

ENVIRONMENTAL ASSESSMENT

Finding of No Significant Impact For Alternative E

PROPOSED IMPROVEMENTS TO STATE ROUTE 9

**from US 278/State Route 6
near Pontotoc
to US 78 Near Sherman
Potontoc County, Mississippi**

**MDOT Project No.
SP-2833-00(002)/105094-001000**

*Submitted Pursuant to the
National Environmental Policy Act (NEPA)
42 U.S.C. 4332(2)(c)*

*To the U.S. Department of Transportation,
Federal Highway Administration*

By the Mississippi Department of Transportation

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FINDING OF NO SIGNIFICANT IMPACT

For

Alternative E

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to State Route 9

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to US 78 near Sherman

MDOT Project No. SP-2833-00(002)/105094-001000

Pontotoc County, Mississippi

Submitted to:
US Department of Transportation
Federal Highway Administration

Pursuant to:
42 USC 4332(2)(c) (and where applicable, 49 USC 303)

Submitted by:
Mississippi Department of Transportation

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FEDERAL HIGHWAY ADMINISTRATION

Proposed Improvements to State Route 9
from US 278/State Route 6 Near Pontotoc to US 78 Near Sherman
Pontotoc County, Mississippi

Finding of No Significant Impact for Alternative E

For
Mississippi Department of Transportation

Project No. SP-2833-00(002)/105094-001000

The Federal Highway Administration has determined that Alternative E will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based upon the attached Environmental Assessment (EA) and associated



MDOT Commitments to Environmental Excellence

Project No: SP-2833-00(002)/105094-001000 Highway: SR 9 Revision Date: _____

*Value Engineering Study Recommended Yes No County: Pontotoc Page 1 of 1

Commitments/Requirements	Source of Commitment	Responsible Office	Place on Plans	Requires a Special Provision	Status of Commitment/Requirement
Prior to design, the MDOT Environmental Division will be contacted to determine the locations of any sites on or deemed eligible for the National Register of Historic Places or any sites considered culturally significant or sensitive.	EA Pages 3-12 to 3-13	Roadway Design and Construction Divisions	No	No	To be implemented during final project design and construction.
Sites on or deemed eligible for the National Register of Historic Places will be avoided during final project design and construction. Sites deemed culturally significant or sensitive will be monitored during construction.	EA Pages 3-12 to 3-13	Roadway Design and Construction Divisions	No	No	To be implemented during final project design and construction.

All practical and standard procedures and measures, including Best Management practices will be implemented to avoid or minimize impacts.

- These commitments should be carried throughout each phase of the project development including Design, Right of Way, Construction, and Maintenance.

TABLE OF CONTENTS

1.0	PROJECT NEED AND PURPOSE	1-1
1.1	Introduction to the Project	1-1
1.2	Description of Project Area.....	1-1
1.3	Description of Project Need.....	1-5
1.3.1	Inadequate Transportation Infrastructure to Accommodate Projected Growth and Support Economic Development	1-5
1.3.2	Poor Access to Toyota Plant from Areas to the West and Southwest of the Plant	1-7
1.3.3	Roadway Deficiencies that Present Safety Concerns	1-7
1.3.4	Congressional Earmark Granted for State Route 9 in the Consolidated Appropriations Act of 2008	1-8
1.4	Description of Project Purpose.....	1-8
1.5	Consistency with Local Plans.....	1-9
1.6	Logical Termini and Independent Utility	1-9
2.0	DESCRIPTION OF ALTERNATIVES	2-1
2.1	No Build Alternative (Alternative A)	2-1
2.2	Alternatives Evaluated But Removed From Consideration	2-1
2.2.1	Alternatives Presented at June 2, 2008 Public Meeting, then Dismissed	2-1
2.2.2	Alternatives Suggested by the Public.....	2-3
2.3	Build Alternatives Carried Forward in the NEPA Process	2-6
2.3.1	Alternative C.....	2-6
2.3.2	Alternative E	2-8
2.4	Traffic Analysis	2-10
2.5	Costs	2-12
3.0	ENVIRONMENTAL CONSEQUENCES	3-1
3.1	Land Use Impacts	3-1
3.2	Farmland Impacts.....	3-1
3.3	Social Impacts.....	3-2
3.4	Relocations	3-2
3.5	Environmental Justice	3-3
3.6	Economic Impacts.....	3-4
3.7	Joint Development	3-4
3.8	Pedestrian and Bicycle Impacts	3-4
3.9	Air Quality Impacts	3-4
3.10	Noise Impacts	3-4

3.11 Stream and Water Quality Impacts	3-6
3.12 Wetland and Pond Impacts	3-8
3.13 Floodplain Impacts	3-9
3.14 Water Body Modification and Wildlife Impacts	3-10
3.15 Permits	3-11
3.16 Scenic Rivers	3-11
3.17 Coastal Barriers	3-11
3.18 Coastal Zones	3-11
3.19 Threatened and Endangered Species	3-11
3.20 Historic and Archaeological Resource Impacts	3-12
3.21 Section 4(f)/Section 6(f) Resources	3-13
3.22 Hazardous Waste Impacts	3-13
3.23 Visual Impacts	3-14
3.24 Energy Impacts	3-15
3.25 Construction Impacts	3-15
3.26 Short-term Uses of the Environment versus Long-term Productivity	3-15
3.27 Irreversible/Irretrievable Commitments of Resources	3-16
4.0 COMMENTS AND COORDINATION	4-1
4.1 Solicitation of Views	4-1
4.2 Agency Scoping Meeting	4-1
4.3 Section 106 Coordination	4-2
4.3.1 Coordination with the State Historic Preservation Office	4-2
4.3.2 Coordination with Native American Tribes	4-2
4.4 Public Meetings	4-2
4.4.1 Public Meeting Held on June 2, 2008	4-3
4.4.2 Public Meeting Held on July 24, 2008	4-3
4.5 Public Hearing	4-4
5.0 SUMMARY AND SELECTED ALTERNATIVE	5-1
5.1 Summary	5-1
5.2 Selected Alternative	5-2

LIST OF TABLES

Table 1-1. Estimated Annual Economic Impact of Toyota Plant (at year 2011)	1-4
Table 1-2. Population Growth	1-5
Table 1-3. Traffic Data for State Route 9	1-6
Table 1-4. Level of Service for Existing State Route 9	1-7
Table 2-1. Annual Average Daily Traffic (ADT) Projections for Roadway	2-11

Table 2-2. Annual Average Daily Traffic (ADT) Projections at Interchanges	2-12
Table 2-3. Cost Comparison, Build Alternatives C and E	2-12
Table 2-4. Planning Level Cost Estimate for Build Alternative C	2-13
Table 2-5. Planning Level Cost Estimate for Build Alternative E	2-13
Table 3-1. Design Year Traffic Noise Impacts	3-5
Table 3-2. Stream Impacts.....	3-7
Table 3-3. Wetland and Pond Impacts.....	3-8
Table 3-4. Floodplain Impacts.....	3-9
Table 4-1. Comments Regarding Issues and Concerns	4-4
Table 5-1 Summary of Environmental Consequences and Evaluation of Alternatives.....	5-1

LIST OF FIGURES

Figure 1-1. General Location Map	1-2
Figure 1-2. Location Map, Existing State Route 9.....	1-3
Figure 2-1. Alternatives Presented at June 2, 2008 Public Meeting	2-2
Figure 2-2. All Alternatives Considered in the Early Planning Process.....	2-4
Figure 2-3. Build Alternatives Being Carried Forward Through the Public Hearing	2-7
Figure 2-4. Typical Sections.....	2-9

APPENDICES

Appendix A: Traffic and Level of Service Analyses
Appendix B: Plan Plates
Appendix C: Social and Economic Impacts and Conceptual Relocation Study
Appendix D: Farmland Coordination
Appendix E: Early Coordination
Appendix F: Noise Technical Report
Appendix G: USFWS Coordination and Ecology Technical Study
Appendix H: Hazardous Materials Study
Appendix I: Agency Scoping Meeting Summary
Appendix J: Section 106 Coordination
Appendix K: Public Meeting and Public Hearing Documentation

1.0 PROJECT NEED AND PURPOSE

1.1 Introduction to the Project

The Mississippi Department of Transportation (MDOT) proposes to relocate a segment of State Route (SR) 9, from US 278/SR 6 near Pontotoc to US 78 near Sherman in Pontotoc County, Mississippi. A general location map is shown in Figure 1-1 and a project location map is shown in Figure 1-2.

The project is proposed to be assisted with funding from the Federal Highway Administration (FHWA) and is subject to the requirements of the National Environmental Policy Act (NEPA). This Environmental Assessment (EA) has been prepared to meet NEPA requirements. FHWA and the MDOT are the lead agencies for the proposed project.

1.2 Description of Project Area

The project study area is located in Pontotoc County in northeast Mississippi. The northeast Mississippi region can be defined as the 10-county area comprised of the following counties: Tippah, Alcorn, Tishomingo, Prentiss, Union, Lee, Itawamba, Pontotoc, Chickasaw, and Monroe. This region is a relatively rural area, and its county seats are generally the largest towns in the counties. Many small communities are found throughout these counties.

The project study area is just east of the City of Pontotoc, the county seat, and extends to Sherman, located partially in Pontotoc County and partially in neighboring Union County. US 78 forms the eastern boundary of the project study area (US 78 is slated to become Interstate 22 [I-22] in the future). The region is well-located within an hour drive of three major universities, including the University of Mississippi, Mississippi State University, and the University of Memphis. Tupelo, the county seat of Lee County, is located seven miles south of the project area. It is the largest city in the region, one of the state's fastest growing cities and serves as the shopping hub for the region.

Pontotoc County has experienced a relatively high level of growth over the past two decades. According to the US Census Bureau, the County grew by approximately 30 percent between 1990 and 2007, over twice the growth rate of Mississippi as a whole. This growth is expected to continue, particularly with the development of a Toyota Plant adjacent to US 78/SR 9 in Blue Springs, a small town in Union County just north of the Pontotoc-Union County line (Figure 1-2). The plant is about 2.5 miles north of the subject section of SR 9 in Pontotoc County. A frontage road connecting the plant to SR 9 is currently under construction.

In February 2007, Toyota announced its selection of the 1,700-acre Wellspring Project site in Blue Springs as the location for its eighth vehicle assembly plant in North America. The plant will assemble over 150,000 vehicles annually. Toyota's \$1.3 billion investment will provide over 2,000 new jobs at the new plant. Plant construction is underway, but Toyota recently announced plans to delay the opening of the plant.

Figure 1-1. General Location Map



Figure 1-2. Location Map, Existing State Route 9



The presence of the new Toyota Plant is expected to dramatically change the social and economic environment of the area. The anticipated employment and payroll impacts of the plant are outlined in Table 1-1. Economic growth of this magnitude not only provides jobs, but stimulates new commercial/retail, residential and industrial development to fulfill the demands of new workers and residents in the area. The jobs associated with this type of growth will likely raise the per capita income for Pontotoc County, which was \$15,658 in 1999 dollars (US Census Bureau).

Table 1-1. Estimated Annual Economic Impact of Toyota Plant (at Year 2011)

Job Category	Employment	Payroll
Direct Jobs	2,000	\$122 Million
Indirect Jobs	4,900	\$168 Million
Induced Jobs	1,402	\$28 Million
Local Governmental Jobs	278	\$9 Million
Construction Jobs (2-year construction period)	2,232	\$161 Million

Source: Mississippi Development Authority

Historically, furniture manufacturing has been the region’s largest industry sector. With the second largest furniture trade show in America, many people call Tupelo the “upholstery manufacturing capital of the United States.” This industry sector, however, faces challenges from overseas competition and many of the State’s losses in manufacturing overall have been attributed to imports from overseas. As a result, job growth of the magnitude projected for the Toyota Plant is important to the region and to Mississippi as a whole.

The region’s other large employers include:

- North Mississippi Health Services in Tupelo, Lee County (4,300 employees);
- Ashley Furniture in Ecu, Pontotoc County (4,000 employees);
- Lane Furniture Industries in Tupelo, Lee County (3,600 employees);
- Cooper Tire and Rubber Company, in Tupelo, Lee County (1,500 employees); and
- MTD Products, in Tupelo, Lee County (900 employees).

The Trace State Park is located in Pontotoc County, seven miles east of the City of Pontotoc and 10 miles west of Tupelo, just south of SR 9 (see Figure 1-2). The park’s main entrance is off SR 6 on the south side of the park, but the park can also be accessed from the north off County Road (CR) 886/Longview Road. The park offers a variety of recreational activities, ranging from camping, to fishing and water sports on the 600-acre Trace Lake, to 35 miles of trails for hikers, mountain bikers and horseback riders.

The subject segment of SR 9, which is classified as a rural major collector, is an important link in the region’s transportation system because it connects US 278/SR 6 at Pontotoc in the west to US 78¹ in the east. It is used by through traffic, local traffic, local and through truck traffic,

¹ MDOT has plans to upgrade US 78 to interstate standards. Once completed, US 78 will become I-22.

school buses, and emergency vehicles. Also, when combined with SR 6, SR 9 links Interstate 55 (I-55) with US 78 (future I-22). Lastly, it connects to the new Toyota frontage road near US 78.

1.3 Description of Project Need

MDOT has coordinated the proposed SR 9 project pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), NEPA and MDOT procedures for public involvement. Early coordination with local officials and agencies and the public was conducted during two public meetings and an agency scoping meeting on June 2 and June 3, 2008 and a NEPA public hearing on February 26, 2009. In addition, agencies received Solicitation of Views letters (see section 4.1 of this report). This coordination assisted in identifying the project need.

The project needs are listed below and are described in more detail in the text that follows:

1. Inadequate transportation infrastructure to accommodate projected growth and support economic development;
2. Poor access to Toyota Plant from areas to the west and southwest of the plant;
3. Roadway deficiencies that present safety concerns; and
4. Need to plan for receipt of Congressional earmark for SR 9 granted in the Consolidated Appropriations Act of 2008.

1.3.1 Inadequate Transportation Infrastructure to Accommodate Projected Growth and Support Economic Development

The populations of the City of Pontotoc, Pontotoc County and Tupelo have experienced above-average growth over the past two decades. As Table 1-2 outlines, Pontotoc City and the County grew by 29 and 30 percent between 1990 and 2007, compared to a 18 percent growth in Tupelo and statewide growth of 13 percent (between 1990 and 2007). It is highly likely that this population growth will continue with the opening of the Toyota Plant, as more people will likely move to the area because of the job opportunities both at the plant and at satellite businesses.

Table 1-2. Population Growth

Location	1990	2000	2007	Percent Growth 1990-2007
City of Pontotoc	4,570	5,253	5,885	29%
Tupelo	30,685	34,211	36,058	18%
Pontotoc County	22,237	26,726	28,862	30%
Mississippi	2,573,216	2,844,658	2,918,785	13%

Source: US Census Bureau

The Toyota Plant will directly create jobs, which will spur development of additional housing in the vicinity of the plant. Travel patterns of area residents may change, as workers travel to the new plant instead of to jobs at another location. Workers coming from the City of Pontotoc and other destinations to the south or west of SR 9 will need an upgraded roadway in the SR 9 corridor as the existing route is not adequate to handle the increased traffic demand.

The plant is projected to assemble 150,000 vehicles annually and will need transportation infrastructure that can support the plant-generated traffic as supplies are trucked in and new vehicles are shipped out. Tier 2 suppliers will be needed to support the plant, and they will be looking for locations that offer land for industrial and commercial development and the infrastructure that supports that development. The employees of such businesses and the trucks traveling between their locations and the plant and to other more distant destinations will need roads that are capable of safely carrying increased traffic and the volume of large trucks anticipated.

Existing SR 9 is a two-lane roadway containing numerous intersecting roadways, driveways and school bus stops along the route. As Table 1-3 illustrates, the growth of this area will result in more local, commuter and school traffic utilizing the subject segment of SR 9, combined with the existing and projected future truck traffic.

Table 1-3. Traffic Data for State Route 9

Segment	2006 AADT*	2006 % Trucks	2010 AADT	2010 % Trucks [†]	2030 AADT	2030 % Trucks [†]
SR 6 to Center Hill Rd.	5,300	15%	6,000	20%	10,700	19%
Center Hill Rd. to Endville	6,700	12%	7,600	16%	13,500	15%
Endville to County Rd. 2	4,900	16%	5,600	21%	10,000	20%
County Rd. 2 to US 78	6,100	13%	6,500	19%	11,400	18%

* AADT= Annual Average Daily Traffic; 2006 data was supplemented by a field count obtained in 2008.

[†] Future truck percentages are estimated.

Source: Mississippi Department of Transportation Planning Division

The MDOT Planning Division provided historic traffic data and growth rates, as well as future traffic projections at some locations for the traffic analysis. The traffic study conducted for this project is included in Appendix A. As shown in Table 1-3, the 2006 annual average daily traffic (AADT) on existing SR 9 ranges between 4,900 and 6,700. Historically, traffic volumes in the region have grown by approximately 2.6 percent annually. It is anticipated that Toyota-driven development will cause traffic volumes to increase more rapidly, with between 3.0 percent and 3.5 percent annual growth expected during an initial five to seven year development surge. Following this initial build-out, growth rates are expected to diminish somewhat to a range of 2.6 to 3.0 percent, approaching pre-Toyota levels. Traffic volumes for 2010 and 2030 are forecasted based on these assumptions.

Also shown in Table 1-3, semi-trailer trucks and other heavy vehicles already comprise a significant portion of traffic on existing SR 9. Based on data provided by MDOT and assumptions made about future development along the corridor, trucks are expected to comprise an even higher percentage of traffic during the initial surge in industrial development. Then, as residential and commercial sites are developed and the region becomes more urbanized, the proportion of trucks on SR 9 is expected to decrease slightly as commuter volumes increase.

A Level of Service (LOS) analysis was conducted for existing SR 9 to determine how the road will operate in the near future and 20 years into the future (see Appendix A). The operational characteristics of a roadway are described by an LOS, which ranges from A to F, with A representing the best LOS and F, the worst. The LOS of a roadway is an indicator of the

general operating condition of the traffic flow and is based on factors such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

The results from the LOS analysis conducted for existing SR 9 are outlined in Table 1-4. The LOS for traffic traveling on existing SR 9 in the near future (2010) is D, meaning that traffic speeds have decreased and maneuverability is becoming limited. A LOS of D is not acceptable on rural roadways. In 2030, portions of existing SR 9 will have deteriorated to an LOS of E, meaning the facility has almost reached its capacity and there is little to no room to maneuver.

Table 1-4. Level of Service for Existing State Route 9

Segment	2010 LOS*	2030 LOS*
SR 6 to Center Hill Road	D	D
Center Hill Road to Endville	D	E
Endville to County Road 2	D	D
County Road 2 to US 78	D	E

*LOS analysis based on procedures in *Highway Capacity Manual (2000)* for two-lane highways.

If SR 9 remains in its current configuration, the roadway will not provide the necessary level of traffic service needed to adequately support the economic development and growth occurring in the region.

1.3.2 Poor Access to Toyota Plant from Areas to the West and Southwest of the Plant

SR 9 provides the most direct route to the Toyota Plant from areas to the south and southwest of the proposed plant. Additionally, when combined with US 278/SR 6, it provides a route connecting I-55 (about 60 miles to the west in Panola County) and US 78 in Pontotoc County, adjacent to the plant. The subject segment of SR 9 does not provide good access to the plant because it is a two-lane, winding road with little to no shoulders and is lined primarily with residential development. This results in poor levels of service and the potential for conflicts between through and local traffic (including school buses and driveways).

Improved access to the Toyota Plant is an important element of the region's economic development efforts. Toyota needs an efficient route to the interstate system, while Tier 2 suppliers and other Toyota-related businesses need easy and safe access to the Toyota Plant. The jobs created and the revenue produced by the new Toyota Plant are important to both the region and the State of Mississippi as the region's existing manufacturing sector faces increased overseas competition. Without improved access to the plant, the region will struggle to take advantage of economic development opportunities.

1.3.3 Roadway Deficiencies that Present Safety Concerns

In its current configuration, SR 9 has geometric and other deficiencies, is substandard for its existing roadway classification (rural major collector) and cannot efficiently and safely accommodate the volumes and type of traffic that it is projected to carry in the future (see Tables 1-3 and 1-4).

Identified geometric and other roadway deficiencies include:

- Numerous areas with substandard vertical alignment;

- Numerous areas with substandard horizontal alignment;
- Several areas with little to no shoulders; and
- Areas with steep drop-offs (e.g., critical or non-recoverable slopes) immediately adjacent to the road.

The above deficiencies currently raise concerns for drivers desiring to enter or exit the roadway, as well as drivers traveling along the roadway. Many areas along the roadway have poor sight distances due to substandard horizontal and vertical alignments, creating an uncomfortable and potentially unsafe environment for drivers (including school bus drivers).

Crash data (see Appendix A) compiled over a three-year period (2004 – 2007) supports the concerns expressed about safety. In that time period, there were 51 crashes, with one crash noted as a “life-threatening” injury crash. The two primary crash types were: 1) rear end slow or stop (17 crashes/30 percent of total); and 2) running off road right or left (14 crashes/23 percent of total). Five sideswipes also occurred, and two vehicles overturned. These types of crashes can be attributed to driver error, but they are often exacerbated by roadway deficiencies such as lack of shoulders and turn lanes, poor sight distance, numerous driveways and intersecting roadways. The Crash Rate (0.88) and the Severity Index (0.64) imply that safety is not a critical problem along the roadway. Observations and anecdotal information (e.g., field observations, conversations with locals, and coordination with emergency services), however, indicate that locals perceive that a safety problem exists.

In its current condition, SR 9 presents safety concerns for the volume and type of traffic it currently carries and is projected to carry in the future after the Toyota Plant is completed. Presently, school buses making frequent stops along the route are mixed with through traffic traveling at higher speeds (particularly truck traffic), creating potential safety concerns.

As previously stated, the roadway has little to no shoulders throughout much of the corridor. As a result, if an accident occurs, whether during peak hours or at any other time of the day, congestion can become a major issue, and there may be no place for vehicles to pull safely off the roadway and out of the way of traffic. Conditions along the existing roadway can limit the ability of emergency vehicles that are using the project corridor to safely and quickly reach their destinations. The roadway deficiencies discussed above, most notably a lack of shoulders, restrict the speed at which emergency vehicles can travel.

1.3.4 Congressional Earmark Granted for State Route 9 in the Consolidated Appropriations Act of 2008

The Consolidated Appropriations Act of 2008 (P.L. 110-161) granted an earmark for SR 9. It allocated \$3 million under the Surface Transportation Program (STP) for a four-lane SR 9 corridor in Pontotoc, Lee and Union Counties. Plans for a four-lane roadway need to be developed and approved to enable MDOT to receive this funding allocation.

1.4 Description of Project Purpose

The purpose of this project, outlined in the list below, has been developed to meet the project needs as described in Section 1.3:

- Provide transportation infrastructure that will accommodate area growth and support economic development opportunities;

- Improve access to the new Toyota Plant from areas to the west and southwest of the plant;
- Improve safety for travelers driving through the area; and
- Develop a four-lane corridor for SR 9 as defined in the congressional earmark granted in the Consolidated Appropriations Act of 2008 and enable MDOT to receive the federal dollars for the project.

1.5 Consistency with Local Plans

Local planning documents and planning officials were consulted to ensure the project's consistency with local plans. The proposed project is slated to be added to the *State Transportation Improvement Program (STIP)*.

This project does not conflict with the project to improve SR 9 north of this project, on the opposite (east) side of US 78.

1.6 Logical Termini and Independent Utility

The defined project area is of sufficient size to address environmental concerns of a broad scope. The proposed project has logical termini because it connects two major roadways in the County's transportation system (US 278/SR 6 and US 78/SR 9), while providing safe access to the new Toyota Plant via US 78 or the Toyota frontage road, which connects to SR 9. The proposed project does not require the construction of any additional projects to be fully usable as a stand-alone project.

2.0 DESCRIPTION OF ALTERNATIVES

The process of developing alternatives has taken into account engineering, social and environmental considerations as well as input from the public and stakeholders. Environmental screening was utilized to develop preliminary corridors for the various alternatives, and then the results of technical studies were considered when developing alignments within the corridors selected to move forward in the National Environmental Policy Act (NEPA) document.

A number of Build Alternatives were examined during the planning process for improving State Route (SR) 9. A No Build Alternative was also evaluated. These alternatives are described below.

2.1 No Build Alternative (Alternative A)

The No Build Alternative (Alternative A) involves leaving the segment of existing SR 9 in its current configuration, as shown previously in Figure 1-2. This alternative does not meet the purpose and need of the project as outlined in Chapter 1 of this document. It would not:

- Provide transportation infrastructure that will accommodate area growth and support economic development opportunities;
- Improve access to the new Toyota Plant from areas to the west and southwest of the plant;
- Improve safety for travelers driving through the area; or
- Fulfill the intent of the congressional earmark for SR 9 granted in the Consolidated Appropriations Act of 2008.

2.2 Alternatives Evaluated But Removed From Consideration

2.2.1 Alternatives Presented at June 2, 2008 Public Meeting, then Dismissed

A public meeting was held for the proposed project on June 2, 2008. Three Build Alternatives and the No Build Alternative were presented to the public at that time:

- Alternative A (No Build Alternative) (described in Section 2.1);
- Alternative B (Improve existing SR 9);
- Alternative C (Alternative on new location); and
- Alternative D (Improve existing SR 9 with one segment on new location).

Build Alternatives B, C and D are described below and shown in Figure 2-1.

Alternative B

Alternative B involved widening existing SR 9 from a two-lane highway to a four-lane divided highway and correcting the roadway's vertical and horizontal deficiencies (see Figure 2-1). This Alternative was dismissed because it resulted in nearly twice as many relocations as the other alternatives. It also would have resulted in extensive temporary traffic control measures throughout construction to keep existing SR 9 open and to minimize disruptions to the surrounding communities. The time and materials required to safely phase construction, while

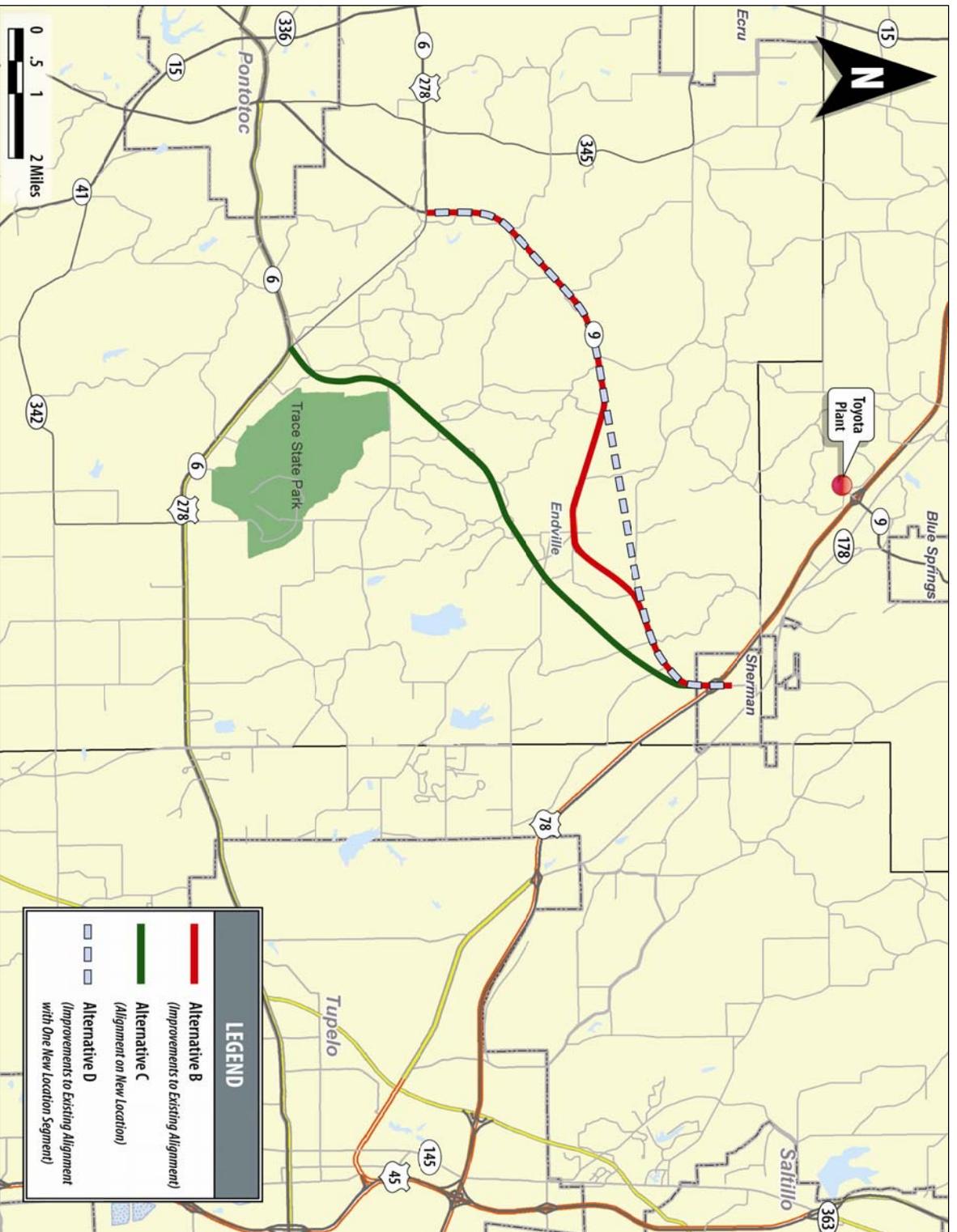


Figure 2-1. Alternatives Presented at June 2, 2008 Public Meeting

keeping SR 9 open to traffic, would be substantial. Finally, Alternative B was not supported by the public at the June 2, 2008 public meeting.

Alternative C

Alternative C is an alignment from US 278/SR 6 near Pontotoc to US 78/SR 9 near Sherman. The alignment is entirely on new location. A revised Alternative C, shifted to address public concerns and sensitive resources, was carried forward to the NEPA public hearing in March 2009.

Alternative D

Alternative D is similar to Alternative B, with the exception of one segment on new location between Westmoreland Road/County Route (CR) 35 and Martin Road/CR 3 (see Figure 2-1). This alternative was dismissed for the same reasons as Alternative B (relocations and constructability).

2.2.2 Alternatives Suggested by the Public

In response to public comments received after the public meeting held on June 2, 2008, the Mississippi Department of Transportation (MDOT) mapped and evaluated three alignment proposals recommended by the public. The proposals, which are illustrated in Figure 2-2, are described as follows:

- 1) Proposal 1 (P-1): From the existing SR 9/US 278 intersection, the alignment follows existing SR 9 until it travels north on new location between CR 20/Brassfield Road and CR 29/Reeder Hill Road. From there, P-1 travels slightly northeast through mostly agricultural and forest land to connect to US 78 between the New Harmony community and the Toyota site.
- 2) Proposal 2 (P-2): From SR 6/US 278 between CR 65/Faulkner Road and CR 886/Furrs Road, P-2 travels north, connecting to Alternative C just west of CR 866/Endville Road. From there, it follows the path of Alternative C to US 78 near Sherman.
- 3) Proposal 3 (P-3): From the existing SR 9/US 278 intersection, the alignment follows existing SR 9 until it travels south on new location in the vicinity of CR 20/Brassfield Road. From there, P-3 travels east to CR 31/Thomas Road, where it dips to the southeast, connecting to Alternative C just west of CR 866/Endville Road. P-3 then follows Alternative C and connects to US 78 near Sherman.

In addition, a number of the June 2, 2008 public meeting attendees requested that MDOT consider an alternative that travels through a portion of the Trace State Park to avoid impacts to the Longview community. A discussion of why these proposals are not recommended by MDOT to move forward in the NEPA process is included below.

Proposal 1

P-1 would require a relatively high number of relocations due to its use of an existing section of SR 9. It would require approximately 50 residential displacements, compared to approximately 54 for Alternative B, approximately 23 for Alternative C; and approximately 45 for Alternative D. This proposal would also require a new US 78 interchange be built north of Blue Springs. This would result in substantial additional costs. It could also require additional time to coordinate with the Federal Highway Administration (FHWA) through an Interchange Justification Study or Interstate Access Request, as US 78 is slated to become I-22.

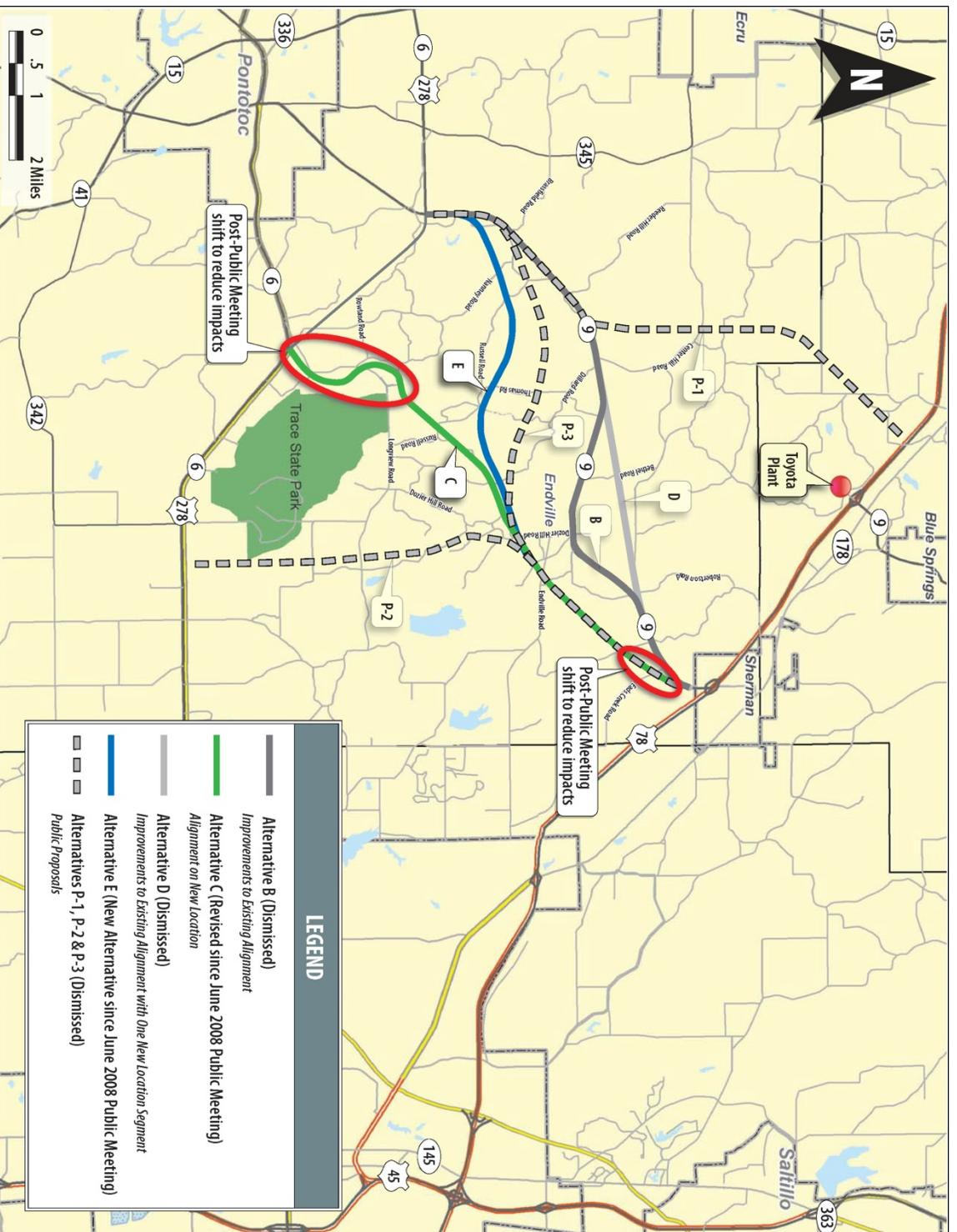


Figure 2-2. All Alternatives Considered in the Early Planning Process

A suggestion was posed at the public meeting about approaching Toyota to discuss their donation of some right-of-way (ROW) along the northwest side of their property to enable tying improved SR 9 to US 78 near the plant (in the vicinity of where CR 203 currently crosses US 78). The problem with this scenario would be the close proximity of the new interchange to the existing interchange at Blue Springs, which would be approximately one mile or less to the south. In addition, the improved SR 9 would not connect to the Toyota frontage road, which connects to existing SR 9 on the west side of US 78 at Sherman.

Preliminary environmental screening for features such as stream crossings, floodplains and potential wetland locations, revealed that P-1 is not likely to minimize environmental impacts to the natural environment over any of the other alternatives presented.

Proposal 2

The primary concern with P-2 is that it does not meet the project's purpose and need to provide transportation infrastructure that will accommodate area growth and support economic development opportunities. The City of Pontotoc hopes to recruit a Tier 2 supplier due to its proximity to the new Toyota plant. P-2 would not support the City's recruitment efforts. It would also fail to take traffic off existing SR 9. It would not address safety concerns expressed about the high volume of truck traffic traveling on a road that has poor sight distances coupled with numerous driveways and intersecting roadways.

This proposal would require approximately 33 residential displacements compared to approximately 54 for Alternative B; approximately 23 for Alternative C; and approximately 45 for Alternative D. This proposal would require a new interchange be built on the future extension of SR 6 east of Trace State Park, at a substantial additional cost to the project.

Like P-1, preliminary environmental screening revealed that it is unlikely that this alignment would minimize environmental impacts to the natural environment over the other alternatives presented.

Proposal 3

The primary concern with this alternative is that the crossing of Mubby Creek is at an angle that would cause greater impacts to that aquatic resource. It also impacted a large pond and an area that contained what appeared to be a concentration of low-income housing. Alternative E, described in Section 2.3.2, is a refinement of this corridor that avoids and minimizes the impacts of Proposal 3. It was also the longest of all the alternatives under consideration.

Trace State Park Proposal

As previously stated, a number of public meeting attendees asked that MDOT consider an alternative that passes through a portion of the Trace State Park to avoid impacts to the Longview community. Most often, they requested that MDOT shift Alternative C to pass through the northwest portion of the park, which, in their opinion, is little utilized.

A review of the Trace State Park maps indicates there are all terrain vehicle (ATV) trails, dirt bike trails and mountain bike trails located in the northwest portion of the Park. On June 6, 2008, Roddy Powell, the Park Manager at that time, confirmed that there are multi-use trails in that portion of the park that are frequently used. In fact, the Trace State Park was recently ranked among ReserveAmerica's *Top 100 Family Campgrounds* in the nation.

Because the Trace State Park is a public park, the provisions of Section 4(f) of the Department of Transportation Act (as amended) apply. Section 4(f) states that the Secretary of the Department of Transportation may approve the use² of land from a public park (or any other Section 4(f) resource) only if:

1. there is no prudent or feasible alternative to using that land, and
2. the program or project includes all possible planning to minimize harm to the resource resulting from such use.

In this case, feasible and prudent alternatives exist to the use of land from the park for the SR 9 project.

2.3 Build Alternatives Carried Forward in the NEPA Process

Two alternatives are being carried forward in the NEPA process: Alternatives C and E. These alternatives, which are illustrated in Figure 2-3, are both on new location. They have separate alignments from the beginning of the project at SR 6/US 278 near Pontotoc on the southwest to between County Route (CR) 30/Dillard Road and Dozier Hill Road (Segment 1). At this point and northeastward to the end of the project at existing SR 9, the two alternatives share the same alignment (Segment 2). They share an alignment through this area primarily because of the many sensitive features identified in this segment of the project and attempts to avoid impacts to such features. Both Build Alternatives intersect existing SR 9 in the vicinity of the Toyota frontage road. The concept plan plates for both alternatives are in Appendix B.

The right-of-way (ROW) width along the corridor of both Build Alternatives is variable. It generally ranges from about 275 feet to over 500 feet. The widest ROW is found in large areas of cut and fill due to the topography. In some areas, ROW needs may exceed 500 feet to accommodate the fill slopes. Access control will be Type 2B, partial access control, with intersections at most of the existing roadways along the route, one grade-separated interchange, and no driveways permitted.

2.3.1 Alternative C

Alternative C was first presented to the public at the June 2, 2008 public meeting (see Figure 2-1). Based on input received at the meeting, the southwestern portion of the alignment was shifted to minimize impacts to the Longview community (see Figure 2-2). The alignment was also shifted in the vicinity of Coonewah Creek to avoid impacts to potentially sensitive resources identified in the area.

In August 2008, Alternative C, as shown in Figure 2-2, was shifted again to avoid additional sensitive resources identified in the project area. Originally, Alternative C joined Alternative E in the vicinity of CR 45/Bryant Lane. Now, the point where Alternative C and Alternative E join has been shifted to the southwest to between CR 30/Dillard Road and Rutledge Cove Road.

Alternative C, shown in Figure 2-3, is 9.5 miles long. It involves the construction of a four-lane roadway on new location within a variable width ROW, as described above. Estimated ROW acquisition for this alternative is 496.48 acres. Its typical section for the majority of the roadway consists of two 12-foot lanes in each direction separated by 8-foot inside shoulders and a 101-foot median with 12-foot outside shoulders. As the roadway approaches existing SR 9 (Station 550+ to 575+), and in a segment from Station 111+ to 126+, the typical section narrows to four

² "Use" is defined as the incorporation of land from such a resource into a transportation facility.



Figure 2-3. Build Alternatives Carried Forward through the Public Hearing

lanes with a center turn lane (see Appendix B for station locations). The typical sections for SR 9 are shown in Figure 2-4. This figure also illustrates the side road typical section.

Segment 1 Features: Starting on the southwest, Alternative C begins at the SR 9 and SR 6/US 278 interchange. It follows CR 886/Longview Road for about 1,000 feet and then is on new location southeast of existing CR 886/Longview Road. After approximately one mile, it crosses CR 886/Longview Road at grade and turns east crossing CR 36/Stallings Bend Road and CR 28/Russell Road at grade. East of CR 28/Russell Road, the alignment overlays parts of CR 54/Sample Road to its intersection with CR 30/Dillard Road. The remaining sections of CR 54/Sample Road will have at-grade connections to existing SR 9. Proposed SR 9 also features an at-grade intersection at CR 30/Dillard Road. Segment 1 ends about 1,200 feet east of CR 30/Dillard Road. Mubby Creek is crossed by a bridge. Culverts or bridges will be used to cross other smaller waterways, including unnamed tributaries.

Segment 2 Features: At the beginning of this segment, the alignment descends from the ridge to cross Coonewah Creek on a bridge. After crossing the Creek, SR 9 goes under CR 37/Dozier Hill Road (with no connection to it). No connection to proposed SR 9 is made at CR 45/Bryant Lane. The north segment, between Alternative C and existing CR 866/Endville Road will become a cul de sac. South of Alternative C, CR 45/Bryant Lane will be re-routed to connect with CR 866/Endville Road and new SR 9 via an interchange. The interchange is at new SR 9 and CR 866/Endville Road, and is illustrated on the concept plans in Appendix B. The interchange is grade separated, with CR 866/Endville Road over proposed SR 9. The interchange is a Natchez Trace-type configuration. (This grade-separated interchange, the only one proposed on the project, is anticipated to be incorporated into the project, but if issues with funding or design emerge during future study phases, SR 9 could have an at-grade intersection at CR 866/Endville Road.) East of the interchange, the project has an at-grade intersection at CR 1/Cochran Road and a bridge will carry CR 2/Eads Creek Road over SR 9, with no connections to the local road. Alternative C intersects existing SR 9 about 1,800 feet northeast of CR 2/Eads Creek Road. Existing 9 will be realigned to T into new SR 9. New SR 9 at this location will be a narrowed section with a turn lane in lieu of a median. Culverts or bridges will be used to cross smaller waterways, including unnamed tributaries.

2.3.2 Alternative E

Alternative E, which is shown in Figure 2-3, is the second of the two Build Alternatives carried through the NEPA Public Hearing. As previously stated, Alternative E is a refinement of P-3 (see Section 2.2.2 of this Chapter, Figure 2-2). In November 2008, a shift in the alignment of Alternative E occurred in the vicinity of Mubby Creek and another occurred in the vicinity of CR 31/Thomas Road to avoid impacts to sensitive resources in the area. These shifts are reflected in the alignment shown in Figure 2-3.

Like Alternative C, Alternative E involves the construction of a four-lane roadway on new location within a variable width ROW. Estimated ROW acquisition for this alternative is 533.1 acres. Its typical section for the majority of the roadway consists of two 12-foot lanes in each direction separated by 8-foot inside shoulders and a 101-foot median with 12-foot outside shoulders. The typical section narrows at SR 6/US 278 (Stations 59+ to 67+) and as it approaches existing SR 9 (Stations 534+ to 558+, see Appendix B for station locations). At that location, there will be a five lane section with a center turn lane. The typical sections for SR 9 are shown in Figure 2-4. This figure also illustrates the side road typical section. Alternative E is 10.0 miles in length.

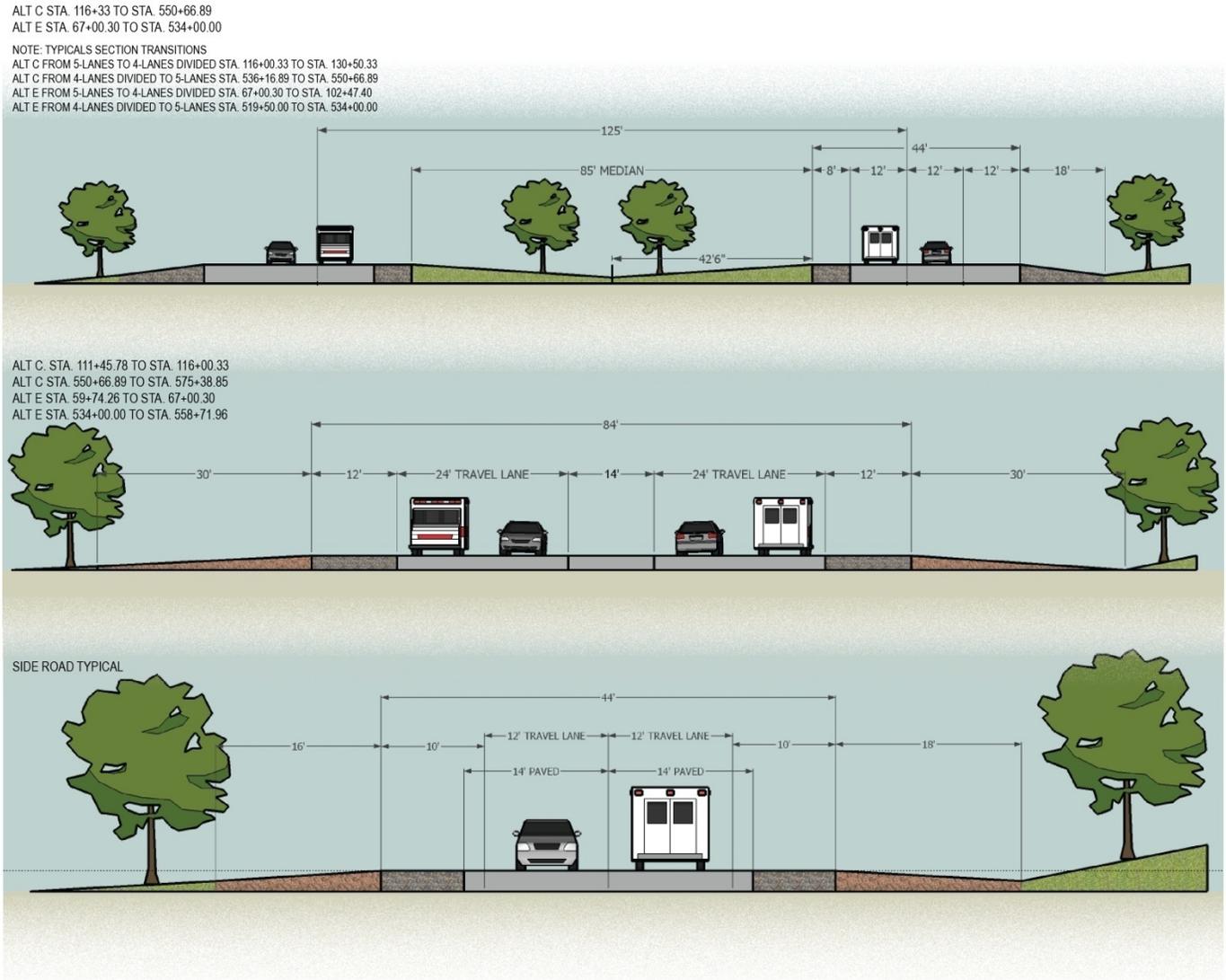


Figure 2-4. Typical Sections

Segment 1 Features: Alternative E begins on the southwest at the existing SR 6 and CR 886/Longview Road Interchange. Approximately 1,800 feet from the interchange, E is on new location in an easterly direction. It incorporates part of Claudia Circle; the remaining portion will not connect to Alternative C, but will retain its connection to existing SR 9. After crossing CR 51/Nanney Road and CR 28/Russell Road and featuring at-grade intersections with these roads, the alignment turns to the southeast with at-grade intersections at CR 31/Thomas Road, CR 33/Morphis Road and then CR 30/Dillard Road. The segment ends just northeast of CR 30/Dillard Road. Culverts or bridges will be used to cross waterways along the route.

Segment 2 Features: *Segment 2 of Alternative E is identical to that of Alternative C.*

2.4 Traffic Analysis

A planning level traffic analysis has been conducted for the two Build Alternatives and the No Build Alternative for the Design Year (2010) and the Horizon Year (2030). A copy of this study is in Appendix A. This section presents a summary of the study findings.

Annual Average Daily Traffic (AADT) projections for the Design and Horizon years are included in Table 2-1 for the roadway segments of the No Build Alternative (Alternative A) and the two Build Alternatives. Table 2-2 includes traffic projections at the SR 6/US 278 and SR 9/US 278 interchanges. Based on the analyses documented in Appendix A, the present and future deficiencies of existing SR 9 would be adequately addressed by either Build Alternative C or E. The conclusions of the traffic analysis are summarized below:

- Alternative A (No Build Alternative) will be unable to carry projected traffic volumes at an acceptable level of service (LOS). The existing two-lane SR 9 would need to be improved to a multi-lane highway with higher design speed and capacity to improve the LOS.
- For Alternatives C and E, all project roadway segments will operate at an acceptable LOS during 2030 peak hours.
- For Alternatives C and E, major at-grade intersections within project corridors will operate at an acceptable LOS during 2030 peak hours.
- Should a “Natchez Trace-style” interchange be constructed where proposed SR 9 crosses Endville Road, all ramp intersections will operate at an acceptable LOS during 2030 peak hours.
- All alternatives will impact the existing SR 9/US 78 interchange, located just beyond the northeast project terminus. Alternative C will impact the existing SR 6/US 278 and CR 886/Longview Road interchange at the southwest project terminus, and will include some minor geometric improvements to accommodate additional lanes on SR 9. Alternative E will impact the existing SR 6/US 278 and SR 9 interchange at the south project terminus, and will include some minor geometric improvements to accommodate additional lanes on SR 9. Based on preliminary analysis, all SR 9 ramp intersections at the above-referenced interchanges will operate at an acceptable LOS during 2010 peak hours, but will likely warrant signalization before 2030. Signalization may be needed to mitigate poor LOS and excessive queuing on interchange ramps, as the project area develops and traffic volumes increase.
- The analysis did not find a need for major geometric improvements at any of the above-referenced interchanges. We understand these interchanges will be studied in further detail during the preliminary engineering stage of this project. Even though capacity analysis did not reveal a specific need for improvements (beyond signalization), it may be desirable to

Table 2-1. Annual Average Daily Traffic (AADT) Projections for Roadway

	EXISTING (2006 / 2008)		2010				2030				Growth Rate (2010 to 2030)		
	AADT	% TRUCKS	AADT	% TRUCKS	# cars	# trucks	AADT	% TRUCKS	# cars	# trucks	Overall	Cars	Trucks
ALTERNATIVE A (NO BUILD)													
Existing SR 9													
SR 6 Bypass to Center Hill Road	5300	15%	6000	20%	4800	1200	10700	19%	8700	2000	2.9%	3.0%	2.6%
Center Hill Road to Endville Road	6700	12%	7600	16%	6400	1200	13500	15%	11500	2000	2.9%	3.0%	2.6%
Endville Road to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%
Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11400	18%	9400	2000	2.8%	2.9%	2.6%
ALTERNATIVE C													
Relocated SR 9													
SR 6 Bypass to Longview Road	-	-	5200	19%	4225	975	9800	18%	8050	1750	3.2%	3.3%	3.0%
Longview Road to Endville Road	-	-	4700	19%	3800	900	8500	19%	6900	1600	3.0%	3.0%	2.9%
Endville Road to Old SR 9	-	-	3800	24%	2900	900	6900	23%	5300	1600	3.0%	3.1%	2.9%
Longview Road													
East of Relocated SR 9	600	10%	700	10%	630	70	1400	11%	1250	150	3.5%	3.5%	3.9%
Endville Road													
West of Relocated SR 9	1300	2%	1450	2%	1425	25	2900	2%	2850	50	3.5%	3.5%	3.5%
East of Relocated SR 9	2600	4%	2900	4%	2790	110	5800	3%	5600	200	3.5%	3.5%	3.0%
Existing SR 9													
SR 6 Bypass to Center Hill Road	5300	15%	2000	15%	1700	300	3400	12%	3000	400	2.7%	2.9%	1.4%
Center Hill Road to Endville Road	6700	12%	2500	12%	2200	300	4300	9%	3900	400	2.7%	2.9%	1.4%
Endville Road to Relocated SR 9	4900	16%	1800	17%	1500	300	3100	13%	2700	400	2.8%	3.0%	1.4%
Relocated SR 9 to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%
Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11800	17%	9800	2000	3.0%	3.1%	2.6%
ALTERNATIVE E													
Relocated SR 9													
SR 6 Bypass to Old SR 9	-	-	6000	20%	4800	1200	10700	19%	8700	2000	2.9%	3.0%	2.6%
Old SR 9 to Endville Road	-	-	5700	19%	4600	1100	10000	18%	8200	1800	2.9%	2.9%	2.5%
Endville Road to Old SR 9	-	-	4200	26%	3100	1100	7500	24%	5700	1800	2.9%	3.1%	2.5%
Endville Road													
West of Relocated SR 9	1300	2%	1450	2%	1425	25	2900	2%	2850	50	3.5%	3.5%	3.5%
East of Relocated SR 9	2600	4%	2900	4%	2790	110	5800	3%	5600	200	3.5%	3.5%	3.0%
Existing SR 9													
Relocated SR 9 to Center Hill Road	5300	15%	1500	7%	1400	100	2700	7%	2500	200	3.0%	2.9%	3.5%
Center Hill Road to Endville Road	6700	12%	1900	5%	1800	100	3400	6%	3200	200	3.0%	2.9%	3.5%
Endville Road to Relocated SR 9	4900	16%	1400	7%	1300	100	2500	8%	2300	200	2.9%	2.9%	3.5%
Relocated SR 9 to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%
Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11800	17%	9800	2000	3.0%	3.1%	2.6%
TOYOTA FRONTAGE ROAD													
	-	-	1100	25%	825	275	2300	25%	1725	575	3.8%	3.8%	3.8%

* See Appendix A for full traffic and level of service analyses.

slightly modify ramp intersection geometry to better accommodate turning trucks, provide additional storage length, or otherwise improve operations at these potential “bottleneck” locations.

- The analysis did not include the US 78 and SR 9 interchange, as it was beyond the limits of the project.

Table 2-2. Annual Average Daily Traffic (AADT) Projections at Interchanges

	2008 AADT	2010 AADT	2030 AADT	Growth Rate (2010 to 2030)
ALL ALTERNATIVES (A/NO BUILD, C AND E)				
Existing SR 9 at SR 6 (US 278)				
SR 9 north	5,300	6,000	10,700	2.9%
SR 9 south	3,000	3,200	5,700	2.9%
SR 6 west	8,300	8,800	15,500	2.9%
SR 6 east	4,800	5,100	9,000	2.9%
ALTERNATIVE C				
Relocated SR 9 at SR 6 (US 278)				
Relocated SR 9 north (Longview Rd)	1,100	5,200	9,800	3.2%
Old SR 6 south	5,900	5,900	10,500	2.9%
SR 6 west	4,800	5,100	10,000	3.4%
SR 6 east	9,900	10,500	18,600	2.9%

Source: Traffic and Level of Service Analyses, 2008 (see Appendix A)

It should be noted that the analyses documented herein are based on an overall rate of anticipated traffic growth in the project area over the next 20-plus years. Little is known about the location(s) of major land developments that will arise along the SR 9 corridor to serve the new Toyota plant. Traffic impacts may vary at these specific locations.

2.5 Costs

A planning level cost estimate (2008 dollars) has been prepared for the two Build Alternatives, C and E. A comparison of the costs is presented in Table 2.3 below. The individual estimates are shown in Tables 2-4 and 2-5.

Table 2-3. Cost Comparison, Build Alternatives C and E

	Alternative C	Alternative E
Project Length	9.5 miles	10 miles
ROW-Acreage	496.48	533.10
Right-of-Way	\$13,270,356	\$14,389,122
Construction (includes engineering and contingencies)	\$97,226,004	\$100,846,485
Total Project Cost	110,496,360	\$115,235,607
Cost Per Mile	\$12,639,712	\$12,156,937

Table 2-4. Planning Level Cost Estimate for Build Alternative C

ITEMS	UNIT	QUANTITY	UNIT PRICE	TOTAL	
ROW					
SR 9 PROPOSED ROW COST	MI	8.742	\$1,320,000	\$11,539,440	
			ROW SUBTOTAL	\$11,539,440	
			CONTINGENCY (15%)	\$1,730,916	
			TOTAL ROW COST	\$13,270,356	
CONSTRUCTION					
GRADING AND DRAINAGE	SR 9	MI	8.742	\$2,642,640	\$23,101,959
	LOCAL ROADS	MI	4.521	\$710,000	\$3,209,910
PAVING	SR 9	MI	8.742	\$3,644,200	\$31,857,596
	LOCAL ROADS	MI	4.521	\$642,200	\$2,903,386
STRUCTURES	HYDRAULIC CROSSINGS	SF	86000	\$68	\$5,848,000
	GRADE SEPARATION	SF	24150	\$90	\$2,173,500
	INTERCHANGE	EA	1	\$9,960,000	\$9,960,000
MISC.	SIGNALS	EA.	2	\$150,000	\$300,000
	EROSION CONTROL	LS	1	\$550,000	\$550,000
	TRAFFIC CONTROL	LS	1	\$825,000	\$825,000
	SIGNING AND MARKING	LS	1	\$495,000	\$495,000
	ENVIRONMENTAL STUDY	LS	1	\$620,000	\$620,000
	ROADWAY DESIGN	LS	1	\$1,600,000	\$1,600,000
	BRIDGE DESIGN	LS	1	\$200,000	\$200,000
	SURVEYING	LS	1	\$900,000	\$900,000
			CONSTRUCTION SUBTOTAL	\$84,544,351	
			ENGINEERING AND CONTINGENCIES (15%)	\$12,681,653	
			TOTAL CONSTRUCTION COST	\$97,226,004	
TOTAL PROJECT COST				\$110,496,360	
SR 9 COST PER MILE				\$12,639,712	

Table 2-5. Planning Level Cost Estimate for Build Alternative E

ITEMS	UNIT	QUANTITY	UNIT PRICE	TOTAL	
ROW					
SR 9 PROPOSED ROW COST	MI	9.479	\$1,320,000	\$12,512,280	
			ROW SUBTOTAL	\$12,512,280	
			CONTINGENCY (15%)	\$1,876,842	
			TOTAL ROW COST	\$14,389,122	
CONSTRUCTION					
GRADING AND DRAINAGE	SR 9	MI	9.479	\$2,642,640	\$25,049,585
	LOCAL ROADS	MI	4.177	\$710,000	\$2,965,670
PAVING	SR 9	MI	9.479	\$3,644,200	\$34,543,372
	LOCAL ROADS	MI	4.177	\$642,200	\$2,682,469
STRUCTURES	HYDRAULIC CROSSINGS	SF	71000	\$68	\$4,828,000
	GRADE SEPARATION	SF	24150	\$90	\$2,173,500
	INTERCHANGE	EA	1	\$9,960,000	\$9,960,000
MISC.	SIGNALS	EA.	2	\$150,000	\$300,000
	EROSION CONTROL	LS	1	\$550,000	\$550,000
	TRAFFIC CONTROL	LS	1	\$825,000	\$825,000
	SIGNING AND MARKING	LS	1	\$495,000	\$495,000
	ENVIRONMENTAL STUDY	LS	1	\$620,000	\$620,000
	ROADWAY DESIGN	LS	1	\$1,600,000	\$1,600,000
	BRIDGE DESIGN	LS	1	\$200,000	\$200,000
	SURVEYING	LS	1	\$900,000	\$900,000
			CONSTRUCTION SUBTOTAL	\$87,692,596	
			ENGINEERING AND CONTINGENCIES (15%)	\$13,153,889	
			TOTAL CONSTRUCTION COST	\$100,846,485	
TOTAL PROJECT COST				\$115,235,607	
SR 9 COST PER MILE				\$12,156,937	

3.0 ENVIRONMENTAL CONSEQUENCES

This chapter describes the existing conditions and potential environmental impacts of the two Build Alternatives under consideration, Alternatives C and E.

The No Build Alternative involves making no improvements to existing State Route (SR) 9. It would have no direct impacts to the environment, but it would not meet the project purpose and need, which is described in detail in Chapter 1 of this document. The No Build Alternative would not safely support growth and economic development opportunities, nor would it improve safety conditions on existing SR 9.

3.1 Land Use Impacts

Land use in the project area consists primarily of forest land and farmland, with scattered low-density, single-family residential. The proposed alternative would not interfere with any existing or proposed land use plans. A detailed discussion of existing and future land uses in the project area can be found in the *Survey of Social and Economic Impacts* in Appendix C.

Both Alternatives C and E would likely contribute to land use changes in the project area and the region by making the area more desirable for development. The region as a whole is anticipating secondary growth associated with the Toyota plant, particularly Tier 1 and Tier 2 suppliers. Some of this growth could take place in the vicinity of the project's termini, near US 278/SR 6 in Pontotoc and US 78 in Sherman. The land uses along the project corridor will likely remain in the short-term as they are today (scattered residences that are rural in character) due to the lack of water and sewer infrastructure and the proposed roadway's access control (Type 2B). However, areas where SR 9 connects to local roads could become more desirable and more likely targets for residential development.

3.2 Farmland Impacts

Both Build Alternative C and E have direct and indirect impacts on farmland. Build Alternative C would have the greatest impacts to farmland. It would acquire approximately 142 acres of farmland for right-of-way (ROW), and it renders 52 more acres of farmland unusable by creating fragments of farmland that are too small to farm or lack access to the farm facilities. Build Alternative E would acquire approximately 130 acres of farmland for right-of-way (ROW), and it renders 28 more acres of farmland unusable by creating fragments of farmland that are too small to farm or lack access to the farm facilities.

In accordance with the Farmland Protection Policy Act (FPPA), coordination was undertaken with the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). Form AD-1006, the Farmland Conversion Impact Rating, has been completed and is included in Appendix D. Since the total site assessment points for the Build Alternatives are less than 160 points, no other alternatives must be considered on the basis of farmland impacts.

Additional coordination with the USDA took place to identify any properties in the project area that are in the NRCS easement programs or the Conservation Resource Program (CRP). In a letter dated May 30, 2008, NRCS confirmed that no Wetland Reserve Program (WRP) easements are located in the project area (see Appendix D). Coordination with USDA concerning properties in the NRCS CRP identified five properties along Build Alternative C that would be impacted by the project. These five properties total 10.375 acres. Along Build

Alternative E, three properties in the NRCS CRP were identified, totaling 5.295 acres. These properties are described in more detail in a memo included in Appendix D. MDOT will coordinate with USDA on the acquisition of ROW on these parcels in future phases of project development.

3.3 Social Impacts

The project study area is located in Pontotoc County in northeast Mississippi. The social characteristics of the project area have been determined utilizing data compiled by the US Census Bureau. Public meetings, aerial photography, field visits and conversations with local planning officials were used to assess the impacts of the Build Alternatives to neighborhoods and communities.

This region is a relatively rural area, and its county seats are generally the largest towns in the counties. Many small communities are found throughout these counties. The proposed alignment of Build Alternative C (western portion) travels through one such community, Longview. During public meetings, residents of the area commented on the cohesiveness of the Longview community and the number of long-term residents. While a field review revealed no discernible community center, adjustments to the proposed alignment of Build Alternative C were made to minimize these impacts. Despite these efforts, some impacts to the character of the community are likely if this Alternative is selected. The western portion of Build Alternative E does not pass through any established communities and would not result in community or social impacts.

The shared segment of both Alternatives C and E passes to the south of the Endville community. The alignment lies south of the community center (at existing SR 9 and CR 866/Endville Road), and no comments were received regarding the Endville community at either of the public meetings. Efforts were made during alignment development to minimize any potential visual or temporary, construction-related impacts to the Endville community and its residents and to provide the community with good and safe access.

The Build Alternatives would have no foreseeable negative impacts to schools, hospitals, churches or community facilities. Both Build Alternatives would improve safety in the corridor, by creating an alternate corridor for traffic, particularly through traffic, that would provide increased safety at school bus stops and improve emergency response times. Additionally, both Build Alternatives C and E would improve travel time to the planned Toyota Plant, helping Pontotoc County to attract Tier 2 suppliers that would bring more and possibly higher paying jobs into the area.

A detailed discussion of potential social and community impacts is included in the *Survey of Social and Economic Impacts* in Appendix C.

3.4 Relocations

A visual survey was used to determine the number and character of displacements, and a survey of internet real estate listings was used to assess the availability of replacement properties.

Build Alternative C would displace 19 residences, 13 of which are brick or frame and six of which are mobile homes. Build Alternative E would displace 18 residences, 12 of which are brick or frame and six of which are mobile homes. Due to the rural setting of the proposed project, many of these residences are located on large acreage. There are no business

displacements associated with either Build Alternative. An estimated six potentially displaced residences along Build Alternative C and four potentially displaced residences along Build Alternative E may be low-income. A majority of the Census Blocks surrounding the Build Alternatives contained no minorities.

A detailed relocation report outlining characteristics of the potentially displaced dwellings and a listing and description of available replacement properties in the project area can be found in the *Survey of Social and Economic Impacts* in Appendix C.

Decent, safe and sanitary housing is available for the displaced residential homeowners and tenants. The relocation survey indicates that adequate replacement properties are available for sale in the project area at the current time. The acquisition and relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970, as amended. A relocation assistance officer will be assigned to the project, and each displaced person will be provided the name and telephone number of the Relocation Assistance Officer assigned to help them. The Relocation Assistance Officer will determine the needs of the residents without regard to race, color, religion, sex, or national origin under Title VI of the Civil Rights Act of 1964. The officer will contact the owners and/or tenants, with ample time prior to displacement, to allow negotiations for obtaining and moving to replacement property. All other benefits under the Uniform Act will be carefully explained to the individual. This will include the payment of fair market value for the acquired property in addition to equitable compensation normally associated with relocation.

The Uniform Act and United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) regulations will provide relocation assistance payments and relocation assistance advisory services to help accomplish this end. Relocation assistance payments have been designed to compensate displaced persons for costs that have been imposed on them by Federal or Federally-assisted projects. Residential relocation payments are intended for persons who move, or move personal property, from a dwelling as a result of a highway project receiving federal financial assistance. Relocation personnel will provide relocation services, as appropriate, for each relocation situation encountered and will utilize the methods of "last resort housing", if necessary. Housing of Last Resort is a mechanism of utilizing extraordinary funding or other actions to provide comparable, decent, safe and sanitary housing.

3.5 Environmental Justice

This project is consistent with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, which requires federal agencies to develop a strategy for its programs, policies and activities to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to health and the environment. As detailed in the *Survey of Social and Economic Impacts* (Appendix C), this project would not have a disproportionately high and/or adverse effect on minority or low-income populations.

The project was developed to minimize the number of displacements where feasible, but some residences will be displaced. Field investigations and information from the public meetings did not identify any concentrations of minority or low-income residences that would be displaced by the project. Although some minority and low-income residences are scattered throughout the project area, project impacts would be experienced by residents regardless of their racial or income characteristics.

3.6 Economic Impacts

The initial economic impact of either of the Build Alternatives is land being removed from the tax rolls, but the amount of land removed under either Build Alternative is minimal. It is anticipated that the long-range impact would be an increase in taxable property in the area. Improved accessibility would likely increase the value of land and encourage new development in desired areas. The County perceives the project as an economic development tool, intended to help attract Tier 2 suppliers to the region.

Neither Build Alternative displaces any businesses, so negative economic impacts are limited to those associated with the displacement and relocation of 19 residences along Build Alternative C or 18 residences along Build Alternative E through project construction. As discussed in Section 3.4, suitable replacement properties are readily available in the project area, thus the economic impacts of relocation costs are expected to be minimal. A full discussion of economic impacts of the proposed project is found in the *Survey of Social and Economic Impacts* in Appendix C.

3.7 Joint Development

The proposed project does not include any plans for joint development.

3.8 Pedestrian and Bicycle Impacts

There are no existing or planned bicycle or pedestrian facilities in or around the project area. The proposed Build Alternative is a 65 mile-per-hour (mph) access-controlled (Type 2B) principal arterial that is not appropriate for bicyclists and/or pedestrians, so bicycle and pedestrian facilities will not be included in the project design.

3.9 Air Quality Impacts

Pontotoc County is in an area that has been designated in attainment for all criteria pollutants; therefore the project is not anticipated to cause or contribute to an exceedance of the National Ambient Air Quality Standards (NAAQS).

Some temporary air pollution from the construction equipment and dust from the construction activity may occur, but those impacts would be short-term and the appropriate efforts will be made to keep these impacts to a minimum.

3.10 Noise Impacts

A traffic noise analysis was conducted for the proposed improvements to SR 9 in accordance with MDOT's *Highway Traffic Noise Policy* and FHWA's 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. FHWA's traffic noise model, TNM 2.5 was used to estimate the traffic-related noise levels for the existing (2010) and the design year (2030) conditions of the No Build and Build Alternatives. The analysis included:

- Determination of noise-sensitive receptors along the project;
- Measurement of existing noise levels;
- Development of validation models using TNM 2.5 with field measured noise levels;
- Prediction of design year noise levels for the No Build and Build scenarios using TNM 2.5;
- Comparison of predicted noise levels with guidelines to determine impacts; and

- Evaluation, where necessary, of the feasibility of various noise abatement measures.

A report containing background material and a full discussion of the analysis findings, including discussions of the fundamental concepts of roadway noise, the FHWA Noise Abatement Criteria (NAC), and the noise prediction model, is included as Appendix F. The findings of the noise analysis are summarized below.

Noise levels were modeled at a total of 110 occupied noise receivers along the existing and proposed project alignments. These facilities consist of 106 single-family residences, three commercial facilities and one church. Sound is measured in decibels, a logarithmic scale of measurement, and traffic noise in this report is measured in the specific A-scale decibel system (dBA) using the L_{eq} descriptor (see Appendix F for a full explanation of the fundamentals of roadway noise). Under existing conditions, none of the noise-sensitive receptor facilities have traffic noise levels approaching or exceeding NAC levels. The NAC for residences and churches is 67.0 dBA and 72.0 dBA for commercial facilities.

