Appendix K

Correspondence with Agencies and Native American Tribes

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
Executive Director

Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 28, 2009

MS Dept. of Wildlife, Fisheries & Parks
Mr. Andy Sanderson
Biologist
2148 Riverside Drive
Jackson, MS 39202

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Sanderson:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

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Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

WASHINGTON STREET
HALLS FERRY RD.
INDIANA AVE
CLAY STREET
HWY 61 NORTH
I-20
I-20
US HWY 80
SR 27
US 61 SOUTH
LIMITS OF STUDY AREA
I-20 THROUGH VICKSBURG
SCOPING MEETING MAP
NOVEMBER 17, 2009
NEEL-SCHAFFER

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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October 28, 2009

MS Dept. of Wildlife, Fisheries & Parks
Dr. Sherry Surrette
Coordinator
2148 Riverside Drive
Jackson, MS 39202

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Dr. Surrette:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

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Deputy Executive Director/
Chief Engineer

Brenda Znachko
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October 28, 2009

MS Dept. of Wildlife, Fisheries & Parks
Dr. Sam Polles
Executive Director
1505 Eastover Drive
Jackson, MS 39211-6322

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Dr. Polles:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Office of Intermodal Planning

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

October 28, 2009

MS Department of Environmental Quality
Ms. Trudy Fisher
Executive Director
P. O. Box 20305
Jackson, MS 39289-1305

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Ms. Fisher:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Office of Intermodal Planning

Willie Huff
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Office of Enforcement

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

October 28, 2009

MS Department of Environmental Quality
Ms. Florance Watson
Branch Manager, Water Quality Certification
P. O. Box 10385
Jackson, MS 39289-0385

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Ms. Watson:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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October 28, 2009

MS Department of Archives and History
Mr. H. T. Holmes
Director
P. O. Box 571
Jackson, MS 39205-0571

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Holmes:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

October 28, 2009

MS Department of Archives and History
Mr. Jim Woodrick
Review and Compliance Officer
P. O. Box 571
Jackson, MS 39205-0571

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Woodrick:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Willie Huff
Director
Office of Enforcement

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

October 28, 2009

Vicksburg National Military Park
Ms. Patty Wissinger
Superintendent
3201 Clay Street
Vicksburg, MS 39183

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Ms. Wissinger:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

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Deputy Executive Director/
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Brenda Znachko
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Steven K. Edwards
Director
Office of Intermodal Planning

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Larry L. "Butch" Brown
Executive Director

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

October 28, 2009

U.S. Department of Interior
Bureau of Land Management
Mr. Bruce Dawson, Field Manager
412 Briarwood Drive #404
Jackson, MS 39207

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Dawson:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
Executive Director

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Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 28, 2009

USDA-Natural Resources Conservation Service
Mr. Homer Wilkes
State Conservationist
100 West Capitol Street, Suite 1321
Jackson, MS 39269

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Wilkes:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
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Brenda Znachko
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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Office of Enforcement

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

October 28, 2009

USDA-Natural Resources Conservation Service
Mr. Al Garner
Asst. State Conservationist
100 West Capitol Street, Suite 1321
Jackson, MS 39269

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Garner:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

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Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
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MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

October 28, 2009

U.S. Fish and Wildlife Service
Mr. Steve Ricks
Field Supervisor
6578 Dogwood View Parkway, Suite A
Jackson, MS 39213

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Ricks:

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Sincerely,

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Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
Executive Director

Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 28, 2009

U.S. Fish and Wildlife Service
Ms. Sandra Kilpatrick
Biologist
6578 Dogwood View Parkway, Suite A
Jackson, MS 39213

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Ms. Kilpatrick:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

An opportunity to discuss your questions or comments about the project or the potentially impacted adjacent area is a major purpose of the Scoping Meeting. If you or your representative(s) are unable to attend the meeting, a written response stating your questions or comments would be appreciated. **To assist in our preparations, please email the Neel-Schaffer Project Manager, Mr. Robert Walker, at robert.walker@neel-schaffer.com by Monday, November 9, 2009 advising whether or not anyone from your organization will attend the Scoping Meeting. If you plan on having representation in attendance at the meeting, please also provide their name(s) in your email to Mr. Walker.**

Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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

October 28, 2009

U. S. Fish and Wildlife Service
Mr. David Felder
Biologist
6578 Dogwood View Parkway, Suite A
Jackson, MS 39213

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Felder:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

