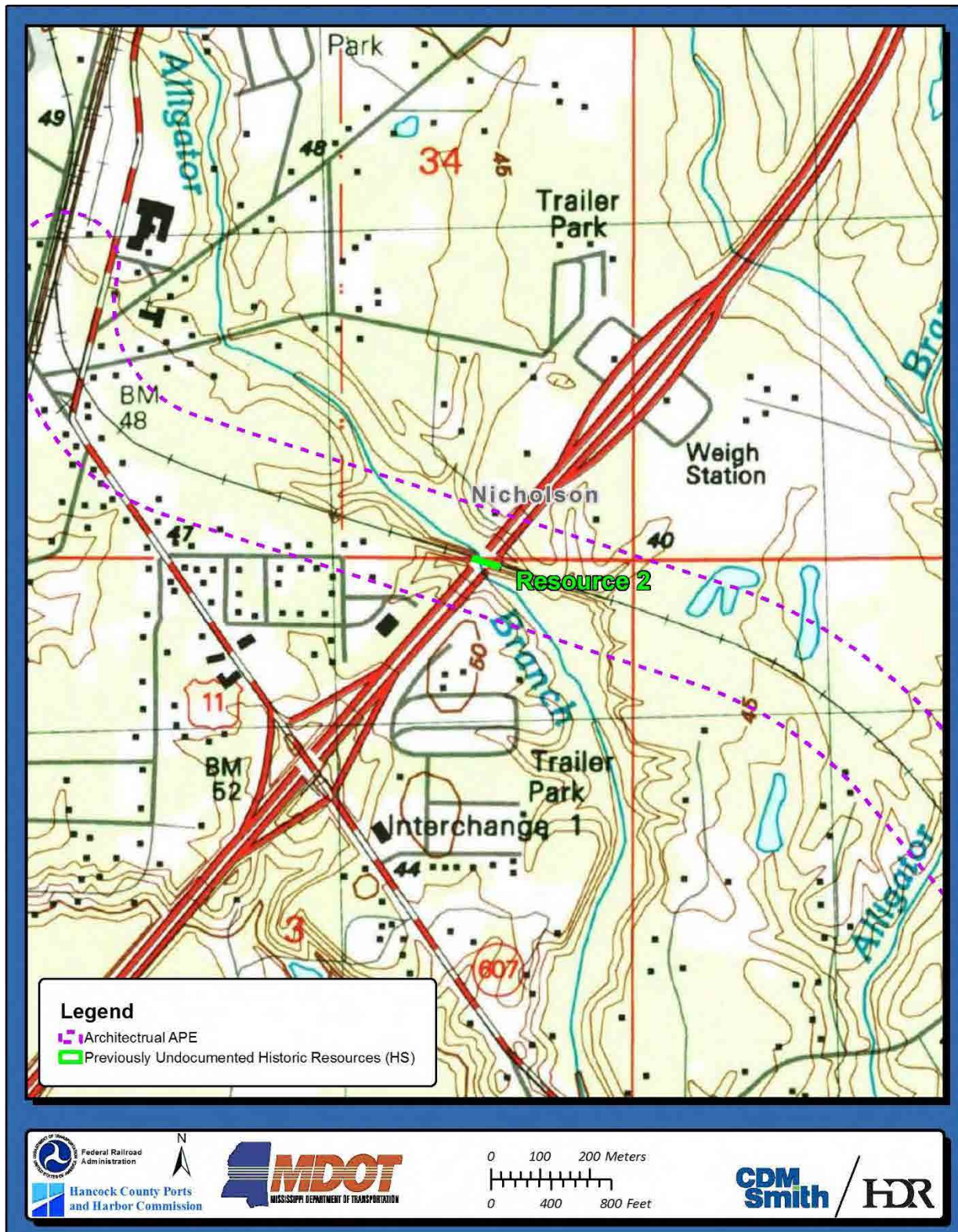


Figure 6-9: Location of Resource 2 on Aerial Photograph

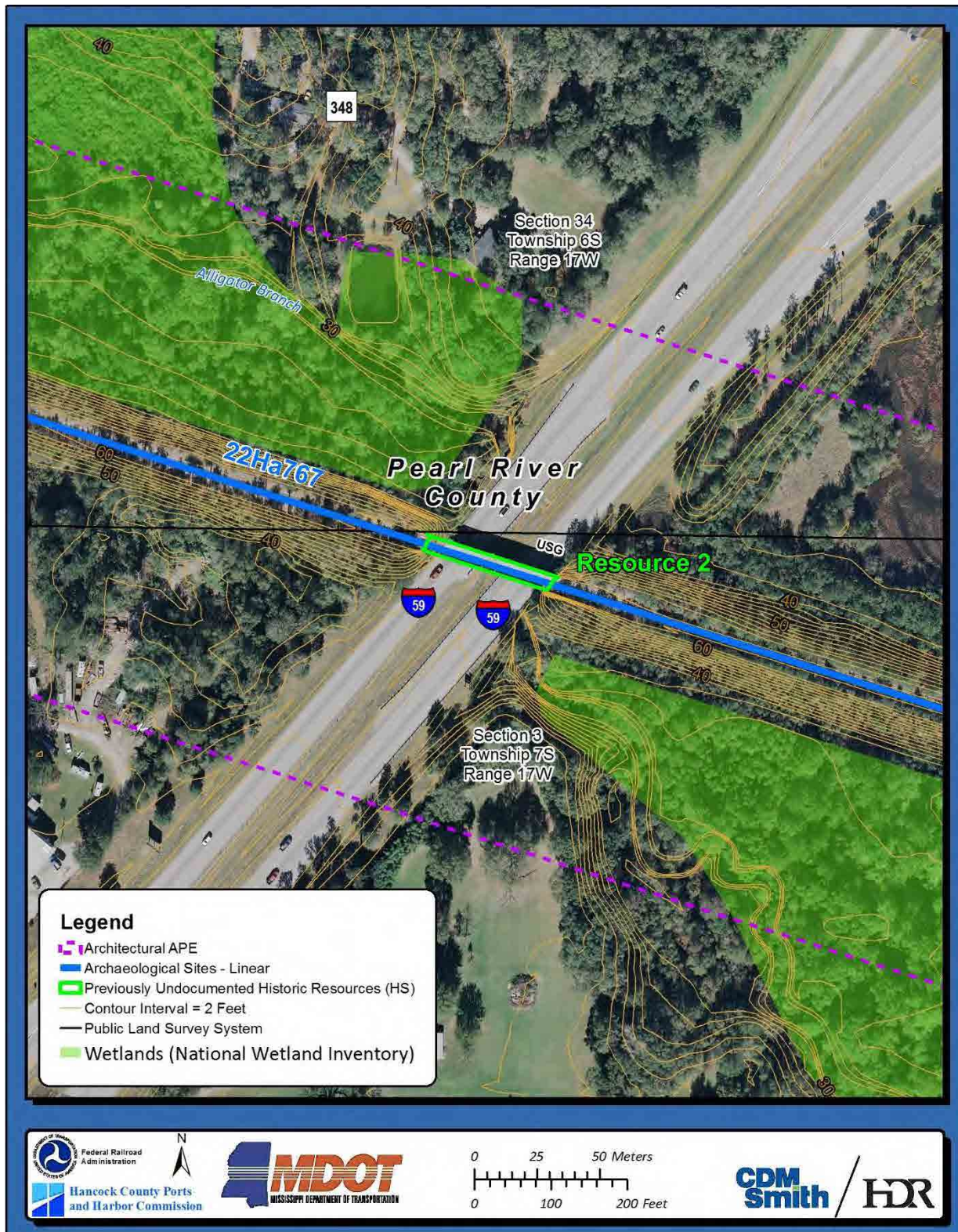


Figure 6-10: Resource 2, Looking North



6.1.3 Resource 3

Resource 3 (HS 3) is the Southern Railroad Culvert over Indian Camp Branch. It is located approximately 0.62 miles southeast of Nicholson, Pearl River County, Mississippi (Figure 6-11 and Figure 6-12). UTM coordinates for this bridge (UTM 16, NAD 27) are E 244054, N 3372535 (89° 39' 56.05" W, 30° 27' 34.00" N), the PLSS location is SE 1/4, Section 2, Township 7S, Range 17W.

6.1.3.1 Description

The Southern Railway Culvert over Indian Camp Branch is a two-part, prefabricated corrugated metal pipe culvert (Figure 6-13). The culvert design is simply the two large, unconnected pipes, with no wing walls or headwall. Given that the culvert was prefabricated and then placed in its current location, it is difficult to determine if this is the original drainage structure for the Southern Railway extension to the NASA facility, which was built in 1963.