For the No Build Alternative, the L_{eq} levels from highway traffic at occupied facilities located along the proposed project are expected to be 0.0 to 3.0 dBA higher than the existing noise levels. This increase in noise levels is due to small increases in traffic on existing roadways over the 20-year period. Under the No Build Alternative, no receptors are expected to receive traffic impacts due to an NAC exceedance.

Design year (2030) traffic noise impacts associated with the Build Alternatives are summarized in Table 3-1 and discussed below.

Table 3-1. Design Year Traffic Noise Impacts

Alternative	Number of Receptors Impacted			Total Impacts
	Single-family	Commercial	Church	
Alternative C	10	0	0	10
Alternative E	9	0	0	9

Source: Traffic Noise Assessment, October 15, 2008, Prepared by Third Rock Consultants, LLC

Of the 90 total receptors along Build Alternative C, 10 single-family residences are expected to experience highway traffic noise impacts if the alternative is constructed. All ten impacts are due to a substantial increase (greater than 15 dBA) from the existing noise levels. No impacts were caused by noise levels approaching or exceeding the NAC. The L_{eq} levels for Build Alternative C are expected to range from 0.0 to 32.2 dBA higher than the existing noise levels, with an average increase of 6.7 dBA. The increase in traffic noise is due to an increase in traffic in an area that is currently very rural. The receptors where these impacts are predicted are indicated on Exhibit 1 in the Traffic Noise Assessment in Appendix F, Page F-7.

Of the 60 total receptors along Build Alternative E, highway traffic noise impacts are expected to occur at nine single-family residences should the alternative be constructed. All nine impacts are due to a substantial increase (greater than 15 dBA) from the existing noise levels. No noise levels were predicted to approach or exceed the NAC for this alternative. The L_{eq} levels for Build Alternative E are expected to range from 0.7 to 22.9 dBA higher than existing noise levels, with an average increase of 9.3 dBA. As with Build Alternative C, increases in traffic noise levels are due to an increase in traffic in this rural area. The receptors impacted by construction of Build Alternative E are also indicated on Exhibit 1 in the Traffic Noise Assessment included in Appendix F, Page F-7.

MDOT guidelines state that noise abatement measures should be considered for receptors with predicted traffic noise impacts. Noise abatement measures can include improved traffic management, alterations to horizontal or vertical alignments and acquisition of noise buffer zones. If these measures are not appropriate, not effective, or not feasible, the installation of structural noise barriers can be evaluated with respect to feasibility and reasonableness.

A reduction of speed limit or traffic management would not meet the project purpose and need, which is to provide a transportation facility that will improve travel times and level of service. Thus, traffic management measures are not appropriate abatement measures. Alteration of the proposed vertical or horizontal alignments of the Build Alternatives is also not a feasible abatement measure as the Build Alternatives have been developed in consideration of many factors and constraints, including impacting the least number of facilities.

A noise buffer zone is a possible abatement measure for future development as much of the property in the project area remains undeveloped. Local ordinances could be implemented to require future development to be set back a minimum distance from the highway such that the NAC is not exceeded for the land use (residential or commercial).

Noise barrier construction was not found to be feasible and reasonable at any location along this project. Barriers were unfeasible at many locations due to access roads that would result in breaks in the barrier and topographical changes between existing ridges and valleys. At other locations construction was unreasonable as fewer than four residences were located in the area.

Although some noise associated with project construction is expected, none of the sensitive receptors are expected to be exposed to construction noise for a long duration. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as soundproof housing for stationary, noise-producing machinery, silencers on intakes of equipment, efficient and well-maintained exhaust mufflers on internal combustion engines, and restriction of construction operations in the vicinity of noise-sensitive locations to periods of the day when excessive noise would be the least harmful. The contractor shall comply with all state and local sound control and noise level rules, regulations and ordinances that apply to any work performed.

3.11 Stream and Water Quality Impacts

The Build Alternatives proposed for SR 9 will require bridging or otherwise crossing several streams that flow through the project area, which is located in the Northern Hilly Gulf Coastal Plain ecoregion and within the Tombigbee River Basin. The majority of streams in the project area are tributaries of Mubby Creek and Coonewah Creek, which flow southeast to Chiwapa Creek, to Town Creek and the Tombigbee River near the town of Bigbee. Streams known at this time to be potentially affected by the project alternatives are listed in Table 2 and shown on Exhibits 2 through 9 of the Ecology Report included in Appendix G, pp. G-13 through G-20. The Mississippi Department of Environmental Quality (MDEQ) and the US Army Corps of Engineers (USACE) have not made waters of the State and/or of the US determinations.

Streams were examined and their locations recorded during two field surveys conducted the weeks of June 2 and August 18, 2008 along both Alternatives C and E. The majority of the streams within the project area are intermittent or ephemeral in nature. According to MDEQ, the designated use of all the project area streams is for fish and wildlife. None of the streams in the project corridors are considered outstanding waters. Principal causes of water quality problems in the Tombigbee basin are identified as nutrients, siltation, pathogens and organic enrichment

from nonpoint source pollution. Stream impacts of the proposed project are summarized in Table 3-2.

Table 3-2. Stream Impacts

	Alternative C (linear feet)	Alternative E (linear feet)
Perennial	7,645	7,960
Intermittent	8,335	8,521
Ephemeral	6,221	11,017
Total Stream Impacts	22,201	27,498

Source: Ecology Technical Study, October 8, 2008, Prepared by Third Rock Consultants, LLC

Alternative C would have 22,201 linear feet of stream impacts. Alternative E would have 27,498 linear feet of stream impacts. Mortality of individual fish and aquatic wildlife may occur during construction. Sediments that are added to the stream during construction can bury fish and nesting areas and niches that provide habitat for aquatic insects. Crossing streams using culverts and bridges can reduce stream sinuosity, thereby reducing stream length and available habitat. Indirectly, both Alternatives C and E could cause some sedimentation impacts to sites downstream; however good erosion and sediment control will be designed and implemented to minimize these impacts. Stream impacts will be mitigated using one of MDOT's approved banks.

Water quality standards will be complied with by each individual contractor involved with the proposed project. MDOT's *Standards and Plans* contain provisions for preventing and abating pollution of streams and water bodies. These measures are recognized as Best Management Practices (BMPs) by the Bureau of Pollution Control and have been developed from the following set of regulations:

- Wastewater Regulations for National Pollutant Discharge Elimination System (NPDES) Permits;
- Underground Injection Control (UIC) Permits;
- State Permits;
- Water Quality Based Effluent Limitations; and
- Water Quality Certification, as amended October 25, 2001.

The construction contracts will require compliance with the State Bureau of Pollution Control's General NPDES Permit process for Construction Storm Water Discharge for projects on which one or more acres are disturbed by construction activities. Contractors will be required to furnish a Construction Notice of Intent, and, where applicable, a Mining Notice of Intent in compliance with the provisions of the Mississippi Water Pollution Control Law (Section 49-17-2 et. Seq., MS Code of 1972) and the regulations and standards adopted and promulgated there under (and under authority granted pursuant to Section 402(b) of the Federal Water Pollution Control Act). In areas requiring permits under Section 404 of the Act, the highway activities are subject to a special review by the Bureau of Pollution Control for certification as to water quality. See Section 3.15 for a full discussion of permits associated with the proposed project.

Any additional requirements placed by the Bureau of Pollution Control will be included in the plans and specifications for the work. Compliance with BMPs, permits and requirements in place by the Bureau of Pollution Control will help insure the proposed project activities will not contribute to a significant deterioration of water quality.

3.12 Wetland and Pond Impacts

The project alternatives were evaluated to determine the boundaries of jurisdictional wetlands and other waters of the United States in accordance with the provisions contained in Section 404 of the Clean Water Act (Act) of 1972 and Executive Order 11990. Wetlands and ponds potentially affected by Build Alternatives C and E are listed in Tables 4 and 5 and shown on Exhibits 2 through 9 of the ecology report (Appendix G pages G-13 to G-20). MDEQ and USACE have not made waters of the State and/or United States determinations.

Wetlands were examined and their locations and boundaries delineated using procedures detailed in the USACE *Wetland Delineation Manual (1987)* during two field reviews conducted during the weeks of June 2 and August 18, 2008. The majority of wetlands in the project area have been created by manmade alterations to the landscape, such as ponds or blocked road culverts. The primary function of wetlands in the project area is wildlife habitat. Wetlands also serve to capture sediment and those located near agricultural fields may serve as nutrient and sediment filters for water before it enters streams. Wetland impacts are summarized in Table 3-3.

Table 3-3. Wetland and Pond Impacts

	Alternative C (in acres)	Alternative E (in acres)
Forested	0.7	0
Scrub-shrub	1.8	1.1
Emergent	2.5	2.9
Total Wetland Impacts	5.0	4.0
Total Ponds	0.9 (3 ponds)	0.3 (2 ponds)

Source: Ecology Technical Study, October 8, 2008, Prepared by Third Rock Consultants, LLC

As currently proposed, Alternative C would impact 5.0 acres of wetland (2.5 acres emergent, 1.8 acres scrub-shrub, and 0.7 acre forested) and 0.9 acre of pond (3 ponds). Alternative E would impact 4.0 acres of wetland (2.9 acres emergent, 1.1 acres scrub-shrub) and 0.3 acre of pond (2 ponds). If these wetlands are filled, mortality of individual aquatic life may occur during construction and the loss of wetland habitat in the landscape would be permanent. Wetlands that are partially, but not completely, filled by the proposed project may be affected by modified drainage patterns, which could result in localized changes in water levels and vegetation. Increases in development due to the access the new roadway provides may cumulatively reduce available wetland habitats over time.

In the design process, MDOT will evaluate and implement, if feasible, measures to minimize wetland impacts. For unavoidable impacts, wetlands will be mitigated from one of MDOT's approved wetland banks.

3.13 Floodplain Impacts

In accordance with Executive Order 11988, an assessment of impacts to the floodplains associated with streams in the proposed project area was conducted. The proposed project would unavoidably cross 100-year floodplains as identified on the Flood Insurance Rate Maps (FIRMS) developed by the Federal Emergency Management Agency (FEMA). The western sections of both Alternatives C and E (Segment 1) would each have one perpendicular floodplain crossing. The shared eastern section of both Alternatives C and E (Segment 2) would have three perpendicular floodplain crossings. Floodplain impacts are summarized in Table 3-4.

Table 3-4. Floodplain Impacts

	Alternative C (in acres)	Alternative E (in acres)
Mubby Creek	6.70	2.04
Coonewah Creek	18.33	18.33
Coonewah Bottom	6.83	6.83
Town Creek	3.09	3.09
Total Impacts	34.95	30.29

Source: Ecology Technical Study, October 8, 2008, Prepared by Third Rock Consultants, LLC

The crossing of Mubby Creek by Alternative C would be perpendicular to the stream flow creating a transverse encroachment of 6.7 acres. Alternative E would avoid this particular crossing, but would create a perpendicular crossing of Mubby Creek farther to the north. The perpendicular crossing by Alternative E would result in a transverse encroachment of 2.04 acres. These floodplain crossings are shown on page G-31 of Appendix G. Only the No Build Alternative would avoid impacts to Mubby Creek and its associated floodplain. The alternatives cannot be shifted north or south to avoid Mubby Creek and its floodplains because the stream runs north-south through the project area.

The shared eastern segment (Segment 2) of both Alternatives C and E would result in three perpendicular stream crossings at Coonewah Creek, Coonewah Bottom and Town Creek. The crossing of Coonewah Creek by the shared segment of the alternatives would create a transverse floodplain encroachment of 18.33 acres. The crossing of Coonewah Bottom would create a transverse floodplain encroachment of 6.83 acres. These floodplain crossings are illustrated on page G-32 of Appendix G. Only the No Build Alternative would avoid impacts to either of these streams and their associated floodplains. Shifting the shared segment of the alternatives north or south would not avoid the streams and their floodplains because the streams run north-south through the project area. Additionally, the shared alignment of the alternatives cannot be shifted due to the presence of sensitive resources in the area near the streams and floodplains.

The crossing of Town Creek by the shared segment of Alternatives C and E would create a transverse floodplain encroachment of 3.09 acres. This crossing will be along the same roadway alignment and at the same location where existing SR 9 crosses the floodplain. This floodplain crossing is shown on page G-33 of Appendix G. Only the No Build Alternative would avoid impacts to Town Creek and its associated floodplain.

In summary, none of the floodplain crossings is considered a major encroachment on the floodplain because:

- No potential exists for interruption or termination of the transportation facility, which is needed for emergency vehicles or provides the community's only evacuation route through the construction of either Build Alternative;
- The crossings will be designed to convey floodwaters so that there would be no major risk of property damage or loss of life due to the encroachment; and
- There would be no substantial adverse impact to natural and beneficial floodplain values.

All hydraulic structures associated with these floodplain crossings would be developed in accordance with FHWA guidelines as found in 23 CFR Part 650 and Mississippi House Bill No. 8 (as adopted on August 1, 1979 and amended on June 10, 1982). These design standards would be adequate to assure that no additional risk would be incurred to these base flood elevations, nor would there be any greater risk to property owners from backwater conditions created by the construction of either Build Alternative.

Design measures to minimize floodplain impacts include: (1) avoiding longitudinal encroachments, (2) sufficient bridging to minimize adverse effects of backwater and increases in streamflow velocity, (3) minimizing channel alterations, (4) adequate and timely erosion control to minimize sediment transport into streams, and (5) utilizing standard specifications for controlling work in and around streams to minimize adverse water quality impacts.

3.14 Water Body Modification and Wildlife Impacts

The project area is contained in the Northern Hilly Gulf Coastal Plain and Blackland Prairie ecoregions. The physiography of the region is dissected hills with rounded tops and gently sloping to strongly sloping side slopes. Existing SR 9 passes through a predominantly rural landscape of forested slopes and valley bottoms with occasional agricultural fields and residences. Pine plantations are common in the area; other agriculture includes soybeans with some pasture, hay and cattle.

Both upland and floodplain forested habitats, old-field habitats in various stages of succession, and ponds and wetlands provide food, cover and nesting opportunities for numerous small mammals, reptiles, native birds, spiders and insects. The project area also encompasses alluvial streams with sand, mud or gravel substrates, which all provide important aquatic and riparian habitat. Floodplains provide feeding and breeding areas for many invertebrates that are important to the food chain in streams and terrestrial habitats.

The proposed Build Alternatives would require crossings of streams and floodplains in the project area and may result in impacts to wetlands and ponds. As part of the proposed project, either new bridges or culverts will be constructed at any hydraulic crossings. Stream channel relocation will be minimized to the maximum extent possible. Stream banks will be restored to a condition similar in elevation and shape to that which now exists to facilitate natural regeneration of vegetation. Erosion control measures adopted as part of MDOT's BMPs will be installed to minimize sedimentation and increased turbidity. Bridges and culverts may also provide opportunities to offer wildlife benefits through design characteristics that enable wildlife to use bridge passages as safe corridors between blocks of terrestrial habitat. The proposed changes would not adversely affect wildlife and domestic animal use of these water bodies. Efforts to minimize modification of water bodies and the impacts of such modifications on wildlife will continue throughout the life of this project.

3.15 Permits

The placement of fill in waters of the United States, including wetlands, requires a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act of 1977. There are three levels of this permit, and a determination of the appropriate permit(s) required, based on the amount, type, and location of the fill required, will be made as the proposed project is developed.

Prior to the issuance of a Section 404 permit, the applicant must obtain a Section 401 Water Quality Certification from the state in which the discharge originates. The purpose of the 401 certification is to verify that the proposed activity will not result in violation of the water quality standards of the State. MDEQ is responsible for 401 certification review.

3.16 Scenic Rivers

There are no scenic rivers in the project area, so none will be impacted.

3.17 Coastal Barriers

There are no coastal barriers in the project area, so none will be impacted.

3.18 Coastal Zones

There are no coastal zones in the project area, so none will be impacted.

3.19 Threatened and Endangered Species

The US Fish and Wildlife Service (USFWS) participated in early coordination on the proposed project in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). The USFWS Mississippi Ecological Services Field Office lists threatened and endangered species by county. One federally-listed species, the threatened Price's potato-bean (*Apios priceana*), is listed for Pontotoc County.

Biologists conducted field surveys along Alternatives C and E during the weeks of June 2, 2008 and August 18, 2008 to determine if the plant was within the project impact area and/or to determine if there was suitable habitat for Price's potato-bean. Their findings are outlined in the Ecology Technical Study found in Appendix G. Suitable habitat for the potato-bean includes open, rocky mixed-oak forests, forest edges, clearings on river bottoms and ravines and floodplain edges. Field surveys observed no instances of Price's potato-bean, indicating that it is unlikely that the plant is present within the project area. Habitat such as rocky, mixed-oak forests, forest edges, clearings on river bottoms and ravines and floodplain edges, exists in numerous areas throughout the project area. In a letter dated April 28, 2009 (Appendix E), the USFWS concurred to a finding of "no effect" to the species.

A number of plant and animal species, although not included on the Federal list, are believed to be imperiled or rare in Mississippi, and, therefore, receive special concern on a state level. These species are not afforded the same protection as Federally-listed species. In a letter dated June 2, 2008 (see Appendix E), the Mississippi Natural Heritage Program (MNHP) reported occurrences of steelcolor shiner (*Cyprinella whipplei*), a species of concern, in streams within two miles of the proposed project alternative corridors. Habitat for the steelcolor shiner is present within the project impact area of both Alternatives C and E. Sedimentation of Mubby Creek, Coonewah Creek, Coonewah Bottom and Town Creek, or their tributaries, could affect

this species during project construction. The use of BMPs can prevent direct impacts to the steelcolor shiner. Improper placement of culverts and bridges over streams could lead to indirect impacts of the steelcolor shiner if they create migration barriers or stream impairments that lead to increased sedimentation, but this is not anticipated.

In summary, no protected species records are known within the likely direct impact area of the project, nor does Critical Habitat for any species occur within the project area or Pontotoc County. Increases in development due to the access the new roadway provides may cumulatively reduce available habitats for Price's potato-bean and the steelcolor shiner over time. The overall potential to impact the federally threatened Price's potato-bean and the steelcolor shiner, a state-listed species of concern, both directly and indirectly, are similar for both Alternatives C and E.

3.20 Historic and Archaeological Resource Impacts

The methodology for the cultural resource survey and the findings are summarized below. The complete report, *Intensive Cultural Resources Survey for the Mississippi Department of Transportation's (MDOT) Proposed Relocation of Mississippi State Route 9 (SR 9) Between U.S. Highway 278 (US 278) and U.S. Highway 78 (US 78), Pontotoc County, Mississippi*, is on file at the MDOT Environmental Division, 401 North West Street, Jackson, Mississippi.

This project has been coordinated with the State Historic Preservation Office (SHPO) and representatives of interested Native American tribes (i.e., Choctaw and Chickasaw). Evidence of Native American coordination is in Appendix J. MDOT also undertook substantial informal coordination with the SHPO regarding the findings of the archaeological field work as they were reported. Appendix J contains a July 24, 2009, letter from the SHPO stating that they concur with the study findings and have no objections to the proposed undertaking.

Appendix J contains copies of the initial coordination letters sent to tribes, summaries of two meetings that MDOT held with tribal representatives and the August 19th correspondence. MDOT recognized that the project area offered the potential for encountering Choctaw and/or Chickasaw sites and wanted to involve tribal representatives at the earliest stages. After the meetings, MDOT has continued to coordinate with tribal representatives. On August 19, the Chickasaw tribe notified MDOT that they understand that MDOT has made a commitment that MDOT archaeologists will be monitoring all earth-moving activities at Site 22PO731 and that they will avoid all NRHP eligible archaeological sites during final design and construction activities.

Below is a summary of the findings of the cultural resource study and potential project impacts to historic architectural and archaeological resources.

Architectural/Historical Resources

No resources listed in or previously determined eligible for listing in the National Register of Historic Places (NRHP) are in the project's Area of Potential Effect (APE). Nine standing structures over 50 years of age were recorded in the APE during the field survey. The findings are that none of these resources are eligible for the NRHP.

Archaeological Resources

The survey area for the proposed project encompassed two corridors, each 650 feet wide. The corridors covered the area in which alignments for Alternatives C and E were developed. Seven

tests and surface scatters of artifacts were assigned a locus number. The archaeologists delineated and mapped sites and collected artifacts for diagnostic purposes.

During the planning process, field archaeologists reported field findings of potentially important sites to MDOT as soon as they were identified. MDOT then worked with the project engineers to modify the concept in the areas of some of the sites thought to be eligible to avoid impacting them. Small shifts in the conceptual alignment occurred at some locations and substantial modifications were made at other locations to avoid affecting potentially significant sites. The findings of the survey are that one NRHP eligible site is within the APE of Alternative C. Project engineers have looked closely at avoiding that site and it has been determined that it cannot be avoided. This area of the corridor was a very constrained area from a design standpoint and the resultant alignment was based on four factors: avoiding the Trace State Park, avoiding a small lake with residential development around it, minimizing impacts to the Longview community, and providing an acceptable design speed. Shifting the alignment would result in impacts to other resources. The alignment of Selected Alternative E has been developed to avoid all NRHP eligible sites.

Prior to design, the MDOT Environmental Division will be contacted to determine the locations of any sites on or deemed eligible for the NRHP or any sites considered culturally significant or sensitive. Sites on or deemed eligible for the NRHP will be avoided during final project design and construction. Sites deemed culturally significant or sensitive will be monitored during construction.

3.21 Section 4(f)/Section 6(f) Resources

The analysis revealed that the neither of the Build Alternatives would involve a Section 4(f) use because neither public parks, recreation lands, sites on or eligible for the NRHP, nor any wildlife and waterfowl refuges or other Section 4(f) protected resources, exist in or adjacent to the project impact area.

The NRHP eligible site on Alternative C is considered eligible for the data it contains and does not warrant preservation in place. This is not considered a Section 4(f) use because according to the March 1, 2005 Section 4(f) Policy Paper:

Section 4(f) applies to all archaeological sites that are on or eligible for inclusion on the National Register and that warrant preservation in place. This includes those sites discovered during construction. Section 4(f) does not apply if FHWA, after consultation with the SHPO and/or THPO, determines that the archaeological resource is important chiefly because of what can be learned by data recovery (even if it is agreed not to recover the resource) and has minimal value for preservation in place (23 CFR 771.135(g)).

The project does not involve Section 6(f) because no properties in the project area were acquired or developed using funds from the Land and Water Conservation Fund Act (LWCF).

3.22 Hazardous Waste Impacts

A *Hazardous Materials Study* of the project area was performed by Thompson Engineering to identify potential hazardous waste sites (see Appendix H). This study included:

- A review of Federal and State lists of environmentally regulated sites to identify sites with documented contamination and also those sites considered as potential sources of contamination;

- A review of Federal and State lists of environmentally regulated sites to identify sites with documented contamination and also those sites considered as potential sources of contamination;
- A review of historical topographic maps and aerial photography; and
- A physical inspection of the site conditions in the project area.

The findings of the study are that no hazardous waste sites or recognized environmental conditions were identified in the project area of either Build Alternative.

Due to the agricultural nature of the area, where the use of fertilizers, pesticides, herbicides, equipment lubricants and fuel tanks is common, the potential exists to encounter hazardous substances and petroleum constituents along the corridor. MDOT personnel and any contractors working on the project will be made aware of the possibility of encountering these environmental issues, and the appropriate personnel will be contacted in the event that stained soils, soils with unusual odors or buried containers are encountered at any point along the project corridor.

Transformers located along the project ROW are the property of the local energy supplier, the Tennessee Valley Authority (TVA), and it is their responsibility to maintain the equipment and respond to any releases. During site reconnaissance, no visible evidence of leaks was observed in association with the transformers. Therefore, the transformers are considered a minimal environmental hazard. Not all transformer locations that exist along the proposed ROW of the two Build Alternatives may have been identified during the site reconnaissance because some properties were not accessible along the reconnaissance routes. TVA was sent a copy of the preliminary Environmental Assessment and asked to provide comments.

If undiscovered waste sites are unearthed during construction, excavation activities in the area will be immediately suspended. MDOT, in conjunction with the appropriate agencies, will develop an acceptable plan to investigate the site and determine corrective measures for the protection of public health and the environment.

3.23 Visual Impacts

The proposed Build Alternatives pass through a predominantly rural landscape, whose visual resources can be separated into two categories: natural and cultural.

The natural components of the landscape include densely wooded lands on the ridgetop, bottomlands, and numerous creeks and streams. The cultural components consist of elements such as scattered, low-density, single-family houses; farms with residential and agricultural buildings and cleared agricultural lands; and a roadway network of two-lane county roads, bridges and power lines. Some of the residences and farms are well-kept and contribute to a positive visual landscape, while others may be considered to possess poor aesthetic quality with unkempt features or properties filled with debris. A few small subdivisions are under development within cleared areas on the ridgetop. When the natural features are combined with the cultural components introduced by man into this landscape, the result is a landscape that lacks high visual quality. The overall visual quality of the landscape is fair to good, but this type of landscape is prevalent throughout rural, northern Mississippi and is not unique.

Views from the proposed roadway in these rural areas range from enclosing, where dense stands of pine and trees are massed tightly along each side of the road, to semi-enclosed, to open views of pastureland and floodplains with masses of forest as the backdrop. Along much

of the proposed corridors, the tightly massed tree stands would limit views of the proposed roadway; however, in other locations along each Build Alternative, the proposed roadway would be seen by residences that currently have views of a rural two-lane roadway or no views of a roadway at all.

The proposed project will result in a four-lane roadway where there was previously none, resulting in a visual impact to the environment. The introduction of cuts and fills and roadway sections on structure and the removal of trees would modify the visual environment. However, this impact is not substantial, because the environment is already modified by manmade elements and is not considered high-quality. It is anticipated that either proposed alternative would impact the view shed of a limited number of residences that are rural in character, and that the visual impacts of Alternatives C and E would be very similar.

3.24 Energy Impacts

Neither of the proposed Build Alternatives is expected to have a negative energy impact on the State or the region. The construction of the project will require considerable amounts of energy, including: the manufacturing and transport of the construction components, the heavy equipment utilized for roadway construction, and the routine maintenance of the new roadway. On the other hand, both Build Alternatives will improve traffic flow and reduce travel time, thereby reducing long-term energy usage.

In summary, the amount of energy required to construct a highway project of this type is substantial, but temporary in nature, and generally leads to reduced operating costs once the project is completed. A reduction in costs and energy use could come from improved access, reduced travel time and increased safety (i.e., fewer accidents that delay traffic and require emergency services).

3.25 Construction Impacts

The impacts associated with construction, which are similar for both Build Alternatives, are temporary in nature. MDOT's *Plans and Specifications* contain provisions requiring conformity with all local and state laws and ordinances. Erosion and sedimentation controls are a part of MDOT's *Plans and Specifications* and will be used where applicable. Effort will be taken to minimize the temporary noise and vibration impacts due to the use of heavy equipment used during the construction of the project. As previously stated, some temporary air pollution from the construction equipment and dust from the construction activity is anticipated, but appropriate effort will be made to keep these impacts to a minimum.

3.26 Short-term Uses of the Environment versus Long-term Productivity

Short-term impacts related to the proposed project would occur in the immediate vicinity of the construction activities. Interruptions to the movement of vehicles in the project area would likely occur. However, these interruptions would be temporary, and maintenance of traffic plans will be implemented to minimize any inconveniences to motorists. As with any construction project, short-term disturbances would consist of construction noise and visual impacts. MDOT's specifications address the natural impacts and are designed to hold these impacts to a minimum for both the materials required and the actual building of the roadway.

Additional short-term impacts associated with both Build Alternatives involve residential relocations that are unavoidable and land use impacts. While displacees would experience temporary inconveniences due to their displacement, it is anticipated that they will be able to

relocate within the study area. Relocation impacts will be minimized through the implementation of MDOT's relocation plan (see Section 3.4).

The major long-term impact will be the loss of natural habitat and displacement of wildlife; however, these impacts do not pose a significant threat to the ecology of the area as a whole. The long-term gains that are anticipated as a result of this proposed project include an enhanced transportation network, improved traffic flow, and increased economic development opportunities for the area.

The negative short-term impacts discussed above are necessary to achieve the positive results of the proposed project. The long-term effects would result in a safe and efficient means of travel for current and future local traffic, through traffic and truck traffic traveling to the Toyota Plant. Additionally, the construction of either of the Build Alternatives would enhance long-term productivity by reducing delay and fuel consumption. The long-term benefits of the proposed project are consistent with the use of resources.

3.27 Irreversible/Irretrievable Commitments of Resources

The construction of both Build Alternatives would result in the irreversible and irretrievable commitment of resources, such as natural, physical, human and financial resources. These resources cannot be recovered once they have been expended for the construction of the proposed project. The man-hours expended for the design and construction cannot be reclaimed, nor can the energy required for construction.

Existing land uses within the proposed ROW of Build Alternative C and E, including natural habitats, agricultural lands and residential properties, will be irreversibly committed, as will the fuel, labor, construction materials, and both state and federal transportation funds required for the project.

The commitment of all these resources is, in large part, predicated on the basic concept that the efficient transportation systems contribute to health, safety and welfare of local, county and state residents, as well as those traveling to and from other parts of the country. The constructed facility would provide improved accessibility, economics, safety, travel time and fuel consumption for the local community, the traveling public with other destinations, and those traveling to and from the new Toyota plant. These factors are anticipated to offset and exceed the loss of the resources required for this project.

4.0 COMMENTS AND COORDINATION

4.1 Solicitation of Views

The Mississippi Department of Transportation (MDOT) sent a Solicitation of Views package to the following agencies in May 2008. Agencies that responded are indicated in italics and a summary of their comments is provided.

- *US Army Corps of Engineers (USACE), Mobile Branch*
Accepted request for a pre-application meeting.
- US Fish and Wildlife Service (USFWS)
- *United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS)*
No land in the proposed project area is enrolled in USDA-NRCS easement programs at the time of coordination (May 2008).
- Mississippi Department of Archives and History
- Mississippi Department of Environmental Quality (MDEQ)
- *Mississippi Department of Wildlife, Fisheries and Parks*
Occurrences of a species of concern have been documented in streams within two miles of the proposed project sites. Hydric soils indicating wetlands are also present in the area.

The Solicitation of Views package contained:

- Maps showing the general location of the study area, including preliminary study corridors;
- A preliminary description of the project;
- An overview of known environmental features within the study area;
- A summary of issues that are typically taken into consideration in preparing an Environmental Assessment (EA); and
- The dates of upcoming public meetings and the agency scoping meeting.

This initial contact with the respective local officials and agencies is the first step in the scoping process and assures that interested parties have an opportunity for input into the project planning process at a preliminary stage in its development. All of the responses and concerns received as part of the initial coordination efforts were documented and can be found in Appendix E.

4.2 Agency Scoping Meeting

MDOT conducted an agency scoping meeting on June 3, 2008, and the six agencies who received initial coordination packages were invited to attend (see Section 4.1). This meeting was intended to insure that interested parties have an opportunity for input into the project planning process at a preliminary stage in its development. In addition to MDOT, representatives of the Federal Highway Administration (FHWA), USFWS and USDA NRCS were in attendance. Minutes from the meeting can be found in Appendix I.

4.3 Section 106 Coordination

This project has been coordinated with parties pursuant to regulations defining Section 106 of the National Historic Preservation Act (36 CFR 800). Evidence of this coordination can be found in Appendix J.

4.3.1 Coordination with the State Historic Preservation Office

MDOT archaeological staff periodically coordinated with the State Historic Preservation Office (SHPO) to identify properties eligible for the National Register of Historic Places (NRHP) that may be affected by the proposed project. Coordination pursuant to Section 106 has continued through project development.

4.3.2 Coordination with Native American Tribes

Due to the extensive Native American history of the area, coordination with Native American tribes was an important part of the planning process for this project.

Early coordination letters were sent to the following Native American Tribes:

- Mississippi Band of Choctaw Indians
- Chickasaw Nation
- Jena Band of Choctaw
- Tunica-Biloxi Indians of Louisiana, Inc.
- Choctaw Nation of Oklahoma
- Quapaw Tribe of Oklahoma

In addition, coordination meetings with the Native American tribes occurred throughout the National Environmental Planning Act (NEPA) process. An early coordination meeting for the proposed project took place on May 13, 2008. A representative from the Chickasaw Nation and the Mississippi Band of Choctaw Indians participated in this meeting. Tribal representatives shared videos exploring tribal history. Meeting participants then reviewed the preliminary concepts and study corridors and the proposed archaeological field survey methodology and techniques. A summary of this meeting can be found in Appendix J.

A second meeting with the representatives of the Chickasaw Nation and the Mississippi Band of Choctaw Indians took place on July 15, 2008. MDOT provided an update on the progress of the project and on the archaeological work, and tribal representatives were able to express concerns and ask questions, particularly about design practices that could be used to mitigate sensitive sites. The information obtained during these coordination meetings assisted MDOT with the development of alternatives while keeping the Native American tribes up to date on MDOT's plans. A summary of this meeting can be found in Appendix J.

MDOT archaeologists have continued to coordinate with the tribes on the findings of the archaeology study.

4.4 Public Meetings

An essential part of the National Environmental Protection Act (NEPA) process for State Route (SR) 9 has been the establishment of early and continuous stakeholder involvement. Two public meetings have been held in the project area to disseminate information about the various alternatives being considered for the study and provide stakeholders with an opportunity to

participate in the development of the EA through verbal and written comment. The project planning team was also present at the public meeting for the northern SR 9 improvement project to answer questions and solicit comments.

4.4.1 Public Meeting Held on June 2, 2008

An open house public meeting for the proposed project was held on June 2, 2008 at Pontotoc High School in Pontotoc. At the time, MDOT was considering the No Build Alternative and three Build Alternatives (see Chapter 2, Sections 2.2.1 through 2.2.3). The meeting sign-in sheet recorded 184 public attendees and 10 MDOT and consultant staff attendees. The meeting was held in an open house format. Meeting participants were invited to view visual displays depicting the three Build Alternatives under consideration at that time on aerial photography. Staff representatives were available to offer clarification and answer questions. A summary of the public meeting can be found in Appendix K.



In an effort to gather public input on concerns about the proposed project, attendees were asked to place a sticker on a display board by their greatest concerns (or write their own concern), as summarized in Table 1.

Seventy-four comment cards were submitted by meeting attendees, either at the meeting or within the official comment period. In general, public comments focused on the number of relocations, safety concerns and economic development. Attendees were asked to comment on the Build Alternative they liked best and why. Some attendees also listed a preference against a particular Build Alternative.

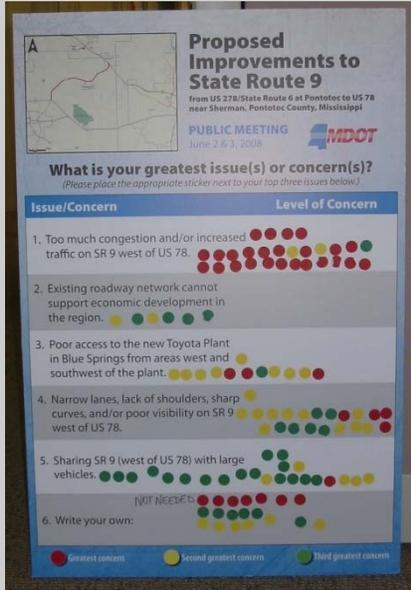
Based on the comments received during the public meeting, MDOT revised Build Alternative C and developed a new alternative for consideration (Build Alternative E). MDOT also dismissed Build Alternatives B and D (See Chapter 2, Section 2.2). Public input on revised Build Alternative C and Build Alternative E was gathered during a second public meeting on July 24, 2008.

4.4.2 Public Meeting Held on July 24, 2008

Public input on revised Build Alternative C and Build Alternative E was gathered during a second public meeting on July 24, 2008 at the Pontotoc Community Center in Pontotoc. The meeting sign-in sheet recorded 202 public attendees and 16 MDOT and consultant staff attendees. Of the 202 public attendees, 96 had attended the first public meeting. Like the first meeting, this meeting also utilized an open house format. Meeting participants were invited to view visual displays depicting the Build Alternatives under consideration at that time (revised Build Alternative C and Build Alternative E) on aerial photography. Staff representatives were available to offer clarification and answer questions. A summary of the public meeting is in Appendix K.

Table 4-1. Comments Regarding Issues and Concerns

	LEVEL OF CONCERN		
	Greatest Level of Concern	2nd Greatest Level of Concern	3 rd Greatest Level of Concern
ISSUES/CONCERN			
Too much congestion and/or increased traffic on SR 9 west of US 78.	25	2	1
Existing roadway network cannot support economic development in the region.	0	2	4
Poor access to the new Toyota Plant in Blue Springs from areas west and southwest of the plant.	3	8	1
Narrow lanes, lack of shoulders, sharp curves and/or poor visibility on SR 9 west of US 78.	4	11	6
Sharing SR 9 (west of US 78) with large vehicles.	1	5	17
Write your own: "NOT NEEDED"	7	6	6



Ninety-six comment cards were returned to MDOT either at the meeting or by mail in the days that followed. In general, public comments focused on noise, increased traffic and safety, and relocations. As at the first public meeting, attendees were asked to comment on the Build Alternative they liked best and why. Some attendees also listed a preference against one of the two Build Alternatives, or expressed a preference for an alternative no longer under consideration. Approximately 79 percent of those that submitted comments favored Alternative E.

Comments received during the public meeting were used to inform the decision to carry Build Alternatives C and E through the NEPA process and to designate Alternative E as the Preferred Alternative.

4.5 Public Hearing

Following FHWA approval of the Environmental Assessment, which identified Alternative E as the Preferred Alternative, a public hearing was held on Thursday, February 26, 2009 at the Pontotoc Community Center in Pontotoc. The purpose of the hearing was to provide details about the NEPA Environmental Assessment process and its findings, and to provide an

opportunity for public comment in response to these findings. The meeting sign-in sheet recorded 182 public attendees and 20 MDOT and consultant staff attendees. The hearing utilized an open house format. Meeting attendees were invited to view displays of Build Alternative C and Build Alternative E (the Preferred Alternative) on aerial photography. Staff representatives were available to answer questions and a court reporter was available to record verbal comments in an official transcript of the hearing. A summary of the public hearing is included in Appendix K.

Four verbal comments were recorded at the hearing, and a total of 42 comment cards were returned to MDOT at the hearing or by mail in the days that followed. In general, the public comments focused on concerns about increased traffic volumes and noise, need for the project given the current economic climate, and access along the proposed new roadway. As at the public meetings, attendees were asked to comment on which Build Alternative they liked best and why. Some attendees also listed a preference for completing other projects in lieu of the improvements proposed as a part of this project or for the No Build Alternative, which received support from 15 percent of those that commented. Approximately 52 percent of those that commented, however, favored Alternative E.

5.0 SUMMARY AND SELECTED ALTERNATIVE

5.1 Summary

Table 5-1 summarizes the evaluation of the proposed Build Alternatives C and E. Anticipated environmental consequences of the proposed project are included for both Build Alternatives. Impacts to joint development, scenic rivers, coastal barriers and coastal zones are not applicable to this project.

Table 5-1. Summary of Environmental Consequences and Evaluation of Alternatives

Impact Category	Build Alternative C	Build Alternative E
Land Use	No anticipated short-term impacts; potential for areas where proposed SR 9 connects to local roads to become targets for residential development in the future	No anticipated short-term impacts; potential for areas where proposed SR 9 connects to local roads to become targets for residential development in the future
Farmland (acres)	194	158
Social	Potential for impacts to character of the Longview and Endville communities; improved safety and emergency response times; support for economic development	Potential for impacts to character of the Endville community; improved safety and emergency response times; support for economic development
Residential Relocations	19	18
Environmental Justice	None	None
Economic	Short-term: removal of property from tax rolls Long term: Increase in taxable property; economic development	Short-term: removal of property from tax rolls Long term: Increase in taxable property; economic development
Pedestrian and Bicycle	Not appropriate for proposed roadway types	Not appropriate for proposed roadway types
Air Quality	None	None
Noise Impacted Sites	10	9
Streams (linear feet affected)	22,201	27,498
Wetlands (acres impacted)	5.0	4.0
Floodplain Impacts (acres)	34.95	30.29
Water Body Modification and Wildlife	None	None
Permits	Section 404 Permit, Section 401 Water Quality Certification	Section 404 Permit, Section 401 Water Quality Certification
Threatened and Endangered Species	Habitat (not critical) for the endangered Price's potato-bean and the state species of concern, steelcolor shiner; no species in project area, no effect	Habitat (not critical) for the endangered Price's potato-bean and the state species of concern, steelcolor shiner; no species in project area, no effect
Historical Resources	None	None

Table 5-1. Summary of Environmental Consequences and Evaluation of Alternatives (continued)

Impact Category	Build Alternative C	Build Alternative E
Archaeological Resources	One site cannot be avoided	None
Section 4(f) Resources	None	None
Hazardous Waste Sites Identified	None	None
Visual	Impacts to the viewshed of a limited number of residences that are rural in character	Impacts to the viewshed of a limited number of residences that are rural in character
Energy	Temporary use of energy associated with construction; reduction in future costs and energy from improved access, reduced travel time and increased safety	Temporary use of energy associated with construction; reduction in future costs and energy from improved access, reduced travel time and increased safety
Construction	Temporary noise, vibration and air pollution impacts	Temporary noise, vibration and air pollution impacts
Estimated Project Cost	\$110,496,360	\$115,235,607

5.2 Selected Alternative

The environmental assessment process that was completed for the proposed project includes the designation of a Selected Alternative. The designation of the Selected Alternative was based on the following criteria:

- The effectiveness of the proposed alternative in satisfying the project purpose and need;
- A comparison of the overall impacts and benefits of the proposed alternatives, and
- Input from both the public and reviewing agencies.

The No Build Alternative, which involves leaving the segment of existing SR 9 in its current configuration, does not meet the purpose and need of the project and potential major impacts have been identified. The No Build Alternative does not provide adequate transportation infrastructure to accommodate area growth, support economic development, or provide access to the new Toyota Plant. The No Build Alternative also fails to improve safety for travelers driving through the area and fulfill the intent of the congressional earmark for SR 9.

Both of the proposed Build Alternatives, Alternative C and Alternative E, meet the purpose and need for the project and provide positive benefits to the surrounding area. Both Build Alternatives C and E will improve safety and emergency response times and support economic development.

There are only minor differences between the evaluation factors for the proposed Build Alternatives as shown in Table 5-1. The most notable differences include the potential impacts to communities in the project area and in estimated construction costs. Build Alternative E is estimated to cost an additional \$4,739,247 more than Build Alternative C, however, Build Alternative E avoids all potential impacts to the Longview community. Build Alternative C

impacts fewer linear feet of streams, but Build Alternative E is anticipated to impact fewer acres of farmland, wetlands and floodplains as well as one less noise-impacted property than Build Alternative C.

Both Build Alternatives C and E were shifted several times to avoid impacts to sensitive environmental resources. Build Alternative C is anticipated to impact one archaeological site. All possible avoidance options were considered, but no avoidance option exists that does not result in greater impacts to other sensitive resources. Build Alternative E does not impact any archaeological sites.

Both Build Alternatives C and E were presented to the public at a public meeting held on July 24, 2008. Comments from the public meeting were overwhelmingly in favor of Alternative E. A total of 96 comment cards were returned to the Mississippi Department of Transportation (MDOT) either at the meeting or by mail in the days that followed. Approximately 79 percent of those that commented were in favor of Alternative E. Only 21 percent supported Alternative C. While approximately six percent of those who commented were opposed to Build Alternative C, only four percent were opposed to Build Alternative E.³ See Appendix K for a full meeting summary.

Build Alternative E was identified as MDOT's Preferred Alternative and presented, along with Build Alternative C, to the public at the public hearing held on February 26, 2009. Four verbal comments were recorded by a court reporter in the official hearing transcript, and a total of 42 comment cards were returned to MDOT either at the hearing or by mail in the days that followed. Approximately 52 percent of those that commented were in favor of Alternative E. Only 17 percent supported Alternative C and 15 percent supported the No Build Alternative (often also indicating a preference for completing other projects in lieu of improvements to SR 9). None of the attendees who commented were opposed to either Build Alternative. See Appendix K for a full hearing summary.

Based upon the considerations stated above, including avoidance of impacts to sensitive environmental sites, impacts to the Longview community and greater public support, Build Alternative E is the Selected Alternative for improvements to SR 9 between Pontotoc and Sherman.

³ Percentages were calculated based on the total number of attendees who submitted comments (96). Some participants did not indicate a preference for one alternative over another while some indicated preference for or against more than one alternative, so percentages do not sum to 100 percent.

Appendix A: Traffic and Level of Service Analyses

CRASH DATA OBTAINED FROM MDOT

2005-2008

Total Number of Crashes	51
Fatal Crashes:	0
Life Threatening Injury Crashes:	1
Moderate Injury Crashes:	5
Complaint of Pain Crashes:	9
Property Damage Only Crashes:	35
Null Values	1

Severity Index:	0.64
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Beginning Date of Analysis	38353
End Date of Analysis	Assumed 12:00:00AM
	39576

AA DT of Section	AA DT	Percent of total length of section	
MS 76 to Center Hill	3100	0.37	1147
Center Hill to Endville	6700	0.28	1876
Endville to US 78	4900	0.35	1715
Total Volume			4738

Length of Section	10 miles
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Crash Rate:	0.880133725
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% DUI Crashes (Includes Pending)	0.078431373
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% Dark Crashes	0.274509804
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% Wet Crashes	0.156862745
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Crash Types	Percentage - Crashes	Number of Crashes
Angle	0.058823529	3
Animal	0	0
Bicycle	0	0
Deer	0.078431373	4
Fell from Vehicle	0.019607843	1
Fixed Object	0.098039216	5
Head On	0	0
Hit and Run	0	0
Jackknife	0	0
Left Turn Cross Traffic	0	0
Left Turn Same Roadway	0.019607843	1
Other	0	0
Other in Road	0	0
Other Object	0.019607843	1
Overturn	0.039215686	2
Parked Vehicle	0	0
Pedestrian	0	0
Rear End Slow or Stop	0.294117647	15
Rear End Turn	0.039215686	2
Right Turn Cross Traffic	0	0
Run Off Road - Left	0.117647059	6
Run Off Road - Right	0.117647059	6
Run Off Road - Straight	0	0
Sideswipe	0.098039216	5
Train	0	0

**TRAFFIC ANALYSIS FOR ENVIRONMENTAL ASSESSMENT
SR 9 BETWEEN U.S. 278 (SR 6) NEAR PONTOTOC AND U.S. 78
NEAR SHERMAN
PONTOTOC COUNTY, MISSISSIPPI**

October 2, 2008

Prepared for: MDOT Planning

Prepared by: Steve Mosher, PE, Gresham, Smith and Partners

We have completed planning-level traffic analysis for the subject environmental study. As expected, the existing segment of SR 9 will be unable to convey future traffic demand at an acceptable level of service. In addition, the existing roadway geometry includes numerous winding curves with poor sight distance, evoking some safety concerns. Planning-level accident analysis (prepared by others) has validated those concerns. In our judgment, both of the proposed "Build" alternatives would adequately address the deficiencies of the existing roadway. This memo further summarizes our methodology, findings and conclusions.

Data Collection

The following information was provided by the MDOT Planning Division:

- "Opening day" and design horizon years (*2010 and 2030*)
- 2006 AADT volumes at various locations within the study area
- 2008 field counts (incl. truck %'s) at locations where prior data were unavailable
- 2010 and 2030 AADT projections for the Toyota Frontage Road
- 2010 and 2030 AADT projections for the U.S. 78 / SR 9 interchange
- Historical traffic growth rate in vicinity of project (*2.6%*)
- Recommended range of growth rates for forecasting future traffic (*3.0% - 3.5%*)
- Contact information for Dr. Clay Walden, Miss. State University CAVS Extension (for assistance with modeling future truck traffic generated by Toyota plant)

Note: A completed travel demand model is not available for Pontotoc County.

Future Traffic Growth

Future traffic volumes were forecasted for the following alternatives:

- Alt. A (No Build)
- Alt. C (New Location with south terminus at existing SR 6/Longview interchange)
- Alt. E (New Location with south terminus at existing SR 6/SR 9 interchange)

The following exhibits are attached:

- Maps depicting future traffic volumes for Alternatives A, C and E
- Tabular summary of projected traffic volumes and applied growth rates

Methodology

Future traffic volumes were derived utilizing annual growth rates approved by the MDOT Planning Division. Rates in the 3.0% to 3.5% range were used to forecast growth during an

initial 5 to 7 year "spike" in Toyota-driven development. We expect that, in succeeding years, annual growth will decrease to the 2.6% to 3.0% range, slightly above historic levels. Thus, a net annual growth rate in the neighborhood of 3% is anticipated along SR 9 over the study horizon, with higher rates anticipated along key intersecting roadways, where substantial development is likely. It is understood that a Tier 2 supplier may locate a manufacturing facility near the existing SR 9/SR 6 interchange. However, no information concerning suppliers has been confirmed at this time.

In addition to overall growth, it was also necessary to estimate the heavy truck component of future traffic streams. These estimates are primarily based on data and forecasts provided by the MDOT Planning Division. Based on a 2008 field count, existing SR 9 carries approximately 800 trucks per day. In addition to this background truck traffic, the Toyota Frontage Road will contribute 275 trucks per day, starting in 2010, according to projections provided by MDOT Planning Division. Based on layout of the Toyota site in relation to surrounding roadway network, we believe that many trucks on Toyota Frontage Road will also utilize SR 9 to the south. Based on the above, SR 9 is projected to carry approximately 1200 trucks per day in 2010. This estimate includes the observed background truck traffic (800 per day), projected truck volumes from Toyota Frontage Road (275 per day), plus an upward adjustment for additional truck traffic (125 per day) generated by construction and/or supplier activity on SR 9. 2030 truck volume forecasts are based on similar methodology. It is assumed that truck traffic growth will ultimately be outpaced by passenger car traffic, as increased residential and commercial development follows the initial surge in industrial development. 2030 truck traffic on SR 9 is estimated at 2000 per day. This estimate includes projected background truck traffic (1200 per day), projected truck volumes from Toyota Frontage Road (575 per day), plus an upward adjustment for additional truck traffic (225 per day) generated by future construction and/or supplier activity on SR 9.

Dr. Clay Walden was consulted to ensure that the above forecasts do not underestimate the impact of Toyota-generated truck traffic on SR 9. Dr. Walden is a professor with the Mississippi State University CAVS Extension in Canton, Mississippi. In cooperation with the MDOT, Dr. Walden is performing a study of original equipment manufacturer (OEM) sites across the Southeast, including the Canton Nissan plant. When completed, the study report will include a predictive model that may be used to forecast truck traffic generated by similar OEM sites. According to a preliminary version of this model, which predicts truck traffic as a function of OEM plant production, the Toyota plant will generate approximately 500 new truck trips per day on surrounding roadways, including SR 9. This forecast is based on annual production of 150,000 vehicles, starting in 2010. Therefore, the truck traffic estimates provided herein (400 new trucks on SR 9 in 2010) are considered conservative on the high side, but suitable for planning-level analyses.

Assumptions

Beyond those noted above, the following additional assumptions are made:

- The existing segment of SR 9 is classified as a rural major collector and carries significant truck traffic. As a rule, highways of this type carry somewhat more "through" traffic than local traffic. We believe that roughly 2/3 of SR 9 traffic consists of "through" trips, with the remaining 1/3 of motorists utilizing SR 9 for local access. This assumption is based on field observations, and Exhibit 1-5 in A Policy on Geometric Design of Highways and Streets, AASHTO, 2004 Edition.

- Each “Build” alternative (C and E) will be designed as a rural principal arterial to accommodate higher travel speeds (and lower travel times) than currently feasible on existing SR 9. We believe the improved SR 9 will attract most of the “through” traffic that is currently served by existing SR 9. The remaining 1/3 of motorists will continue to use “old” SR 9 for local access.
- If Alternative C is selected, we believe some truckers will continue to use “old” SR 9. This belief is based on the fact that, for truckers approaching from the west on SR 6, “old” SR 9 provides a slightly shorter-distance trip to the Toyota site. Consequently, some truckers may falsely believe that “old” SR 9 is a “shortcut,” even though allowable travel speeds for the improved facility (60 to 65 mph, typically) will be much higher than for “old” SR 9 (50 to 55 mph, typically). For planning-level analysis, we have assumed that Alternative C would attract roughly 3/4 of the truck traffic that is now served by existing SR 9, with the remaining 1/4 of truckers continuing to use “old” SR 9, unless discouraged by a posted truck prohibition or reduction/enforcement of posted speed limit.

Capacity Analysis

Methodology

We performed capacity analyses to determine anticipated levels of service (LOS) for major roadway segments and intersections within the study area. Analyses were performed in accordance with procedures in Highway Capacity Manual (2000), using McTrans HCS+ and Synchro software packages.

Where necessary for each analysis, typical adjustment factors (K=10%, D=50-60%, PHF=0.88 for typical rural conditions) were used to estimate peak hour directional volumes. Where necessary to derive intersection turning movement volumes from roadway segment AADTs, turning movements were derived and allocated based on the relative magnitude/distribution of traffic on the intersecting roadways.

We evaluated the following:

- **Two-lane highway LOS (*Design Year 2030*)**
 - Existing SR 9 (*all alternatives*)
 - Endville Road (*Alt. C and Alt. E*)
 - Longview Road (*Alt. C only*)
- **Multi-lane highway LOS (*2030*)**
 - Exist. SR 9 between Toyota Frontage Road and US 78 (*all alternatives*)
 - Relocated SR 9 (*Alt. C and Alt. E*)
- **Two-way stop-controlled (TWSC) intersection LOS**
 - SR 9 at existing SR 9/SR 6 interchange ramps (*Alt. E*) (*2010 & 2030*)
 - SR 9 at SR 6 (Longview) interchange ramps (*Alt. C*) (*2010 & 2030*)
 - SR 9 at “Old” SR 9 south (*Alt. E*) (*2030*)
 - SR 9 at Endville Road (*Alt. C and Alt. E*) (*2030*)
 - SR 9 at Endville Road interchange ramps (*revision to Alt. E*) (*2030*)
 - SR 9 at “Old” SR 9 north (*Alt. C and Alt. E*) (*2030*)

- SR 9 at Toyota Frontage Road (*all alternatives*) (2030)
- SR 9 at US 78 interchange ramps (*all alternatives*) (2010 & 2030)
- **Signalized intersection LOS (where 2030 stop-control LOS is poor) (2030)**
 - SR 9 at existing SR 9/SR 6 interchange ramps (*Alt. E*)
 - SR 9 at SR 6 (Longview) interchange ramps (*Alt. C*)
 - SR 9 at US 78 interchange ramps (*all alternatives*)

Findings

The following exhibits are attached:

- **LOS Summaries**
 - Project Roadway Segments (two-lane and multi-lane)
 - At-grade Intersections (two-way stop-controlled)
 - SR 9 Intersections at Existing Interchange Ramps (TWSC and signalized)
- **HCS+ Reports**
 - Two-lane highway LOS (all alternatives)
 - Multi-lane highway LOS (all alternatives)
 - Two-way stop-controlled intersection LOS (all alternatives)
- **Synchro Reports**
 - Two-way stop-controlled intersection LOS (SR 9 at existing interchanges)
 - Signalized intersection LOS (SR 9 at existing interchanges)

Conclusions

Based on the analyses documented herein, the present and future deficiencies of existing SR 9 would be adequately addressed by either “Build” Alternative C or E. Our conclusions are further summarized below:

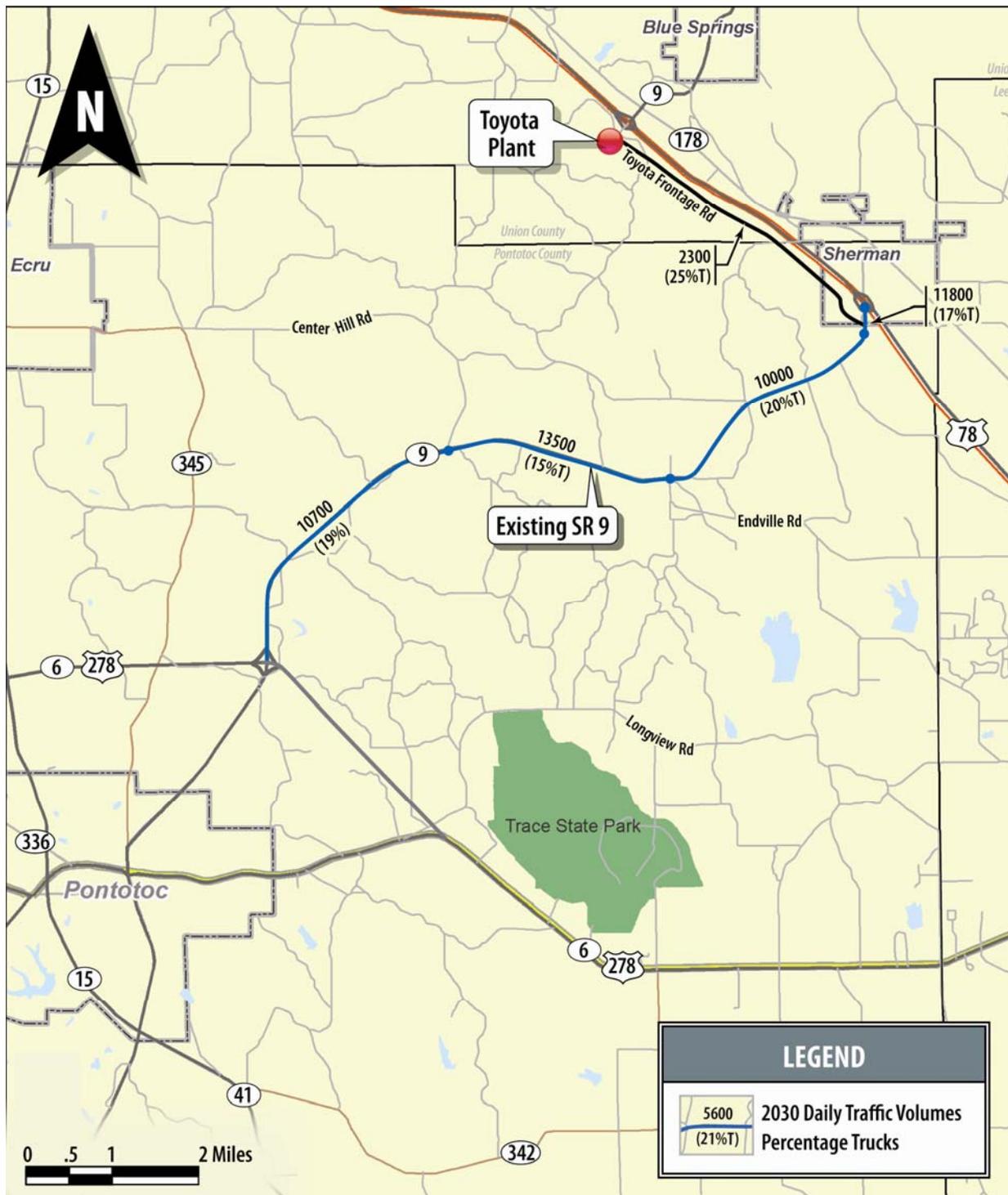
- Alternative A (No Build) will be unable to convey projected traffic volumes at an acceptable level of service (LOS). The existing two-lane SR 9 should be improved to a multi-lane highway with higher design speed and capacity.
- For Alternatives C and E, all project roadway segments will operate at an acceptable LOS during 2030 peak hours.
- For Alternatives C and E, major at-grade intersections within project corridors will operate at an acceptable LOS under TWSC conditions during 2030 peak hours.
- Should a “Natchez Trace-style” interchange be constructed where SR 9 crosses Endville Road, all ramp intersections will operate at an acceptable LOS under TWSC conditions during 2030 peak hours.
- All alternatives will impact the existing SR 9/US 78 interchange, located just beyond the north project terminus. Alternative C will impact the existing SR 6/Longview interchange at the south project terminus, and will include some minor geometric improvements to accommodate additional lanes on SR 9. Alternative E will impact the existing SR 6/SR 9 interchange at the south project terminus, and will include some minor geometric improvements to accommodate LOS under TWSC conditions during 2010 peak hours,

but will likely warrant signalization before 2030. Signalization may be needed to mitigate poor LOS and excessive queuing on interchange ramps, as the project area develops and traffic volumes increase.

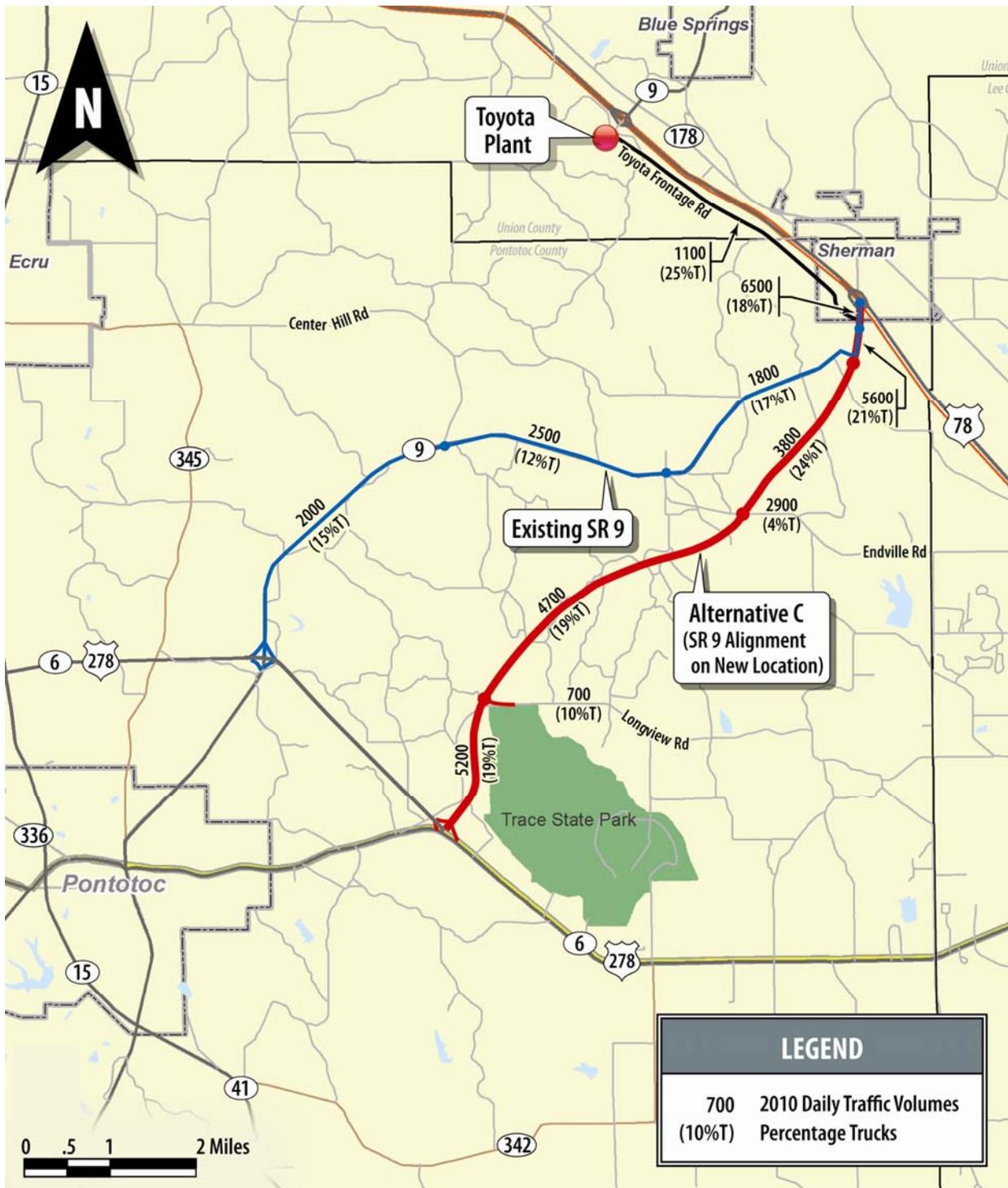
- Our analysis did not find a need for major geometric improvements at any of the above-referenced interchanges. We understand these interchanges will be studied in further detail during the preliminary engineering stage of this project. Even though capacity analysis did not reveal a specific need for improvements (beyond signalization), it may be desirable to slightly modify ramp intersection geometry to better accommodate turning trucks, provide additional storage length, or otherwise improve operations at these potential “bottleneck” locations.
- It should be noted that the analyses documented herein are based on an overall rate of anticipated traffic growth in the project area over the next 20+ years. Little is known about location(s) of major land developments that will arise along the SR 9 corridor to serve the new Toyota plant. Traffic impacts may vary at these specific locations.