An opportunity to discuss your questions or comments about the project or the potentially impacted adjacent area is a major purpose of the Scoping Meeting. If you or your representative(s) are unable to attend the meeting, a written response stating your questions or comments would be appreciated. **To assist in our preparations, please email the Neel-Schaffer Project Manager, Mr. Robert Walker, at robert.walker@neel-schaffer.com by Monday, November 9, 2009 advising whether or not anyone from your organization will attend the Scoping Meeting. If you plan on having representation in attendance at the meeting, please also provide their name(s) in your email to Mr. Walker.**

Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
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Willie Huff
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P. O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / GoMDOT.com

October 28, 2009

U.S. Army Corps of Engineers
Mr. Michael McNair
Chief, Regulatory Branch
4155 Clay Street
Vicksburg, MS 39183-3435

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. McNair:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

An opportunity to discuss your questions or comments about the project or the potentially impacted adjacent area is a major purpose of the Scoping Meeting. If you or your representative(s) are unable to attend the meeting, a written response stating your questions or comments would be appreciated. **To assist in our preparations, please email the Neel-Schaffer Project Manager, Mr. Robert Walker, at robert.walker@neel-schaffer.com by Monday, November 9, 2009 advising whether or not anyone from your organization will attend the Scoping Meeting. If you plan on having representation in attendance at the meeting, please also provide their name(s) in your email to Mr. Walker.**

Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
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Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 28, 2009

U.S. Army Corps of Engineers
Mr. Anthony Lobred
Project Manager, MDOT Projects
4155 Clay Street
Vicksburg, MS 39183-3435

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Mr. Lobred:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

An opportunity to discuss your questions or comments about the project or the potentially impacted adjacent area is a major purpose of the Scoping Meeting. If you or your representative(s) are unable to attend the meeting, a written response stating your questions or comments would be appreciated. **To assist in our preparations, please email the Neel-Schaffer Project Manager, Mr. Robert Walker, at robert.walker@neel-schaffer.com by Monday, November 9, 2009 advising whether or not anyone from your organization will attend the Scoping Meeting. If you plan on having representation in attendance at the meeting, please also provide their name(s) in your email to Mr. Walker.**

Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
Executive Director

Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 29, 2009

MS Dept. of Wildlife, Fisheries & Parks
Mr. Dennis Riecke
Fisheries/Environmental Coordinator
1505 Eastover Drive
Jackson, MS 39211-6322

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Dr. Polles:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

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Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Melinda L. McGrath
Deputy Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Larry L. "Butch" Brown
Executive Director

Steven K. Edwards
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

October 28, 2009

MS Department of Environmental Quality
Ms. Trudy Fisher
Executive Director
P. O. Box 20305
Jackson, MS 39289-1305

Subject: Scoping Meeting, I-20 through Vicksburg, Warren County, Mississippi
MDOT Project No. IMD-0020-01(181) / 100367 002000

Dear Ms. Fisher:

The Mississippi Department of Transportation (MDOT) will conduct a Scoping Meeting for the subject project at 1:30 PM on Tuesday, November 17, 2009, in the Vicksburg Convention Center, 1600 Mulberry Street, Vicksburg, Mississippi.

The meeting's purpose is to solicit views from representation of agencies and Native American Indian Tribes which by law, interest, or expertise can assist the project planners with the timely identification of economic, social, and environmental opportunities and constraints within the study area. An Environmental Assessment (EA) will be prepared for this project. The project's EA will address the reconstruction of I-20 and its interchanges from the eastern side of the Washington Street/Warrenton Road Interchange at Exit 1A extending east for approximately six miles through the eastern limit of the US 61 North/SR 27 Interchange at Exit 5. A map depicting the proposed project is enclosed.

An opportunity to discuss your questions or comments about the project or the potentially impacted adjacent area is a major purpose of the Scoping Meeting. If you or your representative(s) are unable to attend the meeting, a written response stating your questions or comments would be appreciated. **To assist in our preparations, please email the Neel-Schaffer Project Manager, Mr. Robert Walker, at robert.walker@neel-schaffer.com by Monday, November 9, 2009 advising whether or not anyone from your organization will attend the Scoping Meeting. If you plan on having representation in attendance at the meeting, please also provide their name(s) in your email to Mr. Walker.**

Should you have any questions or need additional information, please contact Mr. Chad Wallace (rcwallace@mdot.state.ms.us) or myself (kthurman@mdot.state.ms.us) via e-mail or at (601) 359-7920.

Sincerely,

Kim Thurman
Environmental/Location Division Administrator

Enclosure

cc: Mr. Robert Walker, Neel-Schaffer, Inc.

Jimmy Shirley

From: Robert Walker [robert.walker@neel-schaffer.com]
Sent: Tuesday, November 03, 2009 5:06 PM
To: 'Jimmy Shirley'
Subject: FW: I-20 Scoping Meeting

From: Phillip Sanderson [mailto:Phillip.Sanderson@mmns.state.ms.us]
Sent: Monday, November 02, 2009 9:29 AM
To: robert.walker@neel-schaffer.com
Subject: I-20 Scoping Meeting

I hope to attend this meeting, Nov 17. If not me, someone else will likely be there in my place.