The culvert was built as part of Southern Railway's 10.5-mile track between its New Orleans and Northeastern main line at Nicholson, and what was originally known as NASA's Mississippi Test Operations site in Gainesville, Mississippi. Southern Railway built the extension at its own expense "for the privilege of serving the construction and operation needs of the test facility" (Herring 1997:56). Research indicates L-S Construction Company of New Orleans was responsible for building the structures on the line, although the company is not mentioned as the builder for the culvert specifically. Southern Railway used its own labor to lay the track. Work began on the line in March 1963 and was completed on May 10, 1963. NASA used the line, known locally as "the NASA Turn," to transport construction materials for its facility, renamed Mississippi Test Facility in 1965 and now known as the Stennis Space Center. The line and its structures were constructed to withstand the enormous weight and scale of building materials and structural components required for the project. NASA established the site as a rocket-testing facility for the lunar landing program.

The proposed project is proposing to reuse the original alignment and rail-bed. MDOT has not yet determined which railroad structures will remain or will need to be rehabilitated, replaced, or otherwise altered; however, the corrugated metal culvert appears to be in working condition and could potentially be put back in service.

6.1.3.2 Recommendation

Resource 3 is part of the railroad line (22Ha767) built by Southern Railway for transporting construction materials and other material to the Mississippi Test Operations site, now known as the John C. Stennis Space Center. Individually, Resource 3 does not rise to the level of historic significance as defined by the National Park Service. Although Resource 3 was built to enable construction of the NRHP-listed Rocket Propulsion Test Complex, it was not associated with the mission of the complex. Resource 3 provided necessary infrastructure and support for the complex, but was not specifically associated with complex's mission or any historic themes or events. The structure is not historically or architecturally significant. Therefore, Resource 3 is recommended not eligible for the NRHP under Criteria A-D.

Figure 6-11: Location of Resource 3 on the 1998 Nicholson USGS 7.5' Quadrangle Maps