Attachments - Traffic volume and capacity analysis exhibits

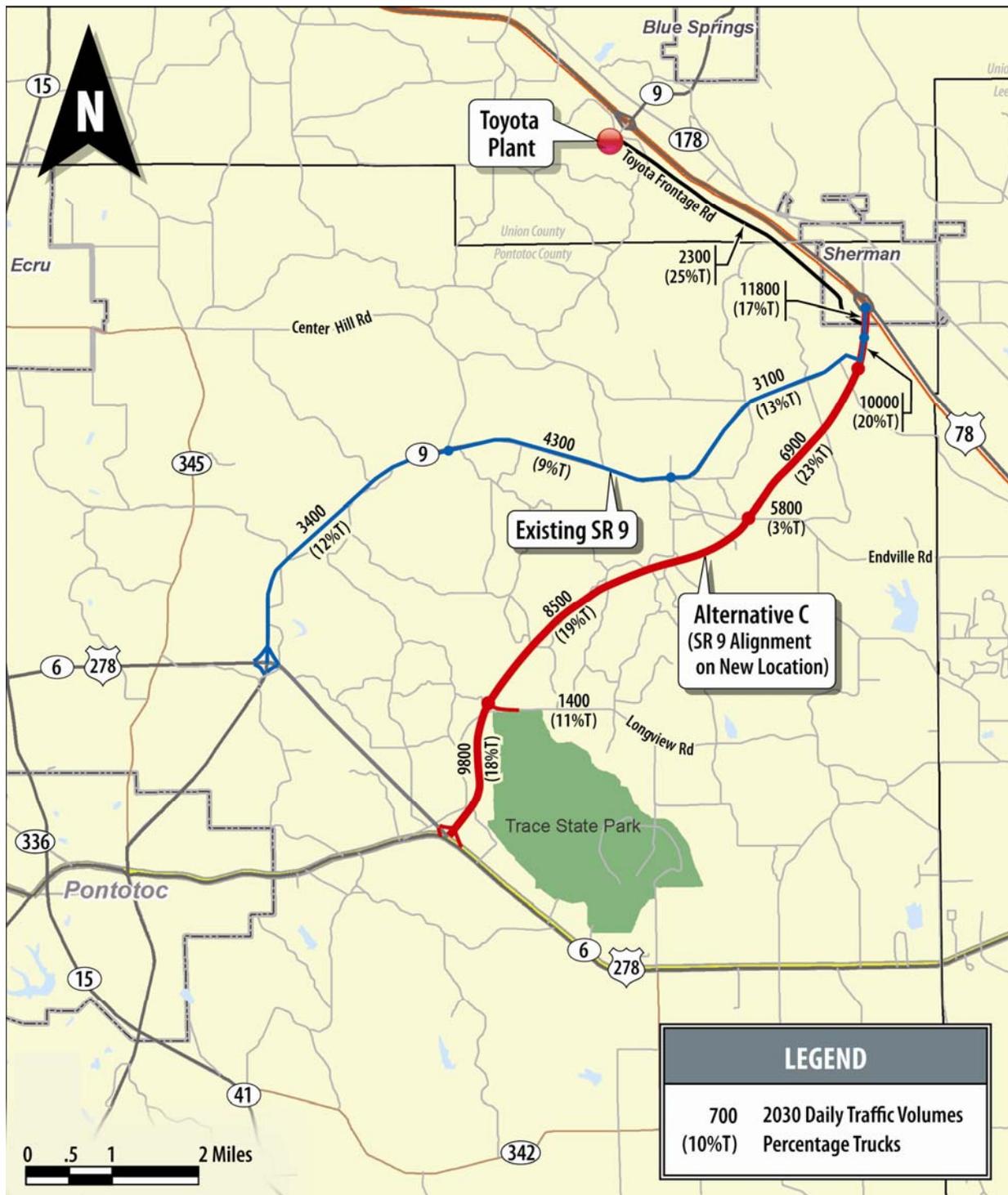
Traffic Volume (AADT) Maps



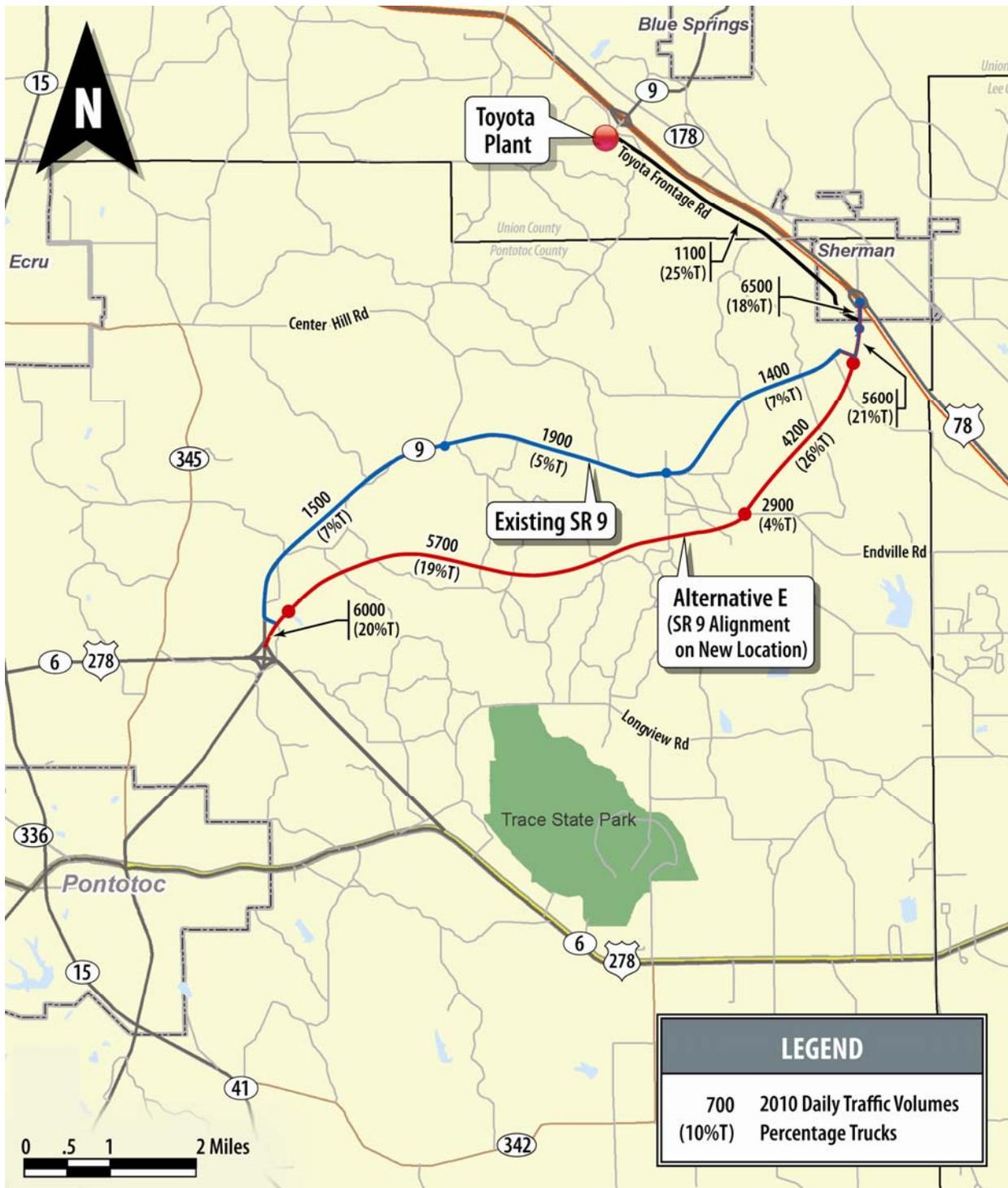
2030 Daily Traffic Volumes: Alternative A (No Build)



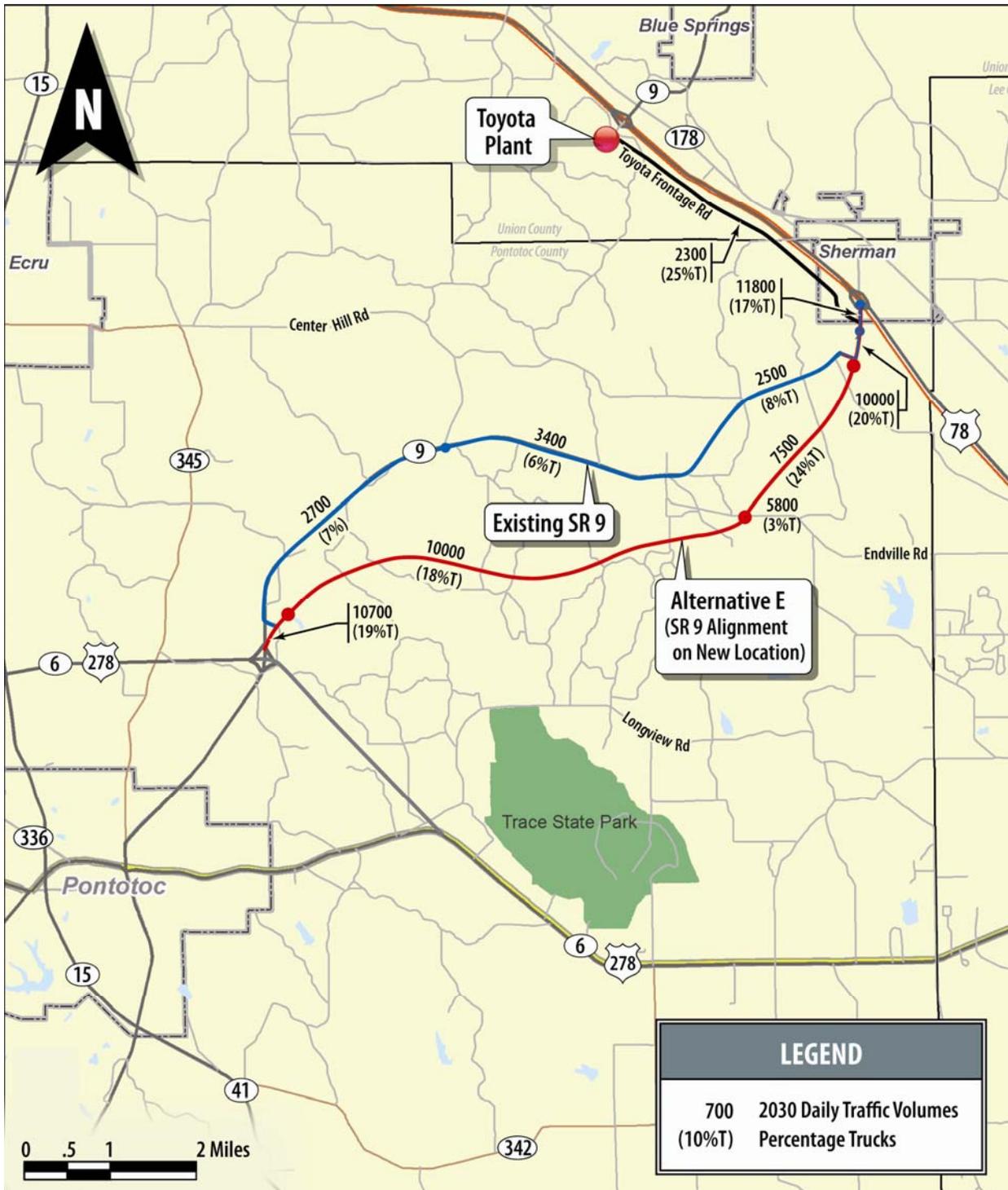
2010 Daily Traffic Volumes: Alternative C (New Location w/ south terminus at Longview)



2030 Daily Traffic Volumes: Alternative C (New Location w/ south terminus at Longview)



2010 Daily Traffic Volumes: Alternative E (New Location w/ south terminus at exist. interchange)



2030 Daily Traffic Volumes: Alternative E (New Location w/ south terminus at exist. interchange)

Traffic Volume (AADT) Projections

AADI PROJECTIONS --- PROJECT ROADWAY SEGMENTS

	EXISTING (2006 / 2008)			2010			2030			Growth Rate (2010 to 2030)				
	AADI	% TRUCKS		AADI	% TRUCKS	# cars	# trucks	AADI	% TRUCKS	# cars	# trucks	Overall	Cars	Trucks
ALTERNATIVE A (NO BUILD)	EXISTING SR 9													
	SR 6 Bypass to Center Hill Road	5300	15%	6000	20%	4800	1200	10700	19%	8700	2000	2.9%	3.0%	2.6%
	Center Hill Road to Endville Road	6700	12%	7600	16%	6400	1200	13500	15%	11500	2000	2.9%	3.0%	2.6%
	Endville Road to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%
	Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11400	18%	9400	2000	2.8%	2.9%	2.6%
	RELOCATED SR 9													
	SR 6 Bypass to Longview Road	-	-	5200	19%	4225	975	9800	18%	8050	1750	3.2%	3.3%	3.0%
	Longview Road to Endville Road	-	-	4700	19%	3800	900	8500	19%	6900	1600	3.0%	3.0%	2.9%
	Endville Road to Old SR 9	-	-	3800	24%	2900	900	6900	23%	5300	1600	3.0%	3.1%	2.9%
	LONGVIEW ROAD													
East of Relocated SR 9	600	10%	700	10%	630	70	1400	11%	1250	150	3.5%	3.5%	3.9%	
ENDVILLE ROAD														
West of Relocated SR 9	1300	2%	1450	2%	1425	25	2900	2%	2850	50	3.5%	3.5%	3.5%	
East of Relocated SR 9	2600	4%	2900	4%	2790	110	5800	3%	5600	200	3.5%	3.5%	3.0%	
EXISTING SR 9														
SR 6 Bypass to Center Hill Road	5300	15%	2000	15%	1700	300	3400	12%	3000	400	2.7%	2.9%	1.4%	
Center Hill Road to Endville Road	6700	12%	2500	12%	2200	300	4300	9%	3900	400	2.7%	2.9%	1.4%	
Endville Road to Relocated SR 9	4900	16%	1800	17%	1500	300	3100	13%	2700	400	2.8%	3.0%	1.4%	
Relocated SR 9 to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%	
Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11800	17%	9800	2000	3.0%	3.1%	2.6%	
ALTERNATIVE E														
RELOCATED SR 9														
SR 6 Bypass to Old SR 9	-	-	6000	20%	4800	1200	10700	19%	8700	2000	2.9%	3.0%	2.6%	
Old SR 9 to Endville Road	-	-	5700	19%	4600	1100	10000	18%	8200	1800	2.9%	2.9%	2.5%	
Endville Road to Old SR 9	-	-	4200	26%	3100	1100	7500	24%	5700	1800	2.9%	3.1%	2.5%	
ENDVILLE ROAD														
West of Relocated SR 9	1300	2%	1450	2%	1425	25	2900	2%	2850	50	3.5%	3.5%	3.5%	
East of Relocated SR 9	2600	4%	2900	4%	2790	110	5800	3%	5600	200	3.5%	3.5%	3.0%	
EXISTING SR 9														
Relocated SR 9 to Center Hill Road	5300	15%	1500	7%	1400	100	2700	7%	2500	200	3.0%	2.9%	3.5%	
Center Hill Road to Endville Road	6700	12%	1900	5%	1800	100	3400	6%	3200	200	3.0%	2.9%	3.5%	
Endville Road to Relocated SR 9	4900	16%	1400	7%	1300	100	2500	8%	2300	200	2.9%	2.9%	3.5%	
Relocated SR 9 to Toyota Frontage Road	4900	16%	5600	21%	4400	1200	10000	20%	8000	2000	2.9%	3.0%	2.6%	
Toyota Frontage Road to US 78	6100	13%	6500	18%	5300	1200	11800	17%	9800	2000	3.0%	3.1%	2.6%	
ALL ALTERNATIVES														
TOYOTA FRONTAGE ROAD	-	-	1100	25%	825	275	2300	25%	1725	575	3.8%	3.8%	3.8%	

AADT PROJECTIONS -- INTERCHANGES AT SOUTH TERMINUS OF PROJECT

		<u>2008</u>	<u>2010</u>	<u>2030</u>	<u>Growth Rate</u>
		<u>AADT</u>	<u>AADT</u>	<u>AADT</u>	<u>(2010 to 2030)</u>
ALTERNATIVE A (NO BUILD) and ALTERNATIVE E	SR 9 @ SR 6 (US 278)				
	SR 9 north	5300	6000	10700	2.9%
	SR 9 south	3000	3200	5700	2.9%
	SR 6 west	8300	8800	15500	2.9%
	SR 6 east	4800	5100	9000	2.9%
.....					
ALTERNATIVE C	RELOCATED SR 9 @ SR 6 (US 278)				
	Relocated SR 9 north (Longview Rd)	1100	5200	9800	3.2%
	Old SR 6 south	5900	5900	10500	2.9%
	SR 6 west	4800	5100	10000	3.4%
	SR 6 east	9900	10500	18600	2.9%

NOTE:

AADT projections for SR 9/US 78 interchange (at north terminus of project) were provided by MDOT Planning Division, and are not tabulated here.

Capacity Analysis -- LOS Summaries

LOS SUMMARY -- PROJECT ROADWAY SEGMENTS

NOTE:

LOS based on procedures in HCM (2000) for two-lane or multi-lane highways, as applicable.

		2030 LOS		
		Two-lane	Multi-lane	
ALTERNATIVE A (NO BUILD)	EXISTING SR 9			
	SR 6 Bypass to Center Hill Road	D	-	
	Center Hill Road to Endville Road	E	-	
	Endville Road to Toyota Frontage Road	D	-	
<hr/>				
ALTERNATIVE C	RELOCATED SR 9			
	SR 6 Bypass to Longview Road	-	A	
	Longview Road to Endville Road	-	A	
	Endville Road to Old SR 9	-	A	
	LONGVIEW ROAD			
	East of Relocated SR 9	C	-	
	ENDVILLE ROAD			
	West of Relocated SR 9	D	-	
	East of Relocated SR 9	D	-	
	EXISTING SR 9			
	SR 6 Bypass to Center Hill Road	C	-	
	Center Hill Road to Endville Road	C	-	
	Endville Road to Relocated SR 9	C	-	
	Relocated SR 9 to Toyota Frontage Road	-	A	
<hr/>				
ALTERNATIVE E	RELOCATED SR 9			
	SR 6 Bypass to Old SR 9	-	A	
	Old SR 9 to Endville Road	-	A	
	Endville Road to Old SR 9	-	A	
	ENDVILLE ROAD			
	West of Relocated SR 9	D	-	
	East of Relocated SR 9	D	-	
	EXISTING SR 9			
	Relocated SR 9 to Center Hill Road	C	-	
	Center Hill Road to Endville Road	C	-	
	Endville Road to Relocated SR 9	C	-	
	Relocated SR 9 to Toyota Frontage Road	-	A	
	<hr/>			
	ALL ALTERNATIVES	EXISTING SR 9		
	Toyota Frontage Road to US 78	-	A	

LOS SUMMARY -- AT-GRADE INTERSECTIONS (TWSC)

NOTE:

LOS based on procedures in *Highway Capacity Manual (2000)* for two-way stop-controlled intersections.

		2030 LOS		
		AM	PM	
ALTERNATIVE A (NO BUILD)	SR 9 @ Endville Road			
	SB approach (left turns)	A	B	
	WB approach	F	F	
<hr/>				
ALTERNATIVE C	SR 9 @ Longview Road			
	SB approach (left turns)	A	A	
	WB approach	B	B	
	SR 9 @ Endville Road			
	NB approach (left turns)	A	A	
	SB approach (left turns)	A	A	
	EB approach	C	B	
	WB approach	C	C	
	SR 9 @ Old 9 (north end)			
	NB approach (left turns)	A	A	
	EB approach	C	B	
	<hr/>			
ALTERNATIVE E	SR 9 @ Old 9 (south end)			
	NB approach (left turns)	A	A	
	EB approach	B	B	
	SR 9 @ Endville Road			
	NB approach (left turns)	A	A	
	SB approach (left turns)	A	A	
	EB approach	C	C	
	WB approach	C	C	
	SR 9 @ Old 9 (north end)			
	NB approach (left turns)	A	A	
	EB approach	B	B	
	<hr/>			
	ALTERNATIVE E (Potential revision)	Endville Road @ SR 9 SB Ramps		
		EB approach (left turns)	A	A
		SB approach	B	B
Endville Road @ SR 9 NB Ramps				
WB approach (left turns)		A	A	
NB approach		B	B	

LOS SUMMARY -- AT-GRADE INTERSECTIONS (TWSC)

NOTE:

LOS based on procedures in *Highway Capacity Manual (2000)* for two-way stop-controlled intersections.

		2030 LOS	
		AM	PM
ALL ALTERNATIVES	SR 9 @ Toyota Frontage Road		
	NB approach (left turns)	A	B
	EB approach	C	C

LOS SUMMARY -- SR 9 INTERSECTIONS AT EXISTING INTERCHANGE RAMPS

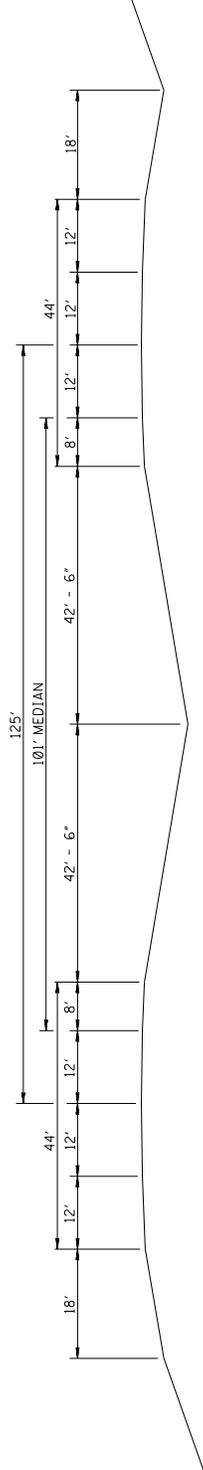
NOTE:

LOS based on procedures in *HCM (2000)* for two-way stop-controlled or signalized intersections, as applicable.

		LOS (TWSC)		LOS
		2010 DHV	2030 DHV	(Signalized) 2030 DHV
ALTERNATIVE C	SR 9 @ SR 6 (Longview) EB Ramps			C
	EB approach	D	F	C
	NB approach	-	-	B
	SB approach	A	A	B
	SR 9 @ SR 6 (Longview) WB Ramps			C
	WB approach	C	F	B
	NB approach	A	A	C
SB approach	-	-	C	
<hr/>				
ALTERNATIVE E	SR 9 @ SR 6 EB Ramps			C
	EB approach	C	F	C
	NB approach	-	-	C
	SB approach	A	A	C
	SR 9 @ SR 6 WB Ramps			B
	WB approach	B	F	B
	NB approach	A	A	B
SB approach	-	-	B	
<hr/>				
ALL ALTERNATIVES	SR 9 @ US 78 EB Ramps			A
	EB approach	B	D	B
	NB approach	-	-	A
	SB approach (left turns)	A	A	A
	SR 9 @ US 78 WB Ramps			B
	WB approach	B	F	B
	NB approach (left turns)	A	A	B
SB approach	-	-	B	

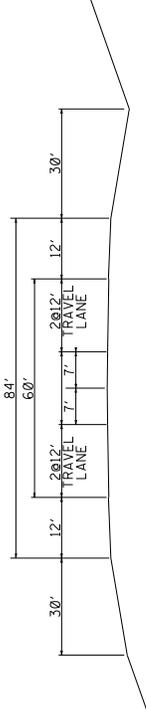
Appendix B: Plan Plates

STATE	PROJECT NO.
MISS.	

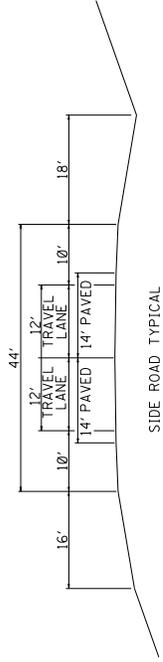


ALT C STA. 116+33 TO STA. 550+66.89
 ALT E STA. 67+00.30 TO STA. 534+00.00

NOTE: TYPICALS SECTION TRANSITIONS
 ALT C FROM 5-LANES TO 4-LANES DIVIDED STA. 116+00.33 TO STA. 130+50.33
 ALT C FROM 4-LANES DIVIDED TO 5-LANES STA. 536+16.89 TO STA. 550+66.89
 ALT E FROM 5-LANES TO 4-LANES DIVIDED STA. 67+00.30 TO STA. 105+37.67
 ALT E FROM 4-LANES DIVIDED TO 5-LANES STA. 519+50.00 TO STA. 534+00.00

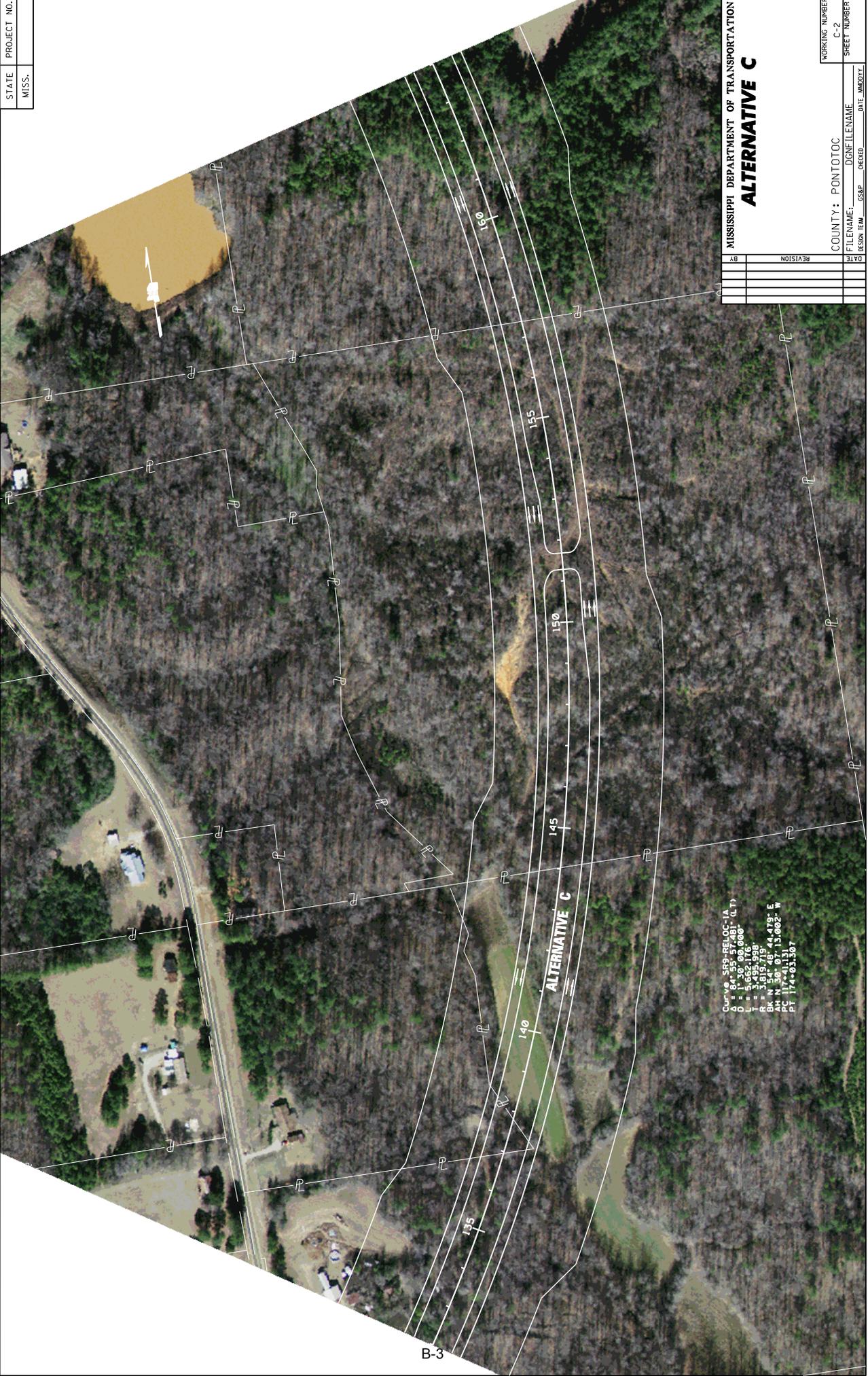


ALT C STA. 111+45.78 TO STA. 116+00.33
 ALT C STA. 550+66.89 TO STA. 575+38.85
 ALT E STA. 58+48.79 TO STA. 67+00.30
 ALT E STA. 534+00.00 TO STA. 558+71.96



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTIONS	
PRELIMINARY	
FOR S.R. 9	
ALTERNATES C & E	
WORKING NUMBER	
DATE	CHECKED
BY	DESIGN TEAM
REVISION	
FILE NAME:	SHEET NUMBER

STATE PROJECT NO.
MISS.



DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C

COUNTY: PONTOTOC
FILENAME: DGNFILENAME
DESIGN TEAM: GSEP
DATE: 05/20/17
CHECKED: DATE: 05/20/17

WORKING NUMBER: C-2
SHEET NUMBER

CURV: S89-REL-OC-1A
D = 130' 00.000'
T = 345.195'
R = 349.719'
BN N 50° 07' 44.035" E
PC 117+41.131
PI 174+03.307

B-3

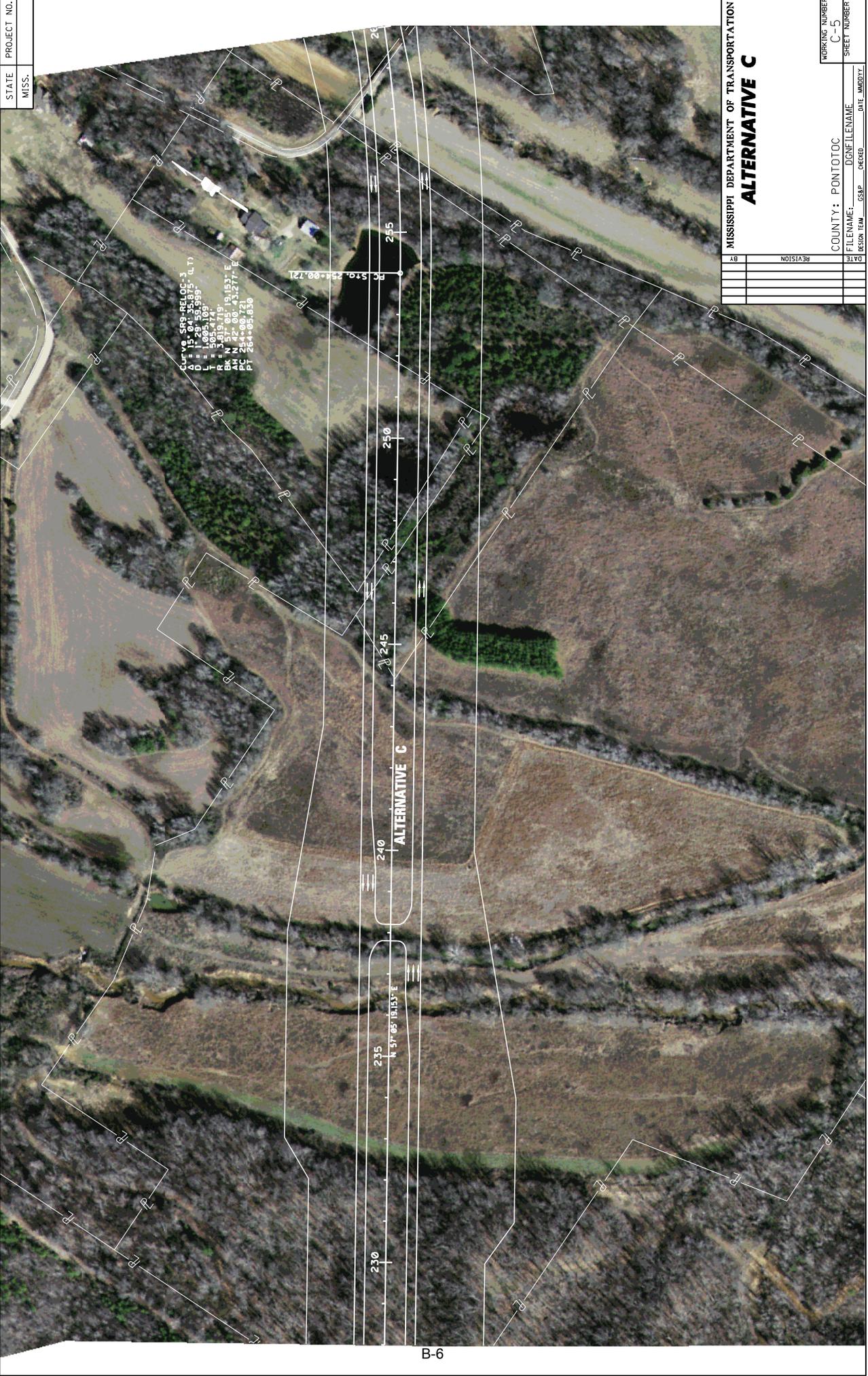
STATE PROJECT NO.
MISS. _____



B-4

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		WORKING NUMBER	C-3
ALTERNATIVE C		SHEET NUMBER	
BY	REVISION	COUNTY: PONTOTOC	FILENAME: DGNFILENAME
		DESIGN TEAM: GSEP	DATE: MM/DD/YY
		CHECKED:	

STATE PROJECT NO.
MISS.



Curve: SP9-BELOC-3
 $\Delta = 13.04^\circ$ 35.875' (L, T)
 $D = 1.25$ 59.999'
 $T = 505.714'$
 $R = 3.615$ 719'
 $AM = 22.08$ 43.277' E
 $PC = 244+08.721$
 $PT = 264+09.630$

PC 519.254+00.121

230

235

240

245

250

ALTERNATIVE C

235
 $N 37.05^\circ 19.153' E$

240

245

250

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE C	
WORKING NUMBER	C-5
SHEET NUMBER	
COUNTY: PONTOTOC	
FILENAME:	DGNFILENAME
DESIGN TEAM	GSEP
DATE	DATE
BY	REVISION

B-6

STATE PROJECT NO.
MISS. MISS.



DATE	REVISION	BY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C

COUNTY: PONTOTOC
FILENAME: DGNFILENAME
DESIGN TEAM: GSEP CHECKED: DATE: MM/DD/YY

WORKING NUMBER: C-6
SHEET NUMBER: [blank]

B-7

STATE PROJECT NO.
MISS. _____



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE C	
WORKING NUMBER	C-7
SHEET NUMBER	7
COUNTY: PONTOTOC	
FILENAME: DGNFILENAME	
DESIGN TEAM: GSEP	CHECKED: _____
DATE	DATE AMBDDY
BY	REVISION

B-8

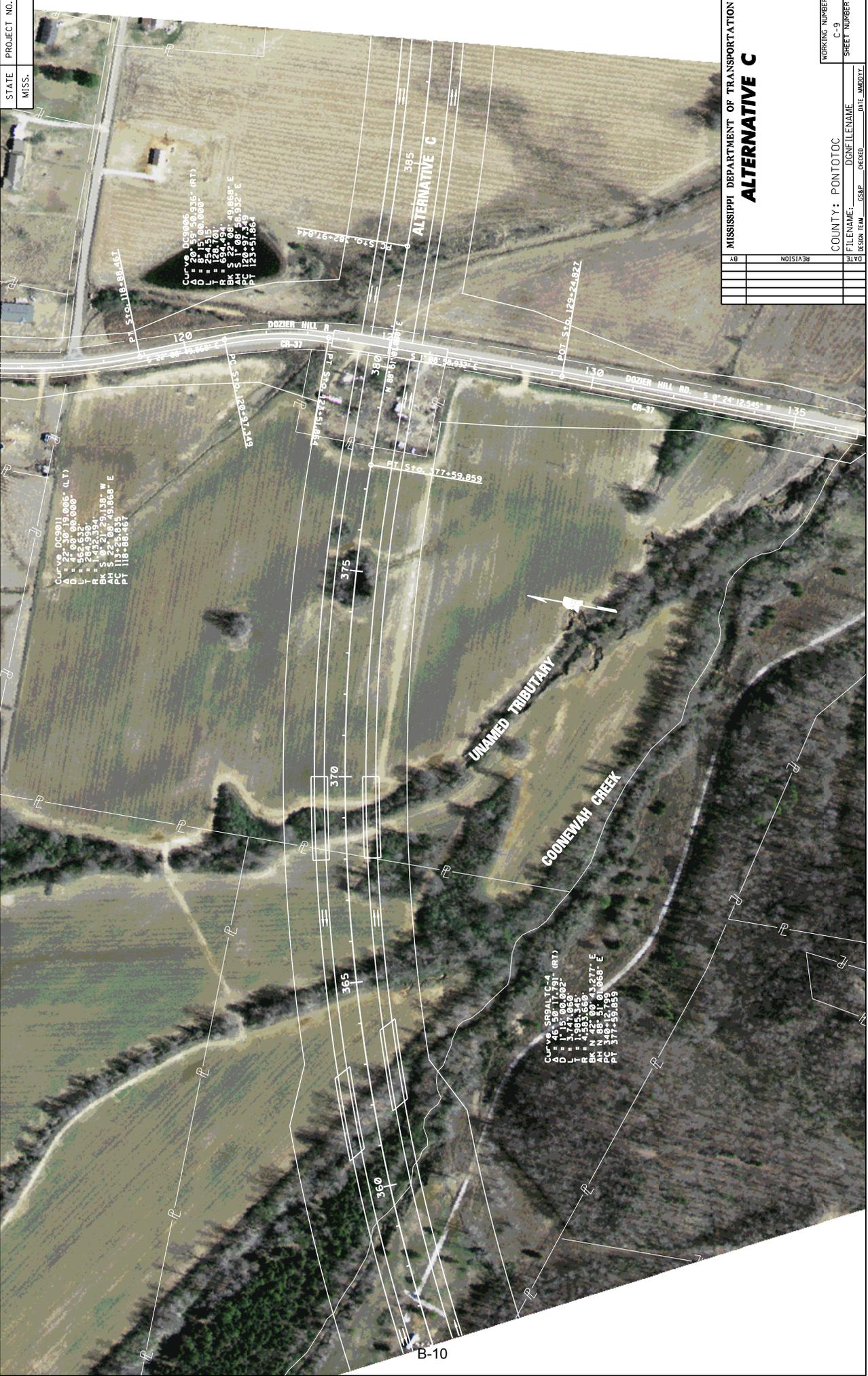
STATE PROJECT NO.
MISS. _____



MISSISSIPPI DEPARTMENT OF TRANSPORTATION		WORKING NUMBER	C-8
ALTERNATIVE C		SHEET NUMBER	
BY	REVISION	COUNTY: PONTOTOC	FILENAME: DGNFILENAME
		DESIGN TEAM: GSEP	CHECKED: DATE: MM/DD/YY

B-9

STATE MISS. PROJECT NO.



Curve DC9811 005° (L.T)
 Δ = 21.29138°
 L = 562.627'
 R = 1412.394'
 BK S 0° 21' 29.138" W
 PC S 172.08151668° E
 PT 118+88.467

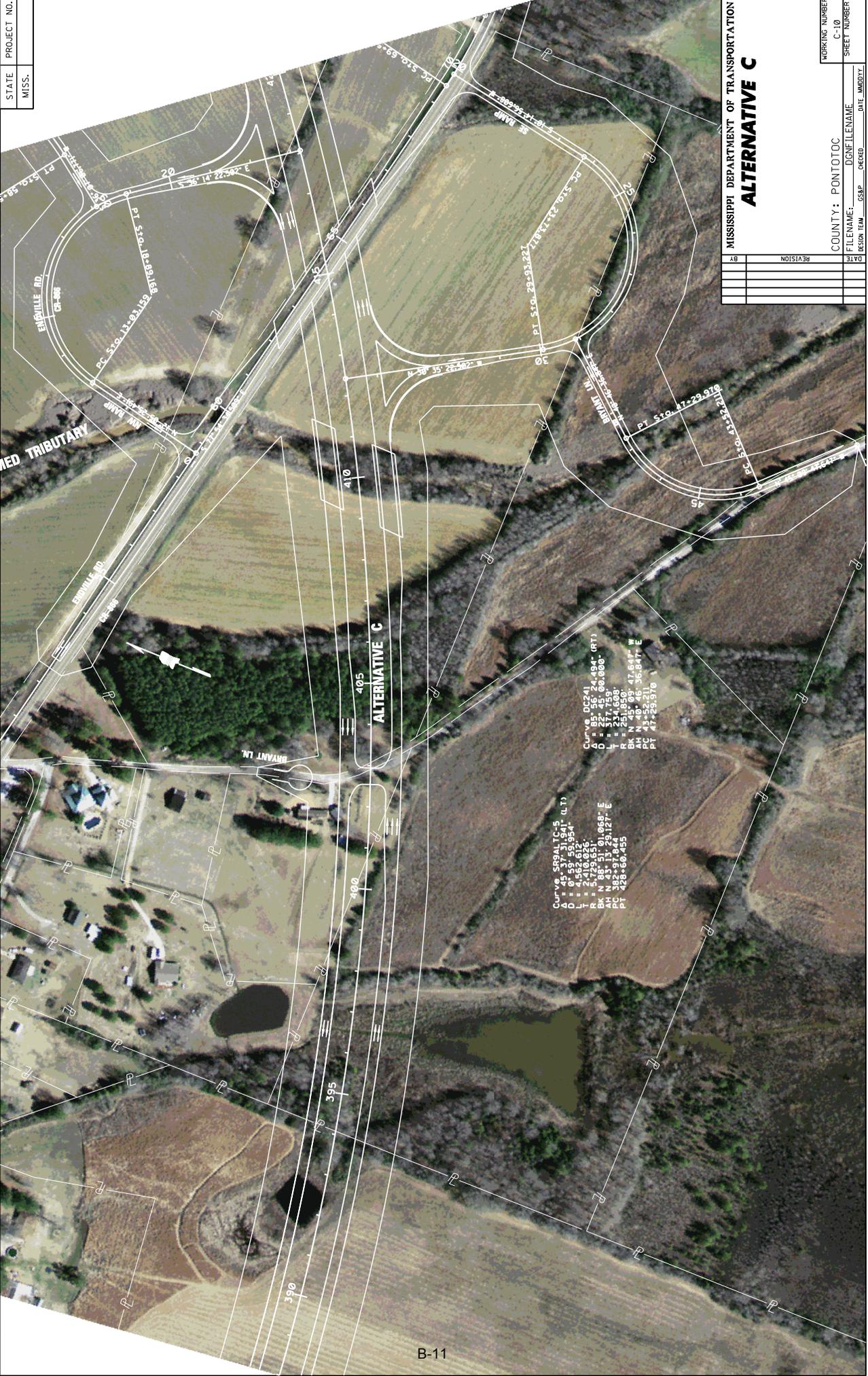
Curve 159000 916° (RT)
 Δ = 159.000°
 L = 174.35'
 R = 694.494'
 BK S 122.689 49.868° E
 PC 120+97.349 932° E
 PT 123+51.864

Curve SR9ALTC-4
 Δ = 46.5617791° (RT)
 L = 171.06002'
 R = 1895.345'
 BK N 85° 51' 01.068° E
 PT 377+35.853

MISSISSIPPI DEPARTMENT OF TRANSPORTATION		WORKING NUMBER
ALTERNATIVE C		C-9
COUNTY: PONTOTOC		SHEET NUMBER
FILENAME: DGNFILENAME		DATE
DESIGN TEAM	CSBP	CHECKED
BY	REVISION	

B-10

STATE	PROJECT NO.
MISS.	



ALTERNATIVE C

Curve SR941C-5 (L1)
 D = 4582.612
 L = 271.925
 R = 271.925
 BK N 85.31° 01.068' E
 BM 2.613 29.127' E
 PT 425+60.455

Curve DC241 (RT)
 D = 22.25
 L = 377.759
 R = 22.25
 BK N 45.93° 47.644' W
 PC 43+52.211 36.841' E
 PT 47+29.970

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE C	
WORKING NUMBER	C-10
SHEET NUMBER	
COUNTY:	PONTOTOC
FILENAME:	DGNFILENAME
DESIGN TEAM	CSBP
CHECKED	DATE
DATE	
REVISION	
BY	

STATE PROJECT NO.
MISS. MISS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE C	
WORKING NUMBER	C-11
SHEET NUMBER	
COUNTY: PONTOTOC	
FILENAME: DGNFILENAME	
DESIGN TEAM: GSEP	CHECKED: DATE: MM/DD/YY
DATE	
BY	
REVISION	

B-12

STATE PROJECT NO.
MISS. _____



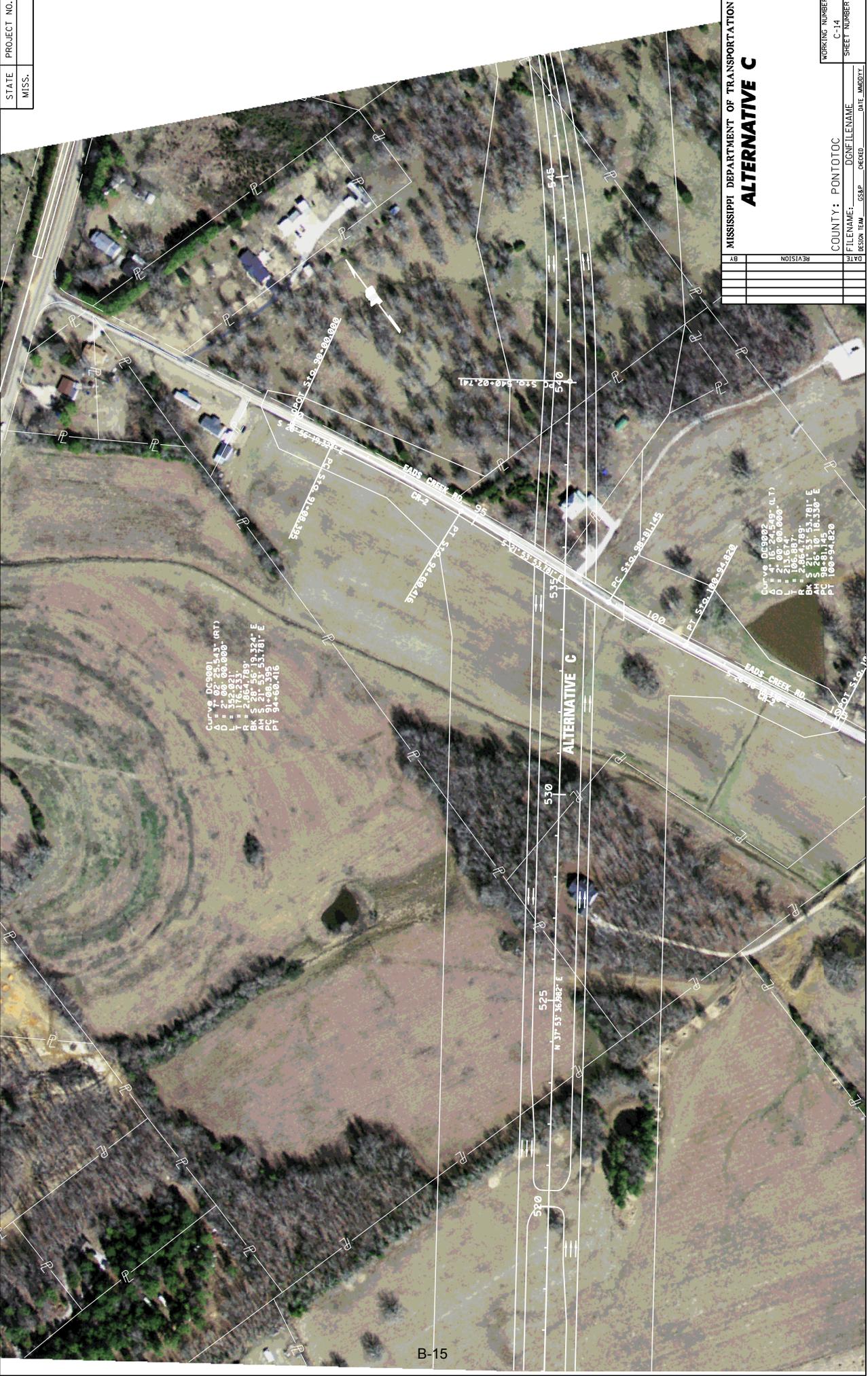
BY	REVISION	DATE	DESIGN TEAM	CSEB	CHECKED	DATE	AMDDY

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C

COUNTY: PONTOTOC
FILENAME: DGNFILENAME
WORKING NUMBER: C-12
SHEET NUMBER

B-13

STATE PROJECT NO.
MISS. MISS.



Curve DC5081 AT (RT)
 D = 100.000.000'
 L = 352.821'
 R = 2.053.789'
 BK S 20° 56' 19.324" E
 PC 51+08.3953.781'-E
 PT 54+60.216

Curve DC5082 (LT)
 D = 416.245.69'
 L = 1367.60.660'
 R = 106.887'
 BK S 25° 10' 18.136" E
 PC 52+10.18.136'-E
 PT 100+34.428

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C

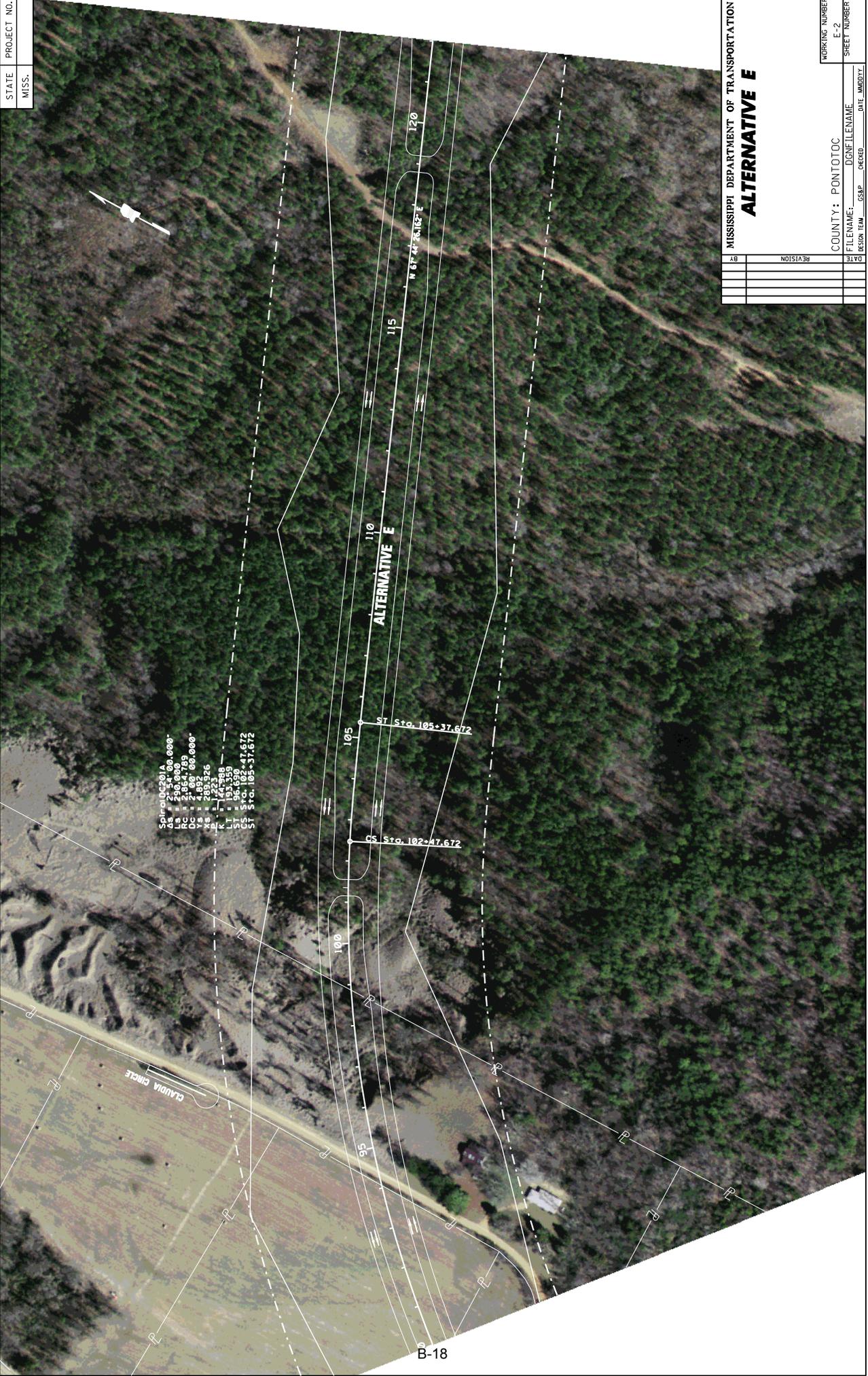
DATE	REVISION	BY

COUNTY: PONTOTOC
 FILENAME: DGNFILENAME
 DESIGN TEAM: GSEP
 CHECKED: DATE: MM/DD/YY

WORKING NUMBER: C-14
 SHEET NUMBER:

B-15

STATE PROJECT NO.
MISS. MISS.

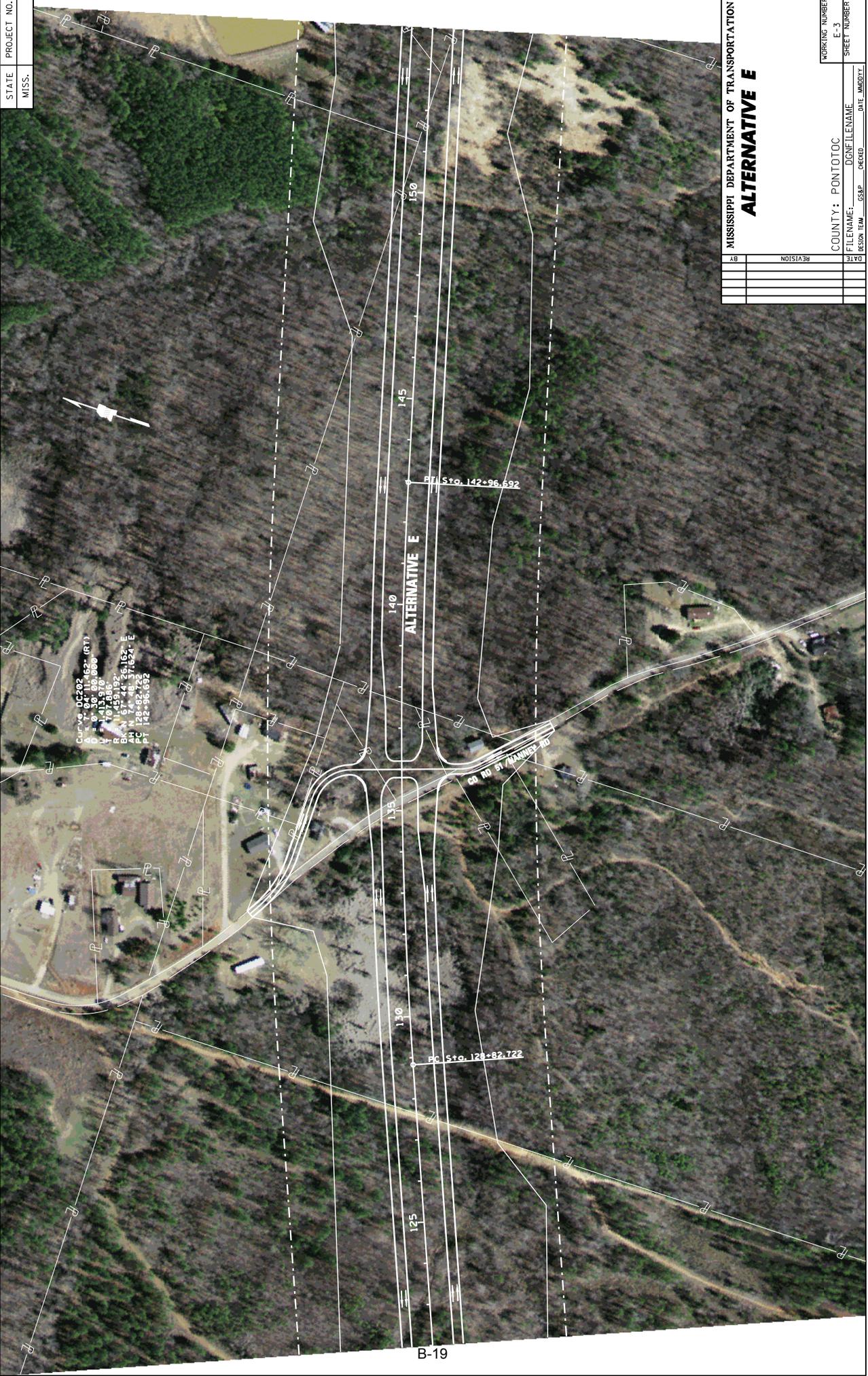


Curve Data
 ΔS = 215.4100.0000°
 ΔE = 296.0000
 ΔC = 215.4100.0000°
 ΔS = 4.892
 ΔE = 233.76
 ΔC = 215.4100.0000°
 ΔS = 0.0000
 ΔE = 0.0000
 ΔC = 215.4100.0000°
 ST Sta. 102+47.672
 ST Sta. 105+37.672

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE E	
WORKING NUMBER	E-2
SHEET NUMBER	
COUNTY: PONTOTOC	
FILENAME: DGNFILENAME	
DESIGN TEAM: GSEP	CHECKED: DATE: MM/DD/YY
DATE	
BY	
REVISION	

B-18

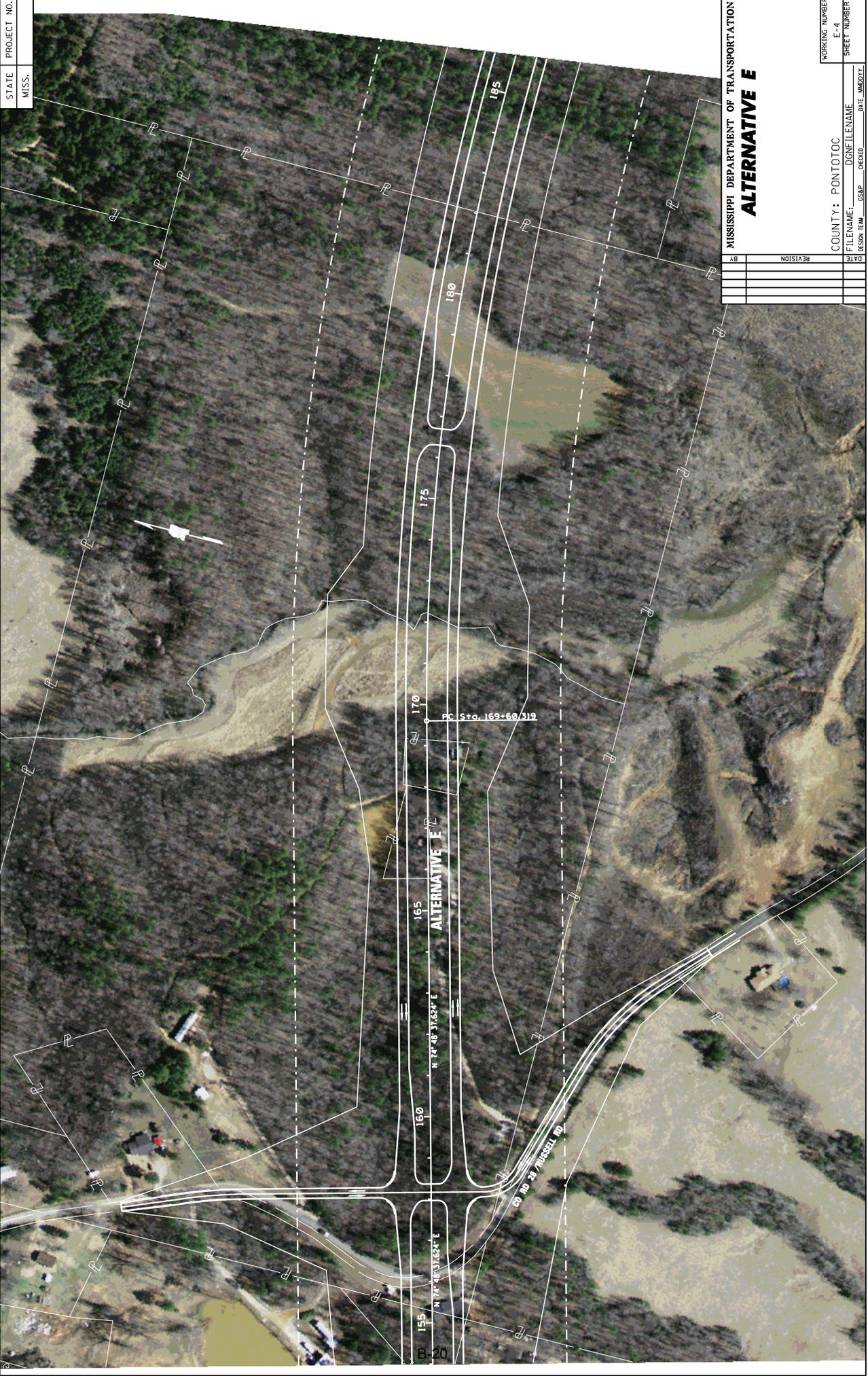
STATE PROJECT NO.
MISS. MISS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE E	
WORKING NUMBER	E-3
SHEET NUMBER	
COUNTY: PONTOTOC	
FILENAME: DGNFILENAME	
DESIGN TEAM: GSEP	CHECKED: DATE: MM/DD/YY
DATE	
REVISION	
BY	

B-19

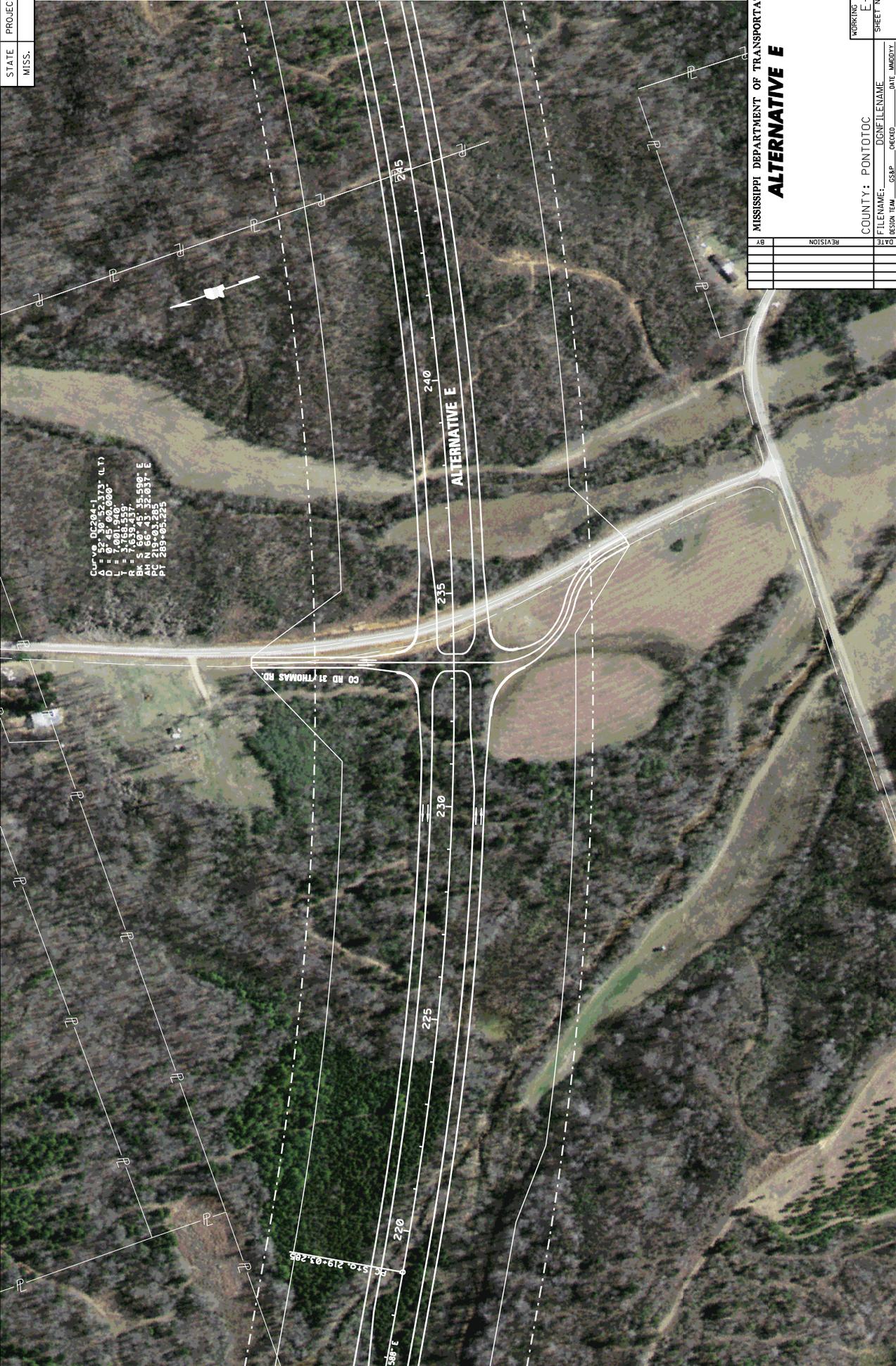
STATE MISS. PROJECT NO.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE E	
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REVISION	

COUNTY: PONTIAC
 COUNTY: PONTIAC
 FILENAME: DGNFILENAME
 DESIGN TEAM: CS&P
 CHECKED: DATE: MM/DD/YY

STATE PROJECT NO.
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B-22

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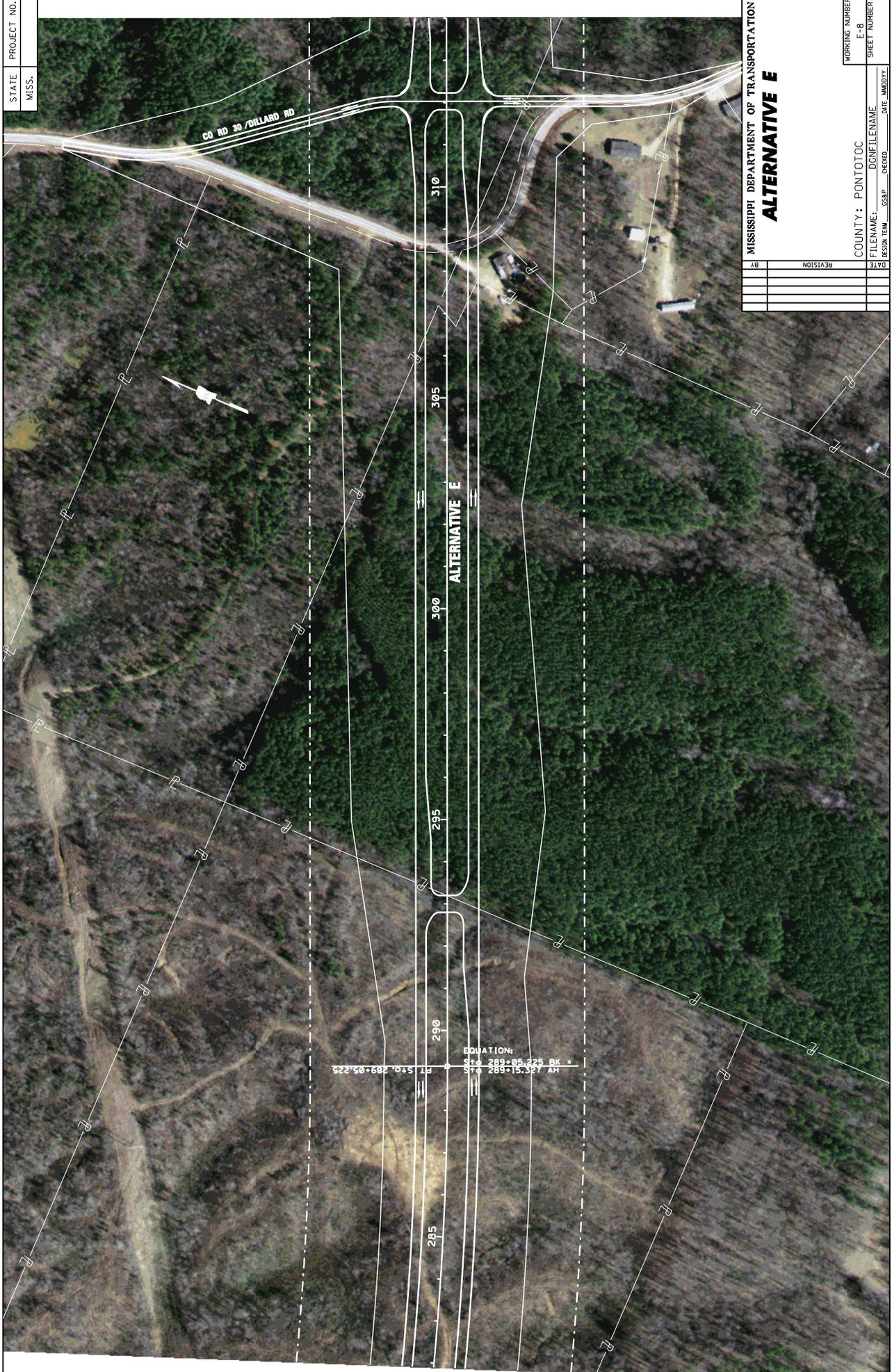
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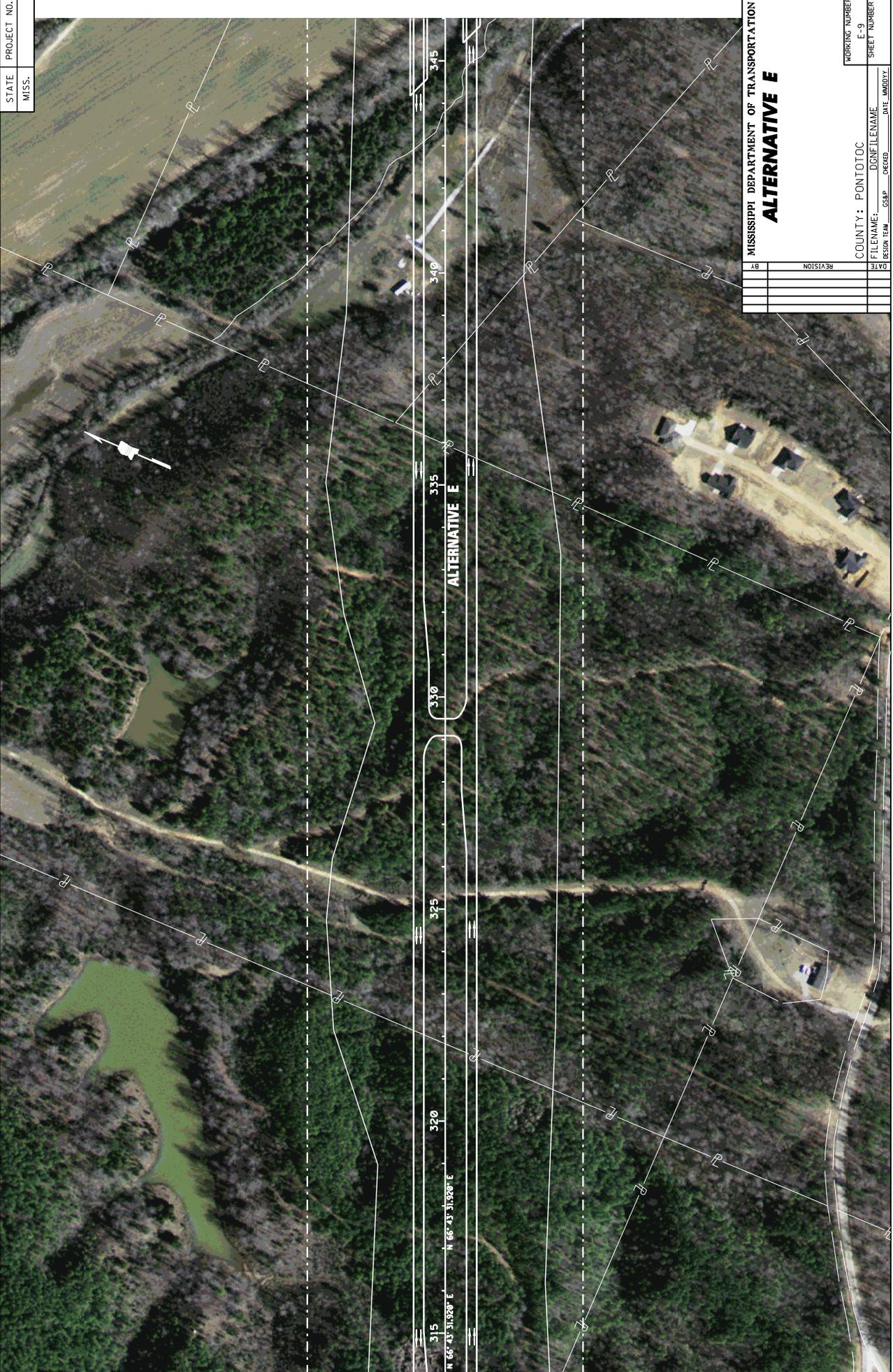


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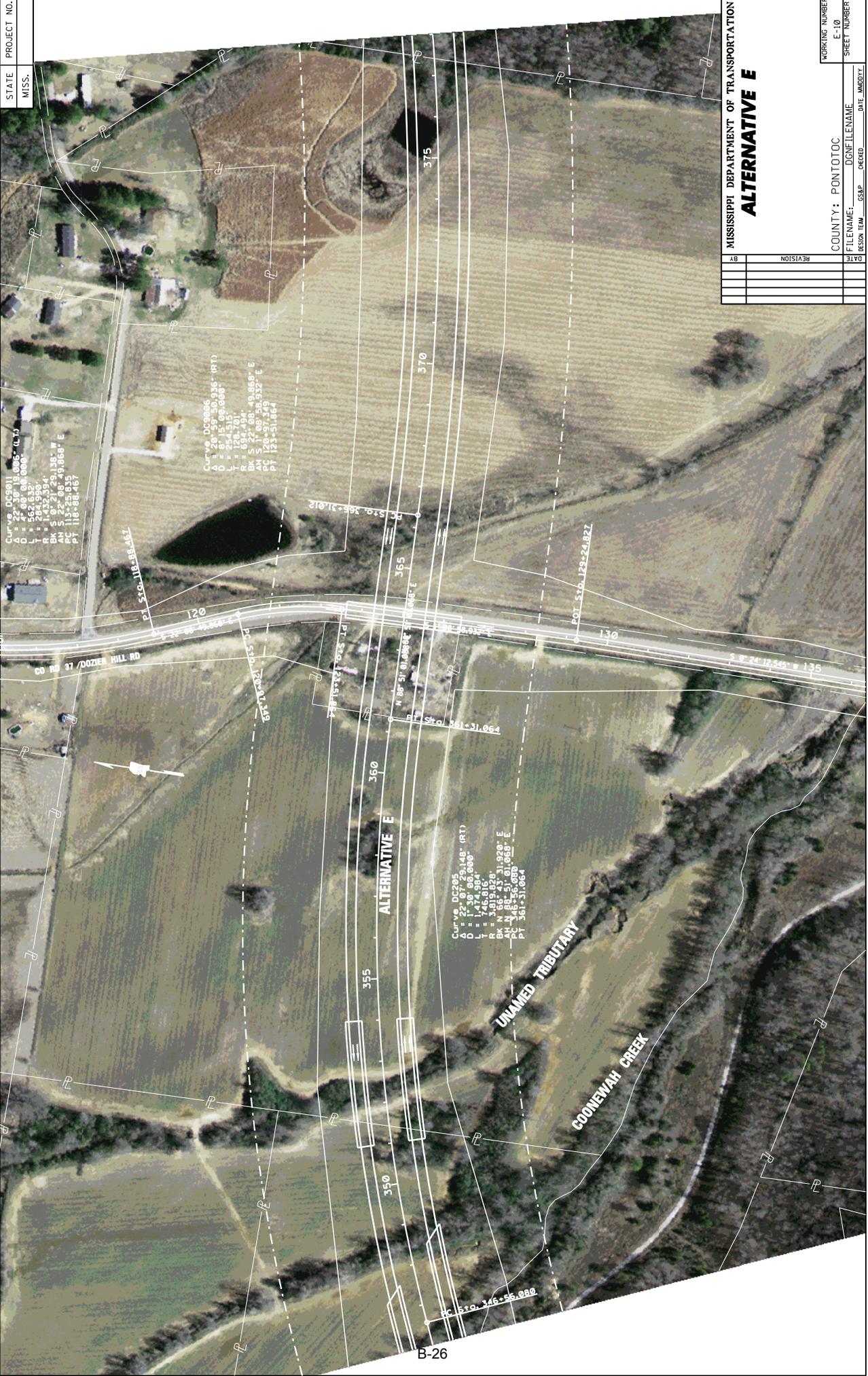
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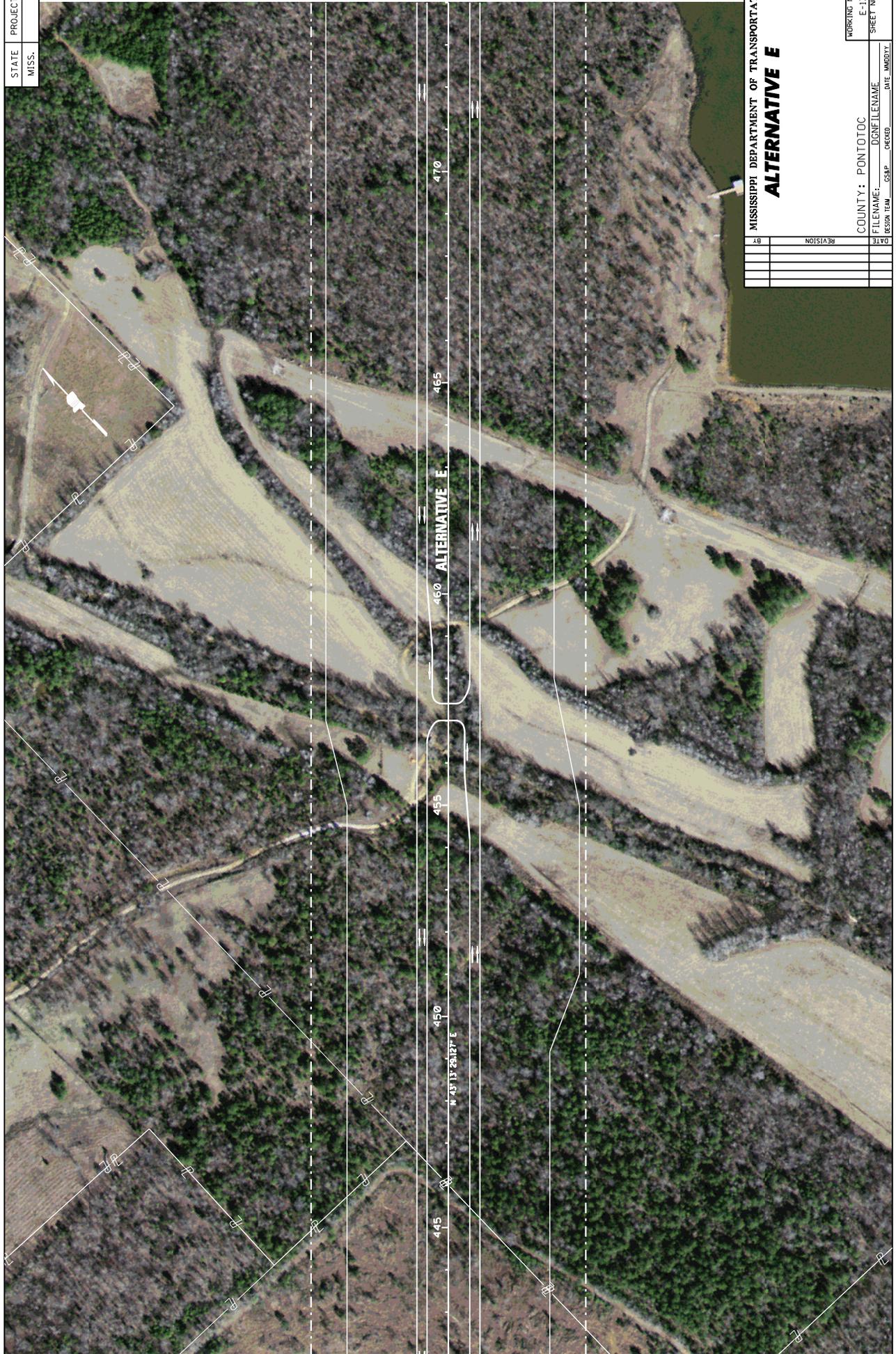
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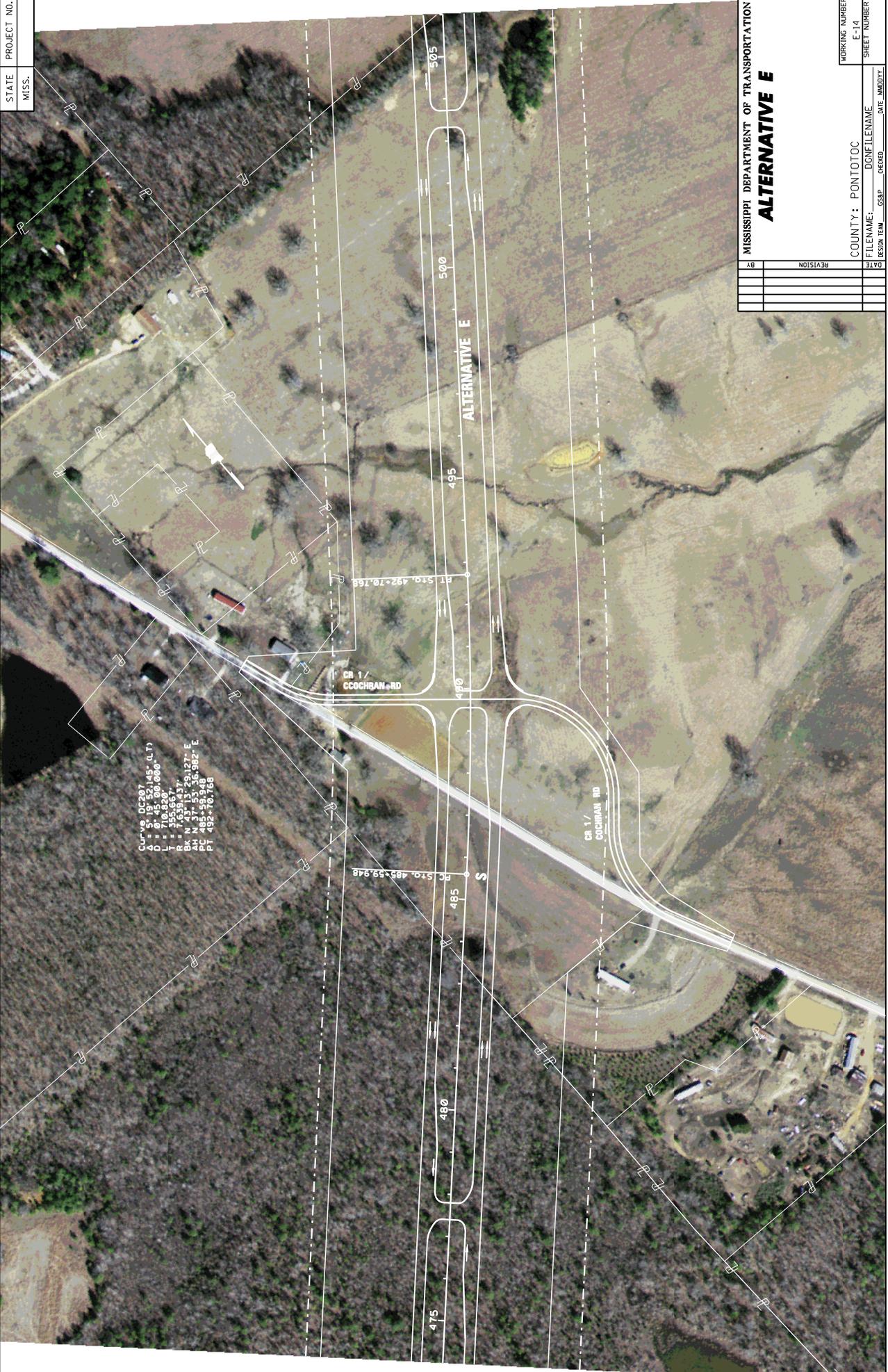
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COUNTY: PONTOTOC

FILENAME:

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STATE MISS. PROJECT NO.