Thanks,

Andy Sanderson, Ecologist
Mississippi Natural Heritage Program
Mississippi Museum of Natural Science
Mississippi Department of Wildlife, Fisheries & Parks
2148 Riverside Drive
Jackson, MS 39202-1353
(601) 354-7303, ext. 117 [office]
(601) 354 -7227 [fax]

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Jimmy Shirley

From: Robert Walker [robert.walker@neel-schaffer.com]
Sent: Wednesday, November 04, 2009 12:40 PM
To: 'Jimmy Shirley'
Subject: FW: Scoping Meeting - I-20 in Vicksburg Environmental Assessment (EA), Warren County, Mississippi, Tuesday, November 17, 2009

From: Wallace, Chad [mailto:rcwallace@mdot.state.ms.us]
Sent: Wednesday, November 04, 2009 11:51 AM
To: trudy_fisher@deq.state.ms.us
Cc: Florance_Watson@deq.state.ms.us; Thurman, Kim; Robert Walker
Subject: Scoping Meeting - I-20 in Vicksburg Environmental Assessment (EA), Warren County, Mississippi, Tuesday, November 17, 2009

Dear Ms. Fisher,

This is to inform you of the upcoming Scoping Meeting regarding the EA for the reconstruction of I-20 in Vicksburg. We hope that you or a representative will be able to be in attendance. Please see the attachment for more information.

This letter will be followed in a hard copy format. We had sent this letter on October 28, 2009 but used your old mailing address only to have it returned by the Postmaster. This letter will be submitted to the new address accordingly. We apologize for problems this oversight may have caused you in planning for this meeting.

In Best Regards,
R. Chad Wallace, P.E.

Mississippi Department of Transportation

R. Chad Wallace
Location Engineer
Environmental Division - 87-01
Phone - 601-359-7920
Fax - 601-359-7355

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If you have received this message in error, please notify the sender at the above e-
all copies from your system.

Jimmy Shirley

From: Robert Walker [robert.walker@neel-schaffer.com]
Sent: Friday, November 06, 2009 1:56 PM
To: 'Jimmy Shirley'
Subject: FW: I-20 Scoping Meeting

From: Sandra_Kilpatrick@fws.gov [mailto:Sandra_Kilpatrick@fws.gov]
Sent: Friday, November 06, 2009 1:46 PM
To: robert.walker@neel-schaffer.com
Subject: I-20 Scoping Meeting

Good afternoon Mr. Walker,

I plan on attending the I-20 Scoping Meeting on November 17, 2009 for the US Fish and Wildlife Service.

Do you have a map of the proposed project area? No map was enclosed in our letter.

Thank you!

Sandie Kilpatrick
Fish and Wildlife Biologist
MDOT Liaison
U. S. Fish and Wildlife Service
(601) 321-1135 office
(601) 965-4340 fax

Jimmy Shirley

From: Robert Walker [robert.walker@neel-schaffer.com]
Sent: Monday, November 16, 2009 4:38 PM
To: 'Jimmy Shirley'
Subject: FW: I-20 Vicksburg Scoping Meeting

fyi

From: Florance_Watson@deq.state.ms.us [mailto:Florance_Watson@deq.state.ms.us]
Sent: Monday, November 16, 2009 4:31 PM
To: robert.walker@neel-schaffer.com
Cc: rcwallace@mdot.state.ms.us
Subject: I-20 Vicksburg Scoping Meeting

Mr. Walker,

We will not be able to attend the scoping meeting on Tuesday, November 17, 2009 due to other scheduling conflicts. We would request to be informed of any future updates or meetings for continuing participation in the planning process for the proposed project.

Florance Watson, P.E.
Chief, Water Quality Certification Branch
Environmental Permits Division
Mississippi Department of Environmental Quality
(601) 961-5614

Melinda L. McGrath
Interim Executive Director/
Chief Engineer

Brenda Znachko
Deputy Executive Director/
Administration

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Charles R. Carr
Director
Office of Intermodal Planning

Willie Huff
Director
Office of Enforcement

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

March 7, 2011

MEMORANDUM

To: District Engineer (III)
Mr. Kevin Magee

From: Environmental Division Administrator
Ms. Kim D. Thurman

Re: A Phase I Cultural Resources Survey for the Proposed Vicksburg Interstate Improvements,
MDOT Project No. IMB-0020-01(181)/100367/002000,
Warren County.

pc: Roadway Design Division, w/attached letter
Right of Way Division (Cooper & Lane), w/attached letter
Construction Division, w/attached letter
Staff Archaeologists, w/attached letter
Central Records, w/attached letter

Enclosed is a copy of the February 2011 cultural resources survey report for the above referenced project prepared by Coastal Environments, Inc. The report is also available for viewing at the Environmental Division. The attached March 4, 2011, letter from the Mississippi Department of Archives and History (MDAH) concurs with the report that no known cultural resources eligible for or listed in the National Register of Historic Places are within the area of potential effect of the project. MDAH has no reservations with the proposed undertaking.