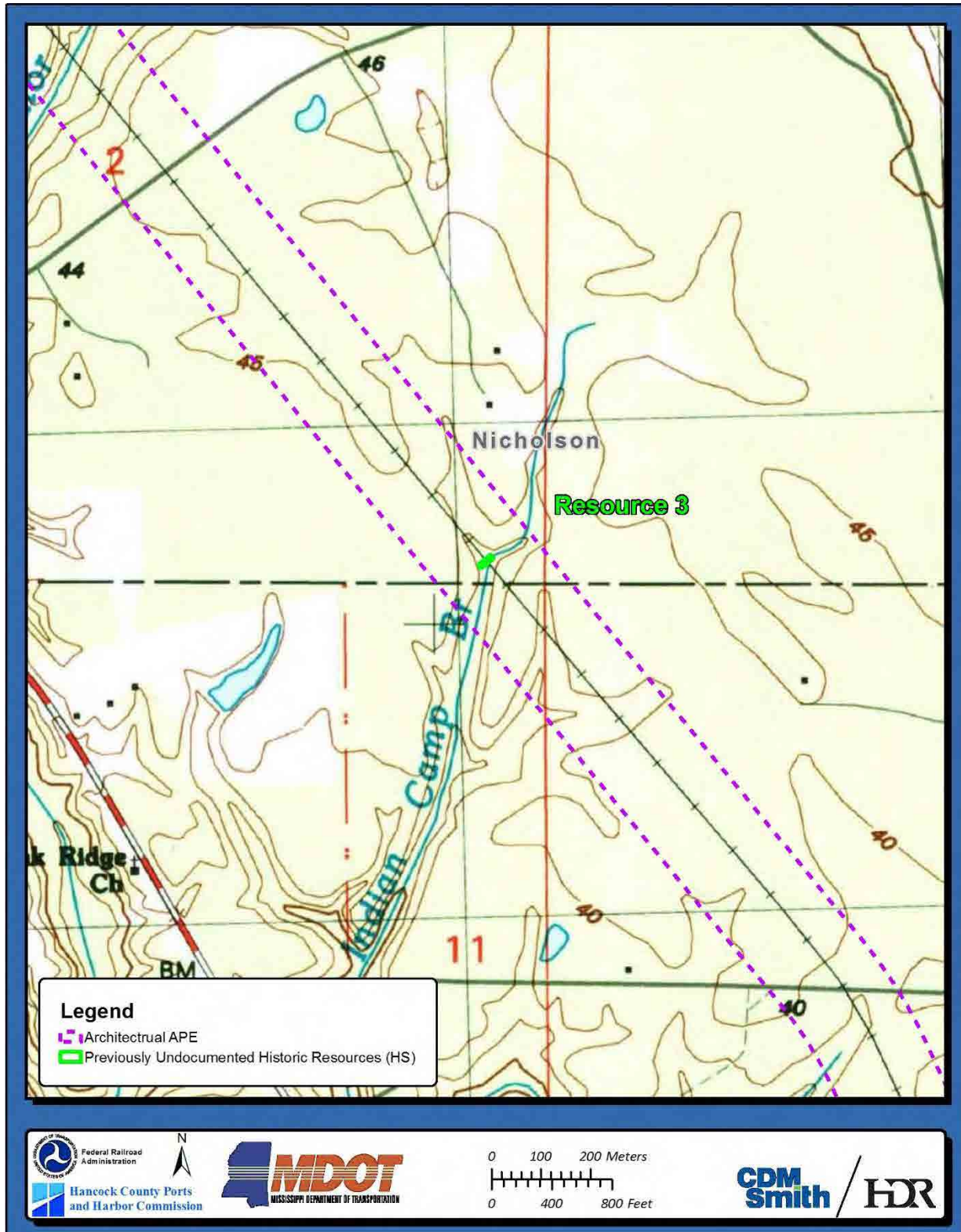


Figure 6-12: Location of Resource 3 on Aerial Photograph

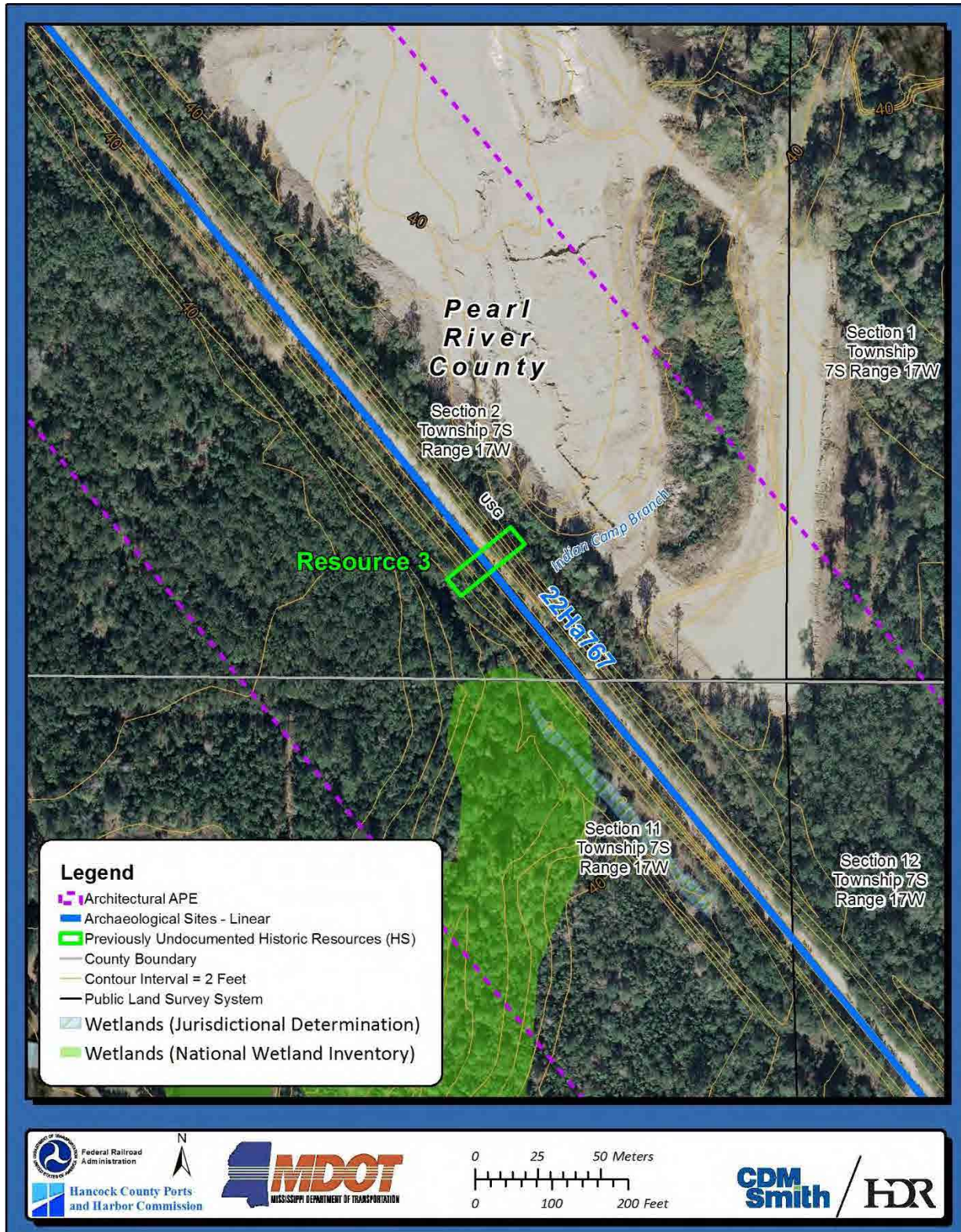


Figure 6-13: Resource 3, Looking East



6.2 RESULTS

No previously recorded architectural resources were within the Architectural APE. Three newly recorded historic resources, Resources 1, Resource 2, and Resource 3, were identified during the architectural survey (Table 6-1). All three are part of the railroad line (22Ha767) built by Southern Railway for transporting construction materials and other material to the Rocket Propulsion Test Complex at the John C. Stennis Space Center, an NRHP listed property; however, these resources are recommended not eligible for the NRHP under Criteria A-D.

Table 6-1: Newly Documented Historic Properties

Site Number	Type	Location	NRHP Recommendation
Resource 1	Southern Railroad Bridge over Second Alligator Branch	89° 40' 27.07" W 30° 28' 6.89" N	Not Eligible
Resource 2	Southern Railroad Bridge over I-59 and Alligator Branch	89° 41' 3.09" W 30° 28' 24.59" N	Not Eligible
Resource 3	Southern Railroad Culvert over Indian Camp Branch	89° 39' 56.05" W 30° 27' 34.00" N	Not Eligible

7.0 FINDINGS, RECOMMENDATIONS, AND CONCLUSIONS

This section presents the results of the Phase I cultural survey and makes recommendations based on the evidence recovered.

7.1 INTRODUCTION