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MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE E

WORKING NUMBER: E-15
 SHEET NUMBER:

**Appendix C: A Survey of Social and Economic Impacts
Including Conceptual Relocation Study**

**A SURVEY OF SOCIAL AND ECONOMIC IMPACTS
INCLUDING A CONCEPTUAL STAGE RELOCATION STUDY
FOR BUILD ALTERNATIVES C AND E**

PROJECT NUMBER
MDOT #105094 001000

IMPROVEMENTS TO STATE ROUTE 9
PONTOTOC COUNTY, MS

PROJECT TERMINI:
US 278/SR 6 NEAR PONTOTOC
US 78/SR 9 NEAR SHERMAN

PREPARED BY:
SHAWN MEANS, MARGARET TYLER AND MARGARET SLATER
GRESHAM, SMITH AND PARTNERS

PREPARED FOR:
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SEPTEMBER 18, 2008

1.0 INTRODUCTION TO THE PROJECT

The Mississippi Department of Transportation (MDOT) proposes to improve and/or relocate a segment of State Route (SR) 9, from US 278/SR 6 near Pontotoc to US 78/SR 9 near Sherman in Pontotoc County, Mississippi. Three proposed alternatives are being carried forward in the National Environmental Policy Act (NEPA) process, a No-Build Alternative and two Build Alternatives referred to as Build Alternative C and Build Alternative E. Build Alternative C involves relocating SR 9 on new alignment from the US 278/SR 6 intersection east of Pontotoc to US 78/SR 9 near Sherman. Build Alternative E also relocates existing SR 9 on new location from the intersection of existing SR 9 and US 278 north to US 78/SR 9 near Sherman. A project location map and a map depicting the No-Build Alternative (existing SR 9) and both Build Alternatives are presented in Figures 1 and 2.

The project is proposed to be assisted with funding from the Federal Highway Administration (FHWA) and is subject to the requirements of the NEPA. This survey of the possible social and economic impacts of the project is intended to provide detailed support for the social and economic impacts sections of Chapter 3 of the NEPA Environmental Assessment.

1.1. Summary of Project Purpose and Need

The purpose of the proposed project is to:

1. Provide transportation infrastructure that will accommodate area growth and support economic development opportunities;
2. Improve access to the new Toyota Plant from areas to the west and southwest of the plant;
3. Improve safety for travelers through the area; and
4. Develop a four-lane corridor for SR 9 as defined in the congressional earmark granted in the Consolidated Appropriations Act of 2008.

1.2. Alternatives Being Carried Forward in the NEPA Process

The No-Build Alternative and two Build Alternatives, C and E, are being carried forward in the NEPA process. The No-Build Alternative involves leaving the segment of existing SR 9 in its current configuration. The No-Build Alternative involves no improvements to existing SR 9 in the project area aside from typical maintenance activity. As such, the No-Build Alternative would have no direct impacts to the community, economic climate or environment of the study area.

As previously stated, Build Alternative C, which is illustrated in Figure 2, is a new location roadway south of the existing alignment, running from the intersection of US 278/SR 6 and the community of Longview north to Sherman. Build Alternative E, also illustrated in Figure 2, is a new location roadway beginning at the intersection of US 278/SR 6 and existing SR 9 and ending at US 78 near Sherman. Between the community of Endville and Sherman, both Build Alternatives share an alignment. Both proposed roadways would be four-lane divided highway within a range of 250 to 500 feet of right-of-way (ROW). In some areas ROW needs will likely exceed 500 feet to accommodate the fill slopes.

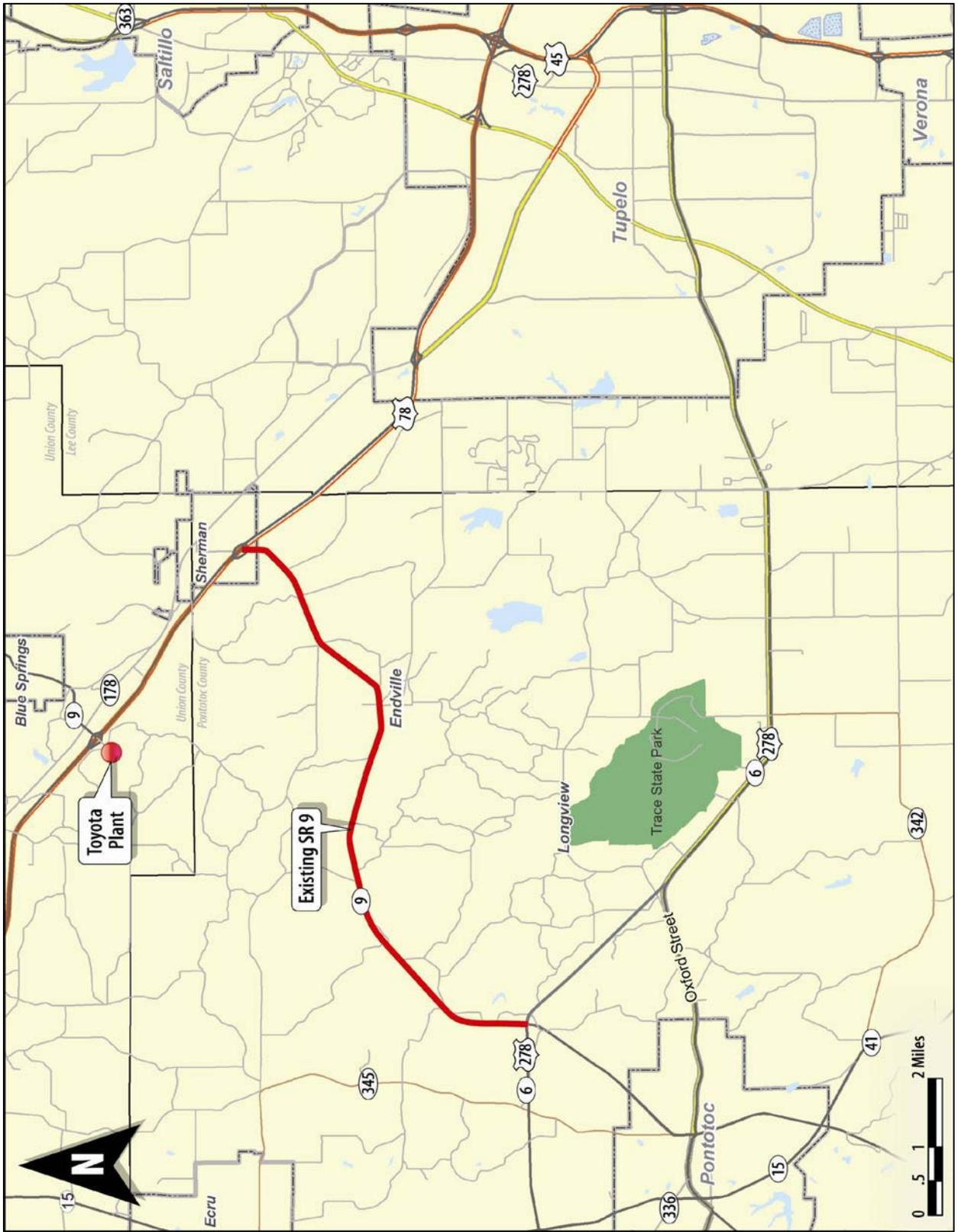


Figure 1: Project Location

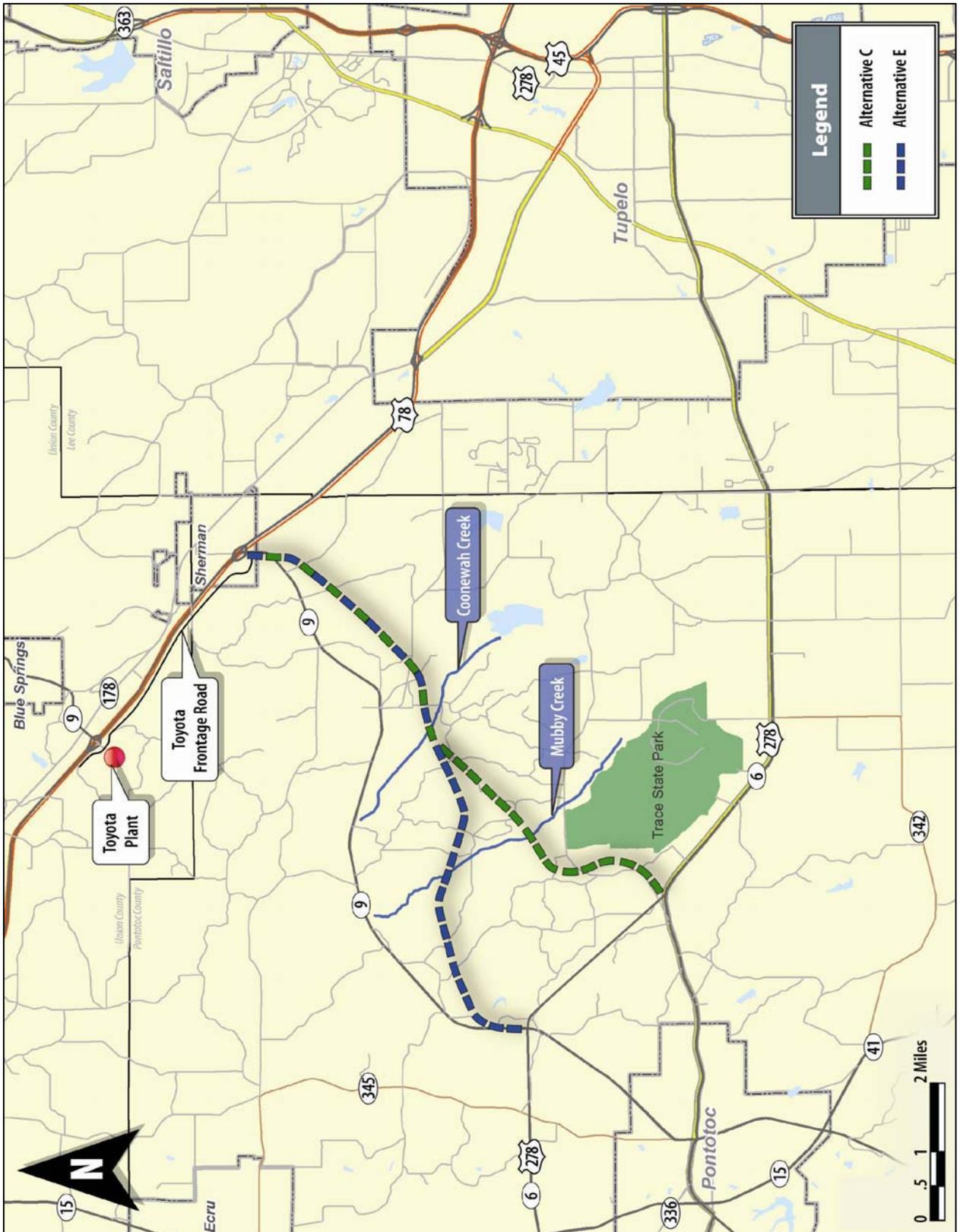


Figure 2: Alternatives Being Carried Forward in the NEPA Process

1.3 Study Methodology and Data Sources

Aerial photography, field visits and conversations with local planning officials were used to assess the impacts of the Build Alternatives to neighborhoods and communities. Socio-economic data gathered from the US Census Bureau was analyzed to characterize the demographics of the corridors. Planners conducted a visual survey to determine the number and character of displacements, and an internet search of real estate sites and the online versions of local newspapers were used to assess the availability of replacement properties.

2.0 DESCRIPTION OF THE PROJECT AREA

The project area is located in Pontotoc County in northeast Mississippi. The study area lies to the east of the City of Pontotoc and extends to Sherman along existing SR 9 from US 278/SR 6 to US 78/SR 9. The study corridors for both Build Alternatives C and E lie south of the existing SR 9 (see Figure 2).

Pontotoc County is relatively rural. Pontotoc serves as its county seat. The project area is located seven miles northwest of Tupelo, county seat of neighboring Lee County. Tupelo is the region's largest and fastest growing city and serves as a shopping hub for the region.

Pontotoc County had a population of 28,862 in 2007 and has experienced a 30 percent increase in population since 1990. The state of Mississippi experienced a 13 percent growth rate during the same period, indicating the relatively fast pace of growth in the project area. This growth is expected to continue with the development of a Toyota Plant adjacent to US 78/SR 9 approximately 2.5 miles north of the study area in neighboring Union County. The region is within an hour drive of three major universities, including the University of Mississippi, Mississippi State University and the University of Memphis. Kindergarten through twelfth grades are served by the Pontotoc County School District.

2.1 Land Use and Community Facilities

Land use along existing SR 9 and within the Build Alternative corridors consists primarily of forest land and farmlands, with scattered low-density, single-family residential.

Three churches are located within the vicinity of existing SR 9, as is the future site of Waterbrook Church. SR 9 is served by a number of emergency service facilities and schools, though none are actually located along the roadway. A number of school bus stops are located along existing SR 9. No existing or planned community facilities are located directly within either Build Alternative corridor. The locations of all community facilities in the general project area are shown in Figure 3.

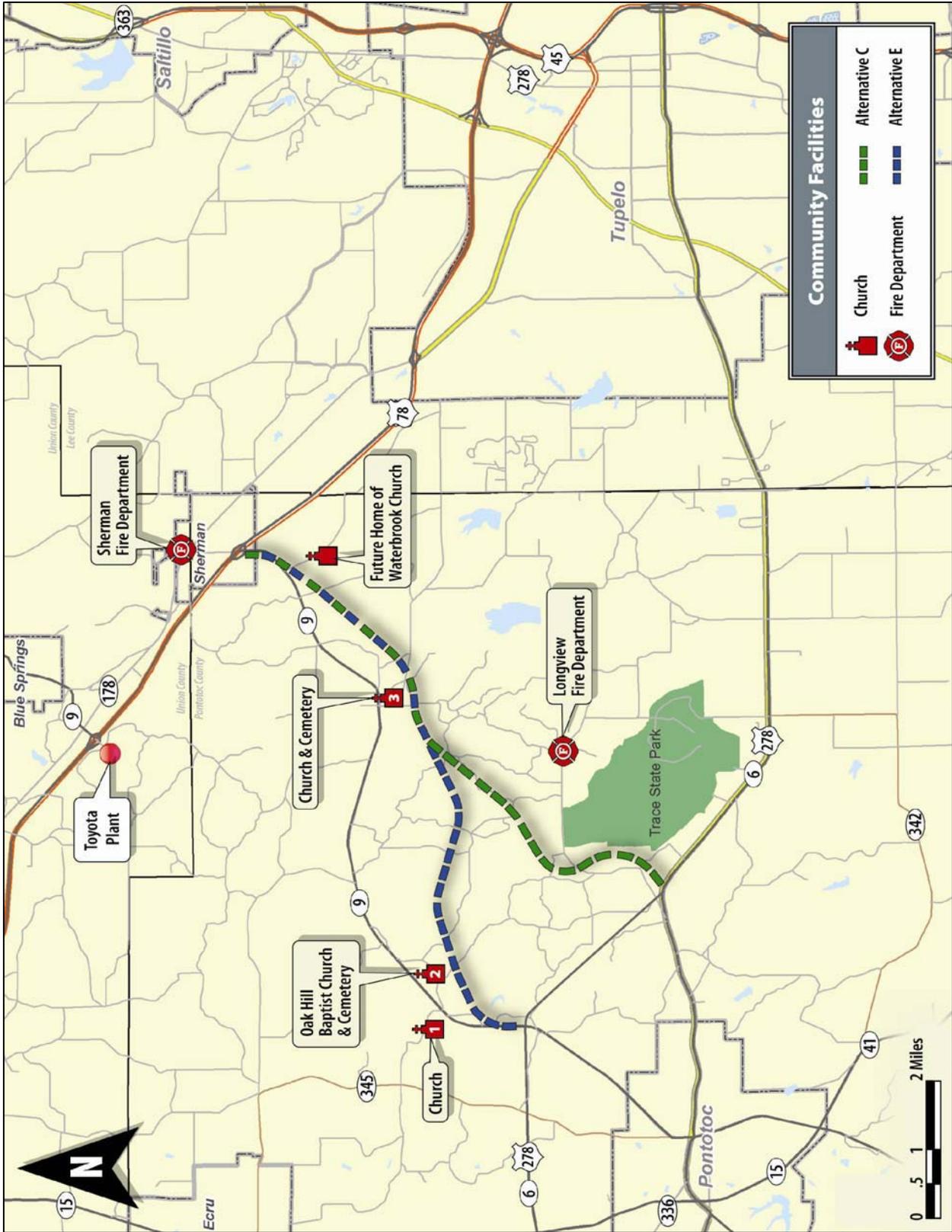


Figure 3: Existing Community Facilities

Pontotoc County does not currently have zoning, nor does it have a comprehensive plan or a land use plan. Consequently, it is difficult to anticipate how the project area will develop in the future. The region is anticipating growth associated with the Toyota Plant; however, the lack of infrastructure precludes large commercial/industrial developments from locating within many portions of the project study area. Unless basic infrastructure (e.g., water and sewer) is provided in the future, it is likely the land uses within the project study area will remain as they are today (scattered residences that are rural in character).

Figure 4 illustrates a portion of Pontotoc County that the City of Pontotoc is considering for annexation. If this occurs, the western terminus of the proposed project would likely fall within the City of Pontotoc, in which case water and sewer infrastructure could be extended to US 278/SR 6. If this happens, commercial/industrial development (e.g., Tier 2 suppliers) could locate in the vicinity of the project's western terminus. It is also likely that businesses associated with the Toyota Plant will locate at the eastern terminus of the project area, near US 78, particularly since Toyota is developing a frontage road there. Figure 4 also illustrates the locations of two subdivisions currently under development within the project area. These subdivisions are composed of more clustered residential development than is typical for the project area.

2.2 Demographics

Table 1 outlines the general population data from the 2000 US Census for Pontotoc County. The State of Mississippi is also included as a point of comparison.

Table 1: Population Data: Pontotoc County and Mississippi

Location	1990	2000	2007	Percent Growth 1990-2007
Pontotoc County	22,237	26,726	28,862	30%
Mississippi	2,573,216	2,844,658	2,918,785	13%

Source: US Census Bureau, 2007 Population Estimates, Census 2000, 1990 Census

The population of Pontotoc County has experienced growth over the past two decades. As Table 1 outlines, the County grew by 30 percent between 1990 and 2007, compared to statewide growth of 13 percent over the same period. It is highly likely that this population growth will continue with the opening of the Toyota Plant, as more people will likely move to the area because of the job opportunities.

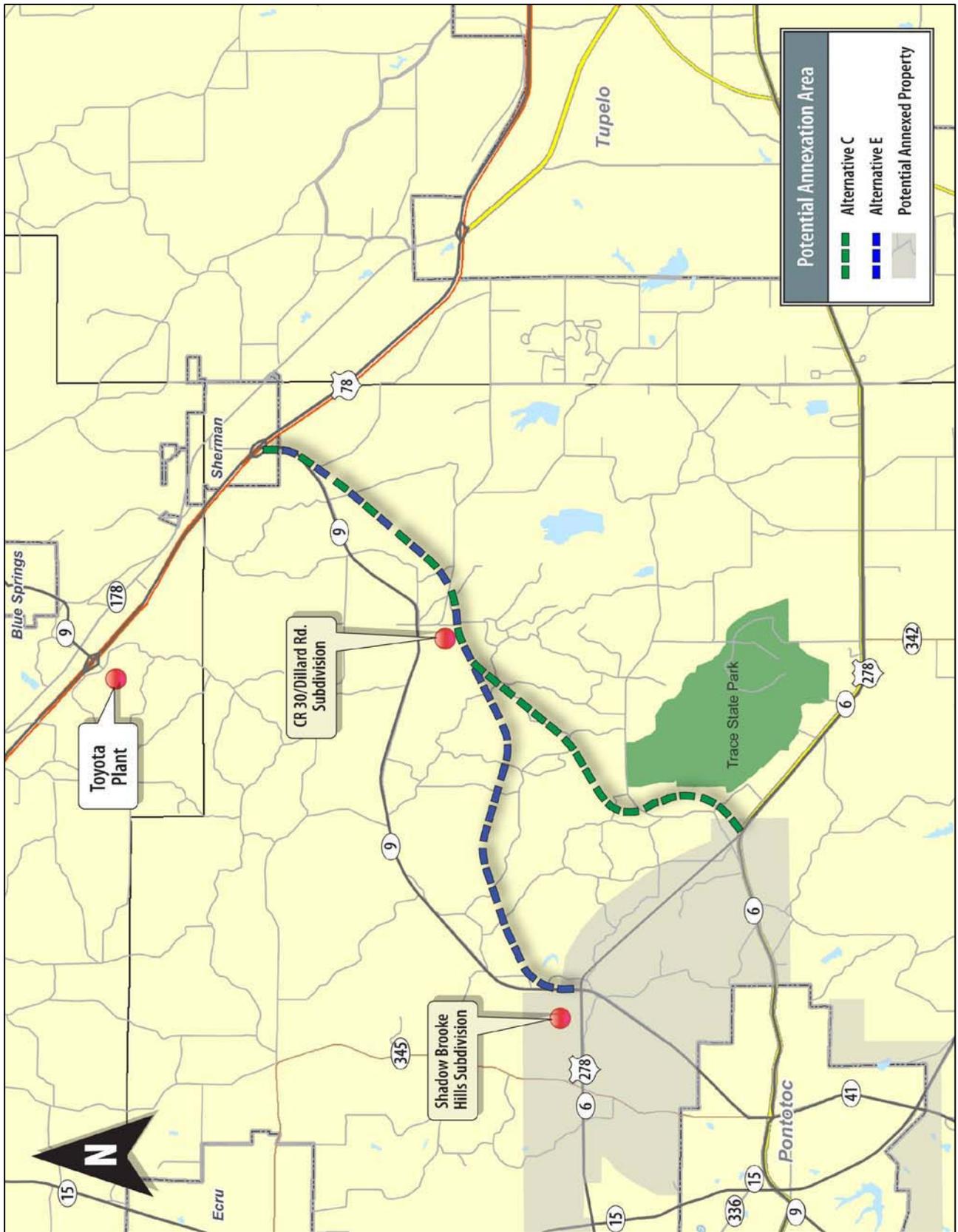


Figure 4: Potential Annexation Area

Table 2 contains demographic estimates for the study corridors, the County and the State based on data from the 2000 US Census. According to the 2000 Census of Population and Housing, minorities comprised 15.6 percent of the persons living within Pontotoc County. The percentage of the study corridors population identifying as minority is lower, at only 10 percent, than that of the county or state. The largest minority group (based on race) in the study corridors is the African American community, at 9.3 percent. Additionally, approximately 2.3 percent of the population within the study corridors identifies as Hispanic¹.

Table 2: 2000 Population Characteristics: Study Corridors, Pontotoc County and Mississippi

Geographic Area	Total Population (2000)	Percent Minority**	Under Age 18	Over Age 65	High School Graduates	Median Household Income - 1999	Individuals Below Poverty Line -1999
Study Corridors*	1,283	10.0%	28.8%	11.7%	~	\$32,775	17.2%
Pontotoc County	26,726	15.6%	30.4%	12.8%	66.7%	\$32,055	13.8%
Mississippi	2,844,658	38.6%	30.7%	12.0%	72.9%	\$31,330	19.9%

Source: US Census Bureau, Census 2000

* In this case, "Study Corridor" is defined as the census blocks or census block groups adjacent to Existing SR 9 and Build Alternatives C and E.

** In this case, minority population is based on race and is defined as those persons who consider themselves to be some race other than White (calculated by subtracting the white population from the total population).

The percentage of the Pontotoc County population under the age of 18 (30.4 percent) and over the age of 65 (12.8 percent) is comparable to that of the State of Mississippi (30.7 and 12.0 percent). The study corridor has a slightly lower percentage of the population under age 18 than the surrounding county. The percentage of the population with a high school diploma in Pontotoc County (66.7 percent) is slightly lower than the state average (72.9 percent).

Finally, the median household income for Pontotoc County is \$32,055, which is somewhat higher than the median household income for the state as a whole (\$31,330). The percentage of the county population living below poverty (13.8 percent) is somewhat lower than the percentage of the population living below poverty in the State (19.9 percent). Median household income for the study corridors is slightly higher than that of the surrounding county, however, the percentage of individuals below poverty level within the study corridors (17.2 percent) is higher than that of the county as a whole (13.8 percent).

¹ According to the Population Division of the US Census Bureau, people of Hispanic origin may be of any race and are instructed to answer the question on race by marking one or more race categories shown on the questionnaire, including White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race. Hispanics are asked to indicate their origin in the question on Hispanic origin, not in the question on race, because in the federal statistical system ethnic origin is considered to be a separate concept from race.

(<http://www.census.gov/population/www/socdemo/race/racefactcb.html>)

2.3 Economics

Historically, furniture manufacturing has been the region's largest industrial sector. Tupelo is home to the second largest furniture trade show in America and is often considered the upholstery manufacturing capital of the United States. Recent challenges from overseas import competition have created some losses in manufacturing for the area.

The arrival of the planned Toyota Plant in Blue Springs will be a major economic catalyst for the area. Workers who may be lured to the project area will increase demand for commercial/retail, residential and industrial development in the region. The plant is expected to provide approximately 2,000 direct new jobs. The Mississippi Development Authority anticipates an additional 6,580 indirect and induced jobs and 2,000 temporary construction employment positions during the two-year construction period. Growth of this magnitude is expected to dramatically change the social and economic environment of the study area.

In addition to Toyota, the region's other larger employers include:

- North Mississippi Health Services in Tupelo, Lee County (4,300 employees);
- Ashley Furniture in Ecu, Pontotoc County (4,000 employees);
- Lane Furniture Industries in Tupelo, Lee County (3,600 employees);
- Cooper Tire and Rubber Company in Tupelo, Lee County (1,500 employees); and
- MTD Products in Tupelo, Lee County (900 employees).

According to the Mississippi Department of Employment Security, the unemployment rate in Pontotoc County for the August 2008 reporting period was 8.1 percent, compared to a 7.7 percent rate for Mississippi overall.

3.0 COMMUNITY AND ECONOMIC IMPACTS

3.1 Community Impacts

The proposed alignment of Build Alternative C travels through the Longview community (see Figure 2). While a field review of the proposed Build Alternative alignment did not reveal a discernable community center, input gathered at the public meetings indicates a strong concern about potential impacts of the proposed project on the community. During public meetings, residents of the area commented on the strength of the Longview community and the number of long-term and life-long residents. Adjustments to the proposed alignment of Build Alternative C were made during the planning process to minimize these impacts, but some impacts to the character of the Longview community are likely to occur if this alternative is selected.

Build Alternative E does not pass through any established communities or areas with strong community identity. It is not expected to be a barrier to social interaction and community and social impacts are unlikely.

There are no foreseeable negative impacts to school districts or hospitals associated with either Build Alternative C or E. Neither of the proposed Build Alternatives is expected to result in any business displacements, nor are churches or other community facilities near the Build

Alternative corridors likely to be affected. Nineteen residential displacements are estimated for both Build Alternative C and eighteen residential displacements are estimated for Build Alternative E.

In addition to the anticipated displacements, as with any major transportation project, it is likely that some residents of the corridor that are not displaced would experience temporary or minor impacts as a result of the construction and operation of either Build Alternative. These impacts are expected to be short-term, construction-related impacts such as noise and alterations to access and traffic patterns.

The proposed Build Alternatives would improve travel for residents and employees traveling to the planned Toyota Plant. The project could also assist the County in attracting new businesses and industry, particularly Tier II suppliers serving Toyota. Should that occur, an increase in population could occur, more and possibly higher paying jobs would be provided, and the income level of the population could go up.

No schools exist within the project area, but a number of school bus stops are located along existing SR 9. The Build Alternatives would provide an additional corridor for truck and residential traffic, improving the safety of the existing stops along SR 9. Additionally, the proposed project could improve response times for emergency vehicles in the area, increasing the overall safety of the community.

3.2 Economic Impacts

The initial economic impact of either of the Build Alternatives is land being removed from the tax rolls, but the amount of land removed under either Build Alternative is minimal. It is anticipated that the long-range impact would be an increase in taxable property in the area.

Improved accessibility would likely increase the value of land and encourage new development in desired areas. The County perceives the proposed project as an economic development tool, intended to help attract Tier 2 suppliers to the region with more direct access to the new Toyota plant for supply deliveries. Such suppliers would undoubtedly have a positive economic impact on the area as they would provide jobs to local residents who would, in turn, help to stimulate local businesses. Additionally, the injection of construction money into the local economy would further benefit the area.

Neither Build Alternative displaces any businesses, so negative economic impacts are limited to those associated with the displacement and relocation of 19 residences that would occur with the construction of Build Alternative C or 18 residences that would occur with the construction of Build Alternative E. As detailed in the conceptual relocation study included later in this report, suitable replacement properties are readily available within the project area, and the economic impacts of relocation costs are expected to be minimal.

3.3 Environmental Justice Impacts

This project is consistent with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, which requires federal agencies to develop a strategy for its programs, policies and activities to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment.

A review of US Census data, interviews with local government officials and a field review of the study area were used to determine the impacts of the Build Alternatives on minority and low-income populations within the corridors. Based on the information gathered, it has been determined that this project would not have a disproportionately high and/or adverse effect on low-income or minority populations. Conversely, the improved transportation infrastructure supporting economic development and increased safety provided by the Build Alternatives would benefit all community members, regardless of race or income.

Approximately 15.6 percent of Pontotoc County's population identifies themselves as a minority. The majority of census blocks along the Build Alternative C corridor have minority populations smaller than that of the County as a whole (less than 16 percent). One block adjacent to Build Alternative C, Block 5049, has a slightly larger minority population of 20 percent (8 of 40 persons). The location of this Block in relation to the study corridor for Build Alternative C is displayed in Figure 5.

Four Census Blocks along the Build Alternative E corridor have higher percentages of minorities than the average for Pontotoc County (16 percent). Each of these blocks is depicted in Figure 5. Block 5017 has only a slightly larger minority population than that of the county with eight of the 38 residents identifying as minority (21 percent). Block 5025 is 31.6 percent minority (6 of 19 persons). Two smaller blocks in the Build Alternative E corridor, Blocks 2073 and 2075, have significantly higher percentages of minorities at 100 and 86 percent respectively. Despite the high percentages, the number of persons in each of these blocks is relatively small. Nine persons resided in Block 2073 during the 2000 Census and only seven resided in Block 2075.

Median household income in Pontotoc County (based on 1999 income figures) is \$32,055 and 13.8 percent of county residents are living below the poverty line. Of the four block groups encompassing the two Build Alternatives, only Block Group 5 has a median household income lower than that of the county (\$24,844). Two block groups adjacent to the Build Alternative E corridor have a higher percentage of the population living below poverty level than that of the county as a whole, Block Group 2 with 17 percent below poverty (63 of 364 persons) and Block Group 5 with 28 percent below poverty (119 of 421 persons). Each of these block groups is depicted in Figure 6.

While some temporary impacts are associated with construction expected in the project area, all residents will bear these impacts equally. Furthermore, it is intended that all people living in the project area, regardless of race or economic status, will share equally in the benefits of the proposed project such as decreased emergency response times, safer roadways and economic development. Based on these findings, there is no evidence that minority or low-income populations in the study would bear any disproportionately high or adverse effects as a result of the proposed project pursuant to Executive Order 12898.

4.0 SURVEY OF DISPLACEMENTS

Each of the Build Alternatives has been designed to avoid and minimize displacement of residences to the extent feasible. Changes to the proposed alignments were introduced to minimize displacements and impacts to communities. Based on input received at public meetings, the western portion of the Alternative C was shifted to minimize impacts to the Longview community. The eastern portion of Alternative C was also shifted to avoid impacts to

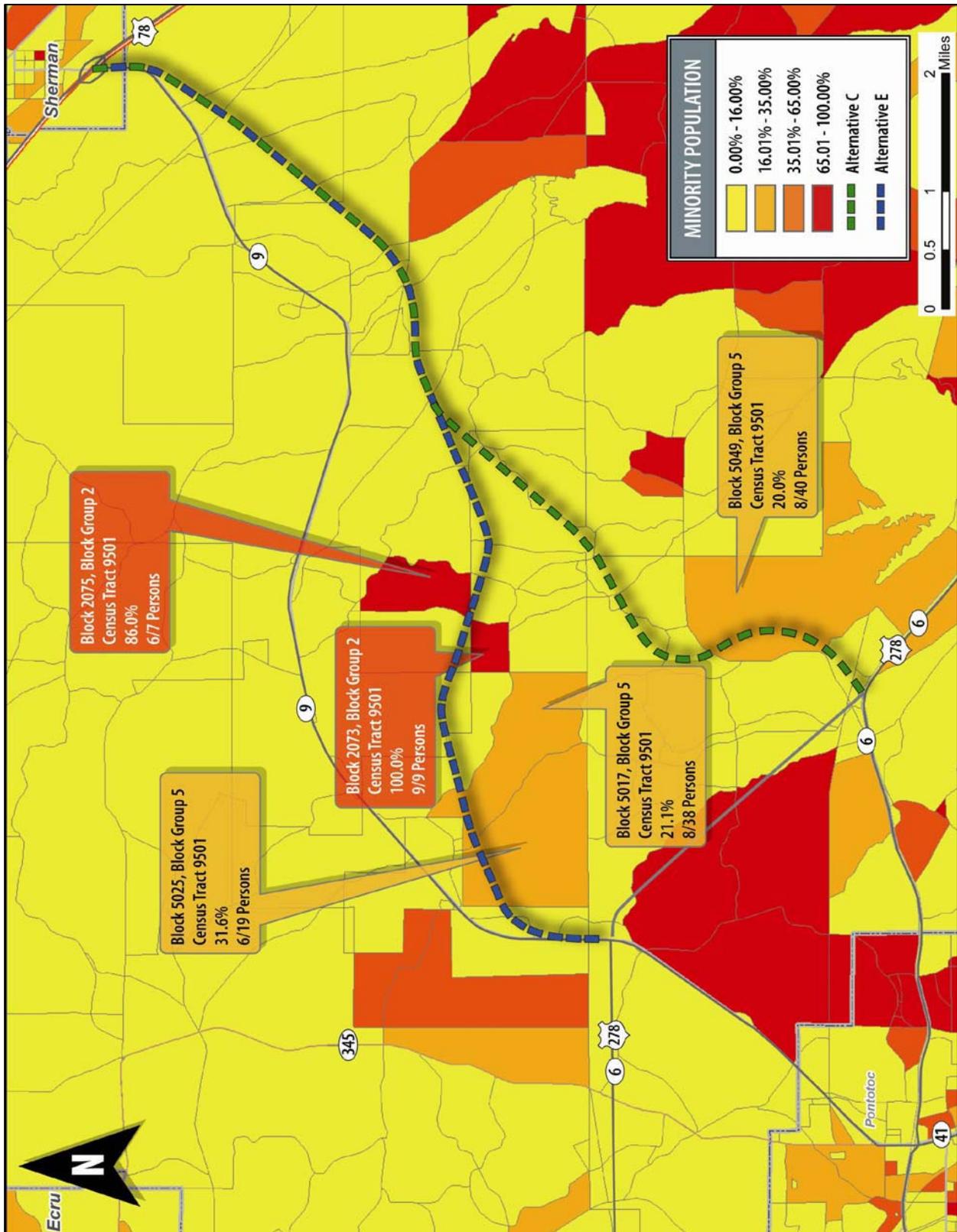


Figure 5: Minority Population by US Census Block

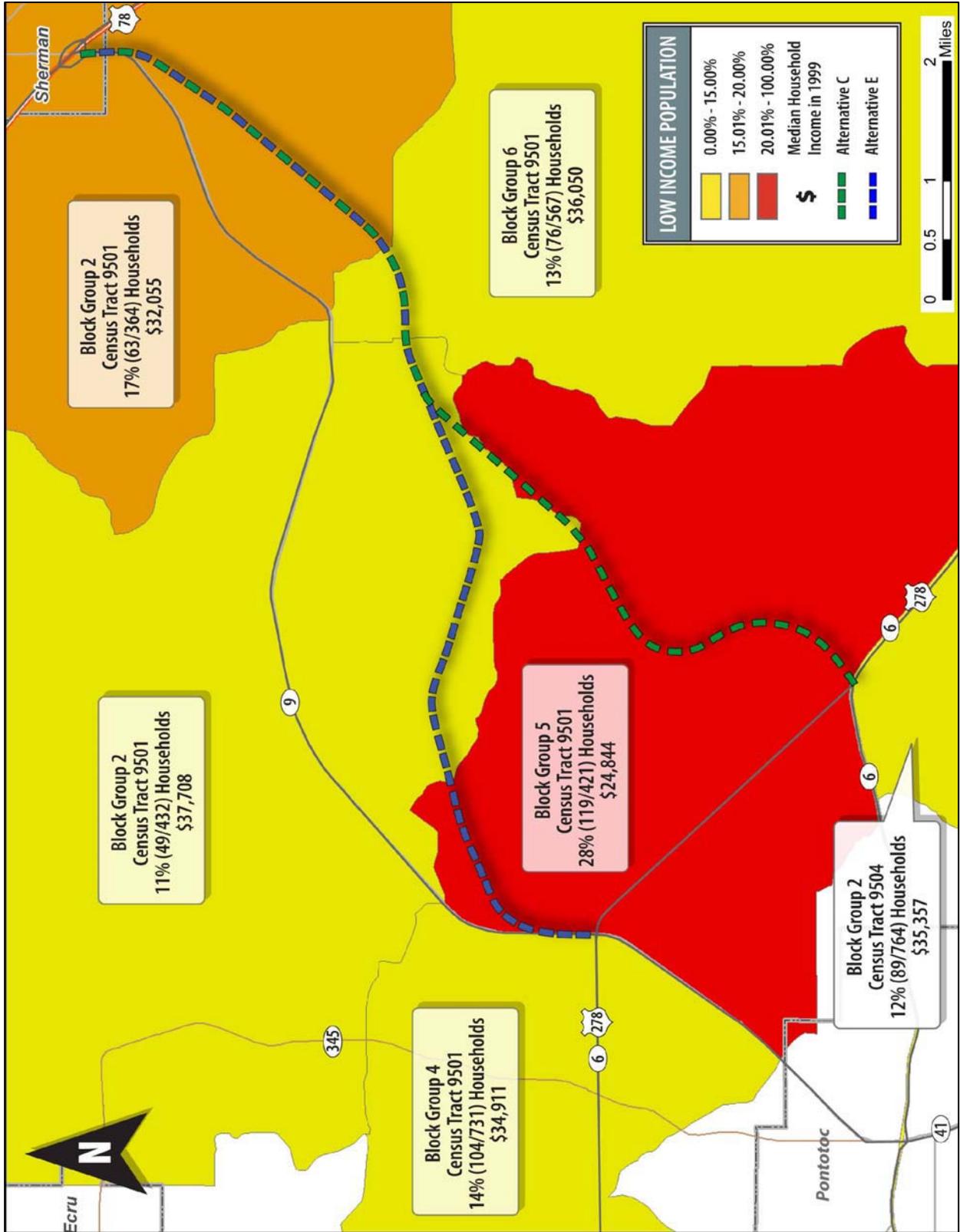


Figure 6: Low-Income Population by US Census Block Group

sensitive resources identified in the area. Based on public comment, MDOT developed Alternative E which was designed to minimize impacts to a creek and other sensitive environmental resources.

Potential residential and business displacements that could occur as a result of the proposed project have been assessed for each of the proposed alternatives. Because the No Build Alternative does not involve any improvements to the existing roadway other than regularly scheduled maintenance, no displacements are anticipated. Aerial photography was used along with field investigations and the public meetings to determine the residences and businesses impacted by each alternative. Table 3 provides a summary of potential relocations for the Build Alternatives.

Table 3: Estimated Displacements

Use	Number of Displacements	
	Alternative C	Alternative E
Residence (frame or brick)	13*	12**
Residence (mobile home)	6	6
Business	--	--

* This figure includes three residences that were not visible from the road and were not accessible for review due to a gated driveway. The number of residences was estimated using the presence of roadside mailboxes. Assumptions about the character of these residences were made using aerial photography which depicted the rooftop/building footprint.

Build Alternative C would result in the displacement of an 13 brick or frame residences and six mobile homes, for a total of 19 displacements. Build Alternative E would displace 12 brick or frame residences and six mobile homes, for a total of 18 displacements. Table 4 outlines characteristics of the potentially displaced dwellings, including number of bedrooms, average age and condition.

Approximately four of the residences identified during the field survey (three on each Build Alternative) were along gated, private drives and were not visible from the road. The number and rough size of these residences were determined from the presence of mailboxes along the road and from aerial photographs. For purposes of this conceptual relocation study, these residences were assumed to be frame or brick, have three bedrooms, be between 10 and 25 years of age and in fair condition. More detailed information on these properties would need to be obtained should the relocation study move beyond the conceptual stage. The survey also indicated that one of the residences along Build Alternative C is currently vacant. None of the residences anticipated to be displaced by either of the Build Alternatives is currently for sale.

Field investigations also attempted to estimate the demographic characteristics of the potential residential displacements. Only one individual was actually observed entering or leaving any of the potentially displaced residences. Thus, it is possible to confirm the presence of one elderly displacement that may occur with the construction of either Build Alternative as the individual's residence lies along the shared eastern section. An estimated six potentially displaced

Table 4: Characteristics of Displacement Dwellings

Type of Construction		Number of Dwellings	Typical Number of Bedrooms	Average Age of Dwellings			Condition of Dwellings		
				Less than 10 years	10 to 25 years	More than 25 years	Good	Fair	Poor
Alternative C	Frame/Brick	13	2-4	7	2	3	9	2	1
	Mobile Home	6	1-3	2	3	0	1	3	1
Alternative E	Frame/Brick	12	2-4	1	9	2	6	5	1
	Mobile Home	6	2-3	4	2	0	5	1	0

residences along Build Alternative C and four potentially displaced residences along Build Alternative E could be considered low income. More specific information than is available at the conceptual stage is needed to determine whether these or other residences actually house low income individuals who may be displaced by the project.

US Census 2000 data indicates that no minorities were present in 2000 in the Census Blocks surrounding 15 of the 19 potentially displaced residences along Build Alternative C. Likewise, no minorities were present in 2000 in the Census Blocks surrounding 12 of the 18 potentially displaced residences along Build Alternative E. There are no potentially displaced residences in either of the Census Blocks with significantly higher percentages of minorities (Census Block 2073 with 100 percent minorities and Census Block 2075 with 86 percent minorities). More detailed information than is available at this conceptual stage will be needed to determine whether minorities are among those residents of the remaining four potentially displaced residences along Build Alternative C and the remaining seven potentially displaced residences along Build Alternative E.

5.0 REPLACEMENT PROPERTY SURVEY

A survey of internet real estate listings and the local newspaper was completed to determine the availability of replacement properties. The survey was limited to listings in Pontotoc and Sherman and in rural areas close to the existing SR 9 corridor. The survey indicates that comparable homes are available for sale in the project area at the current time. The results of this survey are displayed in Table 5. Many of the available homes are located in more urbanized areas on much smaller acreages than the displaced properties. Replacement housing on lots of similar size (in some cases up to 100 acres) is not readily available, however owners of homes on large acreage might choose to reestablish their dwelling on another, unaffected portion of their property.

A number of mobile homes were identified in the study. Two of the mobile homes along Build Alternative C and two along Build Alternative E are on large enough lots that they might be relocated to unaffected portions of the property. A formal determination will be made during the right of way (ROW) phase as to the acquisition and/or relocation of the mobile homes. Mobile home dealerships are located in the Pontotoc area and there are no restrictions on the placement of mobile homes within Pontotoc County other than Health Department

Table 5: Available Replacement Properties in the Project Area

Number Available	Square Footage	Number of Bedrooms	State of Repair	Average Age	Average Price
2	< 1000	2	Fair	< 10 years	\$56,000
3	1000-1500	2	Fair/Good	10-25 years	\$85,000
7	1300-1500	3	Fair/Good	10-25 years	\$87,200
11	1500-2000	3	Fair/Good	10-25 years	\$133,500
3	> 2000	3	Good	< 10 years	\$170,000
4	< 2000	4	Good	10-25 years	\$123,600
5	2000 - 3000	4	Good	> 25 years	\$144,000
2	> 3000	4	Good	< 25 years	\$495,000
2	> 4000	5	Good	10-25 years	\$422,000

and Department of Environmental Quality requirements for the presence and location of wells and septic systems. A survey of vacant lots and acreage for sale was also conducted to determine whether ample replacement lots for mobile homes are available should any of those residences be displaced. The results of the survey of vacant lots and acreage for sale are displayed in Table 6.

Table 6: Available Replacement Lots in the Project Area

Number Available	Acreage	Average Price
1	< 3	\$17,995
9	3	\$37,000
2	4	\$35,000
1	> 10	\$80,000

It is important to note that the opening of the Toyota Plant in Blue Springs is expected to drastically alter the current social and economic environment of the project area, as noted in Chapter 1 of the NEPA Environmental Assessment. New jobs and the subsequent influx of new workers may create an increased demand for housing beyond the current supply. Should the opening of the plant coincide with the ROW acquisition process, the availability of replacement housing for those potentially displaced by Build Alternative C or Build Alternative E could be more limited than is indicated by the results of this survey.

Final determination as to the displacement of any residence will be made at the ROW stage. One or more relocation assistance officers will be assigned to the project, and each displaced person will be contacted individually and informed of their rights and benefits, which may be available through the Relocation Assistance Program.

Appendix D: Farmland Coordination

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)	Date Of Land Evaluation Request	9/23/08
Name Of Project	SR 9, From US 78/SR 6 to US 278	Federal Agency Involved
Proposed Land Use	New Transportation Corridor	County And State
		Pontotoc County, Mississippi

PART II (To be completed by NRCS)	Date Request Received By NRCS	9/23/08
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated
		n/a
Major Crop(s)	soybeans	Average Farm Size
		198
Farmable Land In Govt. Jurisdiction	Acres: 194,072 % 61	Amount Of Farmland As Defined in FPPA
		Acres: 39,934 % 13
Name Of Land Evaluation System Used	LESA	Date Land Evaluation Returned By NRCS
	n/a	9/24/08

	Alternative Site Rating			
	Alt. C	Alt. E	Site C	Site D
A. Total Acres To Be Converted Directly	141.9	130.4		
B. Total Acres To Be Converted Indirectly	51.7	27.9		
C. Total Acres In Site	482.9	507.2	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	17.6	17.2		
B. Total Acres Statewide And Local Important Farmland	2.0	6.1		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0	0.0		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	88.0	80.0		

PART V (To be completed by NRCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 To 100 Points)	88	80	0	0

PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	15	14	14		
2. Perimeter In Nonurban Use	10	10	10		
3. Percent Of Site Being Farmed	20	2	1		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	N/A	-	-		
6. Distance To Urban Support Services	N/A	-	-		
7. Size Of Present Farm Unit Compared To Average	10	1	1		
8. Creation Of Nonfarmable Farmland	25	2	2		
9. Availability Of Farm Support Services	5	2	2		
10. On-Farm Investments	20	2	2		
11. Effects Of Conversion On Farm Support Services	25	0	0		
12. Compatibility With Existing Agricultural Use	10	5	5		
TOTAL SITE ASSESSMENT POINTS	160	38	37	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	88	80	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	38	37	0	0
TOTAL POINTS (Total of above 2 lines)	260	126	117	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Reason For Selection:		



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

May 30, 2008

Mississippi Department of Transportation
E. Claiborne Barnwell, P.E.
Environmental Division Engineer
P.O. Box 1850
Jackson, MS 39215-1850

Dear Mr. Barnwell:

RE: Environmental Assessment for State Route (SR) 9 Improvements

This letter is in response to your request for assistance in determining the potential for impacts to lands enrolled in USDA-Natural Resources Conservation Service (NRCS) Easements Programs located in the proposed two environmental assessments to improve SR 9 from US 278/SR 6 near Pontotoc to US 78 near Sherman and from US 78 near Blue Springs to SR 384/US 45 Interchange near Guntown. According to our records, no land in the proposed environmental assessment area is enrolled in USDA-NRCS Easement Programs at this time.

If you have any further questions concerning this matter, please contact Decunda Duke-Bozeman, State WRP/HFRP Coordinator, at 601-965-5205 extension 120.

Sincerely,

A handwritten signature in cursive script that reads "Al Garner acting" over "Homer L. Wilkes".

Homer L. Wilkes
State Conservationist

cc:

Al Garner, Assistant State Conservationist (PROG), NRCS, Jackson, MS
Decunda Duke-Bozeman, Natural Resource Specialist, NRCS, Jackson, MS
Tom Heard, Area Conservationist, NRCS, Tupelo, MS
Dan Bagley, District Conservationist, NRCS, Tupelo, MS
Harry Patterson, District Conservationist, NRCS, Pontotoc, MS



G R E S H A M
S M I T H A N D
P A R T N E R S

MEMORANDUM

<i>To:</i>	File: 25943.03	<i>From:</i>	Margaret Slater and Laura Yates, Project Planners
<i>Date:</i>	December 10, 2008	<i>Subject:</i>	Visit to NRCS District Office, Pontotoc, MS to identify CRP properties in SR 9 Project Corridor, Pontotoc County, MS

On December 10, we visited the district office in Tupelo to review the maps of the Conservation Resource Program (CRP) properties in the area of the two project alternatives under consideration (C and E).

We had been informed by staff during a phone inquiry that no on-line data on the CRP properties in this district was available and that we'd need to review the maps by hand and transfer the data onto our project maps.

Below are the findings of the review regarding CRP properties in the proposed project right-of-way (ROW).

Alternative C

Farm #	Tract #	# Acres / Field #	Acreage in ROW
43	T2422	10.9 / 1	1.82
4290	T2405	8.0 / 6	3.63
191	T2813	6.4 / 1	0.765
88	T2823	11.81 / 4	3.570
88	T2823	3.7 / 3	0.950
Total Acreage in ROW			10.735

Alternative E

Farm #	Tract #	# Acres / Field #	Acreage in ROW
191	T2813	6.4 / 1	0.765
88	T2823	11.81 / 4	3.570
88	T2823	3.7 / 3	0.950
Total Acreage in ROW			5.285

STATE PROJECT NO.
MISS.



Farm # (T)
Tract #
CRP #
Access?!

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C

WORKING NUMBER	C-3
SHEET NUMBER	
COUNTY: PONTIAC	
FILENAME: DGNFILENAME	
DESIGN TEAM: CS&P	DATE: MONTH

CRP 07
43
T2422
10.9
1

1926 SF
1.820 AC.

ALTERNATIVE C

CANYON

LONGVIEW RD

165

170

175

180

185

190

195

STATE PROJECT NO.
MISS.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ALTERNATIVE C
and alternative E

NO.	DESCRIPTION	DATE

PROJECT NUMBER: C-11
SHEET NUMBER:

COUNTY: PONTIAC
FILENAME: DGN\FLENAME
ISSUE ITEM:

**Farm 191
T2813
@ 6.4ac**

**33.3165 AC
0.765 AC**

STATE	PROJECT NO.
MISS.	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
ALTERNATIVE C	
and ALTERNATIVE E	
COUNTY: PONTIAC	WORKING NUMBER: C-14
FILENAME: DGRFILENAME	SHEET NUMBER
ISSUE TERM: 05/20/07	DATE PLOTTED

88 CRP07
T2823

88 CRP07
T2823



POINT	Easting	Northing
1	1000000.00	1000000.00
2	1000000.00	1000000.00
3	1000000.00	1000000.00
4	1000000.00	1000000.00
5	1000000.00	1000000.00
6	1000000.00	1000000.00
7	1000000.00	1000000.00
8	1000000.00	1000000.00
9	1000000.00	1000000.00
10	1000000.00	1000000.00

CRP 07
11.81
4
88 Farm
T2823
155,490SF
3.570 AC

CRP 07
3.7
3
4132SF
0.950 AC

Appendix E: Early Coordination



**MISSISSIPPI
DEPARTMENT OF WILDLIFE, FISHERIES, AND PARKS**

Sam Polles, Ph.D.
Executive Director

June 2, 2008

E. Claiborne Barnwell, P.E.
Mississippi Department of Transportation
P.O. Box 1850
Jackson, MS 39215

Re: Environmental Assessments for State Route (SR) 9 Improvements
Project Numbers:
SP-2833-00(002)/105094-001000
SP-0925-00(003)/105094-002000
SP-0926-00(007)/105094-003000
Pontotoc, Union, and Lee Counties, Mississippi

R# 6652

To E. Claiborne Barnwell:

In response to your request for information dated May 20, 2008, we have searched our database for occurrences of state or federally listed species and species of special concern that occur within 2 miles of the site of the proposed project. Please find our concerns and recommendations below.

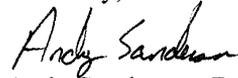
Occurrences of the fish *Cyprinella whipplei* (Steelcolor Shiner), a species of concern, have been documented in streams within 2 miles of the proposed project sites. We recommend that best management practices are implemented and monitored for compliance, specifically measures that will prevent ANY suspended silt and contaminants from leaving the site in stormwater run-off as this may negatively affect water quality and habitat conditions within nearby streams and waterbodies.

In addition, portions of this project site are underlain by hydric soils and may be designated wetlands. If this project is approved, we ask that serious consideration be given to the cumulative impacts of wetland disturbance and elimination.

Please feel free to contact us if we can provide any additional information, resources, or assistance that will help minimize negative impacts to the species and/or ecological

communities identified in this review. We are happy to work with you to ensure that our state's precious natural heritage is conserved and preserved for future Mississippians.

Sincerely,



Andy Sanderson, Research Biologist
Mississippi Natural Heritage Program
(601) 354-6367, ext. 117

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

United States Department of Agriculture



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

May 30, 2008

Mississippi Department of Transportation
E. Claiborne Barnwell, P.E.
Environmental Division Engineer
P.O. Box 1850
Jackson, MS 39215-1850

Dear Mr. Barnwell:

RE: Environmental Assessment for State Route (SR) 9 Improvements

This letter is in response to your request for assistance in determining the potential for impacts to lands enrolled in USDA-Natural Resources Conservation Service (NRCS) Easements Programs located in the proposed two environmental assessments to improve SR 9 from US 278/SR 6 near Pontotoc to US 78 near Sherman and from US 78 near Blue Springs to SR 384/US 45 Interchange near Guntown. According to our records, no land in the proposed environmental assessment area is enrolled in USDA-NRCS Easement Programs at this time.

If you have any further questions concerning this matter, please contact Decunda Duke-Bozeman, State WRP/HFRP Coordinator, at 601-965-5205 extension 120.

Sincerely,

A handwritten signature in cursive script that reads "Al Garner acting".

Homer L. Wilkes
State Conservationist

cc:

Al Garner, Assistant State Conservationist (PROG), NRCS, Jackson, MS
Decunda Duke-Bozeman, Natural Resource Specialist, NRCS, Jackson, MS
Tom Heard, Area Conservationist, NRCS, Tupelo, MS
Dan Bagley, District Conservationist, NRCS, Tupelo, MS
Harry Patterson, District Conservationist, NRCS, Pontotoc, MS

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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, MOBILE
CORPS OF ENGINEERS
Birmingham Field Office
218 Summit Parkway Suite 222
Homewood, Alabama 35209

Date 06/02/08

Dear Applicant:

We are in receipt of your request/application to for a pre-App
consultation.

Your request/application has been assigned project file number
SAM-200 -00849 - NSB and is also identified as SR9 Improvements

Your project has been assigned to Project Manager, Nick
Baggett. You may contact him/her either by telephone at
(205)290-9096, by e-mail at Nicholas.S.Baggett@usace.army.mil or by mail at
218 Summit Parkway Suite 222, Homewood, Alabama 35209.

Please help us help you, and take a moment to visit our website at
<http://www.sam.usace.army.mil/RD/reg/> where you can track the status of
your application and complete our customer satisfaction survey.

Sincerely,

C J House-Pearson

Cindy J. House-Pearson
Field Office Manager
Regulatory Division

Appendix F: Noise Technical Report

Traffic Noise Assessment

SR 9 from Pontotoc to US 78 Near Sherman
Pontotoc County, Mississippi
Project No. SP-2833-00(002)/105094/001000

Prepared for
Gresham Smith & Partners
6750 Poplar Avenue, Suite 625
Memphis, TN 38138-7407

October 15, 2008

Prepared by
Third Rock Consultants, LLC
2526 Regency Road, Suite 180
Lexington, KY 40503
859.977.2000

Co-authored by:

Dan Miller

Dan Miller

Steve Evans

Steve Evans

Reviewed by:

Jennifer Shelby

Jennifer Shelby, PE



www.thirdrockconsultants.com

Environmental Analysis & Restoration

Executive Summary

Third Rock Consultants, LLC (Third Rock) was contracted by Gresham Smith & Partners (GSP) to prepare a Traffic Noise Assessment for roadway improvements to State Route (SR) 9 in Pontotoc County, Mississippi. This baseline study was prepared at the request of the Mississippi Department of Transportation (MDOT).

The traffic noise analysis was conducted in accordance with MDOT's *Highway Traffic Noise Policy* (June 1996) and Federal Highway Administration's (FHWA), 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The analysis included:

- Determination of noise-sensitive receptors along the project;
- Measurement of existing noise levels;
- Development of validation models using Federal Highway Administration's Traffic Noise Model 2.5[®] (FHWA TNM) with field measured noise levels;
- Prediction of design year noise levels for the No Build and Build scenarios using FHWA TNM;
- Comparison of predicted noise levels with guidelines to determine impacts; and
- Evaluation, where necessary, of the feasibility of various noise abatement measures

The 110 occupied facilities were identified for noise analysis within the study area including 106 single-family residences, 3 commercial facilities, and 1 church. A corridor of approximately 500 feet on either side of the field-flagged centerline was included in the analysis area as well as other receptors identified during previous centerline alignments. The summation of the traffic noise impacts for the build alternatives are shown in the following table. All of these impacts are due to a substantial increase (greater than 15 dBA) from the Existing noise levels. No impacts approached or exceeded the Noise Abatement Criteria.

DESIGN YEAR TRAFFIC NOISE IMPACTS

ALTERNATIVE	SINGLE FAMILY	COMMERCIAL	CHURCH	TOTAL IMPACTS
Alternative C	10	0	0	10
Alternative E	9	0	0	9

MDOT guidelines state that noise abatement measures should be considered for receptors with predicted traffic noise impacts. A reduction of the speed limit or other traffic management would not meet the purpose and need of the project, which is to provide a high-speed access corridor. Thus, traffic management measures are not appropriate abatement measures. The evaluated build alternatives were selected from several other alternatives due to many factors and constraints, including impacting the least number of facilities. Therefore, the alteration of the proposed horizontal or vertical alignments is not a feasible abatement measure. A noise buffer zone is a possible abatement measure for future development as there is much undeveloped property in the area. Local ordinances could be implemented to require future development to be set back a minimum distance from the highway such that the NAC is not exceeded for the land use (residential or commercial). Noise barrier construction was not found to be feasible and reasonable at any location along this project. Barriers were unfeasible at many locations due to access roads, and just east of CR 30 construction was unfeasible due to topographical changes of over 100 feet between existing ridges and valleys. At other locations construction was unreasonable as fewer than 4 residences were located in the area. Therefore, there are no practical noise abatement measures that would eliminate or reduce the expected traffic noise impacts.

Table of Contents

	Page
I. INTRODUCTION.....	1
A. Location	1
B. Purpose and Need	1
C. Proposed Alternatives.....	1
D. Existing Roadway Geometrics and Proposed Typical Section.....	1
II. FUNDAMENTALS OF SOUND AND NOISE	1
III. NOISE IMPACT CRITERIA.....	5
IV. TRAFFIC NOISE ASSESSMENT	5
A. Computer Model Utilized.....	5
B. Input Data	6
C. Noise Level Measurements.....	6
D. Existing Noise Environment	7
E. Design Year (2030) No Build Alternative Noise Environment	7
F. Design Year (2030) Build Alternative C Noise Environment	7
G. Design Year (2030) Build Alternative E Noise Environment.....	7
V. SUMMARY OF RESULTS.....	8
VI. TRAFFIC NOISE ABATEMENT.....	8
VII. CONSTRUCTION NOISE ABATEMENT.....	9
VIII. FHWA POLICY REGARDING LAND USE DEVELOPMENT AND FUTURE NOISE ABATEMENT..	9

FIGURES

Figure 1 – Project Location	2
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TABLES

Table 1 – Measured and Predicted Noise Levels for Model Validation (L _{EQ})	6
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EXHIBITS

Exhibit 1 – Project Location.....	3
Exhibit 2 – Typical Section	4

APPENDICES

- Appendix A – Photo Journal
- Appendix B – Tables 1 through 3
- Appendix C – TNM Runs (CD)

I. INTRODUCTION

Third Rock Consultants, LLC (Third Rock) was contracted by Gresham Smith & Partners (GSP) to prepare a Traffic Noise Assessment for roadway improvements to State Route (SR) 9 in Pontotoc County, Mississippi. This baseline study considers traffic noise impacts to the community and was prepared at the request of the Mississippi Department of Transportation (MDOT).

A. Location

The proposed project includes construction of an approximately 10-mile section of Mississippi SR 9 between US278/SR 6 in Pontotoc and US 78/SR 9 near Sherman in Pontotoc County as seen in Figure 1, page 2. Land use throughout this corridor is largely forested and rural, with some residential areas.

B. Purpose and Need

The roadway improvements are primarily needed to support the development of the Toyota Vehicle Assembly Plant in Blue Springs, Union County, which is just north of the project area. A frontage road currently being developed to connect the plant to SR 9 will parallel US 78 on the west side, between the Blue Springs exit on US 78 and the Sherman exit. The improvements to SR 9 will support the high volume of additional traffic and provide high-speed access between US 78 and US 278.

C. Proposed Alternatives

In evaluating the proposed improvements to SR 9, two build alternatives have been advanced through a series of screening analyses and public meetings. A No Build Alternative will also be considered in this analysis. Build Alternative C begins at the intersection of SR 6 and Longview Road (County Road (CR) 886), then travels northeast to the existing I-78 interchange at the town of Sherman. Build Alternative E begins at the intersection of SR 6 and SR 9 then

travels east, sharing the same alignment as Alternative C from near the intersection of Crane Road (CR 49) and Sample Road (CR 54) on Dozer Hill to the existing I-78 interchange. Both build alternatives are shown on Exhibit 1, page 3, along with existing area roadways.

D. Existing Roadway Geometrics and Proposed Typical Section

The existing roadways are primarily two lanes that are each 10 feet wide, with observed speeds ranging from 40 miles per hour (mph) for CR 51 to 50 mph for CR 54. The existing SR 9 is a two-lane highway with posted speeds of 55 mph.

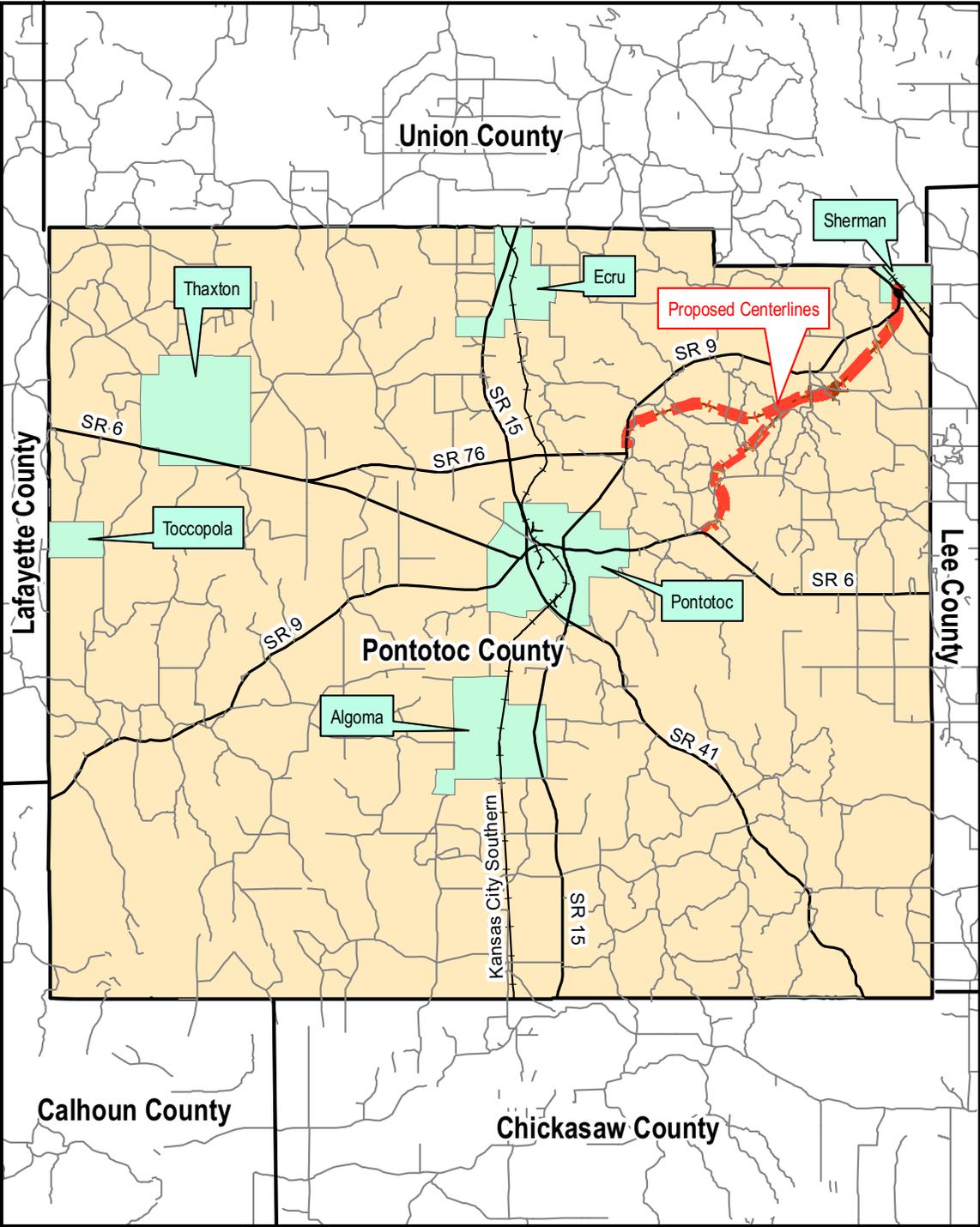
The typical section for both build alternatives will be a four-lane highway divided by a 101-foot median with two lanes in each direction. Lane widths will be 12 feet, with an 8-foot shoulder on the interior lanes and a 12-foot shoulder on the outer lanes (Exhibit 2, page 4). The design speed is 55 mph. The right-of-way width is 400 feet, based on estimates from the MDOT Planning Division.