This project was undertaken to identify any archaeological or architectural resources within the proposed PBRR corridor that are eligible for listing in the NRHP. This was accomplished by conducting a Phase I archaeological survey of the Archaeological APE to generate a preliminary description of any archaeological sites that were present in the proposed PBRR corridor as well as an architectural survey of the Architectural APE to identify extant historic resources.

7.2 ARCHAEOLOGICAL FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

No previously recorded archaeological sites were identified within the Archaeological APE. A total of 24 linear archaeological sites were identified within the Archaeological APE (Table 7-1). Of these sites, 13 are not eligible for inclusion in the NRHP, and 11 have undetermined eligibility statuses. The current project will not have an adverse impact to any archaeological sites recorded within the APE.

7.3 ARCHITECTURAL FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

No previously recorded architectural resources were within the Architectural APE. Three newly recorded historic resources, Resource 1, Resource 2, and Resource 3, were identified during the architectural survey (Table 7-2). All three were built by Southern Railway for transporting construction materials and other material to the Mississippi Test Operations site, now known as the John C. Stennis Space Center. Although the resources were built to enable construction of the NRHP-listed Rocket Propulsion Test Complex, they are not associated with the mission of the complex. They provided necessary infrastructure and support for the complex but were not specifically associated with the complex's mission or any historic themes or events.