II. FUNDAMENTALS OF SOUND AND NOISE

Sound can be defined as vibrations transmitted through air with frequencies in the range capable of detection by human ear. Traffic noise is a specific type of unwanted sound produced by vehicle tires, engines, and exhaust systems varying in levels depending upon the volume, speed, the percentage of trucks, and the slope of the roadway.

Sound is measured in decibels, a logarithmic scale of measurement, and traffic noises in this report are measured in the specific A-scale decibel system (dBA) using the L_{eq} descriptor. The A-scale is used because it most nearly matches the response of the human ear to sound. $L_{Aeq1-hr}$ (shortened in this report to L_{eq}) is the A-weighted equivalent steady state sound

FIGURE 1 – PROJECT LOCATION



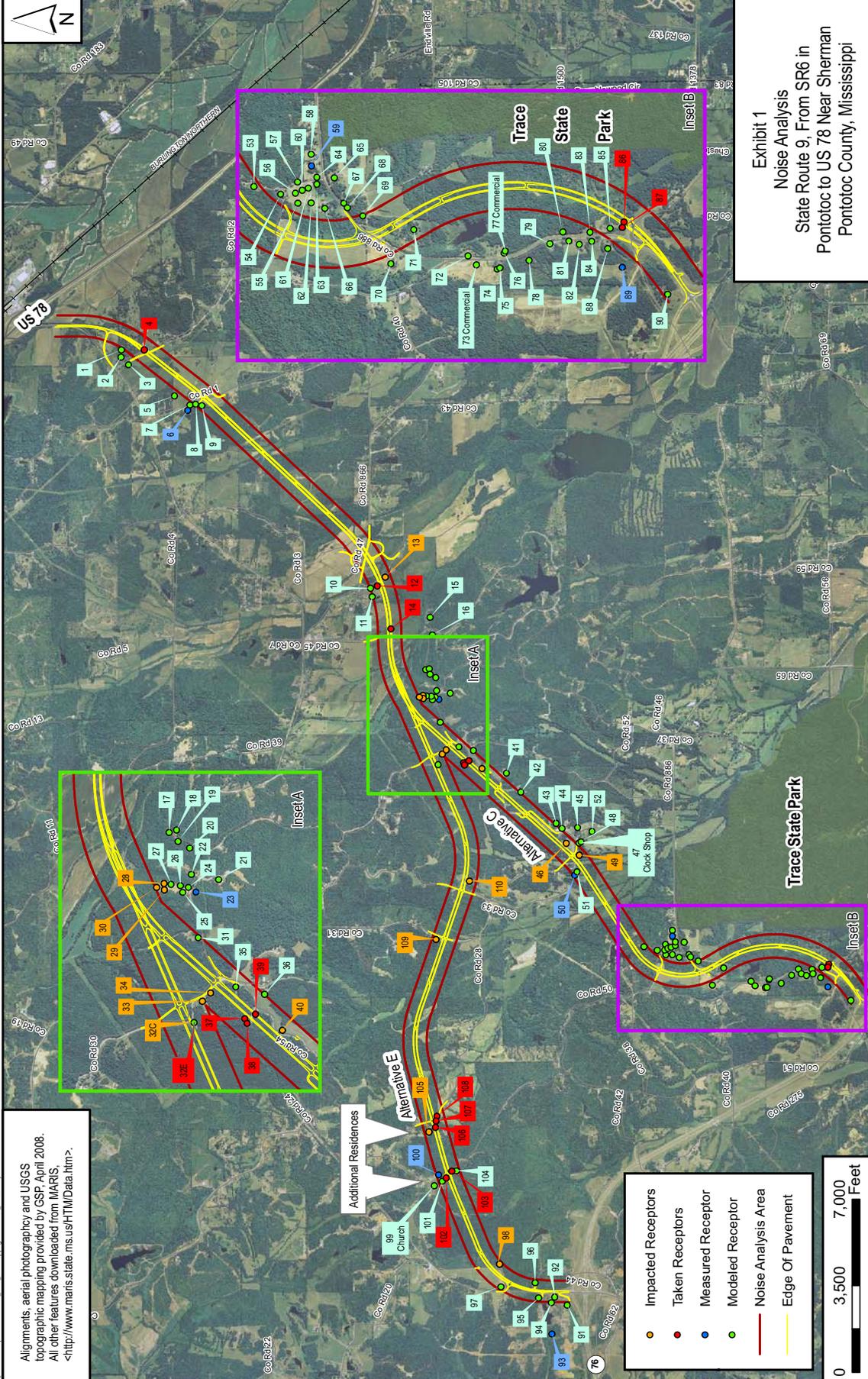


Exhibit 1
 Noise Analysis
 State Route 9, From SR6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi

Map Document: F:\2007\2007-07_SRP\Map\Map6\SE\Enb\Noise.mxd, 10/15/2008, 2:02:14 PM, dnm
 Alignments, aerial photography and USGS
 topographic mapping provided by GSP, April 2008.
 All other features downloaded from MARIS,
 <http://www.maris.state.ms.us/HTML/Data.htm>

- Impacted Receptors
- Taken Receptors
- Measured Receptor
- Modeled Receptor
- Noise Analysis Area
- Edge Of Pavement



Additional Residences



Church



Chuck Shop



Trace State Park

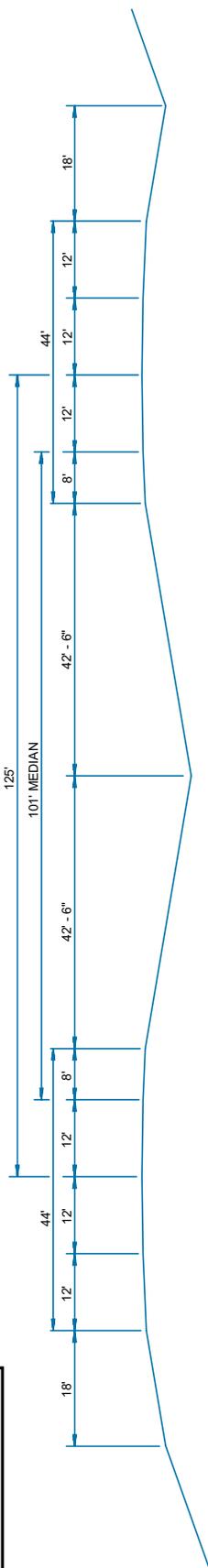


Trace State Park



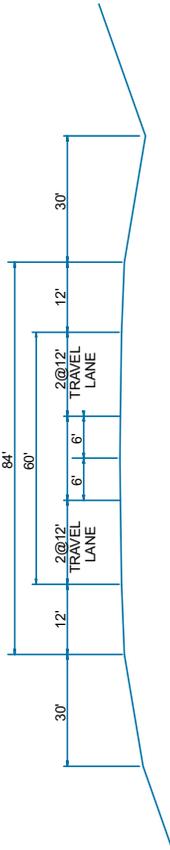
Trace State Park

Design mapping provided by Gresham Smith and Partners, October 2008.

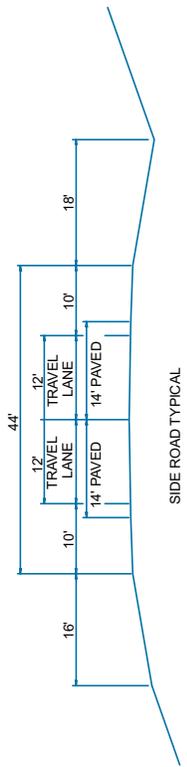


ALT C STA. 116+33 TO STA. 550+66.89
 ALT E STA. 67+00.30 TO STA. 534+00.00

NOTE: TYPICALS SECTION TRANSITIONS
 ALT C FROM 5-LANES TO 4-LANES DIVIDED STA. 116+00.33 TO STA. 130+50.33
 ALT C FROM 4-LANES DIVIDED TO 5-LANES STA. 536+16.89 TO STA. 550+66.89
 ALT E FROM 5-LANES TO 4-LANES DIVIDED STA. 67+00.30 TO STA. 102+47.40
 ALT E FROM 4-LANES DIVIDED TO 5-LANES STA. 519+50.00 TO STA. 534+00.00



ALT C STA. 111+45.78 TO STA. 116+00.33
 ALT C STA 550+66.89 TO STA. 575+38.85
 ALT E STA. 59+74.26 TO STA. 67+00.30
 ALT E STA. 534+00.00 TO STA. 558+71.96



SIDE ROAD TYPICAL

Exhibit 2
 Proposed Typical Section
 SR 9, From SR 6 in
 Pontotoc to US 78 near Sherman
 Pontotoc County, Mississippi

NOT TO SCALE

level, containing the same acoustic energy as the time varying sound level throughout a one-hour period. In this logarithmic system of measurement, a doubling in the acoustic energy calculates as a 3-dBA sound level increase. To the human ear however, a 3-dBA change in the sound levels has been found to be the minimum noticeable change in sound levels. A 10-dBA increase is perceived as a doubling of the noise level.

III. NOISE IMPACT CRITERIA

According to Federal Highway Administration (FHWA) Policy, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, contained in 23 CFR 772, traffic noise impacts occur when the predicted traffic noise levels approach (are within 1 dBA) or exceed the Noise Abatement Criteria (NAC). The policy states that traffic noise impacts also occur when the predicted traffic noise levels for the build scenario substantially exceed existing noise levels (increase beyond existing levels by 15 dBA or more). The FHWA exterior NAC for institutional and residential facilities is 67.0 dBA L_{eq} , and for commercial facilities is 72.0 dBA L_{eq} . The MDOT Highway Traffic Noise Policy (June 18, 1996) incorporates FHWA procedures and Noise Abatement Criteria contained in 23 CFR 772. MDOT has additionally defined a substantial increase as a 15 dBA or more increase over existing conditions.

IV. TRAFFIC NOISE ASSESSMENT

The traffic noise analysis was conducted in accordance with MDOT's *Highway Traffic Noise Policy* (June 1996) and FHWA's, 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The analysis included:

- Determination of noise-sensitive receptors along the project;
- Measurement of existing noise levels;

- Development of validation models using Federal Highway Administration's Traffic Noise Model 2.5® (FHWA TNM) with field measured noise levels;
- Prediction of design year noise levels for the No Build and Build scenarios using FHWA TNM;
- Comparison of predicted noise levels with guidelines to determine impacts; and
- Evaluation, where necessary, of the feasibility of various noise abatement measures

The 110 occupied facilities identified for noise analysis within the study area include 106 single-family residences, 3 commercial facilities, and 1 church. A corridor of approximately 500 feet on either side of the field-flagged centerline was included in the analysis area, as well as other receptors identified during previous centerline alignments. Exhibit 1, page 3, shows the locations of these facilities.

A. Computer Model Utilized

FHWA TNM Version 2.5, February 2004, calculates highway traffic noise for specified receptor locations based on roadway geometry, vehicle volume, vehicle mix, vehicle speed, and intervening ground conditions (Table 1, page 6). Sound levels are calculated as hourly equivalent levels (L_{eq}) based on previously determined reference energy mean emissions levels for each type of vehicle. FHWA TNM accounts for full throttle emissions of vehicles on upgrades or accelerating, atmospheric effects, vehicle speed, distance from roadway, and shielding from intervening objects. The model also allows for simulation of a noise barrier, if applicable.

The model was used to estimate traffic-related noise levels for the Existing (2010) and the design year (2030) conditions of the No Build and the Build alternatives. In making these estimates, the traffic volume, operating speed,

TABLE 1 – MEASURED AND PREDICTED NOISE LEVELS FOR MODEL VALIDATION (L_{Eq})

SITE	APPROXIMATE LOCATION*	MEASURED DECIBEL LEVEL (dBA)	PREDICTED DECIBEL LEVEL (dBA)	DIFFERENCE (dBA)
6	86 feet from CR 1; 1,791 feet from SR 9	50.5	45	5.5
13	62 feet from CR 45	43.5	45.7	-2.2
23	94 feet from CR 30	50.4	50.6	-0.2
50	266 feet from CR 28	47.7	32.2	15.5
59	237 feet from CR 886	48	42.9	5.1
89	560 feet from CR 886	51.4	42.0	9.4
93	164 feet from SR 9	54	56.5	-2.5
100	224 feet from CR 51	43.5	33.9	9.6

NOTE: Yellow shading indicates the value is not within ± 3 dBA L_{Eq} of the measured reading.

*Distances are perpendicular to the roadway centerline.

and terrain were considered. The results are given in Appendix B, Table 1.

Project aeriels and proposed roadway centerlines were provided by GSP. Elevations of roadways and receptors were obtained from digital terrain surface (DTM) files.

B. Input Data

Design hour volume (DHV) traffic data are required for each roadway segment included in the FHWA TNM model. Traffic reports received on August 27, 2008 from GSP were utilized in the modeling of directional traffic for this project. On roadways where traffic was not provided, field observed traffic was utilized in the Existing (2010), No Build (2030), and Build (2030) models. Where traffic was provided, equal volumes of medium and heavy trucks were assumed.

C. Noise Level Measurements

Existing noise levels were measured June 3 through 5 and August 19 and 20, 2008 at eight locations identified on Exhibit 1, page 3. Photographs of each monitoring site are found in Appendix A. Noise monitoring was performed during either the period of peak morning (6:30 a.m. to 9:00 a.m.) or afternoon (4:00 p.m.

to 6:00 p.m.) traffic volumes. Noise levels were monitored for 15 minutes during high traffic volume. To perform the monitoring, the following equipment was utilized:

- Larson Davis Model 820 Type 1 Precision Sound Level Meter S/N 1614;
- Larson Davis Model 828 Preamplifier S/N 2493;
- Larson Davis Model 2560 Microphone S/N 3002; and
- Larson Davis CAL200 Precision Acoustic Calibrator S/N 5067

Weather conditions for monitoring were hot (70 to 95 degrees Fahrenheit) and sunny, humid but dry, and suitable for measurements. Traffic counts by vehicle type (automobiles, medium trucks, heavy trucks, motorcycles, and buses) were taken and average traffic speeds were observed during the noise level measurements. Receptor locations were identified as noise sensitive areas of human use through analysis of mapping and visual inspection of the project corridor. Receptors were selected for modeling purposes because of representative proximity to the roadway, potential sensitivity to noise impacts, and accessibility. All measured receptors represent Category B Noise Abatement

Criteria, which is defined by FHWA as 67.0 dBA. Each measured receptor is representative of similar noise sensitive locations for the alternative.

Existing sound level measurements were used to model the existing conditions in FHWA TNM to validate the model. Noise levels calculated by the model for the observed traffic conditions are compared with the measured noise levels values in Table 1, page 6. The location of the receptor relative to existing and proposed roadways is included in this table.

The measured values of the receptor are within ± 3 dBA L_{eq} of the modeled levels for two of the receptors (23 and 93), thus the model is considered validated at those receptors. For all other receptors, the model predicts noise levels to be less than 3 dBA of the measured values. Most of the measured noise in these areas was due to background sources such as leaves rustling, chirping birds, and dogs barking, and not traffic related noise. With little to no traffic on the existing roadways near the non-validating receptors, the model predicted the noise levels to be less than measured. At receivers where the model did not validate due to a lack of traffic, the measured noise levels were used as representative of the existing conditions at associated modeled receptors in the area which were below the measured value.

D. Existing Noise Environment

One hundred and ten noise-sensitive facilities are located within the proposed project area. These facilities consist of 106 single-family residences, 3 commercial facilities, and 1 church (Appendix B, Table 1.) Under existing conditions, none of these facilities have traffic noise levels approaching or exceeding NAC levels. The NAC for residences and churches is 67.0 dBA (Category B) and is 72.0 dBA for commercial facilities.

E. Design Year (2030) No Build Alternative Noise Environment

For the No Build Alternative, the L_{eq} levels from highway traffic at occupied facilities located along the proposed project are expected to be 0.0 to 3.8 dBA higher than the Existing noise levels (Appendix B, Table 1.) This increase in noise levels is due to small increases in traffic on existing roadways over the 20-year period. Under the No Build alternative, no receptors are expected to receive traffic impacts due to a NAC exceedance. At receptors where the existing noise level was greater than the predicted No Build noise level, the Existing level was substituted for the predicted No Build noise level.

F. Design Year (2030) Build Alternative C Noise Environment

If Alternative C is constructed, 8 of the 90 total receptors along this alignment fall within the right-of-way of the proposed roadway and would be taken. Highway traffic noise impacts are expected to occur at 10 single-family residences (Receptors 13, 28, 29, 30, 32, 33, 34, 40, 46, 49) that would remain (Appendix B, Table 1.) All 10 impacts are due to a substantial increase (greater than 15 dBA) from the existing noise levels. No impacts were caused by noise levels approaching or exceeding the NAC. The L_{eq} levels for Build Alternative C are expected to range from 0.0 to 32.2 dBA higher than the Existing noise levels, with an average increase of 6.7 dBA. The increase in traffic noise is due to the addition of high-speed traffic in an area that is currently very rural. The receptors where these impacts are predicted are indicated in Appendix B, Table 1 and shown on Exhibit 1, page 3.

G. Design Year (2030) Build Alternative E Noise Environment

If Alternative E is constructed, 10 of the 60 total receptors along this alignment fall within the right-of-way of the proposed roadway and would be taken. Highway traffic noise impacts are expected to occur at 9 single-family residences

(Receptors 13, 28, 29, 30, 33, 98, 105, 109, 110). Of the predicted impacts, all are due to a substantial increase (greater than 15 dBA) from the existing noise levels. No noise levels were predicted to approach or exceed the NAC for this alternative. The L_{eq} levels for Build Alternative E are expected to range from 0.7 to 22.9 dBA higher than the Existing noise levels, with an average increase of 9.3 dBA. As with Build Alternative C, increases in traffic noise levels are due to the addition of high-speed traffic in a rural area. The impacted receptors are indicated in Appendix B, Table 1 and shown on Exhibit 1, page 3.

V. SUMMARY OF RESULTS

No impacts associated with either Build Alternative approached or exceeded the NAC. For Build Alternative C, traffic noise impacts were predicted to occur at 10 single-family residences outside of the proposed right-of-way (Receptors 13, 28, 29, 30, 32, 33, 34, 40, 46, 49). For Build Alternative E, traffic noise impacts were predicted to occur at 9 single-family residences outside of the proposed right-of-way (Receptors 13, 28, 29, 30, 33, 98, 105, 109, 110). All of the predicted impacts are due to a substantial increase (greater than 15 dBA) from Existing noise levels (Appendix B, Table 1).

VI. TRAFFIC NOISE ABATEMENT

MDOT guidelines state that noise abatement measures should be considered for receptors with predicted traffic noise impacts. Noise abatement measures can include improved traffic management, alterations to the horizontal or vertical alignments, and acquisition of noise buffer zones. If these measures are not appropriate, not effective, or not feasible, the installation of structural noise barriers can be evaluated with respect to feasibility and reasonableness.

A reduction of the speed limit or other traffic management would not meet the purpose and

need of the project, which is to provide a high-speed access corridor. Thus, traffic management measures are not appropriate abatement measures. The evaluated build alternatives were selected from several other alternatives due to many factors and constraints, including impacting the least number of facilities. Therefore, the alteration of the proposed horizontal or vertical alignments is not a feasible abatement measure. A noise buffer zone is a possible abatement measure for future development as there is much undeveloped property in the area. Local ordinances could be implemented to require future development to be set back a minimum distance from the highway such that the NAC is not exceeded for the land use (residential or commercial). Appropriate setback distances can be established from the noise contours indicated in Appendix B, Table 2.

Noise barriers were evaluated as a noise abatement option. According to MDOT policy, noise barriers must result in a noise reduction of at least 5 dBA to be considered feasible. To be considered reasonable, a noise reduction of at least 5 dBA at four or more impacted residences (constructed or permitted before the date of public knowledge) must be achieved. If this criterion is satisfied, the following additional factors should be used to evaluate reasonableness:

- A majority of impacted residents who will benefit (receive at least a 5 dBA reduction) from the noise barrier should desire a noise barrier;
- The barrier cost should be no more than \$20,000 per benefited residence;
- Most impacted homes were built before construction of the present road;
- Future Build noise levels are at least 66 dBA;
- Future Build noise levels are at least 5 dBA greater than the Existing levels;
- Future Build noise levels are at least 3 dBA greater than the future No Build levels; and

- Any additional relevant factors

In Appendix B, Table 3, all impacted receptors are evaluated for noise barrier abatement against these criteria. In calculating the cost of the noise barrier, a cost of \$25.00 per square foot was used. If barriers are constructed, this cost may increase or decrease depending on the type of materials used in construction.

Noise barrier construction was not found to be feasible and reasonable at any location along this project. Barriers were unfeasible at many locations due to access roads, and just east of CR 30 construction was unfeasible due to topographical changes of over 100 feet between existing ridges and valleys. At other locations construction was unreasonable as fewer than 4 residences were located in the area. Therefore, there are no practical noise abatement measures that would eliminate or reduce the expected traffic noise impacts.

VII. CONSTRUCTION NOISE ABATEMENT

If required, contractors can utilize the following noise abatement measures during road construction in the vicinity of noise sensitive areas such as schools, residences, and churches:

- Provide soundproof housing or enclosures for stationary noise-producing machinery such as drills, augers, cranes, derricks, compactors, pile drivers, etc.;
- Provide efficient silencers on air intakes of equipment;
- Provide efficient intake and exhaust mufflers of internal combustion engines;
- Perform proper maintenance on all noise producing equipment to prevent excessive rattling and vibration of metal surfaces;
- Restrict construction operations in the vicinity of noise sensitive locations to periods of the day when excessive noise would be least harmful; and

- Take other measures as necessary to prevent construction noise from becoming a public health nuisance or detriment to human health. MDOT has the responsibility for monitoring construction noise levels and can advise the contractor of any violations.

VIII. FHWA POLICY REGARDING LAND USE DEVELOPMENT AND FUTURE NOISE ABATEMENT

The FHWA only approves Type II, or retrofit barriers for projects that were approved before November 28, 1995 or are proposed along lands where land development or substantial construction predated the existence of any highway. The granting of a building permit, filing of a plat plan, or a similar action must have occurred prior to right-of-way acquisition or construction approval for the original highway. As this project meets neither of these conditions, a Type II barrier will not be considered for development of land use in the future. Thus, it is the responsibility of local planners and developers to design and build residential development with existing noise levels in mind in an effort to avoid impacts and possible public complaints.

Local officials can use noise compatible land use planning which is reducing noise in areas along highways by using adjacent land for activities, services, or businesses that are not disrupted by noise. By identifying and placing land uses that are less sensitive, such as shopping malls or office space, or designating open spaces, near high traffic roadways, noise can be dissipated before it reaches sensitive areas.

APPENDICES

APPENDIX A – PHOTO JOURNAL



Receptor 6, North



Receptor 6, South



Receptor 6, East



Receptor 6, West



Receptor 13, North



Receptor 13, South



Receptor 13, East



Receptor 13, West



Receptor 23, North



Receptor 23, South



Receptor 23, East



Receptor 23, West



Receptor 50, North



Receptor 50, South



Receptor 50, East



Receptor 50, West



Receptor 59, North



Receptor 59, South



Receptor 59, East



Receptor 59, West



Receptor 89, North



Receptor 89, East



Receptor 89, West



Receptor 93, North



Receptor 93, South



Receptor 93, East



Receptor 93, West



Receptor 100, Northwest



Receptor 100, Northeast



Receptor 100, Southeast

APPENDIX B

Table 1 – Exterior Noise Levels

Table 2 – Traffic and L_{eq} Contours

Table 3 – Locations Warranting Noise Abatement Consideration

Table 1: Exterior Noise Levels

Receptor #	Landuse	NAC (dBA)	Existing (2010)			No Build (2030)			Build Alt C (2030)			Build Alt E (2030)		
			Traffic Noise Source	Distance**	Measured Leq (dBA)	Estimated Leq (dBA)	Estimated Leq (dBA)	Noise Impact	Distance***	Estimated Leq (dBA)	Noise Impact	Type of Impact	Distance***	Estimated Leq (dBA)
1	Single Family Residence	67	Eads Creek Rd	525	50.5	50.5*	No	478	55.3	No	478	54.7	No	
2	Single Family Residence	67	Eads Creek Rd	269	50.5	50.5*	No	722	52.3	No	722	51.7	No	
3	Single Family Residence	67	Eads Creek Rd	123	50.5	50.5*	No	792	52.7	No	792	52.5	No	
4	Single Family Residence	67	Eads Creek Rd	145	50.5	50.5*	No	617	54.4	No	617	51.8	No	
5	Single Family Residence	67	Cochran Rd	623	50.5	50.5*	No	750	50.9	No	750	51.3	No	
6	Single Family Residence	67	Cochran Rd	91	50.5	50.5*	No	534	55.9	No	534	54.3	No	
7	Single Family Residence	67	Cochran Rd	90	50.5	50.5*	No	349	59.2	No	349	57.9	No	
8	Single Family Residence	67	Cochran Rd	54	50.5	50.5*	No	231	60	No	231	60.1	No	
9	Single Family Residence	67	Cochran Rd	77	50.5	50.5*	No	397	57.3	No	397	55.9	No	
10	Single Family Residence	67	Bryant Lane	104	43.5	43.5*	No	429	55.9	No	429	54.8	No	
11	Single Family Residence	67	Bryant Lane	446	43.5	43.5*	No	210	60.6	Yes	210	60.6	Yes	
12	Single Family Residence	67	Bryant Lane	105	43.5	43.5*	No	1606	44.5	No	1606	44.7	No	
13	Single Family Residence	67	Bryant Lane	62	43.5	43.5*	No	1664	50.3	No	1664	50.5	No	
14	Single Family Residence	67	Dozer Hill Rd	259	48.3	48.3	No	1115	48.2	No	1115	48.8	No	
15	Single Family Residence	67	Lake Rd	490	43.5	43.5*	No	1272	47.1	No	1272	47.3	No	
16	Single Family Residence	67	Lake Rd	195	45.1	45.1	No	1214	46.5	No	1214	47.2	No	
17	Single Family Residence	67	Dozer Hill Rd	69	34	34	No	1389	45.7	No	1389	46.1	No	
18	Single Family Residence	67	Dozer Hill Rd	81	34.3	34.3	No	1545	45.9	No	1545	46.2	No	
19	Single Family Residence	67	Dozer Hill Rd	46	35.9	35.9	No	1200	49.6	No	1200	49.7	No	
20	Single Family Residence	67	Dozer Hill Rd	78	40.1	40.1	No	1142	52.9	No	1142	52.9	No	
21	Single Family Residence	67	Dillard Rd	302	43.1	43.1	No	1053	51.7	No	1053	51.7	No	
22	Single Family Residence	67	Dillard Rd	176	46.6	46.6	No	894	51	No	894	51	No	
23	Single Family Residence	67	Dillard Rd	95	50.7	50.7	No	906	50.1	No	906	50.1	No	
24	Single Family Residence	67	Dillard Rd	69	49.8	49.8	No	736	51	No	736	51	No	
25	Single Family Residence	67	Dillard Rd	145	48.8	48.8	No	621	52.5	Yes	621	52.5	Yes	
26	Single Family Residence	67	Dillard Rd	240	43.8	43.8	No	569	53.3	Yes	569	53.3	Yes	
27	Single Family Residence	67	Dillard Rd	415	39.6	39.6	No	449	55.4	Yes	449	55.4	Yes	
28	Single Family Residence	67	Dillard Rd	556	37.4	37.4	No	825	52.3	No	825	52.3	No	
29	Single Family Residence	67	Dillard Rd	514	37.8	37.8	No	377	53.8	Yes	377	53.8	Yes	
30	Single Family Residence	67	Dillard Rd	678	35.6	35.6	No	592	51.2	No	592	51.2	No	
31	Single Family Residence	67	Dillard Rd	114	49.4	49.4	No	1151	53	No	1151	53	No	
32	Single Family Residence	67	Dillard Rd	98	30.8	30.8	No	1598	43.8	No	1598	43.8	No	
33	Single Family Residence	67	Dillard Rd	85	36.4	36.4	No	1041	46.6	No	1041	46.6	No	
34	Single Family Residence	67	Dillard Rd	50	40.2	40.2	No	1044	46.4	No	1044	46.4	No	
35	Single Family Residence	67	Sample Rd	68	52.3	52.3	No	1880	42.7	No	1880	42.7	No	
36	Single Family Residence	67	Crane Rd	144	38.4	38.4	No	60.3	50.1	Yes	60.3	50.1	Yes	
37	Single Family Residence	67	Sample Rd	295	35.1	35.1	No	50.1	56.7	No	50.1	56.7	No	
38	Single Family Residence	67	Sample Rd	328	33.6	33.6	No	56.7	43.6	No	56.7	43.6	No	
39	Single Family Residence	67	Sample Rd	77	36.9	36.9	No	483	43.6	No	483	43.6	No	
40	Single Family Residence	67	Sample Rd	88	28.1	28.1	No	43.6	43.6	No	43.6	43.6	No	
41	Single Family Residence	67	Sample Rd	444	47.7*	47.7*	No	43.6	43.6	No	43.6	43.6	No	
42	Single Family Residence	67	Sample Rd	862	47.7*	47.7*	No	43.6	43.6	No	43.6	43.6	No	
43	Single Family Residence	67	Sample Rd	382	47.7*	47.7*	No	43.6	43.6	No	43.6	43.6	No	

Table 1: Exterior Noise Levels

Receptor #	Landuse	NAC (dBA)	Existing (2010)			No Build (2030)			Build Alt C (2030)			Build Alt E (2030)			
			Traffic Noise Source	Distance**	Measured Leq (dBA)	Estimated Leq (dBA)	Estimated Leq (dBA)	Noise Impact	Distance***	Estimated Leq (dBA)	Noise Impact	Type of Impact	Distance***	Estimated Leq (dBA)	Noise Impact
44	Single Family Residence	67	Sample Rd	158		47.7*	47.7*	47.7*	No	496	50.2	No			
45	Single Family Residence	67	Russell Rd	264		47.7*	47.7*	47.7*	No	940	47.3	No			
46	Single Family Residence	67	Russell Rd	395		47.7*	47.7*	47.7*	No	173	65.9	Yes	Sub'l Increase		
47	Commercial	72	Russell Rd	103		47.7*	47.7*	47.7*	No	518	54.2	No			
48	Single Family Residence	67	Russell Rd	182		47.7*	47.7*	47.7*	No	620	53.4	No			
49	Single Family Residence	67	Russell Rd	134		47.7*	47.7*	47.7*	No	187	63.8	Yes	Sub'l Increase		NA
50	Single Family Residence	67	Russell Rd	271	47.7	47.7*	47.7*	47.7*	No	336	57.8	No			
51	Single Family Residence	67	Russell Rd	185		47.7*	47.7*	47.7*	No	168	62.3	No			
52	Single Family Residence	67	Russell Rd	95		47.7*	47.7*	47.7*	No	1216	46.7	No			
53	Single Family Residence	67	Stallings Bend	441		48*	48*	48*	No	311	58.1	No			
54	Single Family Residence	67	Stallings Bend	77		48*	48*	48*	No	598	54.4	No			
55	Single Family Residence	67	Stallings Bend	251		48*	48*	48*	No	634	54.4	No			
56	Single Family Residence	67	Stallings Bend	139		48*	48*	48*	No	787	53.2	No			
57	Single Family Residence	67	Stallings Bend	69		48*	48*	48*	No	1002	48.1	No			
58	Single Family Residence	67	Longview Rd	215		48*	48*	49.6	No	1658	47.4	No			
59	Single Family Residence	67	Longview Rd	235	48	48*	48*	49.3	No	1426	48.6	No			
60	Single Family Residence	67	Stallings Bend	110		48*	48*	48*	No	897	51.4	No			
61	Single Family Residence	67	Stallings Bend	107		48*	48*	48*	No	987	50.5	No			
62	Single Family Residence	67	Stallings Bend	403		48*	48*	48*	No	729	52.7	No			
63	Single Family Residence	67	Stallings Bend	68		48*	48*	51.4	No	1111	51.5	No			
64	Single Family Residence	67	Stallings Bend	70		49.4	49.4	53	No	1256	51	No			
65	Single Family Residence	67	Longview Rd	166		49.1	49.1	52.8	No	1270	50.9	No			
66	Single Family Residence	67	Longview Rd	297		48*	48*	48*	No	668	53.2	No			
67	Single Family Residence	67	Gentry Lane	15		54.2	54.2	57.8	No	748	56.6	No			
68	Single Family Residence	67	Longview Rd	72		56	56	59.5	No	651	60.1	No			
69	Single Family Residence	67	Longview Rd	216		48*	48*	50.6	No	393	58.2	No			
70	Single Family Residence	67	Longview Rd	301		48*	48*	48.3	No	584	54.9	No			
71	Single Family Residence	67	Longview Rd	518		48*	48*	48*	No	212	60.6	No			
72	Single Family Residence	67	Longview Rd	44		59	59	62.5	No	1189	60.2	No			
73	Commercial	72	Longview Rd	118		51.4*	51.4*	55.3	No	1418	54	No			
74	Single Family Residence	67	Longview Rd	198		51.4*	51.4*	51.6	No	1586	50.7	No			
75	Single Family Residence	67	Longview Rd	178		51.4*	51.4*	52.2	No	1575	51.3	No			
76	Single Family Residence	67	Longview Rd	104		53.1	53.1	56.7	No	1283	55.3	No			
77	Commercial	72	Longview Rd	139		51.4*	51.4*	54.7	No	1247	53.7	No			
78	Single Family Residence	67	Longview Rd	188		51.4*	51.4*	51.4*	No	1419	50.5	No			
79	Single Family Residence	67	Longview Rd	102		53.1	53.1	56.7	No	1010	55.1	No			
80	Single Family Residence	67	Longview Rd	93		53.7	53.7	57.3	No	705	56.4	No			
81	Single Family Residence	67	Longview Rd	83		55.2	55.2	58.8	No	829	57.7	No			
82	Single Family Residence	67	Longview Rd	147		51.4*	51.4*	54.2	No	805	53.7	No			
83	Single Family Residence	67	Longview Rd	79		55	55	58.6	No	490	56.3	No			
84	Single Family Residence	67	Longview Rd	98		53.7	53.7	57.3	No	630	56.7	No			
85	Single Family Residence	67	Longview Rd	160		51.4*	51.4*	52.6	No	217	61.4	No			
86	Single Family Residence	67	Longview Rd	326		51.4*	51.4*	51.4*	No		taken				

Table 2: Traffic and Leq Contours

Highway Section	Direction	Alternative	Design Hour Volume	% Medium Trucks	% Heavy Trucks	Acoustically Hard Sites		Acoustically Soft Sites	
						66 dBA Contour*	71 dBA Contour*	66 dBA Contour*	71 dBA Contour*
Alt E between SR45 and CR1	NB	Alt E 2030 Build	375	11.5	11.5	95	-	95	-
	SB	Alt E 2030 Build	450	11.5	11.5	135	55	135	45
Alt E between CR51 and CR28	NB	Alt E 2030 Build	551	9	9	115	55	115	40
	SB	Alt E 2030 Build	500	9	9	-	-	-	-
Alt E near CR30	NB	Alt E 2030 Build	551	9	9	120	60	120	55
	SB	Alt E 2030 Build	500	9	9	-	-	-	-
Alt C between SR45 and CR1	NB	Alt C 2030 Build	346	11.5	11.5	135	50	95	80
	SB	Alt C 2030 Build	415	11.5	11.5	150	55	120	45
Alt C at CR54	NB	Alt C 2030 Build	471	9.5	9.5	-	-	-	-
	SB	Alt C 2030 Build	424	9.5	9.5	145	45	145	45
Alt C between CR886 and CR36	SB	Alt C 2030 Build	424	9.5	9.5	165	55	110	50
Alt C between CR886 Intersections	NB	Alt C 2030 Build	541	9	9	125	35	110	30

*Perpendicular distance to the nearest directional roadway centerline in feet.

Table 3: Locations Warranting Noise Abatement Consideration

Receptor Number and Location	No. Receptors Impacted	Evaluation Comments
#13, South of Alt C & E, South of CR47	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#28, 29, 30, South of Alt C, East of CR30	3	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable. Topography does not allow for the practicality of a Barrier. There is approx 100 ft of elevation change from the roadway to the receiver.
#32, 33, 34 North of Alt C, South of Alt E, West of CR30	3	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable. Topography does not allow for the practicality of a Barrier. There is approx 100 ft of elevation change from the roadway to the receiver.
#40, South of Alt C, South of CR30	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#98, South of Alt E at CR51	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#104, South of Alt E, West of CR51	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#105, North of Alt E, East of CR51	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#109, North of Alt E at CR31	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.
#110, South of Alt E, East of CR33	1	Reasonableness: The barrier would not reduce the noise level by 5 dBA or more at 4 or more receptors; therefore a barrier is not reasonable.

APPENDIX C – TNM RUNS (CD) ON FILE AT MDOT

Appendix G: USFWS Coordination and Ecology Technical Study

Ecology Technical Study

**SR 9 from Pontotoc to US 78 Near Sherman
Pontotoc County, Mississippi
Project No. SP-2833-00(002)/105094-001000**

Prepared for
**Gresham Smith & Partners
6750 Poplar Avenue, Suite 625
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October 8, 2008

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Environmental Analysis & Restoration

Table of Contents

	Page
I. Introduction	1
II. Project Setting	1
A. Ecoregions	1
B. Geology and Soils	1
C. Watersheds	1
III. Terrestrial Ecology	3
A. Direct Impacts	6
B. Indirect Impacts	6
C. Cumulative Impacts	6
V. Aquatic Ecology	6
A. Streams	6
1. Direct Impacts	19
2. Indirect Impacts	19
3. Cumulative Impacts	19
4. Permit Requirements	19
B. Wetlands and Ponds	19
1. Direct Impacts	21
2. Indirect Impacts	22
3. Cumulative Impacts	22
4. Permit Requirements	22
C. Floodplains	22
1. Permit Requirements	22
VI. Endangered and Threatened Species	22
A. Price's Potato-bean	23
B. Steelcolor Shiner	23
C. Direct and Indirect Impacts	24
D. Cumulative Impacts	24
VII. Summary of Findings	24
References	25

TABLES

Table 1 – Total Terrestrial Acres Potentially Impacted*	4
Table 2 – Potential Stream Impacts	7
Table 3 – Water Chemistry	17
Table 4 – Potential Wetland Impacts	20
Table 5 – Potential Pond Impacts	20
Table 6 – Summary of Ecological Impacts	25

EXHIBITS

Exhibit 1 – Study Corridors.....	2
Exhibit 2 – Project Location (Topographic).....	9
Exhibit 3 – Project Location (Aerial)	10
Exhibit 4 – Project Location (Topographic).....	11
Exhibit 5 – Project Location (Aerial)	12
Exhibit 6 – Project Location (Topographic).....	13
Exhibit 7 – Project Location (Aerial)	14
Exhibit 8 – Project Location (Topographic).....	15
Exhibit 9 – Project Location (Aerial)	16
Exhibit 10 – Water Chemistry Stations.....	18

APPENDICES

- Appendix A – Fauna Likely to Occur within Project Area
- Appendix B – RBP Forms and Routine Wetland Field Determination Sheets and Photo Journal
- Appendix C – Mississippi Natural Heritage Program Correspondence

I. INTRODUCTION

The proposed project is the improvement of SR 9 to provide a four-lane facility beginning at the intersection with SR 6 in Pontotoc to US 78 near Sherman. Two build alternatives are proposed. Alternative C begins at the intersection of SR 6 and Longview Road (CR 806), then travels northeast to the existing I-78 interchange at the town of Sherman (Exhibit 1, page 2). Alternative E begins at the intersection of SR 6 and SR 9, then travels east, sharing the same alignment as Alternative C (Alternatives C and E) from near the intersection of Crane Road (CR 49) and Sample Road (CR 54) on Dozer Hill to the existing I-78 interchange.

Studies to determine the impacts of the proposed alternative alignments on the local ecology were conducted by biologists from Third Rock Consultants, LLC. The preliminary study corridor of Alternative C was examined the week of June 2, 2008; Alternative E and changes made to the Alternative C alignment were examined the week of August 18, 2008. Studies included literature and database surveys as well as on-foot reconnaissance of the alternative corridors. The centerline of the proposed alternatives was flagged prior to fieldwork. A corridor 300 feet on both sides of the flagged centerline was included in the ecology review fieldwork. Particular attention was given to locating streams, wetlands, and specialized habitats such as glades, prairies, and springs, which could harbor protected species or influence water quality.

II. PROJECT SETTING

A. Ecoregions

The proposed project is located in northeast Pontotoc County, Mississippi, shown on the Sherman USGS 7.5 minute topographic quadrangle. The majority of the project area is in the Northern Hilly Gulf Coastal Plain ecoregion (Chapman et. al. 2004). The physiography of this region is dissected hills with rounded tops

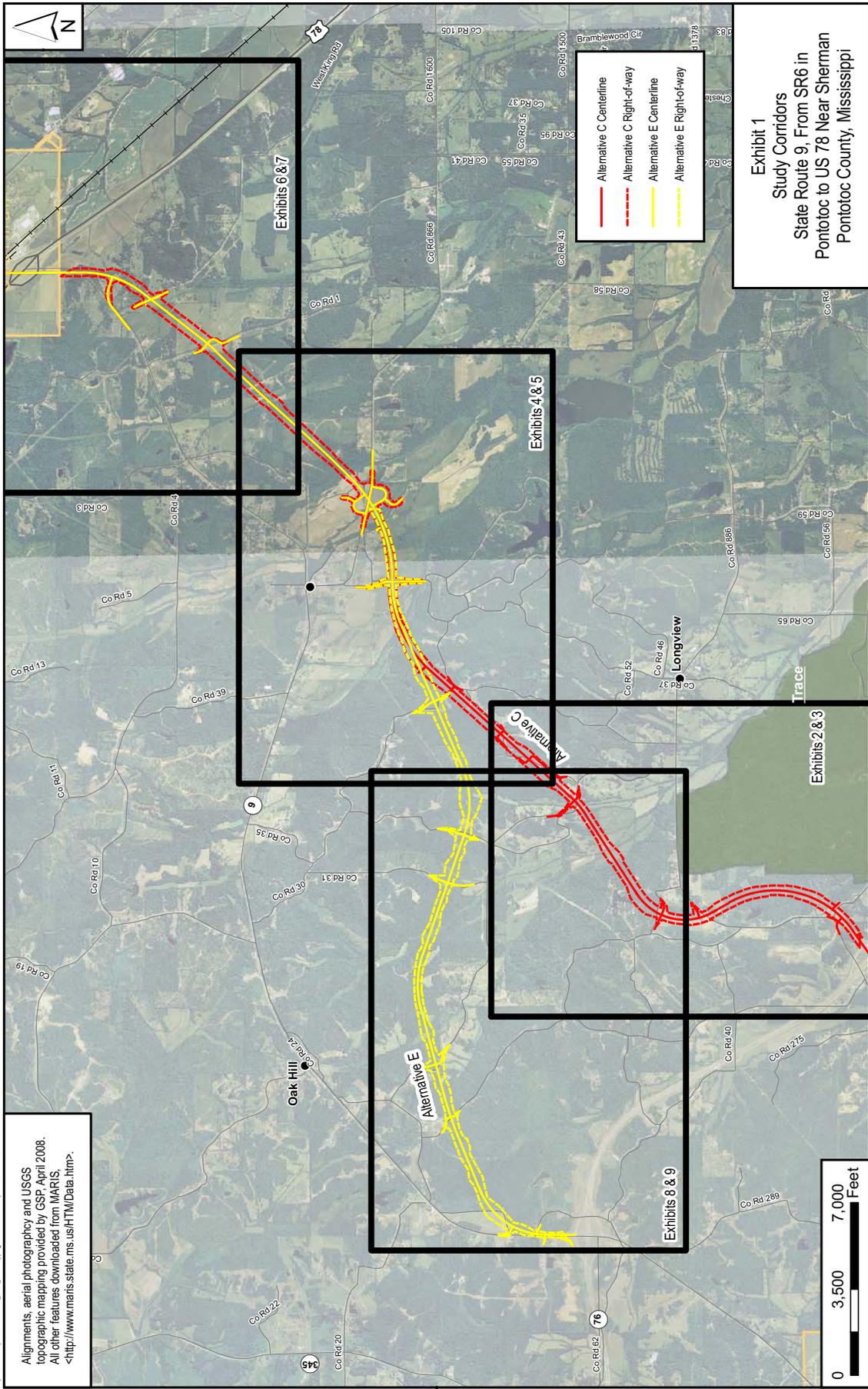
and gently sloping to strongly sloping side slopes (Chapman et. al. 2004). Vegetation in this ecoregion is characterized by pine and pine-oak forests (Chapman et. al. 2004). The easternmost end of the project area is in the Blackland Prairie ecoregion, characterized by undulating irregular plains and oak-cedar forests (Chapman et. al. 2004). Agriculture in the project area is primarily pine plantations and soybeans, with some pasture, hay, and cattle.

B. Geology and Soils

The project area is underlain by sandy clay and marl of the Clayton Formation, compact brittle chalk, sandy chalk, and calcareous clay of the Prairie Bluff Chalk and Owl Creek Formation, and fine glauconitic sand, clay, and sandy limestone of the Ripley Formation (Thompson 1969). Soils in the area are primarily of the Oktibbeha-Ruston-Atwood association, located on uplands and described as nearly level to very steep, moderately well drained and well drained soils that have a loamy and clayey subsoil (Lane 1973). Soils in the floodplains of the larger streams in the project area are of the Robinsonville-Commerce-Mantachie association, described as nearly level, well drained and somewhat poorly drained soils that are loamy throughout (Lane 1973). For the easternmost portion of the project area, uplands near the town of Sherman, soils are in the Ora-Kipling-Boswell association, described as gently sloping to strongly sloping, moderately well drained, and somewhat poorly drained soils that have loamy and clayey subsoil (Lane 1973).

C. Watersheds

The project area is located in the Tombigbee River Basin. The Tombigbee River Basin covers an area of about 6,100 square miles in northeastern Mississippi (MDEQ 1998). The topography of the basin is mostly hilly to gently rolling with elevation in the headwaters ranging from 500 to 600 feet above sea level (MDEQ



1998). According to the Mississippi Department of Environmental Quality (MDEQ), the designated use of all of the project area streams is for fish and wildlife. None of the streams in the project corridors are considered outstanding waters. Principal causes of water quality problems in the Tombigbee basin are identified as nutrients, siltation, pathogens and organic enrichment from nonpoint source pollution (MDEQ 1998). A Sediment Total Maximum Daily Loads (TMDL) for portions of the Tombigbee River was proposed by MDEQ in December 2006.

The majority of streams in the project area are tributaries of Mubby Creek and Coonewah Creek, which flow southeast to Chiwapa Creek, to Town Creek and the Tombigbee River near the town of Bigbee. The 2008 Section 305(b) Report lists Chiwapa Creek, from near Pontotoc from the headwaters past the confluence with Mubby Creek, to the confluence with Talla Binela Creek, as "Not Attaining" for Aquatic Life Use Support and "Attaining" for Recreation Use Support (Alley and Segrest 2008). Southeast of the project area, upstream of Nettleton, Chiwapa Creek enters Town Creek. Town Creek, downstream of the project area in Monroe County, is listed on the *Mississippi 2008 Section 303(d) List of Impaired Water Bodies* for biological impairment. A Pathogen TMDL for Town Creek was approved in may 2002, and a Fecal Coliform TMDL for Chiwapa Creek, from its headwaters near Pontotoc to the confluence with Mubby Creek, was proposed by MDEQ in September 2006.

III. TERRESTRIAL ECOLOGY

Most of the land in both Alternatives C and E is forested. Valley bottoms are used for agriculture (hay, soybeans, cattle), and a few residential areas are scattered throughout. Table 1, page 4, lists the acres of each land use for each alternative. Forest communities are characteristic of the oak-hickory, oak-pine, and

loblolly-shortleaf forest-types that are recognized in northeast Mississippi (Rosson 2001). Forest communities are not significantly different in either alternative location. Forests are crossed by numerous dirt and gravel roads and frequently have gullies, hill erosion, and stream headcutting as a result of past logging. Overall, the land use for both proposed alternatives is described as undeveloped forested slopes and valley bottoms with occasional agriculture fields and few residences.



Narrow Hayfield Adjacent to Woods



Gravel Roadway and Power Line through Project Corridor

Oak, hickory, and pine trees dominate forested hillsides and ridge tops in the project area. Mixed with shortleaf (*Pinus echinata*) and loblolly pine (*Pinus taeda*), the most common species of oak are white oak (*Quercus alba*), southern red oak (*Quercus falcata*), and post oak (*Quercus stellata*), with some black oak (*Quercus velutina*)

TABLE 1 – TOTAL TERRESTRIAL ACRES POTENTIALLY IMPACTED*

ALTERNATIVE	FORESTED	AGRICULTURE	TOTAL ACRES PER ALTERNATIVE
Alternative C	298 acres	171 acres	469 acres
Alternative E	346 acres	160 acres	506 acres

*These acreage amounts were calculated based on right-of-way shown on aerial photographs, and are given for impact estimation/comparison purposes. Not all of the habitat amounts shown will actually be disturbed, since lands outside those needed for actual construction or work zones or for other reasons will not be cleared. The few residential areas were not included in these areas.

and water oak (*Quercus nigra*). The most common species of hickory are pignut hickory (*Carya glabra*), mockernut hickory (*Carya tomentosa*), and shagbark hickory (*Carya ovata*).



Typical Forest Community

The understory in these forests is dominated by black gum (*Nyssa sylvatica*) and flowering dogwood (*Cornus florida*) with some sugar maple (*Acer saccharum*) saplings. The lower hill slopes are sometimes dominated by yellow poplar (*Liriodendron tulipifera*) and/or American beach (*Fagus grandifolia*). Near the base of hill slopes and in stream valleys, red maple (*Acer rubrum*), sycamore (*Platanus occidentalis*), green ash (*Fraxinus pennsylvanica*), sweet gum (*Liquidambar styraciflua*), sassafras (*Sassafras albidum*), wild hydrangea (*Hydrangea arborescens*), pawpaw (*Asimina parviflora*), and winged elm (*Ulmus alata*) are more common. Herbaceous and vine layers within forests are consistently Christmas fern (*Polystichum acrostichoides*), poison ivy (*Toxicodendron*

radicans), greenbrier (*Smilax* sp.), and muscadine grape (*Vitis rotundifolia*).

Throughout the forests pine plantations are common. On slopes dominated by loblolly pine and shortleaf pine the understory is nearly absent, with occurrences of hercules-club (*Zanthoxylum clava-herculis*), American beautyberry (*Callicarpa americana*), and oak leaved hydrangea (*Hydrangea quercifolia*). Ground cover is dominated by cat briar (*Vitis* sp.), Virginia creeper (*Parthenocissus quinquefolia*), poison ivy, greenbrier, blackberry (*Rubus* sp.), and Japanese honeysuckle (*Lonicera japonica*). One small area of dense eastern red cedar (*Juniperus virginiana*) trees, with occasional flowering dogwood, occurs within the project area. The groundcover in this area is sparse, and ebony spleenwort (*Asplenium platyneuron*) is common.



Pine Forest

Some agricultural fields have been abandoned and are in stages of early succession, being colonized by loblolly pine, sweet gum, and green ash. The herbaceous vegetation in these areas is dominated by goldenrods (*Solidago* sp.), panic grass (*Panicum* sp.), brome (*Bromus* sp.), yellow hop clover (*Trifolium campestre*), nightshade (*Solanum* sp.), aster (*Aster* sp.), blackberry, and trumpet creeper (*Campsis radicans*). Some forests have been recently harvested of trees and are dominated by saplings of yellow poplar, sweetgum, black oak, smooth sumac (*Rhus glabra*), wild black cherry (*Prunus serotina*), winged elm (*Ulmus alata*), and loblolly pine. Japanese honeysuckle is dense on large piles of woody debris left from the logging operations that occur frequently in the young forest.



Logged Area



Field in Early Succession, Pine Forest in Background

Forested riparian areas of the larger streams frequently have a component of river cane (*Arundinaria gigantea*) stands. Forested edges throughout the project area have more diverse herbaceous plant communities. Kudzu (*Pueraria montana*) has become dominant in several areas within the project corridor, and where kudzu is established little native vegetation is able to thrive.



Trees Covered in Kudzu

Both upland and floodplain forested habitats, as well as old-field habitats in various stages of succession, and ponds and wetlands provide food, cover, and nesting opportunities for numerous small mammals, reptiles, native birds, spiders, and insects. Animals observed during the field effort include rabbit (*Sylvilagus floridanus*), white tailed deer (*Odocoileus virginianus*), eastern grey squirrel (*Sciurus carolinensis*), raccoon (*Procyon lotor*), armadillo (*Dasypus* sp.), box turtle (*Terrapene carolina*), cricket frog (*Acris crepitans*), American toad (*Bufo americanus*), garter snake (*Thamnophis sirtalis*), wild turkey (*Melaegris gallopavo*), turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), cardinal (*Cardinalis* sp.), Carolina chickadee (*Parus carolinensis*), crow (*Corvus brachyrhynchos*), great blue heron (*Ardea herodias*), indigo bunting (*Passerina cyanea*), pileated woodpecker (*Dryocopus pileatus*), mockingbird (*Mimus polyglottos*), eastern

phoebe (*Sayornis phoebe*), and mourning dove (*Zenaida macroura*). A list of species that are likely to occur within the project area based on existing habitats, vegetation, and species ranges is contained in Appendix A.

The agricultural and residential lands generally have limited wildlife value, as they are usually in crops or mowed, except for undisturbed vegetation along fencerows or boundaries.

A. Direct Impacts

Alternative C will impact approximately 298 acres of forested habitat. Alternative E will impact approximately 346 acres of forested habitat. Table 1 (page 4) is a summary of forested and agricultural impacts for each alternative. There will be direct long-term adverse impacts when productive forests and old-field areas are converted to roadway. Mortality of individual wildlife may occur both during construction and highway operation. If the population is experiencing other sources of stress, such as disease or habitat degradation, then traffic-related mortality can contribute to the demise of the population. Alternatives C and E will divide forest blocks, leading to increased forest fragmentation. Forest fragmentation is a key cause of population loss of interior forest species such as warblers, tanagers, some woodpeckers, hawks, and owls. The increase in edge habitat that results from forest fragmentation increases habitat for some nest predators such as raccoons, chipmunks, and crows, which also leads to increased stress on interior forest species populations.

B. Indirect Impacts

The plant communities found along Alternative C and E serve as shelter, nesting, and foraging habitat for numerous species of wildlife. Loss of habitat initially displaces animals from the area, forcing them to concentrate into a smaller area, which causes over-utilization of the habitat. This loss ultimately lowers the carrying capacity of the

remaining habitat and is manifested in some species as becoming more susceptible to disease, predation, and starvation. Soil disturbance during roadway construction and the increase of edge habitat may create opportunity for the spread of invasive plant species, such as kudzu and Japanese honeysuckle. The establishment of these invasive plant species will reduce the native plant diversity and reduce wildlife habitat. The proposed project may encourage residential development along the new corridor, decreasing wildlife habitat and changing the current land use.

C. Cumulative Impacts

Northeastern Mississippi is primarily rural, with forests and agricultural land use dominant in the project corridor and the surrounding area. While some change in land use near the new highway may be expected, the proposed project would not be expected to result in substantial new development of undisturbed land or the elimination of any habitat type from the landscape.

V. AQUATIC ECOLOGY

A. Streams

Streams known at this time to be potentially affected by the project alternatives are listed in Table 2 (pages 7 and 8) and shown on Exhibits 2 through 9, pages 9 through 16. MDEQ and the U.S. Army Corps of Engineers (USACE) have not made waters of the State and/or of the U.S. determinations. All aquatic impacts identified as project development continues should be avoided, minimized, or mitigated to the extent possible, and incorporated into the permitting process.

TABLE 2 – POTENTIAL STREAM IMPACTS

FEATURE*	TYPE**	IMPACTING ALTERNATIVE***	IMPACT LENGTH (FEET)	RBP SCORE
Stream 2	Intermittent	C	319	75
Stream 6	Intermittent	C	888	87
Stream 9	Intermittent	C	583	120
Stream 10	Perennial	C	524	94
Stream 11	Perennial	C	735	94
Stream 12	Intermittent	C	286	102
Stream 13	Perennial	C	502	136
Stream 14	Intermittent	C	340	102
Stream 15	Ephemeral	C	517	84
Stream 16	Ephemeral	C	317	88
Stream 17	Intermittent	C	485	136
Stream 18	Intermittent	C	574	80
Stream 19	Intermittent	C	568	103
Stream 20	Ephemeral	C	196	76
Stream 21	Intermittent	C	314	124
Stream 22	Ephemeral	C	351	91
Stream 23	Intermittent	C	265	99
Stream 28	Intermittent	E	837	124
Stream 29	Intermittent	E	711	124
Stream 31	Ephemeral	C and E	154	85
Stream 32	Ephemeral	C and E	534	83
Stream 33	Ephemeral	C and E	625	94
Stream 34	Perennial	C and E	131	94
Stream 35	Perennial	C and E	388	120
Stream 36	Intermittent	C and E	501	89
Stream 37	Ephemeral	C and E	797	103
Stream 38	Perennial	C and E	671	103
Stream 39	Intermittent	C and E	638	110
Stream 40	Ephemeral	C and E	228	74
Stream 41	Intermittent	C and E	574	82
Stream 42	Intermittent	C and E	317	69
Stream 43	Perennial	C and E	893	100
Stream 45	Perennial	C and E	780	86
Stream 46	Perennial	C	817	108
Stream 47	Intermittent	C	199	67
Stream 48	Ephemeral	C	289	56
Stream 49	Ephemeral	C	145	62
Stream 50	Ephemeral	C	329	57
Stream 51	Perennial	C	519	89
Stream 53	Ephemeral	E	331	47
Stream 54	Intermittent	E	597	117
Stream 55	Ephemeral	E	474	95
Stream 56	Intermittent	E	537	106
Stream 57	Intermittent	E	1,118	56
Stream 58	Intermittent	E	410	72

TABLE 2 - POTENTIAL STREAM IMPACTS, CONTINUED

FEATURE*	TYPE**	IMPACTING ALTERNATIVE***	IMPACT LENGTH (FEET)	RBP SCORE
Stream 59	Ephemeral	E	766	61
Stream 60	Ephemeral	E	1,058	69
Stream 61	Ephemeral	E	542	82
Stream 62	Ephemeral	E	308	76
Stream 63	Ephemeral	E	475	75
Stream 64	Ephemeral	E	454	65
Stream 65	Ephemeral	C and E	1,347	91
Stream 66	Ephemeral	C and E	390	91
Stream 67	Intermittent	C and E	478	82
Stream 68	Intermittent	C and E	1,004	82
Stream 69	Perennial	C and E	311	89
Stream 70	Perennial	C and E	610	130
Stream 71	Perennial	C and E	405	119
Stream 72	Perennial	C and E	356	111
Stream 73	Perennial	E	509	125
Stream 74	Ephemeral	E	324	84
Stream 75	Ephemeral	E	314	81
Stream 76	Intermittent	E	296	101
Stream 77	Ephemeral	E	481	59
Stream 78	Perennial	E	832	124
Stream 79	Perennial	E	131	129
Stream 80	Perennial	E	411	109
Stream 81	Perennial	E	609	117
Stream 82	Ephemeral	E	631	78
Stream 83	Perennial	E	920	107
Stream 84	Ephemeral	E	219	87
Stream 85	Intermittent	E	503	99
Stream 86	Ephemeral	E	561	80

*Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.

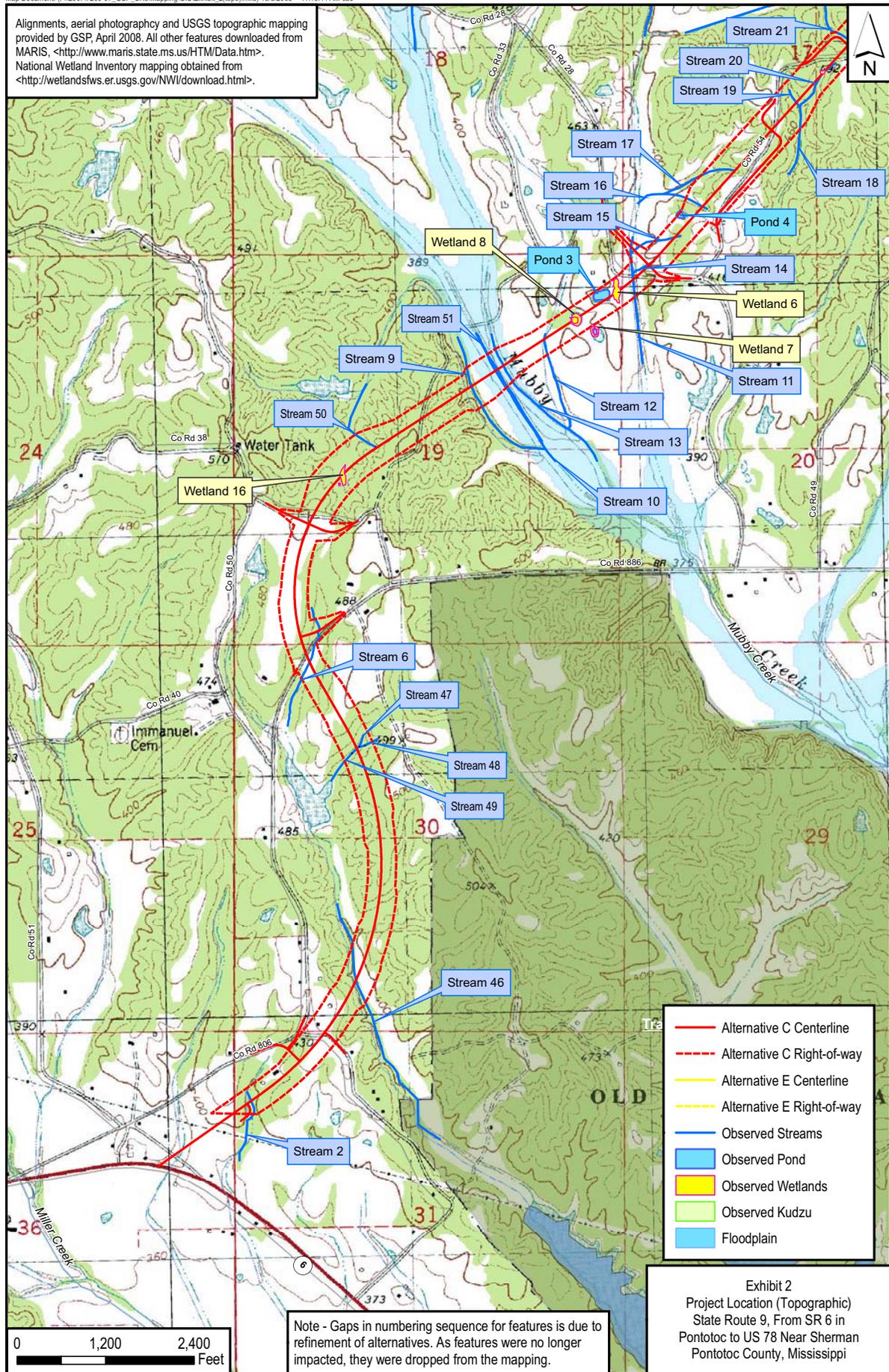
**These watercourses may require determination, or confirmation of, their status as waters of the state by the Mississippi Division of Environmental Quality, and as perennial, intermittent or ephemeral streams or other waters of the U.S. by the U.S. Army Corps of Engineers

***These streams were included because they occurred within right-of-way shown on aerial photographs, and are given for impact estimation/comparison purposes. Not all of the streams shown will actually be disturbed, since lands outside those needed for actual construction or work zones will not be cleared.

Streams were examined during field surveys and their locations were recorded with GPS. Each stream was photographed and assessed using the visual based *Habitat Assessment Field Data Sheet* (RBP) from EPA's *Rapid Bioassessment Protocols For Use in Streams and Rivers*. Stream width, channel depth, and type (perennial, intermittent, or ephemeral) were also determined at that time and recorded on the RBP

form. RBP forms and photos of each stream are located in Appendix B.

Alignments, aerial photography and USGS topographic mapping provided by GSP, April 2008. All other features downloaded from MARIS, <<http://www.maris.state.ms.us/HTM/Data.htm>>. National Wetland Inventory mapping obtained from <<http://wetlandsfws.er.usgs.gov/NWI/download.html>>.

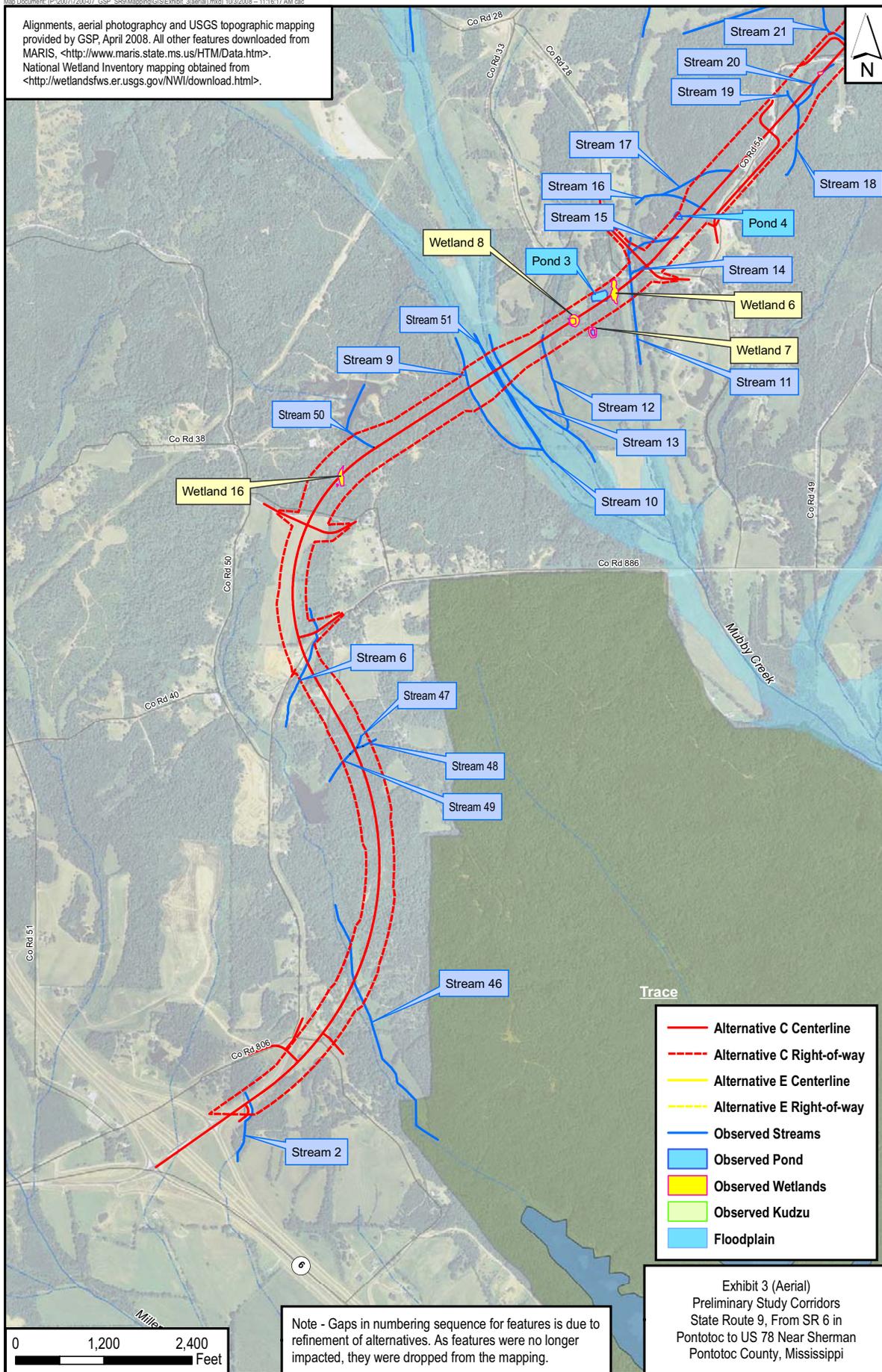


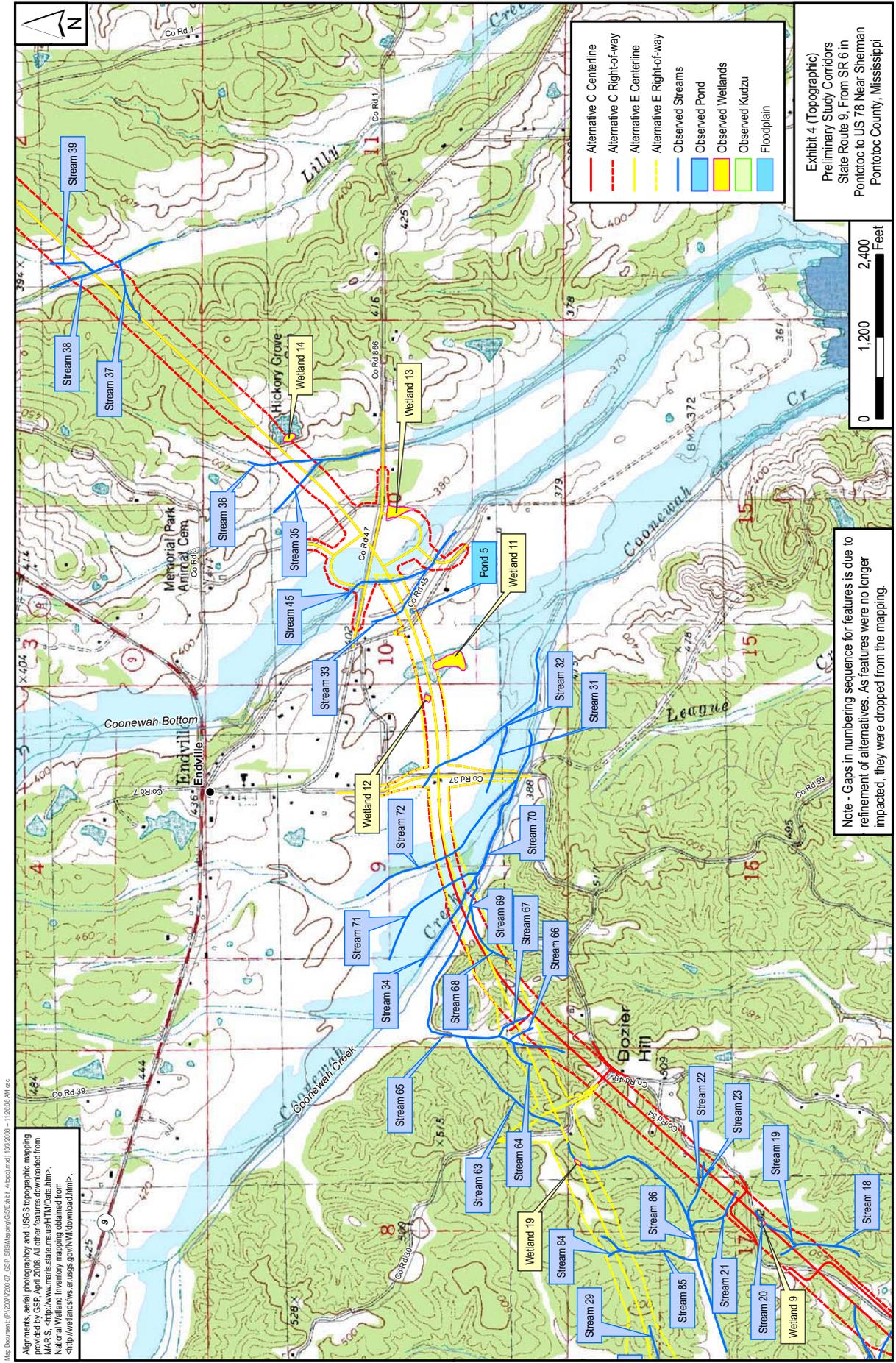
Note - Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.

- Alternative C Centerline
- - - Alternative C Right-of-way
- Alternative E Centerline
- - - Alternative E Right-of-way
- Observed Streams
- Observed Pond
- Observed Wetlands
- Observed Kudzu
- Floodplain

Exhibit 2
Project Location (Topographic)
State Route 9, From SR 6 in
Pontotoc to US 78 Near Sherman
Pontotoc County, Mississippi

Alignments, aerial photography and USGS topographic mapping provided by GSP, April 2008. All other features downloaded from MARIS, <<http://www.maris.state.ms.us/HTM/Data.htm>>. National Wetland Inventory mapping obtained from <<http://wetlandsfws.er.usgs.gov/NWI/download.html>>.

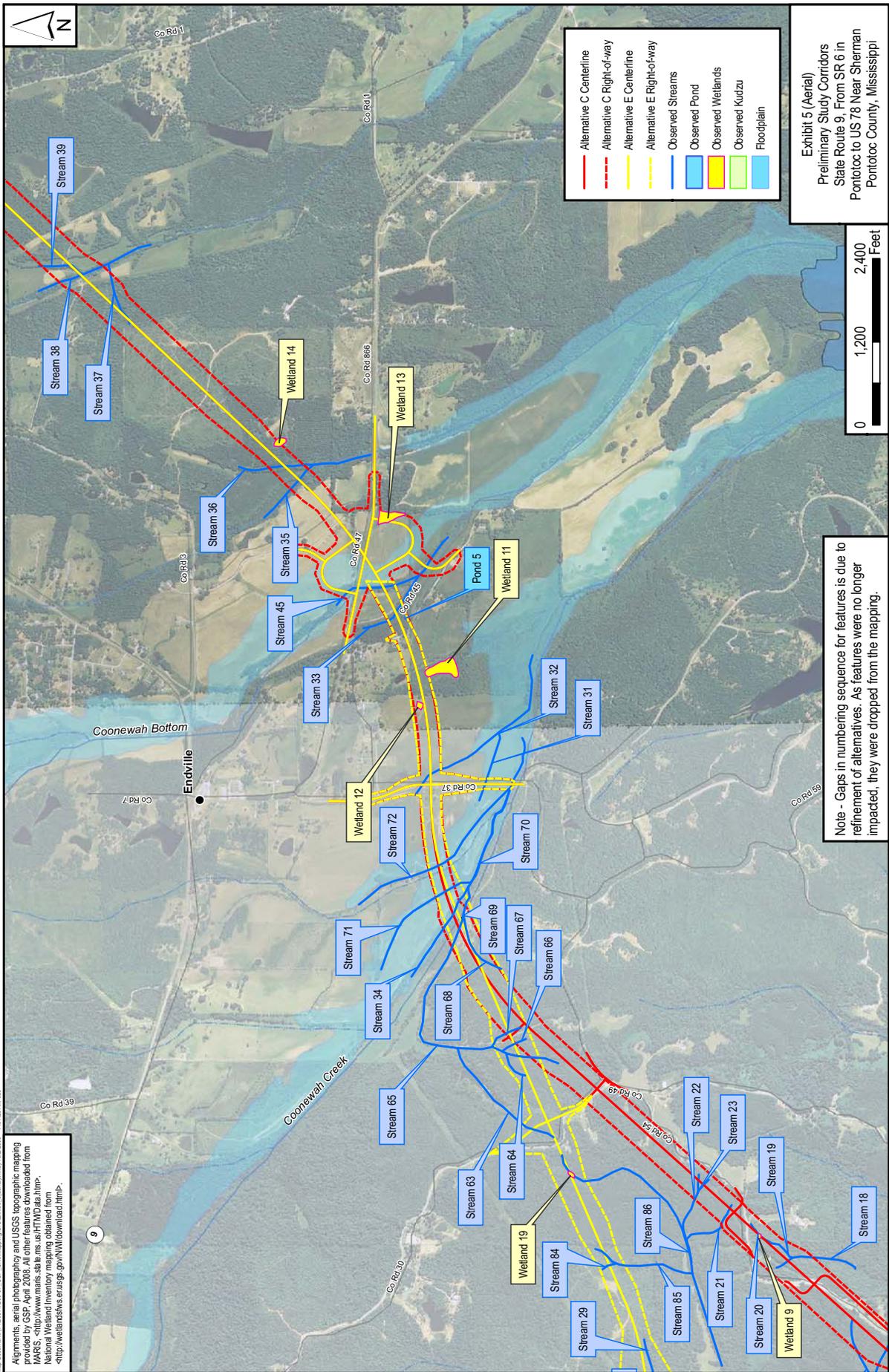




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Alignments, aerial photography and USGS topographic mapping provided by GSP April 2008. All other features downloaded from MARS - <http://www.mars.state.ms.us/HTML/Data.htm>. National Wetland Inventory mapping obtained from <http://wetlands.eis.usgs.gov/NIW/download.html>.

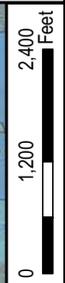
Exhibit 4 (Topographic)
 Preliminary Study Corridors
 State Route 9, From SR 6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi



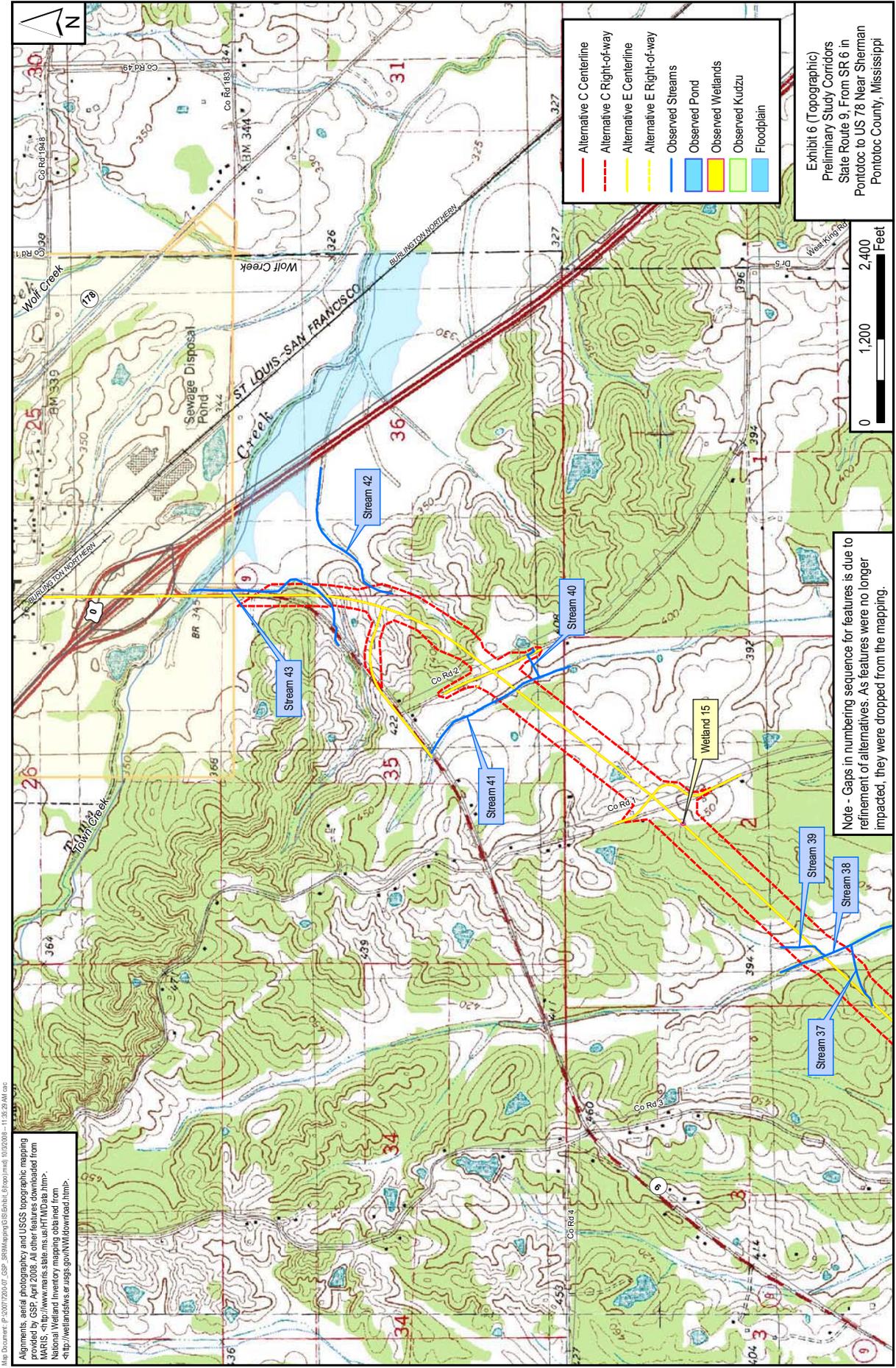
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- Alternative C Centerline
- - - Alternative C Right-of-way
- Alternative E Centerline
- - - Alternative E Right-of-way
- Observed Streams
- Observed Pond
- Observed Wetlands
- Observed Kudzu
- Floodplain

Exhibit 5 (Aerial)
 Preliminary Study Corridors
 State Route 9, From SR 6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi



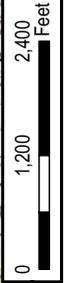
Note - Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.



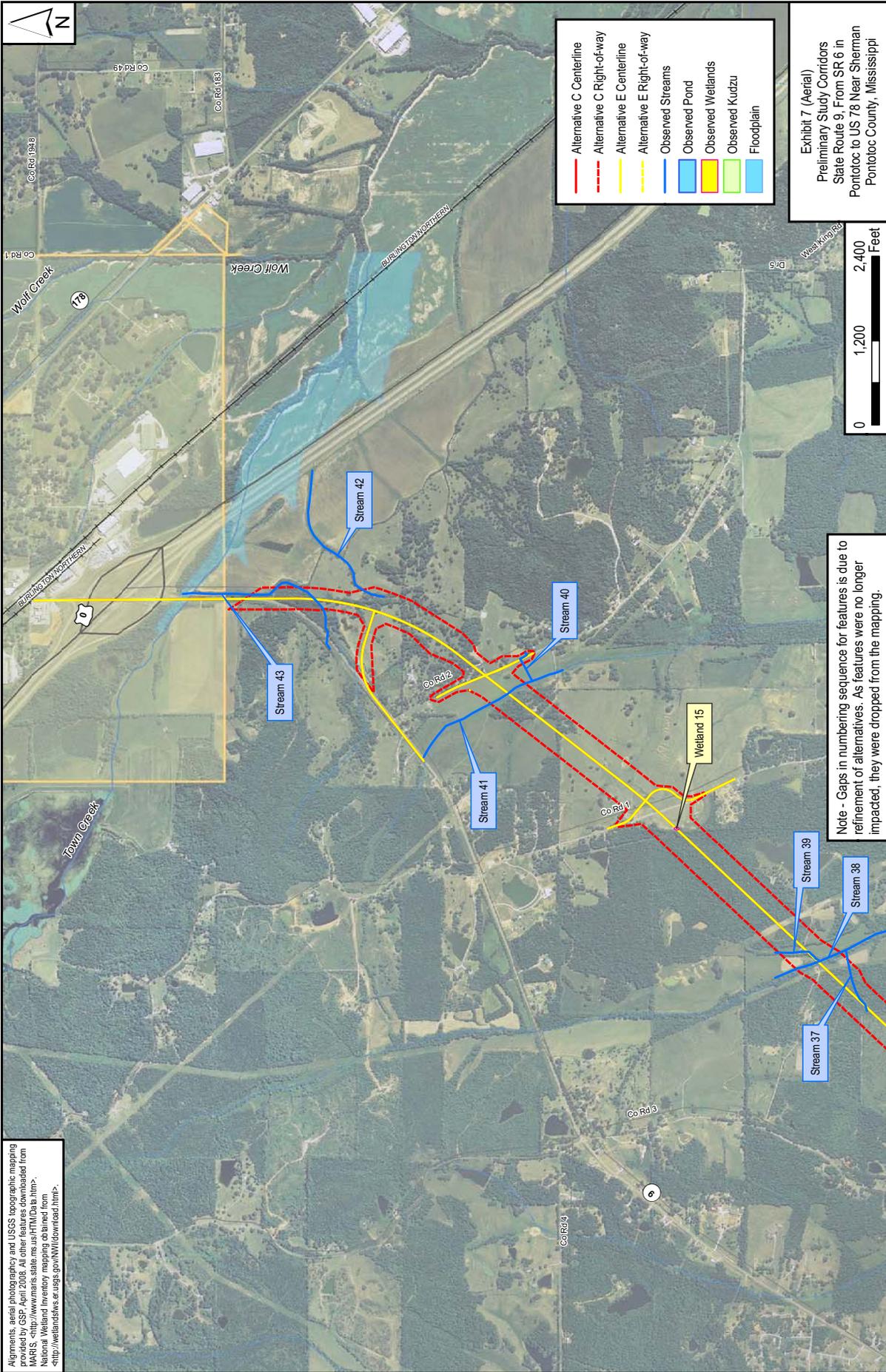
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 National Wetland Inventory mapping obtained from <<http://wetlands.eis.usgs.gov/NIW/download.html>>

- Alternative C Centerline
- Alternative C Right-of-way
- Alternative E Centerline
- Alternative E Right-of-way
- Observed Streams
- Observed Ponds
- Observed Wetlands
- Observed Kudzú
- Floodplain

Exhibit 6 (Topographic)
 Preliminary Study Corridors
 State Route 9, From SR 6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi



Note - Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.



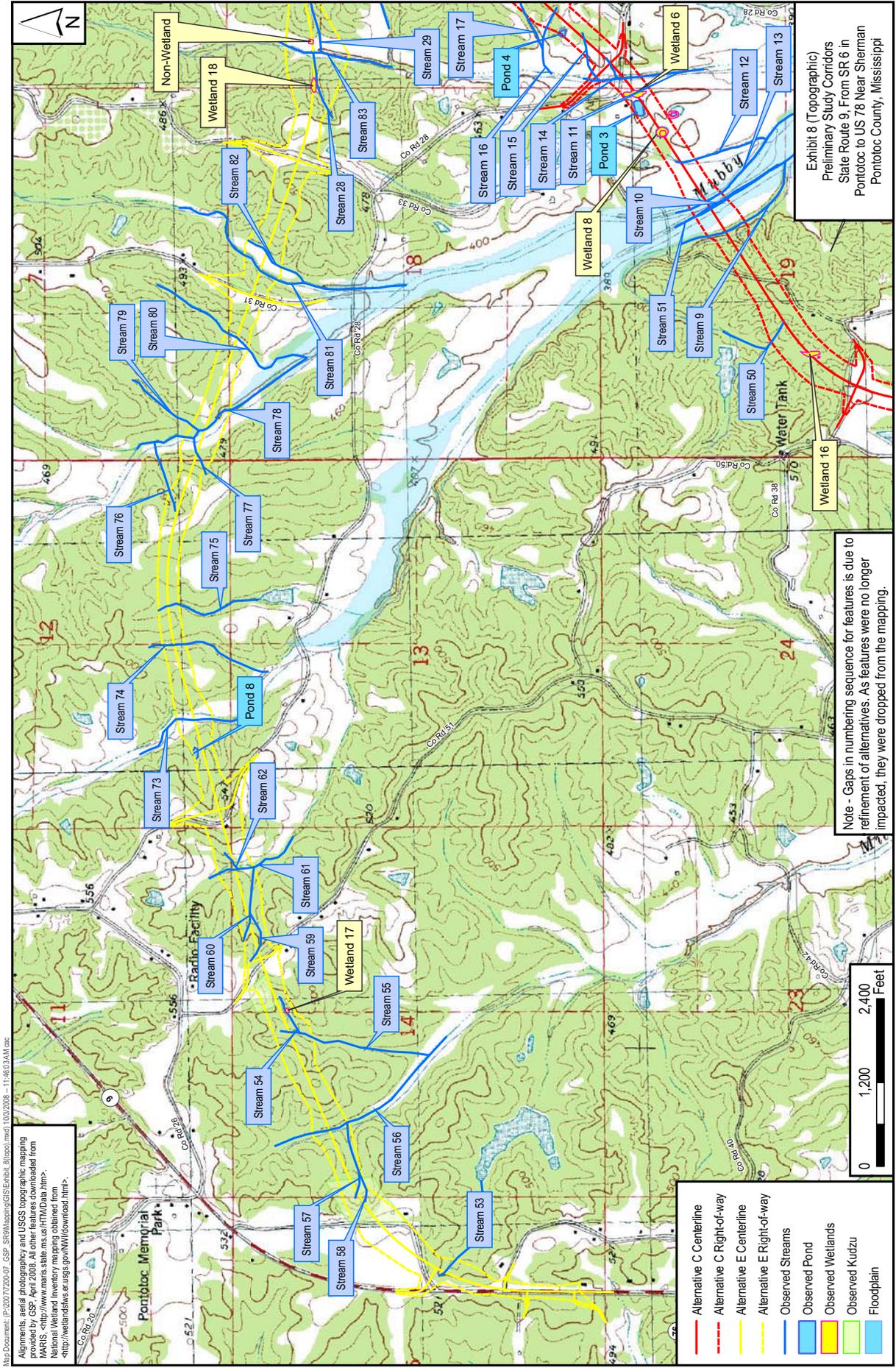
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 Alignments, aerial photography and USGS topographic mapping
 data were used to create the map. The map was prepared from
 MARS - <http://www.mars.state.ms.us/HTMLData.htm>.
 National Wetland Inventory mapping obtained from
<http://wetlands.fws.gov/NI/download.html>.

- Alternative C Centerline
- Alternative C Right-of-Way
- Alternative E Centerline
- Alternative E Right-of-Way
- Observed Streams
- Observed Pond
- Observed Wetlands
- Observed Kudzu
- Floodplain

Exhibit 7 (Aerial)
 Preliminary Study Corridors
 State Route 91 From SR 6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi

Note - Gaps in numbering sequence for features is due to
 refinement of alternatives. As features were no longer
 impacted, they were dropped from the mapping.





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Alignments, aerial photography and USGS topographic mapping provided by GSP, April 2008. All other features downloaded from MARIS <<http://www.maris.state.ms.us/HTMLData.htm>> National Wetland Inventory mapping obtained from <<http://wetlands.dfw.us/gis/download.html>>

Exhibit 8 (Topographic)
 Preliminary Study Corridors
 State Route 9, From SR 6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi

Note - Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.

- Alternative C Centerline
- Alternative C Right-of-way
- Alternative E Centerline
- Alternative E Right-of-way
- Observed Streams
- Observed Ponds
- Observed Wetlands
- Observed Kudzu
- Floodplain



Tributary to Mubby Creek

The majority of streams within the project area are intermittent or ephemeral in nature. The hilly topography of the landscape and the frequent erosion scars from past logging activities has resulted in numerous small channels throughout forests in the project area. Perennial streams are typically located in the larger valleys. All stream types have predominantly sand and silt substrates and deeply entrenched channels. Bank erosion is common and pools are shallow due to excess sediment. The RBP scores reflect

the condition of the streams by low scores in categories such as Available Epifaunal Substrate, Embeddedness, and Velocity/Depth Regime. The highest RBP scores were in Channel Alteration, Riparian Zone Width, and Bank Vegetative Protection, reflecting the forested nature of most stream locations. RBP data sheets are included in Appendix B; RBP total scores are presented in Table 2, pages 7 and 8.

Water chemistry readings were taken on June 5, 2005 at five locations. The locations were selected to represent the water quality throughout the project area by sampling at locations at or downstream of the project corridor in all the major drainages (Exhibit 10, page 18). Results of this sampling are presented in Table 3. These results do not indicate abnormal or highly polluted conditions. Dissolved oxygen levels were low in both streams that flow into a small impoundment on Eads and Lilly Creek, indicating that the sample sites may have been influenced by backwater from the lake.

TABLE 3 – WATER CHEMISTRY

STATION	TEMPERATURE (°F)	pH (SU)	SPECIFIC CONDUCTANCE (µMHOS)	DISSOLVED OXYGEN (MG/L)
Town Creek	84.6	7.58	201.0	8.49
Eads Creek	77.9	7.51	133.4	3.82 (lake backwater)
Lilly Creek	74.5	7.35	299.4	1.52 (lake backwater)
Coonewah Bottom	83.6	7.85	242.3	10.19
Mubby Creek	81.2	7.97	279.3	8.99

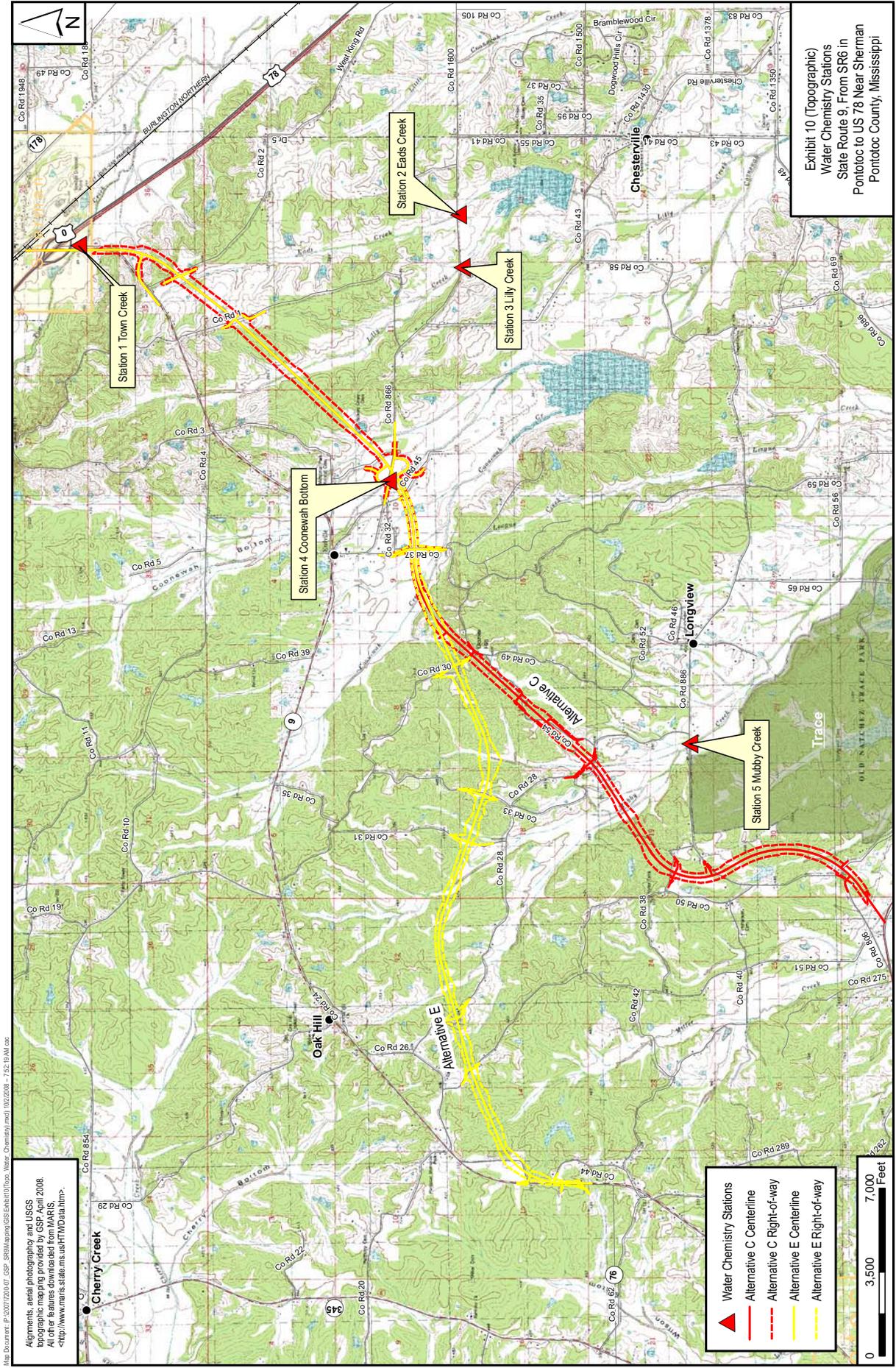


Exhibit 10 (Topographic)
 Water Chemistry Stations;
 State Route 9, From SR6 in
 Pontotoc to US 78 Near Sherman
 Pontotoc County, Mississippi

Map Document: P:\2007\2007-07_GSP_SRM\Maping\GSE\Exhibit10_Topographic\Water_Chemistry.mxd 10/2/2008 - 7:52:19 AM cse

Alignments, aerial photography and USGS
 topographic mapping provided by GSP April 2008.
 All other features downloaded from MUKRS
 <<http://www.mnras.state.ms.us/IT/IDocData.htm>>

- ▲ Water Chemistry Stations
- Alternative C Centerline
- - - Alternative C Right-of-way
- Alternative E Centerline
- - - Alternative E Right-of-way



1. Direct Impacts

Alternative C will impact 22,201 feet of stream (7,645 feet perennial, 8,335 feet intermittent, and 8,521 feet ephemeral). Alternative E will impact 27,498 feet of stream (7,960 feet perennial, 8,521 feet intermittent, and 11,017 feet ephemeral). It is difficult to determine the exact impact type at these sites with present design information; it appears that many of the channels will be crossed. Mortality of individual fish and aquatic wildlife may occur during construction. Sediments that are added to the stream during construction can bury fish nesting areas and niches that provide habitat for aquatic insects. Crossing streams using culverts or bridges can reduce stream sinuosity, thereby reducing stream length and available habitat.



Sediment in Town Creek

2. Indirect Impacts

The implementation of either Alternative C or E could cause some sedimentation impacts to sites downstream; good erosion and sediment control should be designed and implemented to minimize these impacts. Improperly placed and/or sized pipes and box culverts can lead to scouring or sediment deposition upstream and downstream of the crossing. This can lead to erosion and deposition that impairs the stream throughout its length. Plunge pools that develop downstream of culverts can create fish migration barriers.

3. Cumulative Impacts

Culverting, sediment impacts, and the addition of impervious surfaces all tend to degrade overall quality of aquatic habitats and water quality. The placement of stream sections in culverts is a permanent impact. Increases in numbers of culverts associated with highways, private driveways, and future development may cumulatively reduce available habitats over time.

4. Permit Requirements

Activities that result in the discharge of dredged or fill material into waters of the U.S. typically require a Section 404 permit from USACE. Prior to the issuance of a Section 404 permit, the applicant must obtain a Section 401 Water Quality Certification (401 certification) from the state in which the discharge originates. The purpose of 401 certification is to verify that the proposed activity will not result in the violation of the water quality standards of the State. In the State of Mississippi, MDEQ is responsible for the 401 certification review.

Impacts to streams should be avoided whenever possible. Unavoidable impacts to streams should be minimized, and may require compensatory mitigation in the form of replacement, enhancement, providing a substitute resource (stream restoration), or payment of an in-lieu mitigation fee.

B. Wetlands and Ponds

Wetlands and ponds which are known at this time to be potentially affected by the project alternatives are listed in Tables 4 and 5, respectively, (page 20) of this report, and are shown on Exhibits 2 through 9, pages 9 through 16. The determinations as to which are waters of the State and/or of the U.S. have not been made by MDEQ and the USACE. All aquatic impacts identified as project development continues should be avoided or minimized to the extent possible, and incorporated into the

TABLE 4 – POTENTIAL WETLAND IMPACTS

FEATURE*	WETLAND CLASS**	IMPACTING ALTERNATIVE	WETLAND SIZE (ACRES)	NOTES
Wetland 6	Forested	C	0.5	*Isolated, possibly not jurisdictional
Wetland 7	Forested	C	0.2	Wetland vegetation growing in old pond
Wetland 8	Scrub-shrub	C	0.4	Wetland vegetation growing in old pond
Wetland 9	Scrub-shrub	C	< 0.1	*Isolated, possibly not jurisdictional
Wetland 11	Emergent	C and E	1.8	Wetland fringe on pond, with some shrubs
Wetland 12	Emergent	C and E	0.2	Wetland fringe on pond
Wetland 13	Scrub-shrub	C and E	1.0	Marginal plant community, needs confirmation of wetland status
Wetland 14	Emergent	C and E	0.4	Wetland fringe on pond
Wetland 15	Emergent	C and E	0.1	Wetland fringe on pond
Wetland 16	Scrub-shrub	C	0.3	Water seeping from ground into wetland
Wetland 17	Scrub-shrub	E	< 0.1	Formed by blocked road culvert
Wetland 18	Emergent	E	0.3	Located under power line
Wetland 19	Emergent	E	0.1	Trees on margin

*Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.

**Isolated or contiguous designation may influence the jurisdictional status and the type of State or Federal permits required. Designations are unconfirmed by permitting agencies at this time.

TABLE 5 – POTENTIAL POND IMPACTS

FEATURE*	IMPACTING ALTERNATIVE	POND SIZE (ACRES)
Pond 3	C	0.6
Pond 4	C	0.2
Pond 5	C and E	< 0.1
Pond 7	C and E	0.2
Pond 8	E	0.2
Pond 9	C and E	0.3

*Gaps in numbering sequence for features is due to refinement of alternatives. As features were no longer impacted, they were dropped from the mapping.

permitting. Mitigation may be required for unavoidable impacts.

Wetlands were examined during field surveys, and their location and boundaries were recorded with GPS. Each wetland was photographed and delineated using procedures outlined in the USACE *Wetland Delineation Manual* (1987). Wetland type (emergent, shrub-scrub, or forested) was also determined at that time and is included on the *Wetland Determination Field Data Sheets*. *Wetland Determination Field Data Sheets* and photos of each wetland and pond are located in Appendix B.



Buttonbush Wetland

The majority of wetlands within the project area have been created by manmade alterations to the landscape, such as ponds or blocked road culverts. The most common tree and shrub species are buttonbush (*Cephalanthus occidentalis*), black willow (*Salix nigra*), red maple, and sweetgum. Herbaceous vegetation varied throughout the wetlands, but commonly included lizard's tail (*Saururus cernuus*), boneset (*Eupatorium perfoliatum*), sedges (*Carex* sp.), black rush (*Juncus effusus*), and sensitive fern (*Onoclea sensibilis*). The dominant vegetation in each wetland is included in the *Wetland Determination Field Data Sheets* located in Appendix B.

The primary function of wetlands in the project area is wildlife habitat. These wetlands provide a water source for terrestrial wildlife as well as habitat for aquatic species such as amphibians. Wetlands provide breeding areas for amphibians that are inaccessible to predatory fish. Because wetland habitat is uncommon in the landscape of the project area, these wetlands are important habitats for aquatic plants and animals, as well as for diversity. A second function of project area wetlands is the capture of sediment. Several wetlands have been created in areas where culverts under dirt and gravel roads have become blocked. These roads have erosional gullies and rills formed during rain events. This sediment is trapped in the wetlands, providing substrate for plants, and preventing sedimentation in downstream areas. In addition to these functions, wetlands that are located near agricultural fields may serve as nutrient and sediment filters for water before it enters streams.



Sediment from Road Erosion Trapped in Wetland

1. Direct Impacts

Alternative C may impact 5.0 acres of wetland (2.5 acres emergent, 1.8 acres scrub-shrub, 0.7 acres forested) and 0.9 acres of pond (3 ponds). Alternative E may impact 4.0 acres of wetland (2.9 acres emergent and 1.1 acres scrub-shrub) and 0.3 acres of pond (2 ponds). It is difficult to determine the exact impact type at

these sites with present information; it appears that many of the wetlands will be filled. Mortality of individual aquatic wildlife may occur during construction. The loss of wetland habitat in the landscape will be permanent. Efforts should be made, however, during the continued design process, to avoid or minimize impacts as much as possible.

2. Indirect Impacts

Wetlands that are partially, but not completely, filled by the proposed project may be affected by modified drainage patterns, which could result in localized changes in water levels and vegetation patterns. Efforts should be made to minimize these impacts.

3. Cumulative Impacts

Increases in development due to the access the new roadway provides may cumulatively reduce available wetland habitats over time.

4. Permit Requirements

Activities that result in the discharge of dredged or fill material into waters of the U.S., including wetlands, typically requires a Section 404 permit from the USACE. Prior to the issuance of a Section 404 permit, the applicant must obtain a Section 401 Water Quality Certification (401 certification) from the state in which the discharge originates. The purpose of a 401 certification is to verify that the proposed activity would not result in the violation of the water quality standards of the state. In the State of Mississippi, MDEQ is responsible for the 401 certification review.

Impacts to wetlands should be avoided whenever possible. Unavoidable impacts to wetlands should be minimized, and may require compensatory mitigation in the form of replacement, enhancement, providing a substitute resource (wetland restoration), or payment of an in-lieu mitigation fee.

C. Floodplains

Floodplains, digitized from Federal Emergency Management (FEMA) Zone A areas, which are approximate flood hazard areas subject to inundation by the 100-year flood, are shown on Exhibits 2 through 9, pages 9 through 16. Ecological values associated with the floodplain of streams in the project area, particularly those indicated on Mubby Creek, Coonewah Bottom, and Coonewah Creek, are nutrient retention, floodwater storage, groundwater recharge, and aquatic and terrestrial habitats. Floodplains provide feeding and breeding areas for many invertebrates that are important to the food chain in streams and terrestrial habitats. Impacts to floodplains in the project area should be avoided or minimized by crossing the floodplain at a near-perpendicular angle, with appropriately sized bridges; or placing a parallel highway alignment out of the floodplain or as far away from the stream as possible.

1. Permit Requirements

FEMA requires that any project in a floodway must be reviewed to determine if the project will increase flood elevations. An engineering analysis must be conducted before a permit can be issued. This No-rise Certification must be supported by technical data and signed by a registered professional engineer. The supporting technical data should be based on the standard step-backwater computer model used to develop the 100-year floodway shown on the Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map (FBFM) (FEMA 2008).

VI. ENDANGERED AND THREATENED SPECIES

The U.S. Fish and Wildlife Service (USFWS) Mississippi Ecological Services Field Office lists threatened and endangered species by county. One species, the threatened Price's potato-bean (*Apios priceana*), is listed for Pontotoc County. A letter dated June 2, 2008 from the Mississippi Natural Heritage Program (MNHP) to MDOT

(Appendix C) reports the occurrences of steelcolor shiner (*Cyprinella whipplei*), a species of concern, in streams within 2 miles of the proposed project corridor. No Critical Habitat for any species occurs in the project area or in Pontotoc County.

A. Price's Potato-bean

Price's potato-bean is an herbaceous, twining, perennial vine, scrambling over other vegetation, arising from a large, starchy underground tuber. The flowers are swollen, greenish-pink with maroon tints and a beak-like tip. Price's potato-bean occurs in open woods and along wood edges in limestone areas as well as along highway rights-of-way and power line corridors (<http://www.centerforplantconservation.org>).

Price's potato-bean prefers open, rocky, mixed-oak forests, forest edges, clearings on river bottoms and ravines, and floodplain edges, often where bluffs or ravine slopes meet creek or river bottoms. The vine is unable to tolerate deep shade (NatureServe 2008). Soils where it occurs are well-drained and loamy, formed on alluvium or over calcareous boulders.

Threats to Price's potato-bean include habitat loss and degradation from heavy or clear-cut logging, highway right-of-way maintenance, trampling and soil compaction by cattle, development for housing or other uses, brush-clearing (bush-hogging) during the growing season, and invasion by non-native invasive species (NatureServe 2008).

This species most closely resembles the common groundnut (*Apios americana*) from which it is distinguished by the following characteristics: (a) larger leaves, usually with 7 rather than 5 leaflets; (b) the uppermost petal (standard) has an elongated tip, is larger, and is pink with green tints rather than maroon; (c) the fruits are longer (NatureServe 2008).

Price's potato-bean could be present in Alternatives C and E. Suitable habitats for Price's potato-bean occur on forest edges, open areas within forests, stream riparian areas, and wetland edges, throughout the corridor of Alternatives C and E. During the field investigations of Alternative C in June 2008, plants of genus *Apios* were observed and documented by Third Rock biologists. Being outside the blooming period, no attempt was made to distinguish between Price's potato-bean and the common groundnut at that time. Third Rock reported these occurrences of *Apios* sp. to the MDOT biologist, providing a map of their GPS locations. David Felder, a biologist with the USFWS, visited these locations during the blooming period and determined that they were the common groundnut. During Third Rock's field investigations of the revised alignment of Alternative C and Alternative E during the week of August 18, 2008, only the common groundnut was observed in stream riparian areas, forest edges, and wetlands. Additional field surveys to determine the presence of Price's potato-bean may be required when the preferred or final alignment is selected.

B. Steelcolor Shiner

The steelcolor shiner is a small (12 to 16 centimeter) insectivorous fish that is known from the Mississippi River basin from Ohio and West Virginia to Illinois, Missouri and eastern Oklahoma, and south to northern Alabama and northern Louisiana (www.fishbase.org). Spawning occurs in late spring and summer, starting during the second or third summer of its up-to-4-year life span (NatureServe 2008). The steelcolor shiner spawns around logs, brush, and other obstructions, usually near riffles, attaching eggs to the undersides of obstructions or placed above the bottom under loose bark, in crevices or furrows on logs, or among tree roots; males maintain territories around spawning surfaces (NatureServe 2008).

Habitat for the steelcolor shiner includes runs, pools, and backwaters of warm, moderate to somewhat low-gradient large creeks and medium to large rivers that typically are clear; it also tolerates streams that generally are turbid or have silt bottoms (NatureServe 2008).

Impoundments have been the biggest threat to the sheelcolor shiner (NatureServe 2008). Habitat for the steelcolor shiner in the project area exists in the larger streams: Mubby Creek, Coonewah Creek, Coonewah Bottom, and Town Creek. The Mississippi Natural Heritage Program recommends that best management practices be implemented and monitored for compliance, specifically measures that will prevent any suspended silt and contaminants from leaving the site in stormwater run-off, as this may negatively affect water quality and habitat conditions within nearby streams and waterbodies.

C. Direct and Indirect Impacts

No protected species records are known within the likely direct impact zone of the project. Price's potato-bean, a federally threatened plant, may occur within the project impact area of both Alternatives C and E. During field surveys for the ecology study, Price's potato-bean was not observed, indicating that it is unlikely to be present within the project area. Habitat such as open, rocky, mixed-oak forests, forest edges, clearings on river bottoms and ravines, and floodplain edges, exists in numerous areas throughout the project area. A Biological Assessment for this species may be required when the final alternative has been selected and the alignment has been determined.

One aquatic species, the steelcolor shiner, a species of concern, is recorded within two miles of the project area. Habitat for the steelcolor shiner is present within the project impact area of both Alternatives C and E. Sedimentation of Mubby Creek, Coohewah Creek, Coonewah

Bottom, and Town Creek, or their tributaries could affect this species during project construction. The use of best management practices can prevent direct impacts to the steelcolor shiner. Improper placement of culverts and bridges over streams may lead to indirect impacts of the steelcolor shiner if they create migration barriers or stream impairments that lead to increased sedimentation.

D. Cumulative Impacts

Increases in development due to the access the new roadway provides may cumulatively reduce available habitats for Price's potato bean and the steelcolor shiner over time.

VII. SUMMARY OF FINDINGS

Alternative C will impact 48 fewer acres of forested habitat and result in 5,297 fewer feet of stream impacts than Alternative E. However, Alternative C will impact 1.0 more acres of wetland, and 0.6 more acres of pond than Alternative E. The potential to impact the federally threatened Price's potato-bean and the steelcolor shiner, a state listed species of concern, is similar for each alternative.

Alternative C is considered to have the least overall ecological impact. It will impact a lesser amount of forested habitat and will have fewer stream impacts. Table 6, page 25, summarizes the ecological concerns for each alternative.

TABLE 6 – SUMMARY OF ECOLOGICAL IMPACTS

	ALTERNATIVE C	ALTERNATIVE E
Terrestrial Habitat	469 acres total	506 acres total
Agriculture	171 acres	160 acres
Forest	298 acres	346 acres
Stream Impacts	22,201 feet total	27,498 feet total
Perennial	7,645 feet	7,960 feet
Intermittent	8,335 feet	8,521 feet
Ephemeral	6,221 feet	11,017 feet
Wetland Impacts	5.0 acres total	4.0 acres total
Forested	0.7 acres	0
Scrub-shrub	1.8 acres	1.1 acres
Emergent	2.5 acres	2.9 acres
Ponds	0.9 acres (3 ponds)	0.3 acres (2 ponds)
FEMA Floodplains	4 (Mubby Creek, Coonewah Creek, Coonewah Bottom, Town Creek)	3 (Coonewah Creek, Coonewah Bottom, Town Creek)
Potential Listed Species Occurrence	Price's potato-bean, steelcolor shiner	Price's potato-bean, steelcolor shiner

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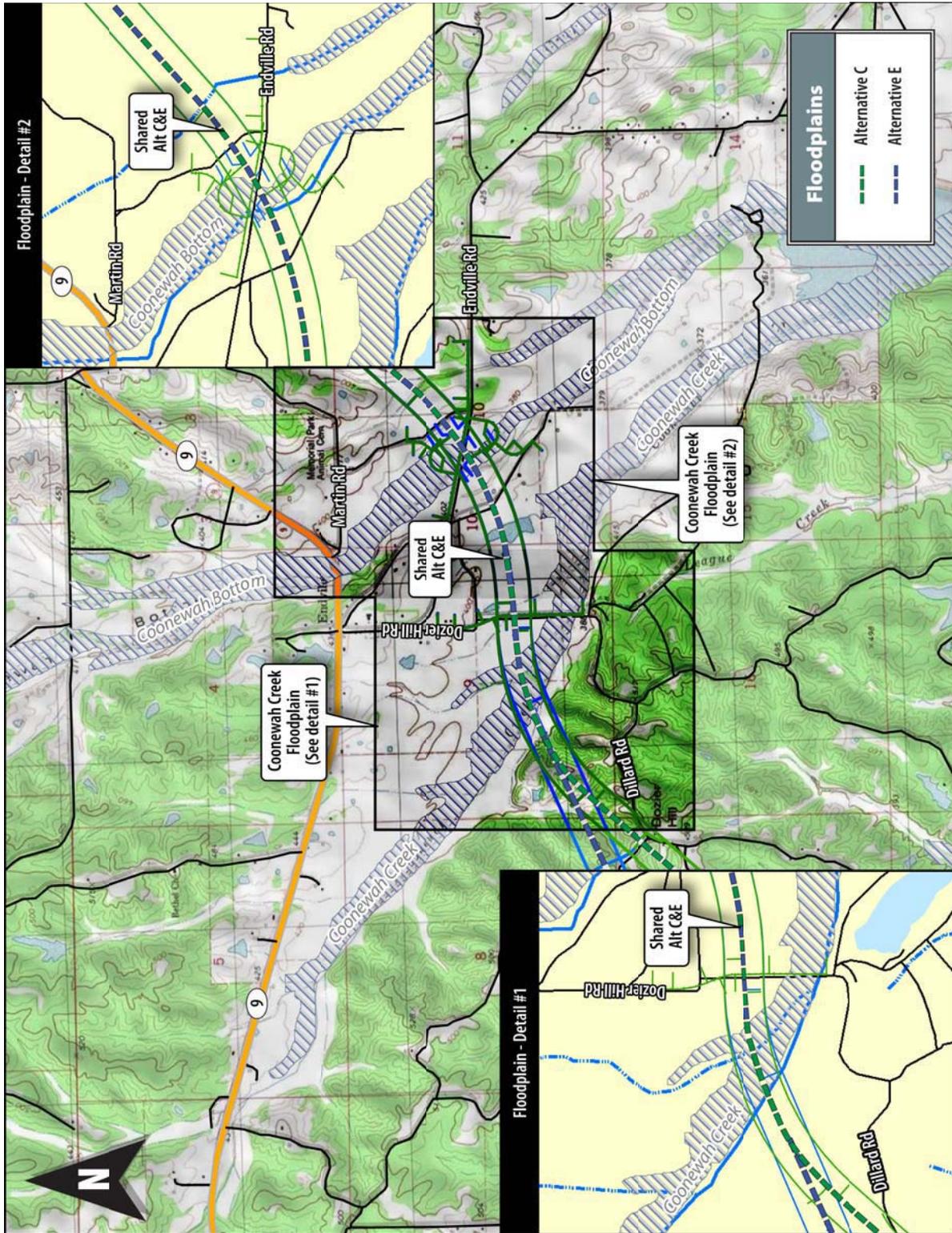
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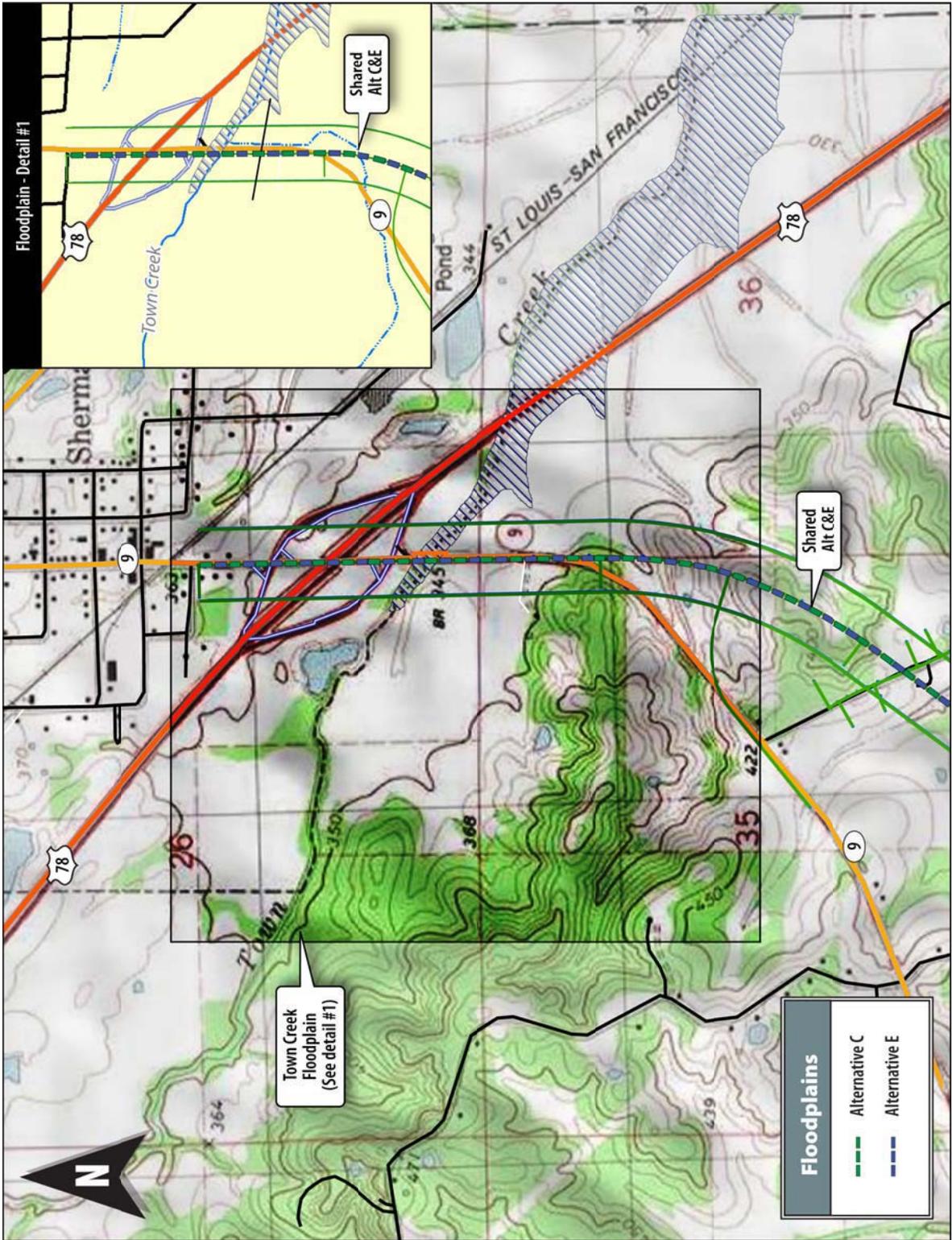
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Coonewah Creek and Coonewah Bottom Floodplain Impacts



Town Creek Floodplain Impacts



United States Department of the Interior

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

April 28, 2009

Rain Storm
Third Rock Consultants
2526 Regency Road, Suite 180
Lexington, KY 40503

Dear Ms. Storm:

The Fish and Wildlife Service (Service) has received your letter dated April 24, 2009, regarding the results of a threatened and endangered species survey for the proposed SR 9 Project in Pontotoc County, Mississippi. Our comments are submitted in accordance with the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information provided in your report, the Service concurs with your findings that the proposed project will have "no effect" on federally listed species. No further ESA consultation is required unless there are changes in the scope or location of the proposed project.

If you have any questions, please call our office, telephone (601) 321-1131.

Sincerely,

David Felder
Fish and Wildlife Biologist

Appendix H: Hazardous Materials Study

**HAZARDOUS MATERIALS STUDY
ENVIRONMENTAL ASSESSMENT
MISSISSIPPI DEPT. OF TRANSPORTATION
HIGHWAY 9 CORRIDOR – PONTOTOC TO SHERMAN
PONTOTOC COUNTY, MISSISSIPPI**

September 2008

Prepared for:

**Gresham, Smith And Partners
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TABLE OF CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
1.0	EXECUTIVE SUMMARY	1
2.0	INTRODUCTION.....	3
2.1	Purpose.....	3
2.2	Special Terms and Conditions	4
2.3	Limitations and Exceptions of Assessment.....	5
2.4	Limiting Conditions and Methodologies Used	5
3.0	SITE DESCRIPTION.....	6
3.1	Location and Description	6
3.2	Site Vicinity Characteristics.....	6
3.3	Physical Setting	6
4.0	TOPOGRAPHIC MAP REVIEW.....	8
4.1	Information Sources	8
4.2	Conclusion of Topographic Map Review.....	8
5.0	RECORDS REVIEW	9
5.1	Standard Environmental Record Sources, Federal and State.....	9
5.2	Discussion of Environmental Records Review Findings	9
6.0	<u>SITE RECONNAISSANCE AND INTERVIEWS</u>	
6.1	General.....	10
6.2	Potential Concerns.....	10
7.0	FINDINGS AND CONCLUSIONS	11
7.1	Findings.....	11
7.2	Conclusions.....	11
8.0	LITERATURE CITED AND SELECTED REFERENCE SOURCES.....	13

TABLE OF CONTENTS (continued)

FIGURES

Figure

No.

Title

1

Vicinity Map

APPENDICES

Appendix A Federal and State Database Search Reports

1.0 EXECUTIVE SUMMARY

Thompson Engineering has completed a Hazardous Materials Study of the area potentially affected by the proposed improvements to SR 9 between SR 6/US 278 near Pontotoc and the intersection of SR 9 and US 78 near Sherman, Mississippi. The study focused on two alignments encompassing 500 feet wide corridors and is being performed as part of the NEPA process. The study area included all properties within or adjacent to the 500 feet wide corridors.

The first alternative (Alternative C) begins near the intersection of SR 6/US 278 and Longview Road. The corridor runs northeast on a new location to the existing SR 9 at the intersection of US 78 near Sherman. Alternative C is approximately 9.5 miles in length. The second alternative (Alternative E) begins at the intersection of SR 9 and SR6/US 278 near Pontotoc. The alternative begins on the existing SR 9 and diverges to the east as it runs northeast parallel to the existing SR 9 on a new location. Alternative E joins Alternative C north of the intersection of Dillard Road and Sample Road. At this point, the alternatives share a common corridor and terminus. Alternative E is approximately 10 miles in length. These alternatives can be seen on Figures 1 and 2.

The Hazardous Material Study entailed a review of topographic maps, aerial photographs, database records produced by Environmental Data Resources, Inc. (EDR), and conducting a driving reconnaissance of the proposed corridor to identify hazardous, toxic, and non-hazardous waste sites. The review of topographic maps and aerial photographs did not reveal significant changes in property or land use which would indicate the potential for environmental impairment within the study corridors. The land use in the majority of the proposed alternative is agricultural and rural in nature.

Based on the information provided in the EDR Report (dated April 28, 2008), two facilities were listed on ASTM-specified Federal and State databases within the EDR search distances in association with the project area. Both of the listed facilities were located outside of the proposed alignments. No additional sites and or recognized

environmental conditions were identified during the driving reconnaissance within the proposed corridors.

Transformers along the ROW are the property of the local energy supplier and it is their responsibility to maintain the equipment and respond to any releases. During site reconnaissance, no visible evidence of leaks were observed in association with the transformers, therefore, the transformers are considered a minimal environmental hazard. Not all transformer locations that exist along the potential corridors were identified during the site reconnaissance because some properties were not along the driving reconnaissance route. Therefore, MDOT personnel should be made aware of the possibility of encountering these environmental issues along other portions of the corridor.

Additionally, because of the agricultural nature of the region, where the use of fertilizers, pesticides, herbicides, equipment lubricants, and fuel tanks is common, the potential exists to encounter hazardous substances and petroleum constituents along the corridor. Due to the use of these products during farming operations, MDOT personnel and any contractors working on the project should be made aware of the possibility of encountering environmental issues. Appropriate personnel should be contacted, in the event that stained soils, soils with unusual odors, or buried containers are encountered at any point along the proposed corridor.

2.0 INTRODUCTION

2.1 Purpose

The purpose of this report is to provide an evaluation of potential environmental impacts from hazardous material sites. These sites are related to the presence or likely presence of hazardous substances and petroleum products along Alternatives C and E in connection with the proposed SR 9 Corridor Project from Pontotoc, MS to Sherman, MS. These conditions may be due to current or prior activities within or adjacent to the proposed corridor. Principal components of this process have included a review of sites along the alternative corridor utilizing environmental records database review, public records on file with the Mississippi Department of Environmental Quality (MDEQ), and site reconnaissance with interviews.

Section 2.0 of this report is an introductory discussion of the purpose of the Hazardous Materials Study, as well as special terms and conditions, limitations and exceptions, and/or limiting conditions and methodologies. **Section 3.0** is a site description including information on current and past uses of the subject corridor and adjoining properties. Contained within **Section 4.0** is a discussion of historic and USGS topographic maps along the corridor. **Section 5.0** contains a records review along with the information sources. **Section 6.0** presents information from the site reconnaissance and interviews with people familiar with the specific sites along the corridor. The findings and conclusions of this assessment are summarized within **Section 7.0**. **Section 8.0** provides a listing of primary reference sources. The appendices contain documentation relevant to the analysis, opinions, and conclusions found in this report.

The term "recognized environmental condition" is defined as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous

substances or petroleum products even under conditions in compliance with laws". However, de minimis conditions that would generally not warrant enforcement action if brought to the attention of appropriate government agencies, or that generally do not present a material risk to the public or the environment, are not considered recognizable environmental conditions.

2.2 Special Terms and Conditions

This report has been prepared for and is intended for the exclusive use of Gresham, Smith Partners and the Mississippi Department of Transportation (MDOT). Others who use the report do so at their own risk. Thompson Engineering consents that its information and reports may be furnished to and used by others participating in the assessment and/or development of the project, but only in the same manner and extent as if such others were the addressees and the Client. The terms, conditions, and limitations of liability contained in the Thompson Engineering/Client Agreement shall apply to others to whom Client furnishes such information and reports. The contents of this report should not be relied upon by any other party without the express written consent of Thompson Engineering. The findings are relevant to the dates of our site visits, records review, and interviews and should not be relied upon to represent conditions at later dates.

In performing this assessment, Thompson Engineering strives to conform to generally accepted practices of other consultants undertaking similar studies at the same time and in the same geographical area. Thompson Engineering has attempted to observe a degree of skill and care generally exercised by the technical community under similar circumstances and conditions. No other representation, either expressed or implied, is intended.

2.3 Limitations and Exceptions of Assessment

The primary focus of this Hazardous Materials Study is related to identification of recognized environmental conditions. Although related records have been reviewed, the scope for this project is not to be construed as an audit for regulatory compliance purposes. Additionally, this assessment is not intended to address possible environmental constraints, which may apply to future development and/or use of the property.

Investigations for the potential for radon gas, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, high voltage power lines, indoor air quality, lead-based paints, lead in drinking water, and asbestos are beyond the scope of work of this study. In addition, the study performed by Thompson Engineering (as the environmental professional) did not include review of recorded land title records for possible environmental liens.

The findings have been based on observations of site-specific conditions, our interpretation of site history, and site usage information. However, it is recognized that no environmental assessment can eliminate uncertainty regarding environmental conditions in connection with a property. Therefore, the lack of identification of such concerns should not be construed as a guaranteed absence of such conditions.

2.4 Limiting Conditions and Methodologies Used

Some portions of the individual sections were not accessible due to the lack of existing roads or other access to private property in limited areas where the proposed corridor will traverse. The portions of the corridor that were generally accessible were inspected from state highways, county roads, and farm roads during the site visit. Thad Hopper, R.P.G. (Project Manager) and Lang Kirkwood (Project Manager) of Thompson Engineering performed site reconnaissance activities on June 10 and 11 and July 31, 2008.

3.0 SITE DESCRIPTION

3.1 Location and Description

Thompson Engineering has completed a Hazardous Materials Study of the area potentially affected by the proposed improvements of SR 9 that would provide a new four-lane between SR 6/US 278 near Pontotoc and the intersection of SR 9 and US 78 near Sherman, Mississippi. The study focused on two alignments encompassing 500 feet wide corridors which are being studied as part of the NEPA process. The study area included all properties within or adjacent to the 500 feet wide corridors.

The first alternative (Alternative C) begins near the intersection of SR 6/US 278 and Longview Road. The corridor runs northeast on a new location to the existing SR 9 at the intersection of US 78 near Sherman. Alternative C is approximately 9.5 miles in length. The second alternative (Alternative E) begins at the intersection of SR 9 and SR6/US 278 near Pontotoc. The alternative begins on the existing SR 9 and diverges to the east as it runs northeast parallel to the existing SR 9 on a new location. Alternative E joins Alternative C north of the intersection of Dillard Road and Sample Road. At this point, the alternatives share a common corridor and terminus. Alternative E is approximately 10 miles in length. These alternatives can be seen on Figure 1.

3.2 Site Vicinity Characteristics

Areas along the subject corridor can be characterized generally as agricultural and rural with residential areas and light commercial properties.

3.3 Physical Setting

Generally, storm water is carried from the roadsides and agricultural fields in the study area via drainage ditches along either side of the road or adjacent to the agricultural fields. A review of the USGS (7.5-minute) Topographic Maps indicates that regional surface water drainage trends to the south-southeast toward multiple creeks in Pontotoc County. The creeks drain generally south to southeast toward larger creeks and

tributaries, which flow ultimately to the Tombigbee River. Ground surface elevation along the corridor ranges from approximately 300 feet to 480 feet National Geodetic Vertical Datum (NGVD).

4.0 TOPOGRAPHIC MAP REVIEW

4.1 Information Sources

Standard sources reviewed in this investigation were topographic and aerial maps. Due to the rural nature of the proposed corridor, Sanborn map coverage does not exist for this area.

4.2 Conclusion of Topographic Map Review

After reviewing the topographic and aerial maps for changes in site conditions, there was no apparent indication of significant changes which would suggest the potential for environmental impairment within the study corridors. The proposed corridors are primarily rural in nature on the maps reviewed and remain so today.

5.0 RECORDS REVIEW

5.1 Standard Environmental Record Sources, Federal and State

All database record reviews were obtained either from Environmental Data Resources, Inc. (EDR), which incorporates databases from the United States Environmental Protection Agency (EPA) and the Mississippi Department of Environmental Quality (MDEQ). The EDR report is included in Appendix A.

5.2 Discussion of Environmental Records Review Findings

A review of the EDR database search indicated that no facility listed on ASTM-specified Federal and State databases within the EDR search distances were considered a potential environmental condition in association with the corridors. There were no sites identified during driving reconnaissance that were not listed in the EDR report.

The EDR report includes a list of “orphan sites”, which are facilities that have insufficient addresses to map them in relation to the given corridor. The EDR listed 57 orphan sites. The site reconnaissance did not identify the location of any listed orphan sites within the proposed corridors.

6.0 SITE RECONNAISSANCE AND INTERVIEWS

6.1 General

Thompson Engineering personnel performed the site reconnaissance of the prescribed study area on June 10 and 11 and July 31, 2008. The site reconnaissance consisted of canvassing the study area and photographing sites that may pose an impact to the environment. Interviews were conducted concerning certain sites when warranted.

6.2 Potential Concerns

Transformers along the ROW are the property of local energy supplier and it is their responsibility to maintain the equipment and respond to any releases. During site reconnaissance, no visible evidence of leaks were observed in association with the transformers, therefore, the transformers are considered a minimal environmental hazard. Not all transformer locations that exist along the potential corridors may have been identified during the site reconnaissance because some properties were not accessible along the driving reconnaissance routes.

There were no sites identified that would warrant additional investigation for this phase of the study.

7.0 FINDINGS AND CONCLUSIONS

7.1 Findings

Based on a review of database records, interviews of available property owners, documents, and the study area reconnaissance, no sites with potential environmental concerns were identified in connection with the proposed SR 9 Improvement Project. Impacts would be considered significant if the proposed corridor improvement appears to encompass properties that have environmental impairments.

7.2 Conclusions

Based on information obtained from reviews of available state and federal records, topographic and aerial maps, and the driving reconnaissance of the proposed corridors, it was determined that no sites were in or adjacent to the potential corridor study areas.

Transformers along the ROW are the property of the local energy supplier and it is their responsibility to maintain the equipment and respond to any releases. During site reconnaissance, no visible evidence of leaks were observed in association with the transformers, therefore, the transformers are considered a minimal environmental hazard. Not all transformer locations that exist along the potential corridors were identified during the site reconnaissance because some properties were not along the driving reconnaissance route. Therefore, MDOT personnel should be made aware of the possibility of encountering these environmental issues along other portions of the corridor.

Additionally, because of the agricultural nature of the region, where the use of fertilizers, pesticides, herbicides, equipment lubricants, and fuel tanks is common, the potential exists to encounter hazardous substance and petroleum constituents along the corridor. Due to the use of these products during farming operations, MDOT personnel and any contractors working on the ROW expansion should be made aware of the possibility to encounter environmental issues. Appropriate personnel should be contacted, in the event

that stained soils, soils with unusual odors, or buried containers are encountered at any point along the proposed corridor.

8.0 LITERATURE CITED AND SELECTED REFERENCE SOURCES

Databases

Environmental Data Resources, Inc., April 28, 2008.

Maps

United States Geological Survey, Northeast Pontotoc, MS (1980), Sherman (1980),
USGS (7.5-minute) Topographic Maps.

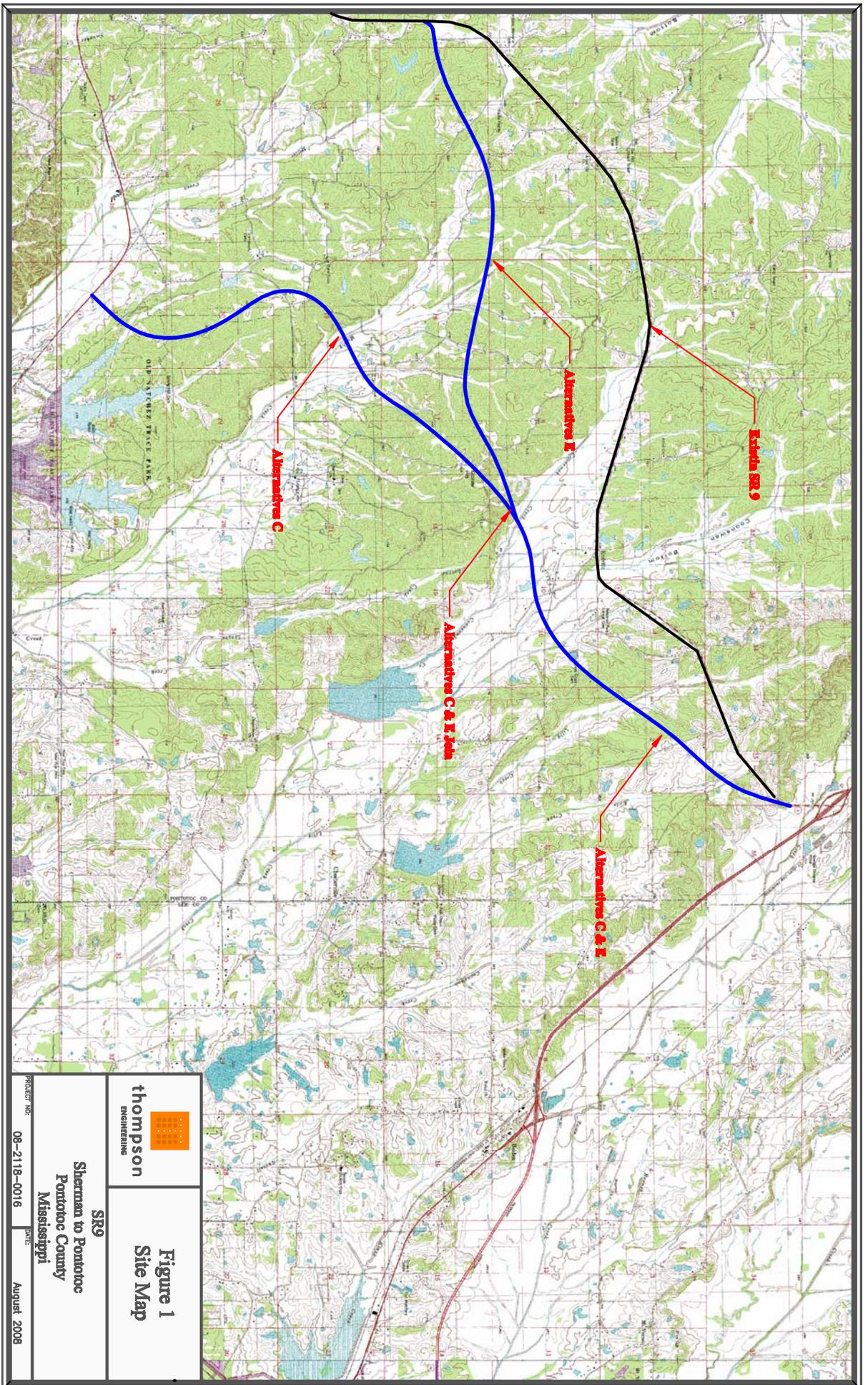
Aerial Photographs

Google Earth Aerial Photographs, 2006.

MSN Aerial Photographs, 2008.

Figures

Thompson Engineering
Project No.: 08-2118-0016



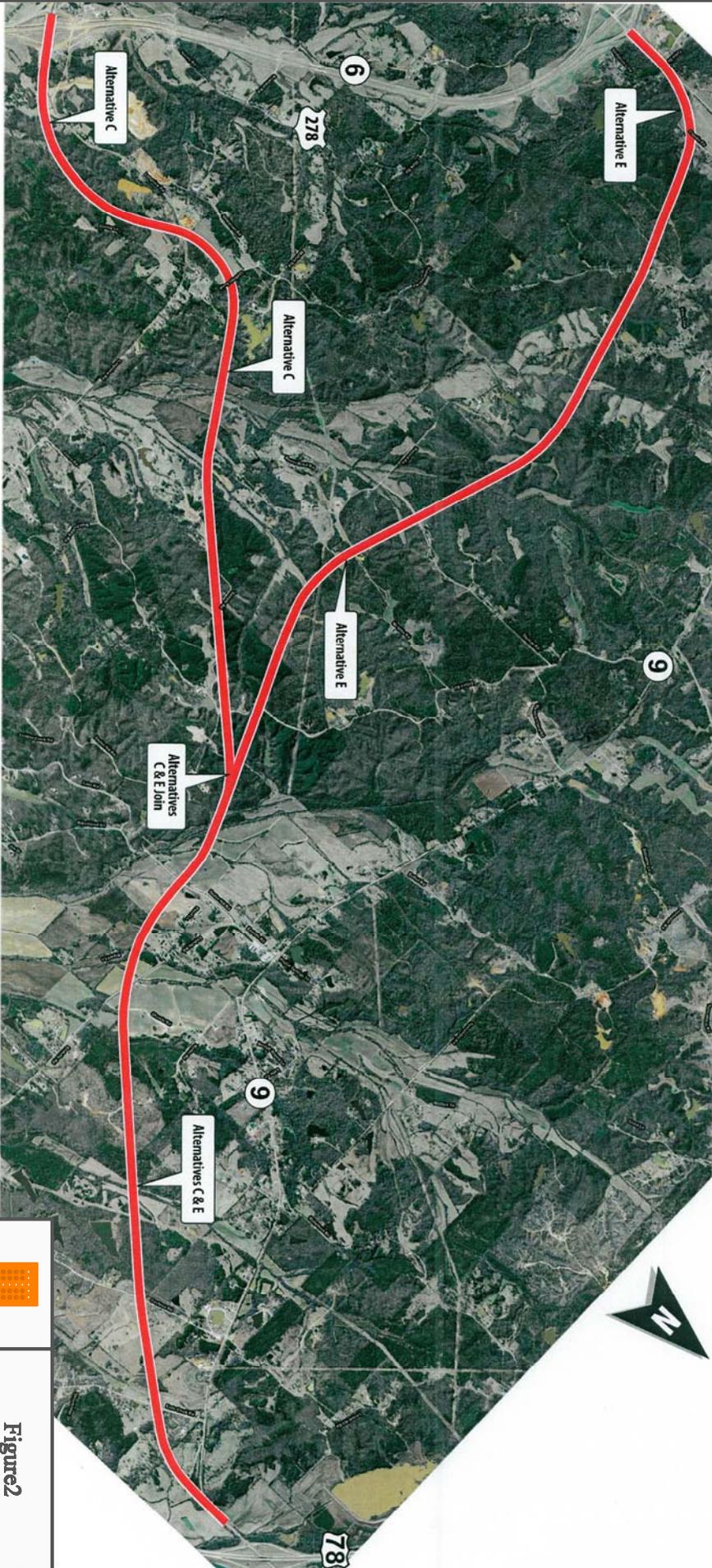


	Figure 2 Aerial Photo
PROJECT NO: 08-2118-0016	DATE: August 2008

APPENDIX A

Federal and State Database Search Report

*Thompson Engineering
Project No.: 08-2118-0016*



EDR® Environmental
Data Resources Inc

EDR DataMap[®] Corridor Study

**MDOT SR-6 to CSR-9
Belden, MS 38826**

April 28, 2008

Inquiry number 02193423.1r

The Standard in Environmental Risk Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

BELDEN, MS 38826
BELDEN, MS 38826

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL National Priority List
Proposed NPL Proposed National Priority List Sites
Delisted NPL National Priority List Deletions
NPL LIENS Federal Superfund Liens
CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP CERCLIS No Further Remedial Action Planned
LIENS 2 CERCLA Lien Information
CORRACTS Corrective Action Report
RCRA-TSDF RCRA - Transporters, Storage and Disposal
RCRA-LQG RCRA - Large Quantity Generators
RCRA-SQG RCRA - Small Quantity Generators
RCRA-CESQG RCRA - Conditionally Exempt Small Quantity Generator
RCRA-NonGen RCRA - Non Generators
US ENG CONTROLS Engineering Controls Sites List
US INST CONTROL Sites with Institutional Controls
ERNS Emergency Response Notification System
HMIRS Hazardous Materials Information Reporting System
DOT OPS Incident and Accident Data
US CDL Clandestine Drug Labs
US BROWNFIELDS A Listing of Brownfields Sites
DOD Department of Defense Sites
FUDS Formerly Used Defense Sites
LUCIS Land Use Control Information System
CONSENT Superfund (CERCLA) Consent Decrees
ROD Records Of Decision
UMTRA Uranium Mill Tailings Sites
ODI Open Dump Inventory
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
MINES Mines Master Index File
TRIS Toxic Chemical Release Inventory System
TSCA Toxic Substances Control Act
FTTS FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS FIFRA/TSCA Tracking System Administrative Case Listing
SSTS Section 7 Tracking Systems

EXECUTIVE SUMMARY

ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

SHWS	CERCLA/Uncontrolled Sites File List
SWF/LF	Solid Waste Landfills
DEBRIS	Debris Site Locations Listing
SWRCY	Mississippi Recycling Directory
PERMITS	Environmental Site Information System Listing
AST	Aboveground Storage Tanks
ENG CONTROLS	Sites with Engineering Controls
INST CONTROL	Sites with Institutional Controls
VCP	Voluntary Evaluation Program Sites
DRYCLEANERS	Drycleaner Facilities Listing
BROWNFIELDS	Uncontrolled Sites List
NPDES	Industrial & Municipal NPDES Facilities

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN ODI	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Quality's LUST Status Report.