Table 7-1: Archaeological Sites

Site Number	Context	Period of Occupation	NRHP Recommendation
22Ha171	Historic		Undetermined
22Ha181	Historic		Undetermined
22Ha766	Historic		Not Eligible
22Ha767	Historic		Undetermined
22Ha768	Historic		Not Eligible
22Ha769	Historic		Not Eligible
22Ha770	Historic		Undetermined
22Ha771	Historic		Not Eligible
22Ha772	Historic		Undetermined
22Ha773	Historic		Not Eligible
22Ha774	Historic		Not Eligible
22Ha775	Historic		Not Eligible
22Ha776	Historic		Not Eligible
22Ha777	Historic		Not Eligible
22Ha778	Historic		Not Eligible
22Ha789	Historic		Not Eligible
22Ha780	Historic		Not Eligible
22Ha781	Historic		Not Eligible
22Ha782	Historic		Undetermined
22Ha783 (a – g)	Historic		Undetermined
22Pr158	Historic		Undetermined
22Pr180	Historic		Undetermined
22Pr967	Historic		Undetermined
22Pr968	Historic		Undetermined

Table 7-2: Newly Documented Historic Properties

Site Number	Type	Location	NRHP Recommendation
Resource 1	Southern Railroad Bridge over Second Alligator Branch	89° 40' 27.07" W 30° 28' 6.89" N	Not Eligible
Resource 2	Southern Railroad Bridge over I-59 and Alligator Branch	89° 41' 3.09" W 30° 28' 24.59" N	Not Eligible
Resource 3	Southern Railroad Culvert over Indian Camp Branch	89° 39' 56.05" W 30° 27' 34.00" N	Not Eligible

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HISTORIC PRESERVATION DIVISION
 P. O. BOX 571
 Jackson, MS 39205-0571
 Phone 601-576-6940 Fax 601-576-6955
 Website: mdah.ms.gov

December 21, 2017

Ms. Laura Shick
 Federal Railroad Administration
 1200 New Jersey Avenue, SE
 Washington, DC 20590

RE: Project No. FRA-002333-00(003)/105494 101000-102000; Phase I Cultural Resources Survey of the Proposed Connection between the Port Bienville Railroad and the Norfolk Southern Rail Line near Interstate 59, North of the National Aeronautics and space Administration's John C. Stennis Space Center, (FRA) MDAH Project Log #12-026-17, Report #17-0335, Hancock and Pearl River Counties

Dear Ms. Shick:

We have reviewed the August, 2017, cultural resources survey by J. Howard Beverly, with CDM Smith, received on December 6, 2017, 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 reviewing the information provided, we offer the following comments:

Comments: NRHP recommendations/MDAH response

Site cards and corresponding text in the report have been revised to reflect MDAH comments for the following archaeological sites:

Site cards	NRHP det	MDAH	Report recommendations	MDAH
22Pr180	unknown	concur	P. 5-176 states it is undetermined	concur
22Pr158	unknown	concur	p. 5-169 states it is undetermined	concur
22Ha767	unknown	concur	p. 5-80 states it is undetermined	concur

Site card for this RR line segment states the site is undetermined due to its non-association with the mission of the Stennis Space Center. From information contained at MDAH, this RR line segment is actually associated with the Mississippi Army Ammunitions Plant –the only one of its kind built in the US after the Korean War. Despite the fact that the ammunitions plant is under 50 years of age, the ammunitions plant served a unique function in military history in the US –making it eligible under Criterion A. Information provided in the report has determined that the RR line was constructed to enable construction of the center before being also utilized in an unknown capacity to service the ammunitions plant. Since the line was built for other uses and then also utilized for the plant, MDAH concurs with an unknown determination.

22Ha181	unknown	concur	p. 5-72 states it is undetermined	concur
22Ha171	unknown	concur	p. 5-68 states it is ineligible	concur

Ms. Shick
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December 21, 2017

Site cards	NRHP det	MDAH	Report recommendations	MDAH
22Ha783 (CDMS15)c	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS16)g	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS17)g	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS20)a	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS21)b	unknown	concur	p.5-138 - 5-168 states undetermined	concur

Site cards	NRHP det	MDAH	Report recommendations	MDAH
22Ha783(CDMS31)e	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS32)d	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS33)f	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS34)h	unknown	concur	p.5-138 - 5-168 states undetermined	concur
22Ha783(CDMS35)h	unknown	concur	p.5-138 - 5-168 states undetermined	concur

p. 5-185 chart now correctly reflects correct information

We concur that site 22Ha171 is ineligible for listing in the National Register of Historic Places and will have no effect to the project. We also concur that the eligibility status of sites 22Ha181, 22Ha783 a-g, and Resources 1-3 is undetermined and will have No Adverse Effect to the resources. As such we have no reservations with the 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. Beverly, et al. If you have any questions, please do not hesitate to contact me.

Sincerely,



Hal Bell
Review and Compliance Officer

FOR: Katie Blount
State Historic Preservation Officer