A review of the LUST list, as provided by EDR, and dated 10/24/2007 has revealed that there is 1 LUST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>ENDVILLE QUICK STOP</i> Status Code: Open	<i>HIGHWAY 9 & ENNVILLE RO</i>	<i>1</i>	<i>3</i>

EXECUTIVE SUMMARY

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Quality's Underground Storage Tanks list.

A review of the UST list, as provided by EDR, and dated 10/24/2007 has revealed that there are 2 UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ENDVILLE QUICK STOP	HIGHWAY 9 & ENNVILLE RO	1	3
SUPER K	3288 HIGHWAY 6 EAST	2	4

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
LIENS 2	0
CORRACTS	0
RCRA-TSDF	0
RCRA-LQG	0
RCRA-SQG	0
RCRA-CESQG	0
RCRA-NonGen	0
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	0
HMIRS	0
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
DEBRIS REGION 9	0
MINES	0
TRIS	0
TSCA	0
FTTS	0
HIST FTTS	0
SSTS	0
ICIS	0
PADS	0
MLTS	0
RADINFO	0
FINDS	0
RAATS	0
<u>STATE AND LOCAL RECORDS</u>	
SHWS	0
SWF/LF	0
DEBRIS	0
SWRCY	0
LUST	1

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
UST	2
PERMITS	0
AST	0
ENG CONTROLS	0
INST CONTROL	0
VCP	0
DRYCLEANERS	0
BROWNFIELDS	0
NPDES	0
 <u>TRIBAL RECORDS</u>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
 <u>EDR PROPRIETARY RECORDS</u>	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

1 **ENDVILLE QUICK STOP**
HIGHWAY 9 & ENNVILLE ROAD
BELDEN, MS 38826

LUST **U003775023**
UST **N/A**

Facility Id: 11672
 Facility Telephone: (662) 842-1135
 AIID: 24547
 Event #: 1
 Project Manager: Charka Fair
 Date Of Report: 07/19/06
 Trust Fund Status: EUD
 Confirmed On: NULL
 Lust Status: Open
 NFA Date: NULL
 Facility Satus: Unconfirmed Release

UST:

Facility ID: 11672
 Tank ID: 29355
Tank Status: 1
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 10000
 Close Type: Gasoline
 Date Removed: Not reported
 Close Type: NULL
 Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel
 Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 24547
 Owner Name: Tommy Brooks Oil Company
 Owner Address: PO Box 530
 Owner Tele: (662)842-1135
 Facility Tel: (662) 842-1135

Facility ID: 11672
 Tank ID: 29356
Tank Status: 2
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 10000
 Close Type: Gasoline
 Date Removed: Not reported
 Close Type: NULL
 Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel
 Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 24547
 Owner Name: Tommy Brooks Oil Company
 Owner Address: PO Box 530
 Owner Tele: (662)842-1135
 Facility Tel: (662) 842-1135

Facility ID: 11672

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ENDVILLE QUICK STOP (Continued)

U003775023

Tank ID: 29357
Tank Status: 3
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 6000
 Close Type: Diesel
 Date Removed: Not reported
 Close Type: NULL
 Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel
 Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 24547
 Owner Name: Tommy Brooks Oil Company
 Owner Address: PO Box 530
 Owner Tele: (662)842-1135
 Facility Tel: (662) 842-1135

2

**SUPER K
 3288 HIGHWAY 6 EAST
 PONTOTOC, MS 38863**

**UST U003115877
 N/A**

UST:

Facility ID: 7896
 Tank ID: 20076
Tank Status: 1
 Date Installed: Permanently Out of Use
 Tank Capacity: 00:00.0
 Substance: 1000
 Close Type: Gasoline
 Date Removed: Closed
 Close Type: 00:00.0
 Tank Material: 00:00.0
 2nd Containmnt: Asphalt Coated or Bare Steel
 Tank Lead Detection: None
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: No
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20077
Tank Status: 2
 Date Installed: Permanently Out of Use
 Tank Capacity: 00:00.0
 Substance: 2000
 Close Type: Gasoline
 Date Removed: Closed
 Close Type: 00:00.0
 Tank Material: 00:00.0
 2nd Containmnt: Asphalt Coated or Bare Steel
 Tank Lead Detection: None
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: No

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SUPER K (Continued)

U003115877

AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20078
Tank Status: 3
 Date Installed: Permanently Out of Use
 Tank Capacity: 00:00.0
 Substance: 550
 Close Type: Gasoline
 Date Removed: Closed
 Close Type: 00:00.0
 Tank Material: 00:00.0
 2nd Containmnt: Asphalt Coated or Bare Steel
 Tank Lead Detection: None
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: No
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20079
Tank Status: 4
 Date Installed: Permanently Out of Use
 Tank Capacity: 00:00.0
 Substance: 550
 Close Type: Gasoline
 Date Removed: Closed
 Close Type: 00:00.0
 Tank Material: 00:00.0
 2nd Containmnt: Asphalt Coated or Bare Steel
 Tank Lead Detection: None
 Overfill Protection: N/A
 Spill Prevention: No
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20080
Tank Status: 5
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 8000
 Close Type: Gasoline
 Date Removed: Not reported
 Close Type: NULL
 Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SUPER K (Continued)

U003115877

Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20081
Tank Status: 6
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 8000
 Close Type: Gasoline
 Date Removed: Not reported
 Close Type: NULL

Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel
 Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

Facility ID: 7896
 Tank ID: 20082
Tank Status: 7
 Date Installed: Currently In Use
 Tank Capacity: 00:00.0
 Substance: 6000
 Close Type: Diesel
 Date Removed: Not reported
 Close Type: NULL

Tank Material: NULL
 2nd Containmnt: Epoxy Coated Steel
 Tank Lead Detection: Cathodically Protected
 Overfill Protection: Groundwater/Vapor Monitoring
 Spill Prevention: Yes
 AIID: 27711
 Owner Name: Faucette Petroleum & Supply Company
 Owner Address: PO Box 927
 Owner Tele: (662)842-5057
 Facility Tel: Not reported

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
BELDEN	U003773919	FAULKNER'S GROCERY	RT 1	38826	UST
BELDEN	U001300234	BELDEN CASH GROCERY	MCCULLOUGH BOULEVARD	38826	UST
BELDEN	U003773915	BILLY'S QUICK STOP	MCCULLOUGH BOULEVARD	38826	UST
BELDEN	U003774460	SPRINT MART #37	3001 MCCULLOUGH BOULEVARD	38826	UST
BELDEN	S105685155	BILLY'S QUICK STOP	MCCULLOUGH BOULEVARD	38826	LUST
BELDEN	S105685194		OLD HIGHWAY 78	38826	LUST
BELDEN	U003774118	J W WEBB & SONS	OLD HIGHWAY 78	38826	UST
BELDEN	U003774296	NT'S	OLD HIGHWAY 78 WEST & HIGHWAY 78	38826	UST
BLUE SPRINGS	U001296684	FAIRFIELD GROCERY	RT 1	38828	UST
BLUE SPRINGS	U001296682	STANFORD GARAGE	RT 3	38828	UST
BLUE SPRINGS	A100200899	GRAVE'S GROCERY	248 HWY 348	38828	AST
BLUE SPRINGS	A100201452	COUNTRY LINE GROCERY	115 HWY 348	38828	AST
BLUE SPRINGS	A100201032	GENTRY'S GROCERY	1186 HWY 9 N	38828	AST
BLUE SPRINGS	A100201105	EAST UNION GROCERY	1596-1 HWY 9	38828	AST
BLUE SPRINGS	A100300055	TAYLOR'S GROCERY & GRILL	1560 HWY 9 S	38828	AST
BLUE SPRINGS	A1001295403	ANDERSON GROCERY	COUNTY ROAD 197	38828	UST
ECRU	A100200982	DENTON AMOCO	7401 HWY 15 N	38841	AST
ECRU	U001295286	ECRU RADIO RELAY STATION	HIGHWAY 345	38841	UST
ECRU	U001297647	ECRU QUICK STOP	MAIN STREET	38841	LUST, UST
ECRU	U001303561	DOWDY'S ONE STOP	OLD HIGHWAY 15 NORTH	38841	LUST, UST
PONTOTOC	U003773906	DEE'S GROCERY	RT 1 HIGHWAY 41	38863	UST
PONTOTOC	1004743359	MAPP AUTO PARTS INC.	138 HWY 15 S	38863	FINDS, RCRA-CESQG
PONTOTOC	A100200984	MIDWAY GROCERY	9028 HWY 15 S	38863	AST
PONTOTOC	A100201117	TOMMY BROOKS-BULK PLANT	181 HWY 15 BY PASS	38863	AST
PONTOTOC	A100201118	BILLY'S TEXACO	181 HWY 15 BY PASS	38863	AST
PONTOTOC	A100201703	PAM'S PLACE	5571 HWY 15 S	38863	AST
PONTOTOC	S105685383	WALDO'S HILLTOP SERVICE STATION	269 HIGHWAY 15 BYPASS	38863	LUST
PONTOTOC	U001297740	WALDO GULF	HIGHWAY 15 BYPASS	38863	LUST, UST
PONTOTOC	U001299610	NEWELL'S EXXON	HIGHWAY 15 BYPASS	38863	UST
PONTOTOC	U001300414	PONTOTOC MAINTENANCE HQ MSHD	HIGHWAY 15 BYPASS	38863	UST
PONTOTOC	U001303823	STACEY'S QUICK STOP	HIGHWAY 15 BYPASS	38863	UST
PONTOTOC	U003775263	WALDO'S HILLTOP SERVICE STATION	HIGHWAY 15 NORTH	38863	UST
PONTOTOC	1004742759	BISHOP BODY SHOP	269 HIGHWAY 15 BYPASS	38863	UST
PONTOTOC	U003008732	PONTOTOC FLYING SERVICE	HIGHWAY 15, SOUTH BYPASS	38863	FINDS, RCRA-CESQG
PONTOTOC	U003009469	HOLCOMB GROCERY	RT 2 BOX 436 PONTOTC COUNTY ARPT	38863	UST
PONTOTOC	U001303550	JAGGER'S GROCERY	HIGHWAY 25	38863	UST
PONTOTOC	U001297843	STEGALL'S GROCERY	RT 3	38863	UST
PONTOTOC	A100201236	JEFF'S QUICK STOP #1	HIGHWAY 336	38863	UST
PONTOTOC	U003008727	PONTOTOC BRANCH MS AGRICULTURE & FOREST	4970 HWY 346	38863	AST
PONTOTOC	A100200981	LAKESIDE COUNTRY	RT 4 BOX 249	38863	UST
PONTOTOC	A100271989	RAMBLERS	7052 HWY 6 E	38863	AST
PONTOTOC	U001301802	FAST LANE #512	448 HWY 6 W	38863	AST
PONTOTOC	U001301885	H L WALLIS GROCERY	HIGHWAY 6	38863	UST
PONTOTOC			HIGHWAY 6	38863	UST

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PONTOTOC	U003773920	RUSSELL LAKESIDE GROCERY	HIGHWAY 6 EAST	38863	UST
PONTOTOC	U003774867	EAST SIDE AMOCO	HIGHWAY 6 & MARTIN LUTHER KING	38863	UST
PONTOTOC	U003775043	T-MART #5	HIGHWAY 6 WEST	38863	UST
PONTOTOC	U001297760	OAK HILL GROCERY	HIGHWAY 9 NORTH	38863	UST
PONTOTOC	U001303781	BAKER'S GROCERY	HIGHWAY 9	38863	UST
PONTOTOC	U003009423	TUPELO MS RCAG	COUNTY ROAD 26	38863	LUST, UST
PONTOTOC	U001297886	HURRICANE GROCERY	HURRICANE ROAD	38863	UST
PONTOTOC	U003774021	M L MORRISON CITGO	200 MAIN STREET	38863	UST
PONTOTOC	U003008975	ECRU EXXON	MAIN STREET	38863	LUST, UST
PONTOTOC	U004053266	MURPHY OIL USA #7345	86 MCCORD ROAD	38863	UST
PONTOTOC	S106560592	THREE RIVERS SOLID WASTE AUTHORITY/CITY OF PONTOTO	PONTOTOC AND COUNTY; SEE LAST COLUMN	38863	SWRCY
PONTOTOC	1009419370	MDOT, APD 0070 05 018	STATE ROAD 6 FROM STATE ROAD 9 TO STATE ROAD 342	38863	FINDS
PONTOTOC	1007221648	MDOT, APD 0070 05 018	STATE ROAD 6 FROM STATE ROAD 9 TO STATE ROAD 342	38863	PERMITS
TUPELO	U003965720	BANDITS COUNTRY STORE	1388 COUNTRY ROAD 931	38804	UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 01/31/2008	Source: EPA
Date Data Arrived at EDR: 02/08/2008	Telephone: N/A
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 01/28/2008
Number of Days to Update: 38	Next Scheduled EDR Contact: 04/28/2008
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 01/31/2008	Source: EPA
Date Data Arrived at EDR: 02/04/2008	Telephone: N/A
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 01/28/2008
Number of Days to Update: 42	Next Scheduled EDR Contact: 04/28/2008
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 01/31/2008	Source: EPA
Date Data Arrived at EDR: 02/08/2008	Telephone: N/A
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 01/28/2008
Number of Days to Update: 38	Next Scheduled EDR Contact: 04/28/2008
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 02/19/2008
Number of Days to Update: 56	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/09/2008	Source: EPA
Date Data Arrived at EDR: 02/05/2008	Telephone: 703-412-9810
Date Made Active in Reports: 02/20/2008	Last EDR Contact: 04/25/2008
Number of Days to Update: 15	Next Scheduled EDR Contact: 06/16/2008
	Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 12/03/2007	Source: EPA
Date Data Arrived at EDR: 12/06/2007	Telephone: 703-412-9810
Date Made Active in Reports: 02/20/2008	Last EDR Contact: 03/17/2008
Number of Days to Update: 76	Next Scheduled EDR Contact: 06/16/2008
	Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/08/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/07/2008	Telephone: 202-564-6023
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 13	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/12/2007	Source: EPA
Date Data Arrived at EDR: 12/18/2007	Telephone: 800-424-9346
Date Made Active in Reports: 02/20/2008	Last EDR Contact: 03/03/2008
Number of Days to Update: 64	Next Scheduled EDR Contact: 06/02/2008
	Data Release Frequency: Quarterly

RCRA-TSDF: RCRA - Transporters, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/06/2008
Date Data Arrived at EDR: 03/06/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 03/06/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/06/2008
Date Data Arrived at EDR: 03/06/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 03/06/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/06/2008
Date Data Arrived at EDR: 03/06/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 03/06/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/06/2008
Date Data Arrived at EDR: 03/06/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 03/06/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Varies

RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/06/2008
Date Data Arrived at EDR: 03/06/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 03/06/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 01/18/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/31/2008	Telephone: 703-603-0695
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 03/31/2008
Number of Days to Update: 46	Next Scheduled EDR Contact: 06/30/2008
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/18/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/31/2008	Telephone: 703-603-0695
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 03/31/2008
Number of Days to Update: 46	Next Scheduled EDR Contact: 06/30/2008
	Data Release Frequency: Varies

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2007	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/23/2008	Telephone: 202-267-2180
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 04/22/2008
Number of Days to Update: 54	Next Scheduled EDR Contact: 07/21/2008
	Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 10/31/2007	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/17/2008	Telephone: 202-366-4555
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 04/16/2008
Number of Days to Update: 60	Next Scheduled EDR Contact: 07/14/2008
	Data Release Frequency: Annually

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 02/14/2008	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 02/27/2008	Telephone: 202-366-4595
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/27/2008
Number of Days to Update: 22	Next Scheduled EDR Contact: 05/26/2008
	Data Release Frequency: Varies

CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 12/28/2007
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/28/2008
Next Scheduled EDR Contact: 06/23/2008
Data Release Frequency: Quarterly

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 01/03/2008
Date Data Arrived at EDR: 01/17/2008
Date Made Active in Reports: 02/20/2008
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 04/18/2008
Next Scheduled EDR Contact: 07/14/2008
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 02/08/2008
Next Scheduled EDR Contact: 05/05/2008
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 08/31/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 41

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 04/03/2008
Next Scheduled EDR Contact: 06/30/2008
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 03/10/2008
Next Scheduled EDR Contact: 06/09/2008
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 12/28/2007
Number of Days to Update: 25

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/22/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/14/2008
Date Data Arrived at EDR: 01/22/2008
Date Made Active in Reports: 01/30/2008
Number of Days to Update: 8

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/31/2008
Next Scheduled EDR Contact: 06/30/2008
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 07/13/2007
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 03/17/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 12/28/2007
Date Data Arrived at EDR: 12/28/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 27

Source: EPA, Region 9
Telephone: 415-972-3336
Last EDR Contact: 03/24/2008
Next Scheduled EDR Contact: 06/23/2008
Data Release Frequency: Varies

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/07/2008
Date Data Arrived at EDR: 03/26/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 23

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 03/26/2008
Next Scheduled EDR Contact: 06/23/2008
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/29/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002
Date Data Arrived at EDR: 04/14/2006
Date Made Active in Reports: 05/30/2006
Number of Days to Update: 46

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 04/14/2008
Next Scheduled EDR Contact: 07/14/2008
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/22/2008
Date Made Active in Reports: 01/30/2008
Number of Days to Update: 8

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 03/17/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/22/2008
Date Made Active in Reports: 01/30/2008
Number of Days to Update: 8

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 03/17/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 03/14/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/14/2008
Next Scheduled EDR Contact: 07/14/2008
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/27/2007
Date Data Arrived at EDR: 08/13/2007
Date Made Active in Reports: 10/11/2007
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 04/14/2008
Next Scheduled EDR Contact: 07/14/2008
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/04/2007
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 03/17/2008
Number of Days to Update: 39

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 02/07/2008
Next Scheduled EDR Contact: 05/05/2008
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 03/17/2008
Number of Days to Update: 39

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 03/31/2008
Next Scheduled EDR Contact: 06/30/2008
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/29/2008
Date Data Arrived at EDR: 01/31/2008
Date Made Active in Reports: 03/17/2008
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/31/2008
Next Scheduled EDR Contact: 04/28/2008
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/04/2008	Source: EPA
Date Data Arrived at EDR: 01/10/2008	Telephone: (404) 562-9900
Date Made Active in Reports: 02/20/2008	Last EDR Contact: 03/31/2008
Number of Days to Update: 41	Next Scheduled EDR Contact: 06/30/2008
	Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 03/03/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 06/02/2008
	Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2005	Source: EPA/NTIS
Date Data Arrived at EDR: 03/06/2007	Telephone: 800-424-9346
Date Made Active in Reports: 04/13/2007	Last EDR Contact: 03/13/2008
Number of Days to Update: 38	Next Scheduled EDR Contact: 06/09/2008
	Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

SHWS: CERCLA/Uncontrolled Sites File List

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 01/01/2008	Source: Department of Environmental Quality
Date Data Arrived at EDR: 01/31/2008	Telephone: 601-961-5666
Date Made Active in Reports: 02/26/2008	Last EDR Contact: 04/23/2008
Number of Days to Update: 26	Next Scheduled EDR Contact: 07/21/2008
	Data Release Frequency: Annually

SWF/LF: Solid Waste Landfills

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 07/26/2007	Source: Department of Environmental Quality
Date Data Arrived at EDR: 09/19/2007	Telephone: 601-961-5082
Date Made Active in Reports: 11/05/2007	Last EDR Contact: 03/20/2008
Number of Days to Update: 47	Next Scheduled EDR Contact: 06/16/2008
	Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEBRIS: Debris Site Locations Listing

A listing of Hurricane Katrina debris disposal site locations. Not all of these sites were approved or utilized. Please note that the list includes a number of different types of sites including vegetative debris burn, chip, staging and disposal sites as well as structural debris staging and disposal sites.

Date of Government Version: 11/19/2007
Date Data Arrived at EDR: 12/18/2007
Date Made Active in Reports: 01/22/2008
Number of Days to Update: 35

Source: Department of Environmental Quality
Telephone: 601-961-5726
Last EDR Contact: 03/17/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Varies

SWRCY: Mississippi Recycling Directory

A listing of recycling facilities.

Date of Government Version: 11/01/2007
Date Data Arrived at EDR: 01/10/2008
Date Made Active in Reports: 01/22/2008
Number of Days to Update: 12

Source: Department of Environmental Quality
Telephone: 601-961-5005
Last EDR Contact: 03/20/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Varies

LUST: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 10/24/2007
Date Data Arrived at EDR: 10/25/2007
Date Made Active in Reports: 11/05/2007
Number of Days to Update: 11

Source: Department of Environmental Quality
Telephone: 601-961-5058
Last EDR Contact: 04/24/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Quarterly

UST: Underground Storage Tanks

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 10/24/2007
Date Data Arrived at EDR: 02/01/2008
Date Made Active in Reports: 02/21/2008
Number of Days to Update: 20

Source: Department of Environmental Quality
Telephone: 601-961-5058
Last EDR Contact: 04/21/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Quarterly

PERMITS: Environmental Site Information System Listing

The purpose of this system is to support the permitting and compliance activities of the Office of Pollution Control. Regulatory programs that are supported by this database are the Surface Water National Pollutant Discharge Elimination System (NPDES) Program; the Air Title V, Construction and Operating Programs; and the Solid and Hazardous Waste Programs.

Date of Government Version: 02/05/2008
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 19

Source: The Office of Pollution Control
Telephone: 601-961-5670
Last EDR Contact: 03/24/2008
Next Scheduled EDR Contact: 06/02/2008
Data Release Frequency: Quarterly

AST: Aboveground Storage Tanks

Aboveground storage tanks regulated by the Department of Agriculture & Commerce. The tanks contents will be gasoline, diesel, racing fuel or kerosene.

Date of Government Version: 01/11/2008
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 02/29/2008
Number of Days to Update: 22

Source: Department of Agriculture & Commerce
Telephone: 601-359-1101
Last EDR Contact: 03/17/2008
Next Scheduled EDR Contact: 06/16/2008
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENG CONTROLS: Sites with Engineering Controls

Sites included on the CERCLA/Uncontrolled Sites File List that have Engineering Controls. Engineering Controls encompass a variety of engineered remedies to contain and/or reduce contamination, and/or physical barriers intended to limit access to property. ECs include fences, signs, guards, landfill caps, provision of potable water, slurry walls, sheet pile (vertical caps), pumping and treatment of groundwater, monitoring wells, and vapor extraction systems

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 01/31/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 601-961-5666
Last EDR Contact: 04/23/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Quarterly

INST CONTROL: Sites with Institutional Controls

Sites included on the CERCLA/Uncontrolled Sites File List that have Institutional Controls. Institutional Controls are non-engineered instruments, such as administrative and/or legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of a remedy by limiting land or resource use

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 01/31/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 601-961-5666
Last EDR Contact: 04/23/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Quarterly

VCP: Voluntary Evaluation Program Sites

The Voluntary Evaluation Program allows accepted parties the opportunity to participate in a program that will expedite the evaluation of the site information.

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 01/31/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 601-961-5063
Last EDR Contact: 04/23/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Varies

DRYCLEANERS: Drycleaner Facilities Listing

A listing of drycleaner facilities.

Date of Government Version: 02/05/2008
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 19

Source: Department of Environmental Quality
Telephone: 601-961-5670
Last EDR Contact: 03/24/2008
Next Scheduled EDR Contact: 06/02/2008
Data Release Frequency: Varies

BROWNFIELDS: Uncontrolled Sites List

A listing of sites from the Uncontrolled Sites List that are currently in the Mississippi Brownfields Program (which means that they are pursuing liability protection and paying for MDEQ oversight costs).

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 01/31/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 601-961-5666
Last EDR Contact: 04/23/2008
Next Scheduled EDR Contact: 07/21/2008
Data Release Frequency: Varies

NPDES: Industrial & Municipal NPDES Facilities

Water discharge permit data.

Date of Government Version: 02/05/2008
Date Data Arrived at EDR: 02/07/2008
Date Made Active in Reports: 02/26/2008
Number of Days to Update: 19

Source: Department of Environmental Quality
Telephone: 601-961-5666
Last EDR Contact: 03/24/2008
Next Scheduled EDR Contact: 06/02/2008
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 12/08/2006	Telephone: 202-208-3710
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 02/08/2008
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/05/2008
	Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2007	Telephone: 703-308-8245
Date Made Active in Reports: 01/24/2008	Last EDR Contact: 02/25/2008
Number of Days to Update: 52	Next Scheduled EDR Contact: 05/26/2008
	Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2007	Source: EPA Region 7
Date Data Arrived at EDR: 06/14/2007	Telephone: 913-551-7003
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 02/15/2008
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 02/20/2008	Source: EPA Region 8
Date Data Arrived at EDR: 03/04/2008	Telephone: 303-312-6271
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 13	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 02/28/2008	Source: EPA Region 6
Date Data Arrived at EDR: 02/29/2008	Telephone: 214-665-6597
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 17	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 09/05/2007	Source: EPA Region 4
Date Data Arrived at EDR: 10/02/2007	Telephone: 404-562-8677
Date Made Active in Reports: 10/11/2007	Last EDR Contact: 02/15/2008
Number of Days to Update: 9	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 03/12/2008	Source: EPA Region 1
Date Data Arrived at EDR: 03/14/2008	Telephone: 617-918-1313
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 6	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/21/2008	Source: EPA Region 10
Date Data Arrived at EDR: 02/26/2008	Telephone: 206-553-2857
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 23	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/26/2008	Telephone: 415-972-3372
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 20	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
A listing of underground storage tank locations on Indian Land.

Date of Government Version: 03/12/2008	Source: EPA, Region 1
Date Data Arrived at EDR: 03/14/2008	Telephone: 617-918-1313
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 6	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
No description is available for this data

Date of Government Version: 09/05/2007	Source: EPA Region 4
Date Data Arrived at EDR: 10/02/2007	Telephone: 404-562-9424
Date Made Active in Reports: 10/11/2007	Last EDR Contact: 02/15/2008
Number of Days to Update: 9	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land
No description is available for this data

Date of Government Version: 06/01/2007	Source: EPA Region 7
Date Data Arrived at EDR: 06/14/2007	Telephone: 913-551-7003
Date Made Active in Reports: 07/05/2007	Last EDR Contact: 02/15/2008
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land
No description is available for this data

Date of Government Version: 02/28/2008	Source: EPA Region 6
Date Data Arrived at EDR: 02/29/2008	Telephone: 214-665-7591
Date Made Active in Reports: 03/17/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 17	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Semi-Annually

INDIAN UST R9: Underground Storage Tanks on Indian Land
No description is available for this data

Date of Government Version: 02/25/2008	Source: EPA Region 9
Date Data Arrived at EDR: 02/26/2008	Telephone: 415-972-3368
Date Made Active in Reports: 03/20/2008	Last EDR Contact: 02/15/2008
Number of Days to Update: 23	Next Scheduled EDR Contact: 05/19/2008
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R5: Underground Storage Tanks on Indian Land

No description is available for this data

Date of Government Version: 12/21/2007
Date Data Arrived at EDR: 12/21/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 34

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 12/21/2007
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

No description is available for this data

Date of Government Version: 02/21/2008
Date Data Arrived at EDR: 02/26/2008
Date Made Active in Reports: 03/20/2008
Number of Days to Update: 23

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 02/15/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

No description is available for this data

Date of Government Version: 02/20/2008
Date Data Arrived at EDR: 03/04/2008
Date Made Active in Reports: 03/17/2008
Number of Days to Update: 13

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 02/15/2008
Next Scheduled EDR Contact: 05/19/2008
Data Release Frequency: Quarterly

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 02/15/2008
Date Data Arrived at EDR: 02/28/2008
Date Made Active in Reports: 04/09/2008
Number of Days to Update: 41

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/28/2008
Next Scheduled EDR Contact: 05/26/2008
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2006

Date Data Arrived at EDR: 12/21/2007

Date Made Active in Reports: 01/10/2008

Number of Days to Update: 20

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 03/10/2008

Next Scheduled EDR Contact: 06/09/2008

Data Release Frequency: Annually

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Listing

Source: Department of Health

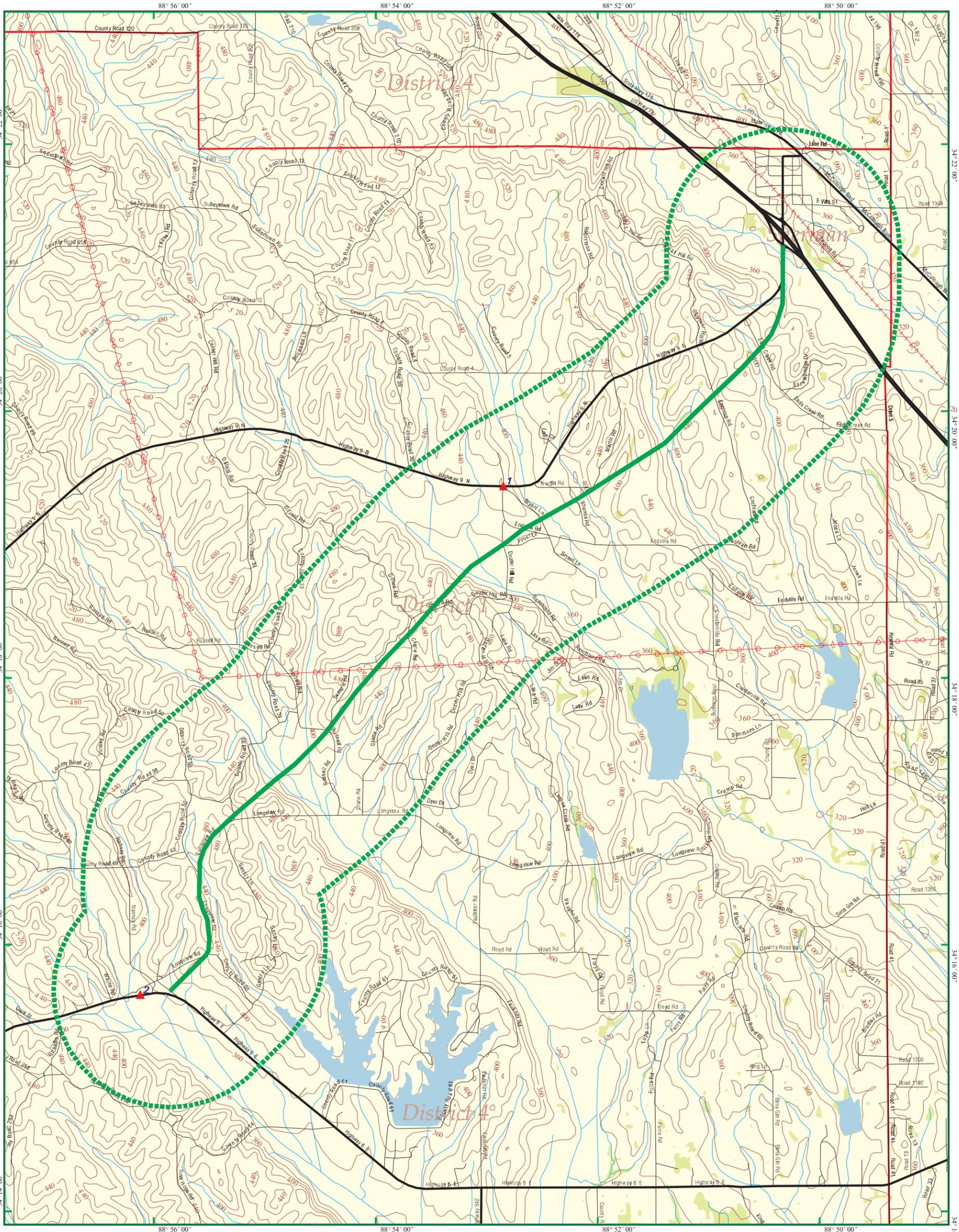
Telephone: 601-576-7613

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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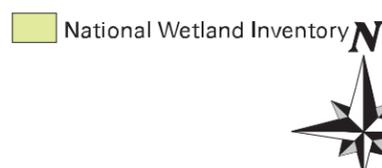
EDR DataMap® – Corridor Study

MDOT SR-6 to CSR-9



Belden, MS

- | | | | |
|--|---------------|-------------|-------------------------|
| Listed Sites | Major Roads | Pipelines | Superfund Sites |
| Earthquake Epicenters (Richter 5 or greater) | Waterways | Powerlines | Federal DOD Sites |
| Search Boundary | Railroads | Fault Lines | Indian Reservations BIA |
| Roads | Contour Lines | Water | 100-Yr Flood Zones |



Scale in Miles

Appendix I: Agency Scoping Meeting Summary

Agency Scoping Meeting Minutes

SR 9 from US 278/SR 6 in Pontotoc to SR 348/US 45 in Guntown

Project Nos. SP-2833-00(002) / 105094-001000 Pontotoc County, SP-0925-00(003) / 105094-002000 Union County & SP-0926-00(007) / 105094-003000 Lee County

Date/Time: June 3, 2008/10:00 am CST

Location: Tupelo MDOT District Office

Attendees: Sign-in sheet attached

The purpose of the meeting was to discuss the two proposed SR 9 improvement projects with environmental review agencies. In attendance were representatives from U.S. Fish and Wildlife Service, Lee and Union County Natural Resources Conservation Service, FHWA, MDOT, Gresham Smith & Partners, and Wilbur Smith Associates. The meeting sign-in sheet is attached.

Project Overview and Schedule

Kim Thurman of MDOT introduced attendees and highlighted the main points of the meeting and the project background:

- There is a \$3 million earmark in federal legislation for design of these projects.
- The Governor anticipates construction being complete in 2010 at the same time as the Toyota Plant opening.
- We are in the preliminary stages of study and looking for continuous input, but also any information that may be a fatal flaw for any of the alternatives.

Cecil Vick of FHWA reviewed the schedule and some key issues that may be of concern: these projects are on a short time table; Environmental Assessments are to be completed in 6 months.

- We are 1½ months into the projects and on schedule.
- It was requested that the USFWS representative highlight any issues that may be of concern for the U.S. Army Corps of Engineers.
- A primary concern for both projects is unknown Native American burial sites.
 - It is known that this area was heavily settled by the Chickasaw prior to 1770 and that they buried their dead in their homes. Any archeological site related to the Chickasaw may be a potential burial site.

David Felder of USFWS noted that he did not see any alignment issues with either project and that wetland banks are available in this basin. Additionally, he cautioned about timing and that permitting could be an issue.

SR9 from US 278/SR 6 to US 78 (South Project)

Margaret Slater of Gresham Smith & Partners provided an overview of the south project.

- The project would improve a 10-mile section of SR 9 between US 278/SR 6 in Pontotoc and US 78 near Sherman in Pontotoc County from two to four lanes.
- Roadway improvements are needed to support the development of the Toyota Plant in Blue Springs, Union County, which is just north of the project area.
- Trace State Park is within the project study area and presents challenges for corridor locations.
- Three alternatives were presented and Alternative C is favored based on initial screenings.

Discussion of the South Project

- July through October is the ideal survey time for Price's Potato Bean.

- There are four known colonies (Price's Potato Bean) in the area and they are often on the tributaries.
- USFWS can help with surveys if needed.
- Bald Eagles have been removed from the threatened and endangered list but are still covered under the Migratory Bird Treaty Act.
- Residents have reported sightings of the bald eagle especially near Trace State Park.
- Guidelines for dealing with nests are being developed now, but the bald eagles should not be an issue.
- No Wetland Reserve Program or Grassland Reserve Program areas were indentified. Conservation Reserve Program (CRP) areas still need to be mapped.
- Gresham Smith will send a map of the alternatives to the Pontotoc County NRCS office to determine if CRPs are within any of the alternatives.
- Restitution is necessary if property is taken out of the CRP. Inform NRCS of right-of-way impacts so that new CRP lands may be developed to cover the loss.

SR9 from SR 178 to SR 348/US 45 (North Project)

Meredith Tredeau of Wilbur Smith Associates provided an overview of the north project.

- The project would improve a 14-mile section of SR 9 between SR 178 in Blue Springs and SR 348/US 45 in Guntown in Union and Lee Counties from two to four lanes.
- Roadway improvements are needed to support the development of the Toyota Plant in Blue Springs, Union County, which is on the south end of the project area.
- SR 348 is favored for improvements because it is straight and flat and MDOT has some existing ROW available.
- Primary concerns are potential relocations and unknown archeological sites.
- Three alternatives were presented and Alternative C is favored based on initial screenings.

Discussion of the North Project

- The alignment of SR 348 may be shifted from side to side to avoid relocations if possible.
- USFWS noted that the issues identified for the south are the same for the north.
- Price's Potato Bean is listed in Lee County.
- Wetland banking is available in this basin.
- NRCS noted that there are floodplain retention structures in the area and that they can provide locations if Wilbur Smith Associates sends a map of the alternatives to their GIS staff.
- NRCS will also verify CRP data on the preferred alignment. Wilbur Smith Associates will send a map of the preferred alignment to NRCS.
- USFWS noted that most of the streams in the area have been channelized and recommended conducting a pre-application meeting with the U.S. Army Corps of Engineers.

Wrap-up

- Coordination with the agencies will be ongoing as the environmental process narrows down the alternatives and begins developing alignments for the preferred alternatives.
- Environmental process should focus on first avoidance, second minimization, and third mitigation when assessing environmental impacts and determining alignments.
- The Corps has new Appalachian Corridor regulations for stream crossings; make sure that these are being followed.

Action Items Summary

- Gresham Smith & Partners and Wilbur Smith Associates will send maps of the preferred alignment to NRCS once right-of-way limits are determined to verify the extent of CRP impacts.
- Wilbur Smith Associates will coordinate with the NRCS GIS staff to determine locations of flood retention structures.
- MDOT will contact the Corps to arrange a meeting to discuss the projects.

SIGN IN SHEET FOR JUNE 3, 2008 AGENCY SCOPING MEETING
Proposed Improvements to State Route 9,

~~From US-278 State Route 6 at Pontotoc to US-78 near Shubert,~~
Pontotoc County, Mississippi

Date/Time: June 3, 2008 / 10:00 a.m.
 Location: MDOT District Office, 1909 Gloster Street, Tupelo, MS
 Purpose: Agency Scoping

Name	Address	Organization	Contact Information: phone and/or e-mail
Will Reid	6750 Poplar Ave, Memphis, TN 38138	SURE625	901-753-5590 will-reid@gynet.com
John Fitzgerald	USDA NRCS - Lee Co.		662-686-9991 Ext. 3 john.fitzgerald@ms.usda.gov
Dennis Jones	USDA - NRCS - Union Co.		662-538-0030 Ext. 3 dennis.jones@ms.usda.gov
Gary Lindsey	Lee Co. Soil & Water Conservation District		662-680-9991 Ext. 3
Sedrick Durr	MDOT (Environmental)		601-359-7920 sdurr@mdot.state.ms.us
Emily Ritzler	Wilbur Smith Associates		770-936-8650 eritzlere@wilbursmith.com
JOHN UNDERWOOD	MDOT (ENVIRONMENTAL)		601-359-1476 junderwood@mdot.state.ms.us
David Felder	USFWS		David.Felder@fws.gov 601 321 1139
Kim Thurman	MDOT - ENV		(601) 359-7400 kthurman@mdot.state.ms.us

1 of 2

SIGN IN SHEET FOR JUNE 3, 2008 AGENCY SCOPING MEETING
Proposed Improvements to State Route 9,

~~From US 279/State Route 6 at Pentotee to US 79 near Snowman,~~
Pontotoc County, Mississippi

Date/Time: June 3, 2008 / 10:00 a.m.
 Location: MDOT District Office, 1909 Gloster Street, Tupelo, MS
 Purpose: Agency Scoping

Name	Address	Org.	Contact Information: phone and/or e-mail
Meredith Treadeau	Wilbur Smith Assoc. 200 Atlanta		770-936-8650 mtreadeau@wilbursmith.com
Michael Snyder	Wilbur Smith Assoc. Columbia, SC		803-758-4554 msnyder@wilbursmith.com
Melina Brousa	Wilbur Smith Assoc. Atlanta, GA		770-1536-8650 mbrousa@wilbursmith.com
Adam Johnson	MDOT - ENR - Jackson MS		601-359-7875 a.johnson@mdot.state.ms.us
Margaret Slater	Gresham Smith + Partners Nashville		615-7708467 margaret-slater@gspnet.com
Cecil Vick	FHWA		601-965-4217 cecil.vick@fhwa.dot.gov
Margaret Tyler	GS&P		615/770-8476 Margaret-tyler@gspnet.com

Appendix J: Section 106 Coordination



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

July 24, 2009

Kim Thurman
MDOT
Environmental Division
P.O. Box 1850
Jackson, Mississippi 39125-1850

RE: Intensive Cultural Resources Survey for the Mississippi Department of Transportation's Proposed Relocation of Mississippi State Route 9 (SR 9) between U.S. Highway 278 (U.S. 278) and U.S. Highway 78 (U.S. 78), MDAH Project Log Number 06-032-09, Pontotoc County

Dear Kim:

We have reviewed the April 2009, cultural resources survey report by Dr. Jill-Karen Yakubik, Earth Search, Inc., received on June 3, 2009, for the above referenced undertaking, pursuant to our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After review, we concur that sites 22Po727, 22Po730, 22Po734, 22Po738, 22Po740, 22Po742, 22Po746 and 22Po747 (Tulip site) are eligible for listing in the National Register of Historic Places and should be avoided. We also concur that the remaining thirteen (13) sites are ineligible for listing in the NRHP, and that none of the ten (10) structures identified during the survey are eligible for listing in the NRHP. Therefore, have no objections with the proposed undertaking.

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 Dr. Yakubik. If you need further information, please let us know. I apologize for the delay in our response.

Sincerely,


Jim Woodrick
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

c: Clearinghouse for Federal Programs

Subject: FW: South SR 9 project

From: Underwood, John
Sent: Wednesday, August 19, 2009 12:22 PM
To: Johnson, Adam; Thurman, Kim; Gray, Bruce; 'Slater, Margaret'
Subject: FW: South SR 9 project

FYI

From: Julie Ray [mailto:Julie.Ray@Chickasaw.Net]
Sent: Wednesday, August 19, 2009 11:38 AM
To: Underwood, John
Subject: RE: South SR 9 project

John,

The Chickasaw Nation understands you have avoided all significant sites except the archaeological site in the Coonewah drainage near Endville (22PO731) and understand MDOT archaeologists will be monitoring all earth-moving activities at this site. We also understand you are prepared to avoid all National Register eligible archaeological sites during final design and construction activities. We desire to stay involved in this project and request review of environmental documentation of this project as they are completed, as well as being notified immediately of any inadvertent discoveries, as potential to discover new sites in this area exists.

Thank you,

Julie Ray, MHR, MED
 Historic Preservation & Repatriation Manager
 Chickasaw Nation
 P.O. Box 1548
 Ada, Oklahoma 74820-1548
 (580) 559-0825 - Fax (580) 272-5327
 julie.ray@chickasaw.net

'Life isn't about waiting for the storm to pass. It's about learning to dance in the rain.'

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From: Underwood, John [mailto:junderwood@mdot.state.ms.us]
Sent: Wednesday, August 12, 2009 10:09 AM
To: Kirk Perry
Cc: Julie Ray; Giny Nail; Margeaux Talley; Brad R. Lieb
Subject: RE: South SR 9 project

Kirk,

Just taking the opportunity to follow up with your e-mail from August 3rd. In consultation with FHWA, MDOT is preparing Gold Sheet Commitments for the monitoring of construction and earthmoving activities at the one archaeological site in the Coonewah drainage near Endville (22PO731) by MDOT archaeologists. Another commitment is being prepared for avoidance of all National Register eligible archaeological sites during final design and construction activities.

We are in the process of finalizing environmental documentation for this project this week.

Please let me know if there are any additional concerns, and if this approach is agreeable to the Chickasaw Nation. If agreeable, please provide either electronic or written correspondence for documentation purposes.

As always, give me a call if you or anyone else has any questions.

John
 John R. Underwood, M.A., RPA
 MDOT Chief Archaeologist
 Environmental Division
 P.O. Box 1850
 Mail Code 87-01/AR
 Jackson, MS 39215
 Office: 601-359-1476
 Fax: 601-359-1910
 Cell: 601-954-2512
 e-mail: junderwood@mdot.state.ms.us

From: Kirk Perry [mailto:Kirk.Perry@chickasaw.net]
Sent: Monday, August 03, 2009 12:24 PM
To: Underwood, John
Cc: Julie Ray; Giny Nail; Margeaux Talley

Subject: RE: South SR 9 project

It is my understanding there was only one site that might not be avoided vicinity Coonewah bottom not far from Endville.

Other significant sites were being avoided.

If the one site can be observed during future earthmoving my understanding we had no other present concerns.

[Julie and Gingy in MS this week.]

Yes we continue to desire involvement in this project and appreciate your keeping us informed.

I will confirm end next week of any other concerns, if any (none I am aware).

We continue to desire to be notified immediately of any inadvertent discoveries as potential to discover new sites in this area.

Thank you

From: Underwood, John [mailto:junderwood@mdot.state.ms.us]
Sent: Monday, August 03, 2009 12:03 PM
To: Julie Ray; Kirk Perry; gingy.nail@chickasaw.com
Cc: Thurman, Kim; Johnson, Adam; Gray, Bruce; Walters, Dickie; Slater, Margaret
Subject: RE: South SR 9 project

Good afternoon all,

In consultation with FHWA, MDOT would like to take this opportunity ask for your comments on the SR 9 from SR 6/US 278 to US 78 cultural resources survey findings and determinations (authored by Earth Search, Inc.) transmitted to you May 6th of this year. We are currently preparing to move forward in the Environmental review process and have not received word from you on this project for some time. MDOT and FHWA realize how significant Lee County is to the Chickasaw Nation and have taken every step to keep you involved throughout the project. As such, we wish to hear back from you prior to moving forward.

Please call if you have any questions or wish to discuss further.

Thanks,

John

John R. Underwood, M.A., RPA
 MDOT Chief Archaeologist
 Environmental Division
 P. O. Box 1850
 Mail Code 87-01/AR
 Jackson, MS 39215
 Office: 601-359-1476
 Fax: 601-359-1910
 Cell: 601-954-2512
 e-mail: junderwood@mdot.state.ms.us

From: Julie Ray [mailto:Julie.Ray@Chickasaw.Net]
Sent: Friday, October 31, 2008 4:29 PM
To: Underwood, John
Cc: Kirk Perry; Julie Ray; gingy.nail@chickasaw.com
Subject: RE: South SR 9 project_Email 2

Good afternoon,

Thank you for the information and all of your hard work. Since you have avoided all the eligible sites, we do not have any comments at this time.

Julie Ray, MHR, MED
 Historic Preservation & Repatriation Manager
 Chickasaw Nation
 2020 Arlington, Suite 4
 Ada, Oklahoma 74820
 (580) 559-0825 - Fax (580) 272-5327
 julie.ray@chickasaw.net

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From: Underwood, John [mailto:junderwood@mdot.state.ms.us]
Sent: Monday, October 27, 2008 11:34 AM
To: Kirk Perry; Julie Ray; Terry Cole; Gingy Nail
Cc: Barnwell, Claiborne; Vick, Cecil; Walters, Dickie; Johnson, Adam; Thurman, Kim; Slater, Margaret; Jill-Karen Yakubik; Gray, Bruce; Myrick, Robert; Turner, Jim; Velasquez, Lizbeth
Subject: South SR 9 project_Email 2

Good morning all,

Attached you will find the location maps for all archaeological resources identified and alternatives surveyed in association with the southern SR 9 project.

Please don't hesitate to call/e-mail if you have any questions or comments.

Thanks,
John R. Underwood, RPA
Chief Archaeologist
Mississippi Department of Transportation
Environmental Division
P.O. Box 1850; Mail Code 87-01/AR
Jackson, MS 39215-1850
Work: (601) 359-1476
Cell: (601) 954-2512
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Harry Lee James
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration



Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

Larry L. "Butch" Brown
Executive Director

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

May 20, 2008

Mr. H. T. Holmes
State Historic Preservation Officer
Miss. Department of Archives and History,
P. O. Box 571
Jackson, MS 39205-0571

Re: Environmental Assessments for State Route (SR) 9 Improvements

**SR 9 from US 278/SR 6 near Pontotoc to US 78 near Sherman
Project No. SP-2833-00(002)/105094-001000
Pontotoc County, MS**

**SR 9 from US 78 near Blue Springs to SR 348/US 45 Interchange near Guntown
SP-0925-00(003)/105094-002000 & SP-0926-00(007)/105094-003000
Union and Lee Counties, MS**

Dear Mr. Holmes:

The Mississippi Department of Transportation, in cooperation with the Federal Highway Administration, is preparing two Environmental Assessments (EA) to improve SR 9 from US 278/SR 6 near Pontotoc to US 78 near Sherman and from US 78 near Blue Springs to SR 348/US 45 Interchange near Guntown. These studies are in the early scoping stage and views from federal, state, and local agencies, organizations, and individuals are being solicited. MDOT is seeking early identification of possible economic, social, or environmental effects or concerns. This letter serves as formal notification of the projects and solicits the views of agency representatives regarding potential impacts associated with the projects. Your assistance in this regard will be greatly appreciated.

To facilitate your participation in the process we have attached maps showing the general location of the study area including preliminary corridors, along with a preliminary description of the project and known environmental features within the study area. To assist in identifying those issues having the greatest potential for effects from your perspective, enclosed is a summary of issues that are typically taken into consideration in preparing an Environmental Assessment in the form of a survey. Additional written comments on any anticipated issues or concerns will be welcomed to this endeavor.

The project team is currently preparing a project geographic information system (GIS) and project database and any statistical data your agency can provide will be handled with discretion and fully considered during the projects development.



Mr. H. T. Holmes
May 20, 2008
Page 2

Public meetings are scheduled for the following:

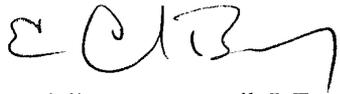
Public Meetings:

- **Pontotoc - Monday, June 2, 2008, 4:00-7:00 P.M.**, Pontotoc High School, 123 North Main Street, Pontotoc, Miss.
- **Blue Springs - Tuesday, June 3, 2008, 4:00-7:00 P.M.**, East Union High School, 1548 State Route 9 South, Blue Springs, Miss.

While agency representatives are invited to attend all meetings, a special **Agency Scoping Meeting has been scheduled for Tuesday, June 3, 2008, 10:00 A.M.**, MDOT District Office, 1909 N. Gloster Street, Tupelo, Miss.

These studies are being fast tracked and the project schedules require we receive your comments by June 27, 2008. I thank you in advance for your cooperation.

Sincerely,



E. Claiborne Barnwell, P.E.
Environmental Division Engineer

pc: Mr. Jim Woodrick, Review and Compliance Officer, MDAH
Mr. Cecil Vick, FHWA – Mississippi Division



U.S. Department
of Transportation

**Federal Highway
Administration**

MISSISSIPPI DIVISION

87-01

666 North Street, Suite 105
Jackson, Mississippi 39202-3199
(601) 965-4215 (601) 965-4231 FAX
In Reply Refer To: HRW-MS

May 1, 2008

Miko Beasley Denson
Mississippi Band of Choctaw Indians
P.O. Box 6010
Philadelphia, MS 39350

Dear Miko Denson:

Subject: Invitation To Consult On Environmental Assessment
Mississippi State Route 9, Pontotoc & Union Counties, Mississippi

The Federal Highway Administration (FHWA) and the Mississippi Department of Transportation (MDOT) are initiating an Environmental Assessment for two new highway projects near the planned new Toyota automobile plant at Blue Springs, Mississippi. We would like for you to enter into consultations with us about these projects.

One project begins at the Highway 6 bypass of Pontotoc and runs northeast for about 14 miles to an existing interchange on U.S. 78 at Sherman. The second project begins about 4 miles northwest of Sherman at the existing U.S. 78 interchange at Blue Springs and runs northeast for about 15 miles to Guntown on U.S. 45. Maps showing the project study areas are attached.

The projects call for a new four-lane highway to replace the existing two-lane route. Most of the new highway from Pontotoc to Sherman is anticipated to be on new location. Once the new highway from Blue Springs to Guntown intersects the existing two-lane State Route 348, it is expected to use the existing two lanes and to add two more lanes.

The areas traversed by the proposed projects are part of the ancestral homelands of the Chickasaw Nation in Mississippi. We also know that the area was populated in prehistoric times. We believe that archeological and other culturally important sites will be an important consideration in finding the best locations for these two highways. While we think the Chickasaw Nation will have the most interest in these projects, we wish to consult with representatives from all six federally recognized tribes in Mississippi.

**MOVING THE
AMERICAN
ECONOMY** 

Because we anticipate that important cultural properties will be identified in the project area, we propose to conduct consultations somewhat differently from our normal process. We propose to meet with representatives of the interested tribes in Tupelo around the week of May 12. This is about the time our archeologists will be going to the field. We plan to have them at the meeting so that tribal representatives can brief them about tribal concerns and expectations before field investigations begin. We plan for the archeologists to complete the field work around July 14. We hope to have another consultation at that time so that the tribal representatives can debrief the archeologists and discuss what they may have found. Both meetings will probably include some review in the field. Following the second meeting, we will provide the tribes with a written report of the initial archeological studies.

We will be contacting you by phone or email in the near future to discuss the proposed meetings in Tupelo. If you need additional information, please contact Mr. Dickie Walters at 601-965-4217 or Dickie.Walters@fhwa.dot.gov.

Sincerely yours,

A.H. HUGHES

Andrew H. Hughes
Division Administrator

Attachment

cc: Mr. Claiborne Barnwell, 87-01
Ms. Kim Thurman, 87-01 ✓

*Each person on the attached list received the same letter.

Native American Tribal Mailing List

Miko Beasley Denson
Mississippi Band of Choctaw Indians
P. O. Box 6010
Philadelphia, MS 39350

Mr. Ken Carleton
Tribal Historic Preservation Officer
Mississippi Band of Choctaw Indians
P. O. Box 6257
Philadelphia, MS 39350

Ms. Gingy Nail
Tribal Historic Preservation Officer
Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

The Honorable Bill Anoatubby
Governor, Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

Ms. Lillie Strange
Environmental Director
Jena Band of Choctaw
P. O. Box 14
Jena, LA 71342

Mr. Earl J. Barbry, Jr.
Tribal Historic Preservation Officer
Tunica-Biloxi Indians of Louisiana, Inc.
P.O. Box 1589
Marksville, LA 71351

Mr. Terry Cole
NAGPRA Representative
Choctaw Nation of Oklahoma
P. O. Box 1210
Durant, OK 74702

Ms. Christine Norris, Chief
Jena Band of Choctaw
P. O. Box 14
Jena, LA 71342

Chief Gregory E. Pyle
Choctaw Nation of Oklahoma
P. O. Box 1210
Durant, OK 74702

Mrs. Carrie V. Wilson, NAGPRA Representative
Tribal Historic Preservation Officer
Quapaw Tribe of Oklahoma
223 East Lafayette Street
Fayetteville, AR 72701



G R E S H A M
S M I T H A N D
P A R T N E R S

MEETING SUMMARY

STATE ROUTE 9, PONTOTOC, LEE and UNION COUNTIES, MS

Subject: Open Tribal Coordination for Two SR 9 Improvement Projects

Date: May 13, 2008 **Time:** 8:30 p.m. **Place:** MDOT District 1 Office, Tupelo

Participants (List attached):

- Representatives of Chickasaw and Choctaw Nations
 - MDOT District 1 and Environmental Division
 - NEPA Consultants: Gresham Smith and Partners, Wilbur Smith and Associates
 - Archaeologists: Earth Search, Inc., and Wilbur Smith and Associates
 - Surveyors: Florence & Hutcheson, Professional Land Services
 - University of Mississippi and Mississippi State University
-

Introduction

Kim Thurman, Environmental Administrator at the Mississippi Department of Transportation (MDOT), opened the meeting and welcomed everyone. Kirk Perry of the Chickasaw Nation led a prayer. All meeting attendees introduced themselves—some described their project role. Kim turned the meeting over to Cecil Vick of the Federal Highway Administration (FHWA).

Cecil Vick described the fast tracking of the two State Route (SR) 9 roadway improvements projects, which are intended to support the new Toyota plant. He said that the National Environmental Policy Act (NEPA) component of the two projects is scheduled to be completed in about one-third of the normal development time (seven months). He stated that he felt it important to convene this meeting because he recognized the high potential for encountering archaeological sites and possible cultural sites (TCPs) in the project study area. This is not FHWA's normal way of undertaking tribal consultation but, because of the potential issues (i.e., fast track schedule and high archaeological and cultural potential), they wanted to be proactive. He added that another meeting will be held with the participants of this meeting before the archaeological field work is completed. He stressed the importance of communication to the success of this project, stating that archaeologists are to notify MDOT immediately of any potentially significant finds. All work is to stop and MDOT will notify tribal representatives and other appropriate parties.

Opening Statements from Tribal Representatives

Terry Cole attended to represent the Choctaw Nation of Oklahoma. He stated that this area is the aboriginal homeland of the Choctaw. A video was then shown, "The Choctaw Journey." This provided an excellent summary of the tribe's history.

Kirk Perry attended to represent the Chickasaw Nation. He stated that this area is considered the tribe's ancestral homelands—a sacred place and there are very old artifacts in this part of the state. He added that he will coordinate with the six recognized tribes (all of which were invited to the meeting). The second video, "Short History of the Chickasaw Nation—an Enduring Nation," touched upon the tribe's history, but also focused on how far the tribe has come today to overcome adversity.

SR 9 Concepts

Cecil Vick then presented the preliminary concepts/study corridors for the two separate SR 9 projects. The first segment looked at was SR 9 in Pontotoc County, which has two primary study corridors—one along existing SR 9 and the other south of SR 9. Cecil explained that these corridors had been developed from an engineering standpoint. We are early in the NEPA process and are just beginning to identify environmental constraints. The map showed locations of surveyed sites and structures, as well as areas that have been surveyed. Cecil explained that he feels that the greatest obstacles may be:

1. Traditional Cultural Properties, they are of course not visible on the ground; and
2. Archaeology, the project will avoid human remains at all costs.

He reported that surveyors are currently in the process of staking the centerlines of the wide study corridors, so technical studies, such as archaeology, can be conducted. Nothing is set in stone. Avoidance will be the first choice when encountering potential sites and burials.

Field Survey Methodology and Techniques

John Underwood stated the staff managers of the firms that will conduct the archaeology are present. He asked both firms to explain their field methodology, beginning with Jill Yakubik of Earth Search, Inc. (ESI). ESI is undertaking the archaeology on the SR 9, Pontotoc County project (south route). Jill stated that she has been in the archaeology business for 22 years and has worked in most states in the region, including Mississippi and has extensive experience is agency regulations and coordination. Jill introduced her staff, including project manager (Jason Parrish), lab supervisor (Cat Nolan) and senior field crew representatives. Jason distributed two handouts, the first described Field and Recordation Methods and the second, basic lab procedures. Jason went over the information in the handouts. An important point made was that sites found will be delineated in their entirety even if they are outside the corridor. Cat presented the process of lab analysis.

Staff of Wilbur Smith and Associates (WSA) will conduct the studies on the SR 9 project in Lee and Union counties (north route). Project Manager, Robert Ball said that ESI had basically described the methodology that they intended to use. He introduced the archaeology team and then distributed a hand-out that contained the team member's resumes, sample survey forms and a shovel probe data form.

Points discussed include:

1. Local knowledge: MDOT will try to identify locals with knowledge of potential sites. ESI and WSA stated that they would normally talk to landowners, but since this project is so fast track, they would love to have any help they can get.
2. Site access: MDOT and its representatives have the right to go on properties to conduct archaeological studies. Kirk asked if an owner can refuse access. John said that MDOT will force the access issue if needed through visits to objecting property owners.
3. Artifacts: ESI stated that they need guidance on how to deal with landowners who want to keep their artifacts. Jill said, in most cases, the landowner gets right

of first refusal. The tribal representatives were also asked what role they would like to play in the decisions on curation of artifacts. John O'Hear said that sometimes landowners may be more open to having the artifacts go to universities, so that might be an option. Kirk asked if flotation would be done. Jill said that it is normally not done in Phase 1, but might be done in a lab.

4. **Avoidance:** Cecil said that all care must be taken to avoid harming potentially sensitive sites. Focus on minimally intrusive field efforts as needed to determine significance of site. If a site is potentially significant, avoid it.

Kirk Perry provided the following information:

- He showed a map of Coonewah Ridge showing prehistoric and protohistoric sites along the ridge. He has UTM's for over 500 sites.
- They are likely Chickasaw sites along the ridges in the project area.
- The project areas and surrounding lands are in an area of "historical significance."
- Selectively distributed a letter to the Mayor of Tupelo, outlining The Intertribal Council of the Five Civilized Tribes Native American Graves Protection and Repatriation Act (NAGPRA) policy.
- Displayed a United States Geological Survey (USGS) quad showing historic trade routes through the area.
- Provided guidance on NAGPRA, which applies to all federal undertakings.
- Need for work to stop if burial sites are encountered.
- Would consider adjusting roadway elevation (e.g., fill) or wiggling road alignment to avoid physically impacting sites.
- Area is very important to Chickasaw history.
- Many local plants (e.g., cane, potato vine) date back to the time when Indians were in this area.
- Worked with the National Park Service (NPS) on the Chickasaw Village "project" on the Trace.
- Does not want to stand in way of progress.
- For unavoidable sites, preservation in place is preferred.

Cecil then discussed the sequencing of field work and coordination. There will be public meetings for both projects on June 2nd and 3rd, with an agency scoping meeting slated for June 3rd. Tribal representatives will be invited to the agency meeting. After the meeting, field work will begin in earnest. Then, well into the field work, but with three weeks remaining in the schedule (likely week of July 7th or 14th), tribal representatives will be invited to meet with the project team and archaeologists. At that meeting, the archaeologists can describe findings and possibly show a sampling of artifacts. The purpose of the meeting is to ensure that any tribal concerns are addressed.

Cecil also stressed that the archaeologists are required to provide weekly updates on their work. The updates will be sent to John Underwood, who will distribute them as warranted. The tribes may have an interest in getting these progress reports.

Artifact Collections

John Underwood introduced Dr. Jay Johnson of the University of Mississippi and John O'Hear of Mississippi State University, experts in the field of Chickasaw history. MDOT hopes to have them under contract to assist ESI and WSA with identification of artifacts. They had brought with them representative examples of artifacts that can be expected to be encountered in the field.

Before they began to discuss the artifacts, Kirk Perry provided a PowerPoint presentation that illustrated type of Chickasaw artifacts found in the Chickasaw homeland during three excavations. Illustrated were artifacts from several periods, including trade goods, shell and glass beads and farms in modern times.

Dr. Johnson stated that Chickasaw sites are very hard to find. He said that they were very neat as a rule and disposed of items generally in waste pits. They are not strewn all over the place. Dr. Johnson passed around several bags of different types ceramic artifacts and described what they were. John O'Hear passed around several lithic artifacts and described what they were. He said that often rock found on sites had been imported.

ESI and WSA requested an artifact cheat sheet. This request was noted. Dr. Johnson and John O'Hear may also come to the archaeology field work kick off meetings and may provide guidance on potential high probability areas.

The meeting adjourned for lunch. After lunch, all meeting attendees, except the surveyors, participated in a drive through of the two project areas. Several vans transported the participants. Cecil Vick of FHWA, John Underwood of MDOT, Terry Cole of the Choctaw Nation and Kirk Perry of the Chickasaw Nation traveled in one vehicle. Stops were made at the Natchez Trace Chickasaw Village and at other points in the corridor.

At the end of the meeting, Kirk Perry requested the shapefiles showing archaeological sites on both projects, and John Underwood said that he would get them for him.

MEETING SIGN IN SHEET

Project: SR 9, Pontotoc, Union, Lee Counties
 Date/Time: 8:30 am 5-13-08
 Location: MDOT District 1 Office
 Purpose: Open tribal coordination

Name	Representing	Contact Information: phone and/or e-mail
Margaret Skuta	GSP	615 7708467
Margaret Tyler	GSP	615 770-8476
Will REID	GSP	will_reid@gspnet.com 901-753-5590
Geiril Vick	FHWA	601-965-4217
Kirk PERRY	CHICKSAW NATION	580 272 5323
TERRY COLE	Choctaw Nation	580-924-8280
Meredith Tredreau	WSA	770-936-8650
Robert Ball	WSA	859-254-5759
Howard Beverly	WSA	859-254-5759
Ann Wilkinson	WSA	"
Tracey Sandefer	WSA	"
Sason Parish	ESI	304-722-9501
Jill Pakubik	ESI	504-460-8546

MEETING SIGN IN SHEET

Project: SR 9, Puntotoc, Union, Lee Co.
 Date/Time: 8:30 am 5-13-08
 Location: MDOT District 1 Office
 Purpose: Open tribal coordination

Name	Representing	Contact Information: phone and/or e-mail
SHANNON TIDWELL	PROFESSIONAL LAND SURVEYOR	662 837 9373
BARRY HOBSON	FLORENCE & HUTCHESON	662-587-2754



G R E S H A M
S M I T H A N D
P A R T N E R S

MEETING SUMMARY

STATE ROUTE 9, PONTOTOC, LEE and UNION COUNTIES, MS

Subject: Tribal Coordination Meeting #2 for Two SR 9 Improvement Projects

Date: July 15, 2008 **Time:** 8:30 a.m. **Place:** MDOT District 1 Office, Tupelo

Participants (List attached):

- Representatives of Chickasaw and Choctaw Nations
 - Federal Highway Administration
 - MDOT District 1 and Environmental Division
 - NEPA Consultants: Gresham Smith and Partners, Wilbur Smith and Associates
 - Archaeologists: Earth Search, Inc., and Wilbur Smith and Associates
 - Mississippi State University
-

Introduction

Kim Thurman, Environmental Administrator at the Mississippi Department of Transportation (MDOT), opened the meeting and welcomed everyone. All meeting attendees introduced themselves and Olin Williams of the Choctaw Nation led a prayer. Kim and Cecil Vick of the Federal Highway Administration (FHWA) gave a brief history on the project's progress since the last coordination meeting. This included a brief discussion of the archaeological phase of both projects and the addition of a new alternative for the Pontotoc County (south) project. Kim then turned the meeting over to project engineer Will Reid of GS&P to update the group on the changes along the south project route.

Will explained that, as a result of the public meeting, the district had been asked to look at a new alternative from the existing SR 9/SR 6 interchange that would tie into the previously studied Alternative C south of Endville. This new alternative is to be referred to as Alternative E.

Bill Jamieson of MDOT then provided a brief history of how Alternative E came about. He explained that it was the overall feeling of the district that the new alternative had merit. He thanked MDOT Environmental Staff and GS&P for their quick response and help in developing the new alternative despite the tight schedule.

Archaeology on South Section

Jason Parrish of Earth Search (ESI) mentioned that many of his field crews were encountering negative reactions from area residents. MDOT also mentioned that they had received several calls from residents concerned about the field crews working in the area and what they were doing. A suggestion was made that the crews wear safety vests while in the field to make them more visible; Bill Jamieson of MDOT provided some extra vests to ESI for their use.

Jason reviewed each of the sites surveyed to date on Alternative C. ESI's work on the alternative is nearly complete. He explained that sites 13 and 14 near Coonewah Creek warranted further investigation. ESI, Mississippi State University and tribal representatives discussed the findings in detail. It was the opinion of MDOT

archaeologist John Underwood that efforts be concentrated on the areas of concern that had been identified and discussed.

Discussion next focused on the status of the staking of the new Alternative E. The district reported that the section of Alternative E around Coonewah Creek would be completed this week and ESI could begin their work.

John Underwood then gave a short presentation showing how the project team was using maps of Chickasaw settlements obtained from the Government Land Office to aid in their investigations.

Archaeology on North Section

Wilbur Smith reported on the progress of the north project. Field work on Alternative C has been completed, and Howard Beverly, Principal Investigator, presented the results of the Phase I Archaeology Survey. With the exception of two parcels that were inaccessible due to denied right of entry by the property owner, the entire Alternative C corridor has been surveyed, and seventeen archaeological sites were identified. Thirteen of the sites are historic, and four sites have mixed historic/prehistoric assemblages. Three of the four sites with a prehistoric component are located within the alternative corridor/APE: WSA 8, WSA 9, and WSA 20-21. The fourth site with a prehistoric component, WSA 10, was identified through input during the public involvement meetings, but it is located outside of the alternative corridor. Preliminary analysis of the artifacts recovered from sites 8, 9, and 20-21 indicate that the sites are most likely 18th century Chickasaw sites, but further investigation is warranted to determine the significance and National Register eligibility of the sites. However, in order to maintain the project schedule, it was agreed that the alignment would be adjusted to avoid the sites instead of conducting further Phase II work. In cooperation with MDOT, Wilbur Smith Associates will develop an avoidance alternative. Once the revised alignment is finalized, Wilbur Smith Associates will survey the new areas, as well as the remaining parcels to which access was previously denied.

Tribal Concerns

After the presentations on the archaeological progress to date, the floor was opened for addressing tribal concerns. Kirk Perry of the Chickasaw Nation asked about design practices that could be used to mitigate impacts to sensitive areas. Cecil Vick of FHWA first discussed the fact that the first option, if a site were to be encountered, would be avoidance. In cases where a site could not be avoided, the road grade would be adjusted to place fill on the sensitive areas. The request of the Chickasaw Nation was that the first option be avoidance if possible.

Tribal representatives also commented on their concerns about some of the plants found in the project areas, as well as secondary development potentially impacting sites outside of the alternative corridors. In addition, tribal representatives noted that special attention should be given to the area where Alternatives C and E come together near Coonewah Creek on the south project.

It was determined that a site visit was not needed following the meeting, and the meeting was thus adjourned.

SIGN IN SHEET FOR JULY 15, 2008 NATIVE AMERICAN COORDINATION MEETING
Proposed Improvements to State Route 9

Date/Time: July 15, 2008 / 8:30 a.m. to 2:30 p.m.
 Location: MDOT District Office, 1909 Gloster Street, Tupelo, MS
 Purpose: Native American Coordination

Name	Affiliation	Contact Information: e-mail
Will Reid	GRESHAM SMITH & PARTNERS	901-753-5570 will-reid@gspsnet.com
JOHN UNDERWOOD	MDOT - ENVIRONMENTAL	601-359-1476 (w); 601-954-2512 junderwood@mdot.state.ms.us
Kim Thurman	MDOT - EDU	(601) 359-7900
Adam Johnson	"	kathorn@mdot.state.ms.us
Cecil Vick	FFWA	(601) 359-4217 cecil.vick@ffwa.dot.gov
Meredith Tredau	Wilbur Smith Assoc.	770-956-8650 mtredau@wilbursmith.com
Haweed Beuss	wilbur Smith Assoc.	hbweerd@wilbursmith.com
Tracey Sandator	wilbur Smith Assoc.	(601) 251-5759 (ext 226) tsandator@wilbursmith.com
Julian Riley		
KIRK PERRY	CHICKASAW NATION	agaart@comcast.net (601) 712-5323 x 62013 kirk.perry@chickasaw.net

1 of 2

**SIGN IN SHEET FOR JULY 15, 2008 NATIVE AMERICAN COORDINATION MEETING
Proposed Improvements to State Route 9**

Date/Time: July 15, 2008 / 8:30 a.m. to 2:30 p.m.
 Location: MDOT District Office, 1909 Gloster Street, Tupelo, MS
 Purpose: Native American Coordination

Name	Affiliation	Contact Information: e-mail
JULIE BURWELL	CHICKASAW NATION	(580) 559-0825 julie.burwell@chickasaw.net
Jason Parish	ESI	(504) 722-9501, parish16@yobros.com
Jill Yakubik	Earth Search, Inc	504-460-8544 jill@earth-search.com
Keith Sulain	MDOT	hsulain@MDOT.State.MS.US
Bill Jamieson	MDOT	wjamieson@mdot.state.ms.us
JOHN O'HEAR	MSU - MDGT	dwoi@RA.MSSTATE.EDU
Olin Williams	Choctaw Nation of OK	olin.williams@choctawnation.com
Jamie McDonald	MDOT	jmcDonald@mdot.state.ms.us

2 of 2

Appendix K: Public Meeting and Public Hearing Documentation

SUMMARY OF JUNE 2, 2008 PUBLIC MEETING

Improvements to State Route 9 From US 278/State Route 6 Near Pontotoc To US 78/State Route 9 Near Sherman Pontotoc County, Mississippi

The Mississippi Department of Transportation (MDOT) conducted a public meeting for the above-listed project on Monday, June 2, 2008 from 4:00 to 7:00 p.m. at Pontotoc High School, located at 123 North Main Street, Pontotoc, Mississippi. There were 184 public attendees and ten staff attendees. Staff attendees included representatives from MDOT, Gresham, Smith and Partners and Wilbur Smith Associates.

The meeting addressed proposed improvements to a 10-mile section of State Route (SR) 9 between US 278/SR 6 in Pontotoc and US 78/SR 9 near Sherman in Pontotoc County. The project is proposed to be assisted with funding from the Federal Highway Administration (FHWA) and is subject to the requirements of the National Environmental Policy Act (NEPA). The objective of the meeting was to gather public input on the proposed project's purpose and need and the proposed preliminary project alternatives.

Four alternatives were presented:

- **Alternative A:** No Build Alternative;
- **Alternative B:** Improvements to existing SR 9;
- **Alternative C:** Alignment on new location; and
- **Alternative D:** Improvements to existing SR 9 with one new location segment.

The Build Alternatives were presented as 650-foot wide corridors in which alignments would eventually be developed.

The meeting was held in an open house format with no formal presentations made. Meeting participants were asked to sign in, and each attendee was given a handout. The handout included:

- A welcome to the attendees;
- An explanation of the comment process;
- A project description, including a description of project purpose and need;
- A description of the No-Build Alternative and each Build Alternative under consideration;
- A brief explanation of the NEPA process;
- An overview of the potential environmental impact issues identified during preliminary screening;
- Contact information for further questions and input into the process; and
- A comment card.

Meeting participants were invited to view visual displays depicting the three Build Alternatives under consideration on aerial photography. Staff representatives were available to offer clarification and answer questions. In an effort to gather public input on concerns about the proposed project, attendees were asked to place a sticker on a display board by their greatest concerns (or write their own concern), as summarized in Table 1.

Table 1. Comments Regarding Issues and Concerns

	LEVEL OF CONCERN		
	Greatest Level of Concern	2nd Greatest Level of Concern	3 rd Greatest Level of Concern
ISSUES/CONCERN			
Too much congestion and/or increased traffic on SR 9 west of US 78.	25	2	1
Existing roadway network cannot support economic development in the region.	0	2	4
Poor access to the new Toyota Plant in Blue Springs from areas west and southwest of the plant.	3	8	1
Narrow lanes, lack of shoulders, sharp curves, and/or poor visibility on SR 9 west of US 78.	4	11	6
Sharing SR 9 (west of US 78) with large vehicles.	1	5	17
Write your own: "NOT NEEDED"	7	6	6

After viewing displays and asking questions, attendees were again encouraged to fill out their comment card. The card could either be filled out and returned at the meeting, or taken home to be returned by mail within ten days of the meeting (by Thursday, June 12, 2008). The comment card asked attendees to provide contact information and to check boxes indicating their primary interest in the project and which issues they considered to be major issues. Space was also provided for free response to three prompts:

- The alternative you like best and why;
- Issues and/or concerns about the project; and
- Recommendations for the project.

A total of 74 comment cards were returned to MDOT at the meeting or by mail in the days that followed.

When asked about their primary interest in the project, 76 percent of those that commented checked the box indicating that they were affected by the project while 37 percent indicated that they were concerned. Attendees also had the chance to identify themselves as a resident (68 percent), business (4 percent), landowner (53 percent) or other (0 percent). When given the chance to provide their own primary interest, attendees also wrote in "mad," "disturbed," "need

for best route,” “spec home,” “family affected” and “beekeeping hobby” as primary interests in the project.

When asked what they thought the major issues are, traffic volume (68.9 percent) was checked most often. Relocations (63.5 percent), safety (58.1 percent), noise (48.6 percent) and economics (32.4 percent) followed. Social concerns were a major issue for 24.3 percent of participants, and an additional 23 percent checked wildlife as a major concern. Three participants listed wetlands as a major issue in the project. Four attendees took advantage of the “other” option to write in “property values,” “ignorance to MDOT and the state,” “quality of life” and “no overpass on Longview road” as additional major issues.

Attendees were also asked to comment on the Build Alternative they liked best and why. Some attendees also listed a preference against a particular Build Alternative. These preferences are displayed in Table 2.

Table 2. Alternative Preferences

PERCENTAGE OF COMMENTS FOR OR AGAINST*	No Build	Build Alternatives		
	A	B	C	D
For	5.4%	5.4%	37.8%	31.1%
Against	2.7%	2.7%	21.6%	2.7%

* Percentages were calculated based on the total number of attendees who submitted comments (74). Some participants did not indicate a preference and some indicated a preference for or against more than one proposed alternative, so percentages do not sum to 100 percent.

Rather than indicate a preference for one of the alternatives already under consideration, many participants indicated that their preferred alternative was “none described” (18.9 percent). An additional group stated that they had no preference among alternatives, but were interested in a quick decision so that they might prepare for personal impacts to their lives or property (10.8 percent). Finally, 24 participants (32.4 percent) offered their own suggestions for alternative routes in either their discussions of preferred alternatives or the recommendation section of the comment form. Some of these “new routes” were minor modifications of the alternatives already under consideration. Other proposed routes differed more dramatically from the alternatives already being considered. The most commonly suggested alternate routes included:

- A direct route from SR 9 and US 278/SR 6 to the west or south side of the Toyota plant (to avoid going through Sherman which was described as “out of the way”);
- Completion of improvements to SR 15 and use of that roadway instead of any proposed alternative;
- The use of several acres of Trace State Park to avoid displacing residents (sometimes described as moving the alternative onto the lake property); and
- A modification of either Build Alternative B or D to create a straighter route, particularly from US 278/SR 6 to the midway point of Alternative D.

In addition to preferences for one Alternative over another, a number of general themes were evident upon review of the submitted comment cards. These general themes are described below.

Relocations/Displacements

Relocations and displacements were mentioned more frequently in attendee comments than any of the other issues. Attendees specifically mentioned displacements nineteen times, with an additional group alluding to the impacts of displacements. Most participants expressed concerns about minimizing the number of displacements associated with the project. Many were most concerned about decreasing property values should some of their land be required for the project, but not all. Others were more troubled by potentially having to relocate children to different school districts. One commenter urged MDOT to consider emotional ties to the land.

Support for the Project

Approximately six attendees expressed support for the project in general, citing the economic need of the area. Some also mentioned a willingness to give up their own property to displace fewer residents or to help the region progress.

Economics

Economic issues with the project were voiced in a variety of ways. Several participants justified a preference for one route over another (though the choice of which route was not consistent) based on their belief that it would be more economical to construct. Concern also emerged over the decision to spend taxpayer dollars on a project that is directed heavily at a single private company. Three attendees were worried that after taxpayer investment, the supposed economic benefits for Pontotoc that would stem from the arrival of a Tier II supplier might never materialize. Finally, one attendee suggested MDOT wait to ensure the plant actually becomes operational before moving ahead with the project.

Safety

Safety was mentioned by two attendees concerned with current dangers and accident rates along SR 9 as a reason for improving the roadway. One other attendee cited concerns with the current school bus stops as a motivation for roadway improvements. However, more often safety was mentioned as a concern related to the Build Alternatives. Attendees frequently mentioned the number of homes and children that would be placed in closer proximity to the roadway should one of the Build Alternatives be selected. Many expressed safety concerns about having a roadway run through their yard if their home were not also taken in the process. One participant voiced concern about the lack of an overpass at Longview Road putting lives in danger. Additionally, six meeting participants expressed concerns for the safety and well-being of wildlife populations in the study corridors.

Additional Concerns

- Why are the project parameters Pontotoc to Sherman rather than just US 278/SR 6 to the new Toyota Plant or to US 78 directly.

-
- Completion of existing Vision 21 plans should happen first.
 - Regardless of alignment selected, residents would like information as soon as possible about right-of-way and relocations.
 - More should be done to avoid hardwoods, particularly along Sample Road, and to protect the environment and Trace State Park.
 - Trace State Park (or a portion of the park) should be used to avoid displacing so many residents.
 - Noise from construction and the new roadway.

*Prepared by: Shawn Means, Margaret Tyler, Margaret Slater, Gresham Smith and Partners
June 23, 2008*

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

(PLEASE PRINT)



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
		<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
• Thomas E Troupe	2199 Longview Rd. Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Mary A. Troupe		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Billy R. Wise	8193 Brookside Ln. ³⁸⁶⁷¹ SOUTH AVE. MS PAPER 10667 Hwy N. Shreveport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Jim Caldwell	2451 Bowers Road Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Bill William F. Furriss Jr	676 Bryant Lane Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Corey Lisa Roberts	2237 Dozier Hill Rd Belden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Russell Cook	680 Redman Ln Pontotoc, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Gary White	132 N. Brooks St. Pontotoc, MS. 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Sam Hinz	101 Rutledge Cove Belden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Joan Hinz		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78

JUNE 2, 2008 • 4-7 PM



NAME

ADDRESS

HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

Newspaper Radio Television Word of Mouth

Flyer Other

Byron Faulkner
3474 Longview Rd
Belden, MS 38826

Victor Faulkner

3418 Longview Rd
Belden, MS 38826

Newspaper Radio Television Word of Mouth

Flyer Other

Tommy Bruce

1078 Laurel Hill Rd
Blue Springs, MS 38820

Newspaper Radio Television Word of Mouth

Flyer Other

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78
JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• <u>Gay Springer</u>	<u>2290 Dillard Rd</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <u>Susan Minney</u>	<u>128 Rutledge Cove</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <u>JAMES MIMNEY</u>	<u>125 RUTLEDGE COVE BELDEN MS 38826</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <u>Brad + Susan Brown</u>	<u>271 Eads Creek Rd Belden MS 38826</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Terry + Pat Hoque</u>	<u>33 Martin Rd Belden MS 38826</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Lee Bruce</u>	<u>8165 H 9 N Blue Springs, MS 38828</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET

(PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78

JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Janet Sample Bland	810 Sample Rd Belden 38826	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Danny Clary	Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• WANDA PATTERSON	1055 Bureau Rd Pantotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• ELAINE PATTERSON	"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• BUREA PATTERSON	"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• June + Larry Lantrip	845 Russell Rd. Pantotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Edgar E. Barton	3869 Hwy 9N Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• James Elizabeth Garner	35 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
•		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78
JUNE 2, 2008 • 4-7 PM



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING							
<input checked="" type="checkbox"/>	Eugene Roberts	2881 Hwy 9-North	Pontotoc, MS 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Randy Witt	1674 Longview Rd	Pontotoc Ms 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Wally Witt	447 Danny Witt Lane	Pontotoc (MS) 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Eddie Gray	1478 Longview Rd	Pontotoc MS 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Donna Witt	447 Danny Witt Lane	Pontotoc MS 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Johnny Morphis	943 Busseil Rd	Pontotoc MS 38863	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input type="checkbox"/>	Kyleen Fitchard	BRYANT LANE		<input type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>		54 LOCUST LANE TUPALO, MS 38881	PONTOTOC BELDEN, MS 38826	<input type="checkbox"/>	Flyer	<input checked="" type="checkbox"/>	Other	LEADER			
<input type="checkbox"/>	Henry A Brown	MS 38826	MS 38826	<input type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input type="checkbox"/>	Word of Mouth
<input type="checkbox"/>		Evans Creek Rd Belden, MS 38826		<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				
<input checked="" type="checkbox"/>	Philip Mann	3176 Longview Rd	Belden MS 38826	<input checked="" type="checkbox"/>	Newspaper	<input type="checkbox"/>	Radio	<input type="checkbox"/>	Television	<input checked="" type="checkbox"/>	Word of Mouth
<input type="checkbox"/>				<input type="checkbox"/>	Flyer	<input type="checkbox"/>	Other				

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STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
Bobby Barton	800 Bridgman Loop Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kay Witt	1674 Longview Rd Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Russell Stables	1991 Hwy 9 N PONTOTOC, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shed Brown	808 CN 102 Oxford, MS 38655	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GORDON BLAND	810 SAMPLE RD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cynthia Zickos	540 Russell Rd. Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mervin + Daphne Warren	2058 Longview Rd. Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sabriel Crawford	144 Reeder Hill Rd Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nancy Parrish	5255 Hwy 9 N Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78

JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• FAT Robbins	1791 CRANE ROAD BELDEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Brandy Brown	1791 Crane Rd Belden MS 38864	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Geneva Brett	P.O. Box 186 Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Charles E. Barton	4353 Hwy 9 North Pontotoc, MS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Wilma Baker	11624 Hwy 9 N Belden MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Perry Baker	94 Citron LN Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• David Citron	94 Citron LN Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Mrs. Mrs. Miller Brown	540 Russell Rd. Pontotoc, MS. 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• CARY D. BLAUD	810 SAMPLE ROAD 372 South Liberty Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• James M Smith	145 Smith LN PONTOTOC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM



110

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper <input type="checkbox"/>	Radio <input type="checkbox"/>	Television <input type="checkbox"/>	Word of Mouth <input type="checkbox"/>
• RICHARD & SHERRY MCCRAV	2012 LONGVIEW ROAD PONTOTOC, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• LARRY WARD	13336 Hwy 9 S. CANTON, MS 38864	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Dean Hoyle	4715 Bee Valley Topole	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Ralph & Doris Hillebrand	400 Whitten Dr. Blue Springs, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Vince & Robin Faggard	3032 Dillard Rd. Belton, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• John Taylor	1733 Eastville Rd. Belton, MS 38876	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Way Stok	1026 North Rd. Egan, MS. 38841	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Joe Rutherford	123 CR 1740 Tupelo, MS 38884	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Mr. Gled	7867 Hwy 9N Blue Springs, MS 38828	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

(PLEASE PRINT)



HOW DID YOU HEAR ABOUT THE PUBLIC MEETING	
NAME	ADDRESS
• Albert McShan	932 Phos. A Rd Pontotoc MS
• Lynnice Carter	2095 Hwy 178E Blue Springs, MS 38878
• Stacy Burrage	2285 Dorier Hill Rd Belden MS 38826
• Hugh Calman	New Albany MS
• Nikal Wulgen	12305 Hwy 9N Belden, MS 38826
• Calvin Hunter	89 Tusculumbia Rd. Bluesprings, MS 38828
• Lacy Potter	9534 Hwy 9.N Bluesprings MS 38828
• Lawrence Lindsey Sr	93 Isaac Lane Pontotoc MS 38867
• Lawrence Lindsey Sr	71 Stallings Bend Pontotoc MS 38867

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

(PLEASE PRINT)



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
•	Margery Lackey	726 Bryant Ln, Belders, MS 38826		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Elaine Hiesespie	9144 Hwy 9 N Blue Springs, MS 38828		<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Joe Moon	323 Kings Hwy Pontotoc MS 38863		<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Henry Payne	1141 Dozier Hill Rd Belders, MS 38826		<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Jennifer Clements	8207 Hwy 9N Blue Springs MS 38828		<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Paula R. Felmus	676 Bryant Lane Belders, MS 38826		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Ernest White	5726 Hwy 9 N Pontotoc, MS		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Delithia White	5726 Hwy 9 N Pontotoc, MS		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Krista Spangler	2290 Dillard Rd Pontotoc, MS 38863		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

(PLEASE PRINT)



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
				<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Shuntaymy Brandon	2152 Tollard Rd.	Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
•	Amye Grace	1015 Benjamin	Thaxton MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Ann Farmer	3649 Longview Rd.	Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Jerry Mcloy	1307 Russell Rd	Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Paul Dorely	140 FOREST FIELD	Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Lani Christman	261 Hwy 9 North	Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Bob Peoples	285 OAKVIEW COVE	Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Regina Butler	3025 Vets Hwy W	Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•	Rich Warr	33 Brassfield Road	Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78

JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Chuck Howell	65 Fernwood Lane Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• John Spahn	100 Memphis Rd Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Wilson Ellis	783 Lake Rd. Belden, MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• CHRIS PARK	207 OAK Grove Circle Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Camie McDonald	PO BOX 982 PONTOTOC MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Amy Bullard	2526 Regency Blvd, Suite 180 Lexington, KY 40503	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Rebecca Mann	417 Immanuel Rd Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Jack Sample	810 Sample Rd Belden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Danny PARK	348 Pound Lane Belden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

(PLEASE PRINT)



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper <input type="checkbox"/>	Radio <input type="checkbox"/>	Television <input type="checkbox"/>	Word of Mouth <input type="checkbox"/>
• Jan McWhorter	11 East Washington St Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• WILLIAM MUMM	785 IMMANUEL RD PONTOTOC MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Cynthia Montgomery	95 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Kaylee Montgomery	95 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• Martha Faulkner	3018 Longview Road Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
• David Lake	10928 Hwy 9 N Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Rex Eblum	1680 Hwy 334 Pontotoc MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Neal Spaulding	169 Highway D Pontotoc, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Glen & Shirley Stallings	171 Stallings Bend Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper	Radio	Television	Word of Mouth
• John & Gwen Lilla	P.O. Box 652 Eum. MS 38841	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Jim Chapman	10832 Hwy 9 N Balden, Ms 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Beatty	3016 Hwy 9 S. P.O. Box Ms.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Dana Brubbs	3107 Longview Rd Balden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Billy P. Grubbs	3107 Longview Rd. Balden, Ms. 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Larry Young	215 Old Longview Rd Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
•		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• Johnny Wilder	6743 Hwy 9 N. Pontotoc MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Marlin Ermon	1093 Brassfield Rd Pontotoc, MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Cydney Turner	2967 Billard Rd Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Marilyn Johnson	529 Dorner Hill Rd Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• JEREMY & SHANA KIDD	94 ISAAC COVE PONTOTOC, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Gary Campbell	620 Bryant Ln Belden MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Eddie & Beth Johnson	1732 Crane Rd Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Denise Dyke	946 Reefer Hill Rd Punta MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Felicia Bailey	766 Ranchland Belden, MS	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 PONTOTOC TO US 78
 JUNE 2, 2008 • 4-7 PM

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NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• Stelia Bryant	1695 Crane Rd Beldon, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• JACQUE CRUISE	178 CEDAR CREEK DR PONTOTOC, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Heath Hysons	30 Stallings Bend Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Mark Moss	1340 Longview RD Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Buford Hwy Johnson	630 Russett Rd Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• W.M. Cleveland	1899 North Colby Rd Tepah, MS 38801	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Harold & Kim Homan	4481 Hwy 9 North Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Ryan R Roberts	3190 Cooke Rd Avalle, MS 38850	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Billy R. Russell	4437 Highway 9 North PONTOTOC, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

SUMMARY OF JULY 24, 2008 PUBLIC MEETING
Improvements to State Route 9
From US 278/State Route 6 Near Pontotoc
To US 78/State Route 9 Near Sherman
Pontotoc County, Mississippi

The Mississippi Department of Transportation (MDOT) conducted a public meeting for the above-listed project on Thursday, July 24, 2008 from 4:00 to 7:00 p.m. at the Pontotoc Community Center, located at 144 North Main Street, Pontotoc, Mississippi. There were 202 public attendees¹ and 16 staff attendees. Staff attendees included representatives from MDOT, the Federal Highway Administration (FHWA) and the project engineering consultant, Gresham, Smith and Partners. Sign in sheets are attached (Attachment 1).

The meeting addressed proposed improvements to a 10-mile section of State Route (SR) 9 between US 278/SR 6 in Pontotoc and US 78/SR 9 near Sherman in Pontotoc County. The project is proposed to be assisted with funding from FHWA and is subject to the requirements of the National Environmental Policy Act (NEPA).

On June 2, 2008, MDOT held a public meeting in Pontotoc to present the alternatives then under consideration. As a result of the input received on the project at that meeting, two alternatives were eliminated (Alternative B: Existing Alignment and Alternative D: Existing Alignment with Shift) and a new alternative, Alternative E, was developed. Other alternatives suggested by the public at the meeting were evaluated, but not carried forward. All of the alternatives studied are depicted in a map included as Attachment 2.

The objective of this meeting was to gather public input on the currently proposed project alternatives. Three alternatives were presented:

- **Alternative A:** No Build Alternative;
- **Alternative C:** Alignment on new location (revised since June 2nd public meeting); and
- **Alternative E:** Alignment on new location (new alternative since June 2nd public meeting).

Both Alternative C and Alternative E are on new location south of existing SR 9, and the two alternatives share the same alignment in the eastern segment. Whereas the alternatives were presented as 650-foot wide corridors at the meeting held in June, this meeting presented conceptual alignments for the two Build Alternatives. The conceptual alignments showed preliminary right-of-way (ROW) and edge of pavement, as well as connections to existing local roads.

The meeting was held in an open house format with no formal presentations made. Meeting participants were asked to sign in, and each attendee was given a handout. The handout included:

- A welcome to the attendees;
- An explanation of the comment process;
- A project description, including a description of project purpose and need;
- A description of the No-Build Alternative and each Build Alternative under consideration;

¹ Of the 202 attendees, 96 had attended the first public meeting held on this project. This meeting was held on June 2, 2008.

- A brief explanation of the NEPA process;
- An overview of the potential environmental impact issues identified during preliminary screening;
- A map of the project area and alternatives considered to date;
- Contact information for further questions and input into the process; and
- A comment card.

Meeting participants were invited to view visual displays depicting the two Build Alternatives under consideration on aerial photography. Another display depicted all of the Build Alternatives that have been evaluated in the planning process (Attachment 2). Staff representatives were available to offer clarification and answer questions.

After viewing displays and asking questions, attendees were again encouraged to fill out their comment card. The card could either be filled out and returned at the meeting, or taken home to be returned by mail within ten days of the meeting (by Monday, August 4, 2008). The comment card asked attendees to provide contact information and to check boxes indicating their primary interest in the project and which issues they considered to be major issues. Space was also provided for free response to three prompts:

- The alternative you like best and why;
- Issues and/or concerns about the project; and
- Recommendations for the project.

A total of 96 comment cards were returned to MDOT at the meeting or by mail in the days that followed.

When asked about their primary interest in the project, 55 percent of those that commented checked the box indicating that they were affected by the project while 42 percent indicated that they were concerned. Attendees also had the chance to identify themselves as a resident (71 percent), business (2 percent), landowner (57 percent) or other (0 percent). When given the chance to provide their own primary interest, attendees also wrote in "more traffic would not feel safe around busy highway" and "social" as primary interests in the project.

When asked what they thought the major issues are, noise (57.7 percent) was checked most often. Traffic volume (56.7 percent), safety (54.6 percent), relocations (44.3 percent) and wildlife (43.3 percent) followed. Social concerns were a major issue for 35.4 percent of participants, and an additional 36.1 percent checked economics as a major concern. Four participants listed wetlands as a major issue in the project. Several attendees took advantage of the "other" option to write in additional major issues. "Environment" and "community" were each written in twice. Economic concerns such as "property values" and "taxes" were both mentioned. Other concerns included "family in the area," "would not be as safe," "upkeep of existing SR 9," "cutting off my frontages" and "pollution."

Attendees were also asked to comment on the Build Alternative they liked best and why. Some attendees also listed a preference against a particular Build Alternative. These preferences are displayed in Table 1.

Table 1. Alternative Preferences

PERCENTAGE OF COMMENTS FOR OR AGAINST*	No Build	Build Alternatives	
	A	C	E
For	0.0%	6.3%	79.2%
Against	0.0%	20.8%	4.2%

* Percentages were calculated based on the total number of attendees who submitted comments (96). Some participants did not indicate a preference and some indicated a preference for or against more than one proposed alternative, so percentages do not sum to 100 percent. No attendees specifically mentioned the No Build Alternative.

Rather than indicate a preference for one of the alternatives currently under consideration, 6.3 percent (6 attendees) indicated a preference for discarded Alternative D, which follows existing SR 9 with one alignment shift. A total of ten attendees preferred widening or other improvements to SR 15 in lieu of any new construction. Finally, five attendees indicated that they had no preference for one Build Alternative over another. Two of those five were in favor of either Build Alternative so long as a decision was made quickly; the remaining three objected to both Build Alternatives proposed.

In addition to preferences for one alternative over another, a number of general themes were evident upon review of the submitted comment cards. These general themes are described below.

Relocations/Social Impacts

Relocations and displacements were mentioned more frequently in attendee comments than any of the other issues. Attendees specifically mentioned displacements 36 times. A group of 31 of those who commented also expressed concerns over possible divisions or disruptions of the Longview community. Residents mentioned the historic nature of the area, the many long-term or life-long residents and close-knit relationships within the community. Most of this group cited Alternative E as their preference, as it avoids the community entirely. One additional comment expressed concern about how the project would affect overall quality of life in the project area.

Safety

Safety was mentioned by 29 of those who commented on the proposed project. Several attendees expressed opposition to a new roadway due to concerns about the safety of children and pets in proximity to a major highway. More frequently, those who commented cited safety in support of their preference for Alternative E. Safety concerns related to Alternative C included the steep climb up Dozier Hill, dangerous crossings where existing roadways would intersect the new road, particularly at Endville road, and dangerous conditions for school buses and the elderly near the Longview community. Additionally, 13 attendees commented on the need for a straighter road to the Toyota plant, particularly to accommodate anticipated truck traffic. A desire for a straighter route supported a preference for Alternative E over Alternative C. All of those attendees who expressed a preference for a dismissed alternative were concerned with constructing a straighter route.

Economics

Economic issues were cited both in support of the project and as major concerns. Many of those who commented acknowledged the economic need for the project and the potential for suppliers and growth in the area. Nine attendees were concerned that should Alternative C be selected, the roadway would bypass Pontotoc, eliminating opportunities for economic development in the city. Twelve attendees were concerned about compensation should their land be acquired for right-of-way. Several of this group were interested in ensuring a fair assessment and in avoiding situations in which land would be taken but not the home, leaving the house in close proximity to a roadway. Four attendees were concerned about the lost property values associated with the road potentially splitting their properties. Cost-effectiveness of the project was also a concern, particularly for those attendees who preferred completion of the widening of Highway 15 over any of the proposed Build Alternatives.

Wildlife

Displacement of wildlife was a concern for 18 of those who commented. Several residents discussed the area's wealth of prime hunting land. Many expressed concerns about the viability of animal populations, particularly deer, near a major highway. Three residents mentioned concern for endangered species that are believed to be present in the project area.

Noise and Traffic

Traffic and noise concerns were issues for 17 of those who submitted comments. Many residents who commented stated that they had moved to the project area specifically to avoid traffic and noise. Loss of the "country feel" of the area to increased traffic and development was a frequently mentioned issue.

Support for the Project

Approximately seven attendees expressed support for the project in general, citing the economic need of the area. Six attendees encouraged MDOT to keep the project on the fast track or to speed up the project timeline in order to more quickly advance to construction. Three of those who commented who may lose land or homes to right-of-way acquisition were willing to sacrifice their property but were interested in a quick decision so they might have time to make necessary preparations.

Additional Concerns

- Widening of Highway 15 or existing SR 9 would provide a more direct route and more cost effective project.
- Make sure Toyota is not likely to abandon the project since the primary purpose of the new road seems to be to serve Toyota.
- Who will maintain existing SR 9 once the new road is built?
- Ample control of contractors during the construction process to ensure that construction activities do not damage the existing roadways.
- Make sure that once construction commences, community concerns are still heard and addressed rather than ignored.

*Prepared by: Shawn Means, Margaret Tyler, Margaret Slater, Gresham Smith and Partners
August 11, 2008*



20 3-5 3-5
40 11-1 3-5

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
STATE ROUTE 9 (PONTOTOC TO US 78)
THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper	Radio	Television	Word of Mouth
RACHA TOUND	510 CANTON TUPALO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steve Wallace	4707 Butler Rd Tupelo 38801	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Renegeal Demiseon	3015 Dillard Rd Baldern MS 38852	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Daniel Dillard	2810 Russell Rd Pontotoc, MS. 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Carolyn McCreaw	9517 Hwy 9 N Blue Springs, MS 38828	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sherry McCreaw Rick McCreaw	2012 Samscreed Rd, Pontoc P.O. Box 28, Pontoc, MS (mailing)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Chris Watsonland	300 Westmoiland Rd. Glassburgs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Joe Munn	323 Kings Hwy Pontoc	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Mitchell	77 Boatwright Circle Pontoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING					
		Newspaper	Radio	Television	Word of Mouth	Flyer	Other
• Lawrence Lindsay	P.O. Box 615 Pontotoc, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Jackie Lawson	603 Hidden Creek, Pontotoc, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Kriss Springer	2290 Dillard Rd Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Scott Caldwell	2060 Cochran Rd Bellevue, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Jennifer Clements	8207 Hwy 9N Blue Springs MS 38828	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Glen & Shirley Stallings	171 Stallings Bend Pontotoc 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• DAVID ANGLE	946 REEDBERTHLE RD PONTOTOC MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Brandy Brown	1791 Crane Rd Bellevue, MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Pat Robbins	1791 CRANE RD BELLEVUE, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper	Radio	Television	Word of Mouth
• Hugh Coleman	1003 OAKS County Club Rd New Albany	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Edgar E. Barton	3869 Hwy 9 N Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• James D. Barton	214 Claudia Circle PONTOTOC, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• James D. Barton	1973 CALUMET COVE GERMANTOWN, TN 38138	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Andy Soper	178 Frost Lane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Tammy Soper	Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• David Anderson	112 S. Brooks St Pontotoc MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Judith Barta	800 Budgman Loop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Bobbie Barta	Pontotoc, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Katrina Caldwell	522 Balswhite St Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Bonnie Van Orman	3016 Russell Road Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• GORDON BLAND	810 SAMPLE RD BELDEN, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME	ADDRESS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other
• <u>Conrad Dade</u>	<u>140 Edwinton Dr</u> <u>Pontotoc, MS 38863</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Alisa Ferguson</u>	<u>517 Furs Rd</u> <u>Tupelo Ms 38801</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Jana Slat</u>	<u>new olford</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>JOE MILLS</u>	<u>P.O. Box 2053 Shenandoah, MS 38869</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Dele White</u>	<u>1157 Sample Rd. Selden MS 38826</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Randy + Kay With</u>	<u>1674 Longview Rd</u> <u>Pontotoc MS 38863</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Ellen Sutton</u>	<u>1950 Longview Rd</u> <u>Pontotoc MS 38863</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Chita Hancock</u>	<u>323 Lakeside</u> <u>Pontotoc MS 38863</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <u>Ernest Wilkin</u>	<u>5786 Hwy 9 N</u> <u>Pontotoc, MS 38863</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME	ADDRESS	Newspaper	Radio	Television	Word of Mouth	Flyer	Other
• Ken Carnack	520 Furus Rd. Tupelo, MS 38801	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internet
• William J. Debra Van Gorder	3738 Russett Rd Pontotoc, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internet
• Jerry + Charline Bishop	119 Oliver Circle Tupelo, MS 38801	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Mail
• Evelyn Pritchard	54 Locust Lane Tupelo, MS 38801	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Bobby R. Davis	3265 Russett Rd. Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	David S. Satterger (Holly)
• Mr. Aschcraft	1002 Longview Rd 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Janet Sample Bland	810 Sample Road Bellevue 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MDOT Engineer
• Don Barton	4314 Hwy 9A Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
• Nathan Jeter	252 Beaver Creek Pontotoc 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



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HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME	ADDRESS	Newspaper	Radio	Television	Word of Mouth	Flyer	Other
• DAVIS A. BARTON	15 S. MAIN ST. PONTOTOC MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• MCGHEE, KENNETH	277 Bunchland Rd. Eusville	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• James Pardee	10707 Hwy 9 N Belden	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Terrell K. Barnes	4151 Hwy 9 N Pontotoc, Ms. 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Bill & Myra Collins	3609 Russell Rd. Pontotoc, Ms 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Notice Letter
• MERLE BARBARA VOITHOFFER	485 RANGLAND RD BELDEN BELDEN MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Geneva Brett	P.O. Box 186 Pontotoc ms 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Post Card
• CHUCK VAN BAWER	3616 Russell RD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Lebron Barton	3930 Hwy 9 North	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
				<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Gen Inman	1215 Brassfield Rd	Pontotoc MS 38863	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	David Mills	2069 Dozier Hill rd	Beldex, MS	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Bobbie Young	216 Old Longview Rd	Pontotoc MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Rickey Littlejohn	4838 Hwy 9, N.	Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Phil Waldrop	114 Red Blk Dr.	Tupelo, MS 38804	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	Jason Burt	Po Box 119	Pontotoc MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Marlette Sumner	359 Thomas Rd	Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
•	Brant Garner	231 Timber Creek Dr.	Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
•	W R Garner	436 W Oakford	Pontotoc	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

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 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.



HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME ADDRESS

• James Bruce 1078 Lucas Hill Rd. Newspaper Radio Television Word of Mouth
Blue Springs, MS 38828 Flyer Other

• Lee Bruce 8165 Hwy 9N Newspaper Radio Television Word of Mouth
Blue Springs MS 38828 Flyer Other

• Marlin Imman 1093 Brassfield Rd Newspaper Radio Television Word of Mouth
Pontotoc, MS 38863 Flyer Other

• John Satink 455 Brassfield Rd Newspaper Radio Television Word of Mouth
Pontotoc, MS 38863 Flyer Other

• Roger Witt 156 Witt R. Newspaper Radio Television Word of Mouth
Pontotoc MS Flyer Other

• Brent Waldrip 4582 East Drive Newspaper Radio Television Word of Mouth
Lily Creek Farm Belden, MS 38826 Flyer Other

• Russ Cook 690 Ridgeman Way - P.O. Box 150 Newspaper Radio Television Word of Mouth
Pontotoc, MS Flyer Other

• Barry & Valerie Hill 33 Rutledge Cove Newspaper Radio Television Word of Mouth
Belden MS 38826 Flyer Other

• Howard Harmon 3453 Russell Rd Newspaper Radio Television Word of Mouth
Pontotoc MS Flyer Other

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NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper	Radio	Television	Word of Mouth
• Cynthia Montgomery	95 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Martha Faulkner	3018 Longview Rd Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• HARRY PATTE-BSON	P.O. Box 119 Pontotoc	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Elizabeth Garner	35 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Johnny Morris	943 Russell Rd Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Brien Patterson	1050 Russell Road.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Harold Homan	4481 Hwy 9 North Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• BART MASON	830 SAMPLE ROAD BELDEN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Mrs. Kay Skehan	548 Landland Rd. BELDEN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Jack Savelly 136 Forrest Field Pontotoc, MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Elaine Patterson 1055 Russell Bl. Pontotoc
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Charles E. Barton 4353 Hwy 9 North
 Newspaper Radio Television Word of Mouth
 Flyer Other
- MARK FREEMAN 48 3057 RIBBEL RD POC MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Gary Scott 1200 Leasure Creek Rd Pontotoc MS
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Paul E. Turner 359 Thomas Rd Pontotoc, MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Henry Payne 1141 Dozier Hill Rd Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Mitchell Remond 383 Pound Ln Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Mike Strong 262 Ranchland Rd Belden MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
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NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• WANDA PATTERSON	1055 Russell Rd PONTOTOC, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Beth Johnson	1732 Crane Rd Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Paul Sorely	140 Forrest Field Ponotoc	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
Joe & Daisy Dixon		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Joe & Daisy Dixon	3848 Nannley Rd	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• David & DeLuce	3050 Russell Rd	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Gary McLeod	Dozin Hills	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Calvin Hunter	89 Tusculumbia Rd. Blue Springs ms	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Lacy Potter	Aug 9 North	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth



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 STATE ROUTE 9 (PONTOTOC TO US 78)
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NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		Newspaper	Radio	Television	Word of Mouth
• Tommy Morton	2017 Longview Rd Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Curtis White	124 Tedford Tupelo 38801	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Cecil Falver	161 Highland Drive Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Adam White	10911 HWY IV Bldg 2005	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Davis Brandon	442 Locust Hill Rd. Belden MS.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Charlotte McCord	251 Hwy 178 Tupelo Ms 38804	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Anthony McCord	113 Rd 49 Tupelo Ms 38801	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Eddie Johnson	1732 Crane Rd Belden Ms 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• MICHAEL MECKORY	18 LAKE RD BELDEN MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

• Yong Park 818 Russell Road
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Shelia Bryant 1695 Crane Rd
Belden
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Maxilyn Johnson 529 Dozier Hill Rd
Belden
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Phyllis Ann 3176 Logans Rd
Belden MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Evelyn Dappington 11365 Hwy 9 Belden
38826
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Thomas Andrew 528 Thomas Rd
Pontotoc MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Wilson Ellis 783 Lake Rd
Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Mrs Reed 4711 Center Hill Rd
Blue Springs, Mo 38828
 Newspaper Radio Television Word of Mouth
 Flyer Other

• ERRA CASTERS Dixie Shrimp
 Newspaper Radio Television Word of Mouth
 Flyer Other

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
•	John Sipes	190 Clark St.	Pontotoc	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Karen Laprade	90 Pitts Loop	Pontotoc	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Greg Laprade	90 Pitts Loop	Pontotoc	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Judy Atkinson	630 Russell Rd.	Pontotoc	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Michael Steele	7867 Hwy 9N	Blue Springs MS 38828	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Cydney Turner	2967 Billard Rd	Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Perry Young	1167 Russell Rd.	Pontotoc MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Jeff Simmons	472 Eads Creek Rd	Baldon, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	David Simmons	12162 H 9 North Baldon, MS		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• Stacy Burdick	2285 Poziora Hick Rd Belden MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Doris Gulleage	400 Whitten Trail Blue Springs, Mo. 38828	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Althea	138 Amy Court Pomote, M. 38823	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Carlisle	617 Lake Brook Rd Belden MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• CARY D. BLAND	810 SAMPLE ROAD BELDEN, MS. 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Josh Sparks	100 Memphis Rd Belton, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• TRAVA FARMER	3497 Longview Rd Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• James R Farmer	3497 Longview Rd Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Gary Campbell	620 Bryant Lane Belden MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING					
		Newspaper	Radio	Television	Word of Mouth	Flyer	Other
• Byron Jankner	3474 Langview Rd Belden, Mo. 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Dwight Friend	338 Ranchland Rd Belden, ms. 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Friend
• Ned & Bowling	1631 RUSSELL RD PONTOTOC, MS, 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Bruce Alavin Asterville	10898 Hwy 9 North Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Danny PARK	348 POWELL LANE Belden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Johnny Park	878 Russell Road Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Robbie Laprade	4543 Hwy 9 N Pontotoc, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Albert McShan	930 Stewart Rd Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Jack Sample	810 Sample Rd Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME

ADDRESS

Newspaper Radio Television Word of Mouth
 Flyer Other

• GAY white 132 N. Brooks St.
Pontotoc, MS. 38863

Newspaper Radio Television Word of Mouth
 Flyer Other

• Brad Brown 271 Eds Creek Road
Belden MS 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• Bob Hughes 245 OAKVIEW Ave
Pontotoc MS 38863

Newspaper Radio Television Word of Mouth
 Flyer Other

• Jackie Wilkner 3418 Longview Rd
Belden, MS 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• Bill Farniss, Jr 676 Bryant Lane
Belden, MS 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• SAM Henderson 857 LAKE RD
Belden, MS. 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• Allen Semmon 70 Simmons Lane
Belden near 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• Nat & Carla Moor 1340 Longview Rd
Pontotoc MS. 38863

Newspaper Radio Television Word of Mouth
 Flyer Other

• Angie Hiller 138 Army Cant
Pontotoc MS 38863



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING					
		Newspaper	Radio	Television	Word of Mouth	Flyer	Other
Stephen R. Barton	78 Claudia Circle Pontotoc MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ben Leonard	33 Dyer Dr. Belden, Ms. 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Samie Young	1167 Russell Rd Pontotoc MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Larry Lantrip	845 Russell Rd Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jane Lantrip	845 Russell Rd Pontotoc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gay Malone	1922 DILLARD ROAD PONTOTOC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Billy R. Russell	4437 Hwy 9N Pontotoc, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Billy R. Grabb	3107 Longview Rd Belden, Ms. 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Merald Stoffer	21 LOCUSTHILL RD BELDEN, MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lang N. Corder	1334 CANE CREEK RD, SOUTH PONTOTOC, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING					
		Newspaper	Radio	Television	Word of Mouth	Flyer	Other
• BARRY BOYD	3904 LONGVIEW RD BEDEN, MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WTVA ONLINE
• Carol Wilgus Donnie Wilgus	12375 Hwy 9 North BEDEN MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Linda Meade	2110 Longview Bedden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Sarah H. Beckman	1484 Ranchland Rd Bedden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Michael Furniss	676 Bymnt Ln Bedden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
• Adam Cleveland	989 Emerald rd Bedden MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Lisa Roberts	2237 Dozier Hill Rd Bedden MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Ralph Gillispie	400 WITTEN TR, Blue Springs, MS. 38828	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ADS
• KEMARD A BROWN	437 EADS CREEK RD BEDDEN, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING					
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other
• GLEN L. STALLINGS BR	171 STALLINGS BEND PONTOTOC, MS.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Carney Caldwell	334 Seedling Dr Hwy 9 PONTOTOC, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Bill Tuttle	265 Lake Dr PONTOTOC MS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Steven Banks	1674 RANCHLAND RD Belden, MS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Kenneth Webb	659 LAKE RD Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Aric Graham	128 Sample Rd Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Judy McKeice	262 Ranchland Rd Belden 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• John M. Ellis	Po Box 91 New Albany MS 38652	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Mac Haddleton	PO Drawer 300 Bristol, MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Mrs. Bruce D. Dethlefs		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (PONTOTOC TO US 78)
 THURSDAY, JULY 24, 2008 4:00-7:00 P.M.

HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME

ADDRESS

Newspaper Radio Television Word of Mouth

Flyer Other

• Chuck Howell 65 Fernwood Lane
Pontotoc, MS 38863

Newspaper Radio Television Word of Mouth

Flyer Other

• Johnny Walker 6143 Hwy 9 North
Pontotoc MS 38863

Newspaper Radio Television Word of Mouth

Flyer Other

• JAMES MINNEY 125 RUTLEDGE COVE
PEL PEN MS 38826

Newspaper Radio Television Word of Mouth

Flyer Other

• Mr. + Mrs Robert Clay 1029 Clayton Dr.
Blue Springs MS 38828

Newspaper Radio Television Word of Mouth

Flyer Other

• MARK CHEVALIER 1739 UNIV. AVE #166
MARK EMS MARTIAL ARTS DOJO OXFORD MS 38655
PHONE 662-816-7115

Newspaper Radio Television Word of Mouth

Flyer Other

• Margaretta King 1304 WILSON RD PONTOTOC
3820 NATALY RD PONTOTOC 662449-8313

Newspaper Radio Television Word of Mouth

Flyer Other

Newspaper Radio Television Word of Mouth

Flyer Other

Newspaper Radio Television Word of Mouth

Flyer Other

Staff Sign In

STATE ROUTE 9 (PONTOTOC TO US 78)
THURSDAY, JULY 24, 2008 • 4-7 PM
(PLEASE PRINT)



NAME	ORGANIZATION	PHONE / E-MAIL
Meredith Pierce	MDOT	601-946-7381 m.pierce@mdot.state.ms.us
JOHN UNDERWOOD	MDOT - ENVIRONMENTAL	601-359-1476 junderwood@mdot.state.ms.us
WILL REID	CRESTINA SMITH & PARTNERS	901-753-5570 will_reid@gspect.com
Kim Thurman	MDOT	601-359-7900 kthurman@mdot.state.ms.us
Margaret Slater	GSP	615 7708467 Margaret - Slater@gspect.com
Cecil Vick	FAWA	601-965-4217 Cecil.vick@fawa.dot.gov
Keith Swain	MDOT	662-842-1122 kswain@mdot.state.ms.us
Jamie McDonald	MDOT	662-842-1122 jamiedonald@mdot.state.ms.us
Adam Johnson	MDOT	601-359-7920 ajohnson@mdot.state.ms.us

Staff Sign In

STATE ROUTE 9 (PONTOTOC TO US 78)
THURSDAY, JULY 24, 2008 • 4-7 PM
(PLEASE PRINT)



NAME	ORGANIZATION	PHONE / E-MAIL
• TRAVIS WAMPLER	MDOT	662-842-1122 twampler@mdot.state.ms.us
• Chet Reinike	MDOT - RWA	601-359-7267 creinike@mdot.state.ms.us
• Margaret Tyler	GS&P	601-770-8176 Margaret-tyler@gspnot.com
• Joey Hood	MDOT	662-842-1122 jhood@mdot.state.ms.us
• Bill Minor	MDOT	662-842-1122 bminor@mdot.state.ms.us
• Sedrick Durr	MDOT	601-359-17920 sdurr@mdot.state.ms.us
• Clairbn Bannell	MDOT	
• Did not sign in		
•		
•		

SUMMARY OF FEBRUARY 26, 2009 PUBLIC HEARING
Improvements to State Route 9
From US 278/State Route 6 Near Pontotoc
To US 78/State Route 9 Near Sherman
Pontotoc County, Mississippi

The Mississippi Department of Transportation (MDOT) conducted a public hearing for the above-listed project on Thursday, February 26, 2009 from 4:00 to 7:00 p.m. at the Pontotoc Community Center, located at 144 North Main Street, Pontotoc, Mississippi. There were 182 public attendees and 20 staff attendees. Staff attendees included representatives from MDOT, the Federal Highway Administration (FHWA) and the project engineering consultant, Gresham, Smith and Partners. Sign in sheets are attached (Attachment 1).

The meeting addressed proposed improvements to a 10-mile section of State Route (SR) 9 between US 278/SR 6 near Pontotoc and US 78/SR 9 near Sherman in Pontotoc County. The project is proposed to be assisted with funding from FHWA and is subject to the requirements of the National Environmental Policy Act (NEPA).

On June 2 and July 24, 2008, MDOT held public meetings in Pontotoc to present the alternatives then under consideration. As a result of the input received on the project at those meetings, some alternatives then under consideration were dropped. Others were evaluated but not carried forward and others were added and refined. The alternatives considered during earlier phases of the project include:

- **Alternative A:** No Build
- **Alternative B:** Existing Alignment, *discarded*
- **Alternative C:** Alignment on New Location, *refined*
- **Alternative D:** Existing Alignment with Shift, *discarded*
- **Alternative E:** Alignment on New Location, *refined*
- **Alternatives P-1, P-2 and P-3:** Proposed by the public, *evaluated and discarded*

The purpose of the public hearing was to gather public input on the currently proposed project alternatives, including the alternative identified as the Preferred Alternative in the NEPA document. Three alternatives were presented:

- **Alternative A:** No Build Alternative;
- **Alternative C:** Alignment on new location (revised since July 24th public meeting); and
- **Alternative E, Preferred:** Alignment on new location (revised since July 24th public meeting).

Both Alternative C and Alternative E are on new location south of existing SR 9, and the two alternatives share the same alignment in the eastern segment. The Build Alternatives were presented as conceptual alignments, showing preliminary right-of-way (ROW) and edge of pavement, as well as connections to existing local roads.

The meeting was held in an open house format with no formal presentations made. Meeting participants were asked to sign in, and each attendee was given a handout. The handout included:

- A welcome to the attendees;
- An explanation of the comment process;
- A project description, including a description of project purpose and need;
- A description of the No-Build Alternative and each Build Alternative under consideration;
- A discussion of the Preferred Alternative;
- A summary of the potential environmental impacts associated with each Build Alternative;
- A map of the conceptual alignments of both Build Alternatives,
- Contact information for further questions and input into the process; and
- A comment card.

Meeting participants were invited to view visual displays depicting the two Build Alternatives under consideration on aerial photography. Another display depicted all of the Build Alternatives that have been evaluated in the planning process (Attachment 2). Staff representatives were available to offer clarification and answer questions.

After viewing displays and asking questions, attendees were encouraged to comment on the proposed project. A court reporter was present at the hearing to record verbal comments as part of the official meeting transcript. Alternatively, attendees could fill out their comment card and return it either at the hearing or by mail within ten days of the meeting (by Monday, March 9, 2009). The comment card asked attendees to provide contact information and to check boxes indicating their primary interest in the project and which issues they considered to be major issues. Space was also provided for a response to three prompts:

- The alternative you like best and why;
- Issues and/or concerns about the project; and
- Recommendations for the project.

Four verbal comments were recorded at the hearing, and a total of 42 comment cards were returned to MDOT at the meeting or by mail in the days that followed.

When asked about their primary interest in the project, 54 percent of those that commented checked the box indicating that they were affected by the project while 39 percent indicated that they were concerned. Attendees also had the chance to identify themselves as a resident (61 percent), business (11 percent), or landowner (48 percent). When given the chance to provide their own primary interest, three attendees also listed themselves as “taxpayer.”

When asked what they thought the major issues are, traffic volume (61 percent) was checked most often. Noise (48 percent), safety (43 percent), and wildlife (41 percent) followed. Economics was a major issue for 37 percent of participants, and relocations and social impacts were each listed as an issue by 33 percent of attendees. Nine attendees listed wetlands as a major issue in the project. Several attendees took advantage of the “other” option to write in additional major issues including “development potential,” “other, more important projects,” “habitat destruction,” “air and light pollution,” and “construction.”

Attendees were also asked to comment on the Build Alternative they liked best and why. Those preferences are indicated in Table 1. Rather than indicate a preference for one of the alternatives under consideration, 30 percent (14 attendees) indicated a preference for widening or improving SR 15 in lieu of any new construction.

Table 1. Alternative Preferences

PERCENTAGE OF COMMENTS FOR AN ALTERNATIVE*	No Build	Build Alternatives	
	A	C	E
For	15.0%	17.0%	52.0%

* Percentages were calculated based on the total number of attendees who submitted comments (46). Some participants did not indicate a preference and some indicated a preference for more than one proposed alternative, so percentages do not sum to 100 percent.

Other than a preference for one alternative over another, four major themes were evident upon review of the submitted comment cards. These themes are discussed below:

Traffic Volumes

Increased traffic volume was mentioned as an issue more frequently in attendee comments than any of the other issues. Attendees specifically mentioned concerns over increased traffic volumes 28 times. Some were concerned about the proximity of a new roadway and its associated traffic to their homes and yards. Others were concerned about increasing volume on existing SR 9 due to the increased access to the roadway that the proposed project would provide. Two individuals expressed concern that the proposed project would give individuals access to smaller roadways and private drives that had not existed before, exposing them to more traffic and decreasing their sense of safety and security.

Need for the Project

Several of the comment cards submitted questioned the need for the project. Five hearing participants mentioned the uncertain future of the Toyota plant, and three urged MDOT to carefully consider whether the project was still a good allocation of taxpayer dollars even if the plant never opens. Two attendees commented that Pontotoc will not actually benefit from the Toyota plant, just surrounding areas, and thus the road is unnecessary. One individual expressed concern that the proposed alternatives do not actually provide a four-lane roadway all the way from the City’s industrial park to Toyota, which would render the industrial park ineligible as a site for Tier II suppliers.

Funding

Four of those who commented specifically mentioned uncertainty over how this project would be funded as a concern. A far larger number (14 attendees) commented that MDOT should focus funding on projects already underway (widening of SR 6) or that are more critical (widening SR 15 to four lanes) before allocating funds to a project that is less significant and benefits fewer area residents.

Access

Although support favored Build Alternative E, four attendees in favor of Build Alternative E expressed concern over access to the proposed roadway. Two individuals felt that an overpass at Eads Creek Road was both unnecessary and excessively disruptive to residents. Three expressed concern with access at Dozier Hill Road, indicating that

Dozier Hill Road carries a lot of traffic that currently accesses existing SR 9 and would need to access the proposed roadway. Some suggested providing access at Dozier Hill Road rather than at Morphis Road, where attendees feel there is far less need and traffic.



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

• Debra Rogers 1044 Turner Rd FERC
38841
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Shelia Bryant 1695 Crane Rd
Belden MS-38826
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Marilyn Jones 67 W. Sparkell Rl. Belton
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Harold & Kim Homan 4481 Hwy 9 North Pontotoc
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Kent Radleysics 3741 Russell Rd Pontotoc
 Newspaper Radio Television Word of Mouth
 Flyer Other

• David K. Dillard 2810 Russell Rd, Pontotoc
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Christa White 124 Tedford St Typelo
 Newspaper Radio Television Word of Mouth
 Flyer Other

• David Gullett 221 Clark St
4071 Wilson Creek Rd
 Newspaper Radio Television Word of Mouth
 Flyer Other

• _____
 Newspaper Radio Television Word of Mouth
 Flyer Other

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

• Charlie Kollath Daily Journal
 Newspaper Radio Television Word of Mouth
 Flyer Other WDOT web site

• Calvin Hunter 89 Tusumbie Rd.
Blue Springs ms. 38828
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Bill Furniss, Jr 676 Bryant Lane
Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other Main

• Henry Remy 267 Highway 9N
Pontotoc MS
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Ernesta Pritchard 890 BRYANT LANE
Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other ALDOY

• Drew Anderson 112 S. Brooks St
Pontotoc MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Stacy Burrage 2285 Dozier Hill Rd
Belden MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Jimmy Parrish 5255 Hwy 9 N
Pontotoc MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other

• Joe O'Neil 737 P. THE LOOP
Pontotoc MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- J. T. Thompson 2955 Hwy 159 Pontotoc Newspaper Radio Television Word of Mouth
3820 NANNY Rd Pontotoc Flyer Other
- Maryannette King
Wayne R. French 4543 Hwy 9 N Newspaper Radio Television Word of Mouth
 Flyer Other
- Mitchell Bond 383 Bond Ln Newspaper Radio Television Word of Mouth
Bellevue MS 38826 Flyer Other
- Nita + Dennis Wilger 12375 Hwy 9 North Newspaper Radio Television Word of Mouth
Balden MS 38826 Flyer Other
- Bill Collins 3669 Russell Rd Newspaper Radio Television Word of Mouth
Pontotoc MS 38863 Flyer Other Postcard
- Terry Hogue 33 Martin Rd Newspaper Radio Television Word of Mouth
Balden MS 38826 Flyer Other
- Van McWhorter 11 E. Lashington St Newspaper Radio Television Word of Mouth
Pontotoc, MS. 38863 Flyer Other
- DE Dur 1679 Ranchland Rd. Balden MS Newspaper Radio Television Word of Mouth
 Flyer Other
- Jerry White 2803 Hwy 345 Newspaper Radio Television Word of Mouth
Pontotoc Flyer Other

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Mary Beth Hankins	1674 Ranchland Rd Belden ms 38826	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
• Tracy Hankins	256 Lake Rd Belden ms 38826	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
• Johnny Wilder	6743 Hwy 9 N. Pentotec, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Henry Payne	11120 21st Hill Rd Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Donald Stoffer	21 LOCUST HILL RD BELDEN MISS 38826	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
• Stoney Spafford	2004 Hwy 345 Pentotec, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Mike Waters	P.O. Box 314 213 Third Ave Sherman, MS 38869	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Johnny Park	878 Russell Road Pentotec, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Paul E Turner Sr	359 Thomas Rd Pentotec, 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Viv Pappas 3232 Dillard Rd. Belden, Ms.
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Reta Bailey 70 Ranchland Rd
Belden, MS. 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Dawn Shubone 1922 DILLARD AVE
PONTOTOC MS 38863.
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Cydney Turner 2967 Dillard Rd.
Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Pat Robbin 1791 Crane Rd.
Belden Ms 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Brandy Seaw 1791 Crane Rd
Belden MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Keith & Linda Thomas 128 Westmeil Dr
Pontotoc 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Carlynn & Mike Crow 9517 Hwy 9N
Blue Springs, 38828
 Newspaper Radio Television Word of Mouth
 Flyer Other _____
- Ronald Fitts 1073 Fitts Loop
Pontotoc, ms. 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other _____



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• William & Debra Vanburden	3738 Russell Rd Pontotoc MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Alden Cleveland	598 Emerald Blvd	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio
• Larry Young	215 Old Highway Rd Aubrey MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Sharon Nettewille	10298 Hwy 9 North Belden MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Dale White	1157-1159 Sample Rd. Belden MS 38826	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio
• Jerry Bishop	119 Oliver Circle Tupelo, MS 38801	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Charline Bishop		<input type="checkbox"/> Flyer	<input checked="" type="checkbox"/> Other	Card from MDT	
• Jeff Simmers	472 Eads Greeth Rd Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Roger Webb	151 West Rd Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Jackie Curran	63 Widdon Creek Pontotoc MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• Michele Sartain		1019 Eads Creek Rd	Belden, Ms, 38806	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Jeff Sartain		1061 Eads Creek Road	Belden, Ms 38806	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Joe & Daisy Dixon		3848 Nanney Rd	Pontotoc, Ms. 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Mike Curtis		4216 Center Hill Rd	Blue Springs Ms 38828	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Sam Yarbrough		3943 Russell Rd	PONTOTOC, MS. 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• MARK PETTEWAY		5893 Hwy 345	PONTOTOC, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Ikey Carmack		520 Furrs Rd.	Tupelo ms. 38801	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Glen & Shirley Stallings		171 Stallings Bend	Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Jerem y K. O P		914 Isaac Cane	Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Gay Verhite 132 N. Brooks St. Newspaper Radio Television Word of Mouth
Pontotoc, Ms. 38863 Flyer Other
- Dead & Reservoir Park 885 Lake Rd Newspaper Radio Television Word of Mouth
Belden, MS 38826 Flyer Other
- MARK HARRING 35 EAST MARION ST. Newspaper Radio Television Word of Mouth
PONTOTOC Flyer Other
- Dudley Park 495 Russell Road Newspaper Radio Television Word of Mouth
Pontotoc Flyer Other
- Mike Taylor 4100 Old Airport Rd. Newspaper Radio Television Word of Mouth
Apt. B. Pontotoc Flyer Other
- Markus Turner 359 Thomas Rd. Newspaper Radio Television Word of Mouth
Pontotoc, MS. 38863 Flyer Other
- Lebron Barton 3930 Hwy 9 N Newspaper Radio Television Word of Mouth
Pontotoc MS 38867 Flyer Other
- DANNY PARK 348 POND LAKE Newspaper Radio Television Word of Mouth
Belden MS 38826 Flyer Other
- Joe Sarrain 1019 Fish Creek Rd. Newspaper Radio Television Word of Mouth
Belden, MS 38826 Flyer Other

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Greg + Karon Caprade 90 Pitts Loop Pontotoc MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other
- BRAD + Susan Brown 271 Eads Creek Rd Belden MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other letter
- Gerald A Brown 437 Eard Creeks Rd Belden, ms 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other card
- Triss Springer 2290 Willard Rd 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other
- John Soble 100 Morphis Rd Pontotoc
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Cornelle Dink 140 Education Dr Pontotoc, MS
 Newspaper Radio Television Word of Mouth
 Flyer Other
- Demei Mishke 41 Ranchland Rd Belden, MS 38826
 Newspaper Radio Television Word of Mouth
 Flyer Other
- John Mitchell 77 Boctwight Circle Pontotoc, MS 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other card
- Bob Peoples 245 OAKVIEW Cove Pontotoc ms 38863
 Newspaper Radio Television Word of Mouth
 Flyer Other

REGISTRATION SIGN-IN SHEET
STATE ROUTE 9 (SOUTH)

(PLEASE PRINT)

THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME

ADDRESS

HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Carol Rice
3140 Lambert Drive
286 Bryant Lane,
Bellevue, MS
JIM LITTLESON
129 IVER ST.
PO BOX, MS 38863
N. W. Kelly
Bill Rutledge
265 Lake Dr.
Pantofoc, MS 38863
Albert McShan
932 Prewith Rd
Pantofoc, MS 38863
Martha Faulkner
3018 Lagview Rd
Gentian, MS 38863
Charles Deming
109 N Main St
Champa Commerce by Director
35 D... MS 38863
Rug W...
35 B... MS 38863
Steve Wallace
4707 Butter Road
10919 MS 38863

Newspaper Radio Television Word of Mouth
 Flyer Other Card in mail
 Newspaper Radio Television Word of Mouth
 Flyer Other
 Newspaper Radio Television Word of Mouth
 Flyer Other

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Bill Wardlaw	P.O. Box 27 Pontotoc 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Elizabeth Carpenter	25 Stallings Bend Pontotoc MS 38828 6955	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Cynthia Montgomery	95 Stallings Bend Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• LARRY N. CORDER	1334 CANE CREEK RD. S. PONTOTOC, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• SANDA L. CORDER	1334 CANE CREEK RD S PONTOTOC, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• All Simmons	70 Simmons Lane Belden MS 38826	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Robbie Lapsch	4543 Hwy 971 Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Chuck Howell	65 Fernwood Lane Pontotoc, MS 38863	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Brent Waldrop	4582 East Drive Belden, MS 38826	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REGISTRATION SIGN-IN SHEET
STATE ROUTE 9 (SOUTH)

(PLEASE PRINT)

THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
•	HM Fannon	1093 Brassfield Rd	Pontotoc	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
				<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Michael McCrory	18 LAKE ROAD	BELDEN MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Kim McCrory	18 Lake Road	Belden, MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Jerry Rowe	221 Windsor Cr.	Tupelo, MS 38804	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Elaine Patterson	1055 Russell Rd.	Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	Marilyn Skeeton	548 Ranch Road	Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input checked="" type="checkbox"/> Other	MAILED CARD	
•	Kay Ziff	1674 Lousiview Rd	Pontotoc MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input checked="" type="checkbox"/> Other	MAILED CARD	
•	Laurie Lang	1167 Russell Rd	Pontotoc MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other		
•	M. VOTHOFFER	485 RANCHLAND Rd.	BELDEN, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
				<input type="checkbox"/> Flyer	<input type="checkbox"/> Other		

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME ADDRESS HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

- Reneque Henderson 3215 Duval Road Newspaper Radio Television Word of Mouth
Baldwin, MS 38821 Flyer Other
- Sarah Helar Sachana 1484 Ranchland Rd Newspaper Radio Television Word of Mouth
Baldwin MS 38824 Flyer Other
- Dannie Ann Gyden 2616 Russell Road Newspaper Radio Television Word of Mouth
Pontotoc MS 38863 Flyer Other possible displaced
- Torrell Kim Banner 4151 Hwy 9 N Newspaper Radio Television Word of Mouth
Pontotoc, Ms. 38863 Flyer Other
- Ryan E Paula Sunsell 1221 Winwood Lane Newspaper Radio Television Word of Mouth
Tupelo, MS Flyer Other
- Stevet Kim Burton 78 Claudia Circle Newspaper Radio Television Word of Mouth
Pontotoc, MS 38863 Flyer Other
- Billy R Russell 4437 Hwy. 9 North, Pen 7009 MS Newspaper Radio Television Word of Mouth
38863 Flyer Other
- John Baggott 2671 Clark St Newspaper Radio Television Word of Mouth
Pontotoc MS Flyer Other
- Ralph Penn 510 Clayton Newspaper Radio Television Word of Mouth
Tupelo MS 38863 Flyer Other

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING				
•	Math Moss & Carla	1340 Longview Rd. Pontotoc, MS, 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other
•	JACK SAVELY	136 Forrest Field Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input checked="" type="checkbox"/> Flyer	<input type="checkbox"/> Other
•	Aynice Carter	2095 Hwy 178 E Blue Springs MS 38808	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input checked="" type="checkbox"/> Other <u>card in mail</u>
•	Eddie Johnson	1732 Crane Rd. Belden, MS 38826	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other
•	Jack Winkley	161 Willow Creek Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other
•	JACKIE CRUSE	178 CEDAR CREEK DR PONTOTOC, MS	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other
•	DAVIS A. BARTON	15 S MAIN ST Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other <u>CARD</u>
•	WANDA PATTERSON 10	1055 Russett Rd Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input checked="" type="checkbox"/> Other <u>POSTCARD</u>
•	Charles patterson Jr	1055 Russell Rd. Pontotoc MS. 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth	<input type="checkbox"/> Flyer	<input type="checkbox"/> Other <u>post card</u>

REGISTRATION SIGN-IN SHEET (PLEASE PRINT)
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.



NAME	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Barbey & Julie Banta	800 Budgeton Loop Pontotoc MS 38863	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Charles F. Benton	4353 Hwy 9, North Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Thomas K. Tropp	2199 Langview Rd. Pontotoc MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Kathryn Walker	522 Bellwhite, Pontotoc, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• David Ayke	946 REEDER HILL RD PONTOTOC 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Donald J. Rogers	4002 Conny Rd	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Richard & Bennie McGehee	277 Larchland Rd. Belden, 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Steve BRANDON	251 BRYANT LANE Belden, MS 38826	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Greg Backley	177 North Brooks St Pontotoc, MS 38863	<input checked="" type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth



REGISTRATION SIGN-IN SHEET (PLEASE PRINT)

STATE ROUTE 9 (SOUTH)

THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

HOW DID YOU HEAR ABOUT THE PUBLIC MEETING

NAME ADDRESS

Newspaper Radio Television Word of Mouth
 Flyer Other

• Edgar E. Burton 3869 Hwy 9 N
Pontotoc, MS 38863

Newspaper Radio Television Word of Mouth
 Flyer Other

• W.D. Eaton 1155 SAMPUR
BILWON, MS 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• Ralph A. Poiv Silvester 400 Whitten Trail
Blue Springs, MS 38828

Newspaper Radio Television Word of Mouth
 Flyer Other

• Philip Munn 3176 Coosville Rd
BELLEVUE 38824

Newspaper Radio Television Word of Mouth
 Flyer Other

• HUBERT CRAWL 3287 Lou. & Vivian Rd
BELOEN, MS 38826

Newspaper Radio Television Word of Mouth
 Flyer Other

• JAMES H. Smith 145 Smith Lane
PONTOTOC

Newspaper Radio Television Word of Mouth
 Flyer Other

• Alvin + France Calman
386 St 1003 OAKS COUNTRY CLUB RD

Newspaper Radio Television Word of Mouth
 Flyer Other

• John Maggs 750 Morgans Rd
PONTOTOC MS 38861

Newspaper Radio Television Word of Mouth
 Flyer Other

• Rich Littlejohn 4838 Hwy 9 N
Pontotoc

REGISTRATION SIGN-IN SHEET
 STATE ROUTE 9 (SOUTH)
 THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.

(PLEASE PRINT)



NAME		ADDRESS		HOW DID YOU HEAR ABOUT THE PUBLIC MEETING			
• JAMES D. BARTON	(214 CAUDIA CIRCLE PONTIAC, MS 38863)	8931 CALUMET COVE	GERMANTOWN, TN 38138	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Dann Shumport	3884 Nanny Rd PONTIAC, MS 38863	3884 Nanny Rd	PONTIAC, MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• David Mills	2069 Dozier Hill Rd Belden, MS 38826			<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Larry Sholly	1172 East Creek	1172 East Creek Rd	Bilgen, MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Mueeny Conway		267 8th St		<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Geneva Brant			PONTIAC, MS	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• A.C. Boy	186	Pontiac	MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Sam Ferguson		224 Clark St	Pontiac MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input checked="" type="checkbox"/> Television	<input checked="" type="checkbox"/> Word of Mouth
• Bill Knight		216 Dogwood Circle	Patey MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth
• Jay L. Ogden		943 Russell Rd	Pontiac MS 38863	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Radio	<input type="checkbox"/> Television	<input type="checkbox"/> Word of Mouth

Staff Sign In

STATE ROUTE 9 (SOUTH)
THURSDAY, FEBRUARY 26, 2009 4:00-7:00 P.M.
(PLEASE PRINT)



NAME	ORGANIZATION	PHONE / E-MAIL
• BARNEY LANE	MDOT - ROW Division	(601) 359-7512
• Matt Harris	MDOT Row Division	601-946-7459
• Keith Lubin	MDOT District - 1	662-842-1122
• Chet Reinke	MSOT - ROW	601-359-7267
• Sedrick Durr	MOOT Env	601 359 - 7920
• Adam Johnson	Cecil Vick FHWA	
• Bill Sammons	Locke Pen Tom	
• D.C. Bannwell	Frank Lovell	
• Steve Mashburn	Asst John Underwood	
• Margaret Slater ✓	Travis Wampler	
✓ Tyte ✓	Samie McDonald	
• Shawn Means ✓	Shannon Byrnes	
Will Reid ✓		