KDT/bjg

Enclosure

MISSISSIPPI DEPARTMENT *of* ARCHIVES AND HISTORY

MDAH

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

March 4, 2011

Ms. Kim Thurman
MDOT
Environmental Division
P.O. Box 1850
Jackson, Mississippi 39125-1850

RE: A Phase I Cultural Resources Assessment for the Proposed Vicksburg Interstate 20 Improvements, State Project # IMD-0020-01[181]/100367 00 2000
MDAH Project Log Number 02-075-11, Report # 11-0126, Warren County

Dear Kim:

We have reviewed the February 2011 historic architectural assessment report by Kelsey Lowe, et al, of Coastal Environments, Inc., received on February 14, 2011, for the above referenced undertaking, pursuant to our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After review, we concur that no intact archaeological or cultural deposits are likely to be affected within the boundaries of the project. Similarly, we concur that the seven structures built before 1965 identified in the report as being within the area for potential effects are not eligible for listing in the National Register of Historic Places. As such, we have no reservations with the project.

If you need further information, please let us know.

Sincerely,

Greg Williamson
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

Gray, Bruce

From: claiborne.barnwell@dot.gov
Sent: Wednesday, February 23, 2011 11:16 AM
To: nagpra.106@earthlink.net; chief@jenachoctaw.org; earlii@tunica.org; ebarbry@tunica.org; gingy.nail@chickasaw.net; ithompson@choctawnation.com; jlambert@quapawtribe.com; kcarleton@choctaw.org; kevin.scrivner@chickasaw.net; kirk.perry@chickasaw.net; lmccormickjbc@centurytel.net; jbcconstruct@aol.com; olinwilliams@choctawnation.com; tcole@choctawnation.com
Cc: Gray, Bruce; Underwood, John; Thurman, Kim; Wallace, Chad
Subject: Interstate 20 improvements in Vicksburg between US 80 and US 61 North
Attachments: CRSR for I-20 Vicksburg US 80 to US 61N IMD-0020-01(181) 100367 red.pdf

Greetings,

Attached for your review is a Cultural Resources Survey Report for the proposed improvements for Interstate 20 between US 80 at the Mississippi River and US 61 North within the City of Vicksburg, Warren County. An Environmental Assessment is being prepared to assess the impacts from the proposed project. The survey report indicates no archaeological resources discovered. MDAH has been provided a copy of the report for their review and concurrence.

Please advise of any issues or concerns that you have for this undertaking.

All best,
Claiborne

E. Claiborne Barnwell, PE
Project Development Team Leader
FHWA, Mississippi Division
tele: 601.965.4217
cell: 601.259.9085
claiborne.barnwell@dot.gov
Please consider the environment before printing

MISSISSIPPI
DEPARTMENT OF WILDLIFE, FISHERIES, AND PARKS

Sam Polles, Ph.D.
Executive Director

March 24, 2011

Chad Wallace
Mississippi Department of Transportation
Environmental Division
P.O. Box 1850
Jackson, MS 39215

Re: 100367 – I-20 Reconstruction
Washington Street to U.S. 61 North
Vicksburg, Warren County, Mississippi

R# 8249

To Whom It May Concern,

In response to your request for information dated March 16, 2011, 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.

The following species of concern have been documented within 2 miles of the proposed project area:

SCIENTIFIC NAME	COMMON NAME	FED	STATE	STATE RANK
Phoxinus erythrogaster	Southern Redbelly Dace		LE	S2
Cyprinella whipplei	Steelcolor Shiner			S2
Myotis austroriparius	Southeastern Myotis			S1BS1N
Echinodorus rostratus	Erect Burhead			S1
Herbertia lahue ssp .caerulea	Herbertia			S2

State Rank

S1 — Critically imperiled in Mississippi because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because of some factor(s) making it vulnerable to extirpation.

S2 — Imperiled in Mississippi because of rarity (6 to 20 occurrences or few remaining individuals or acres) or because of some factor(s) making it vulnerable to extirpation.

S3 — Rare or uncommon in Mississippi (on the order of 21 to 100 occurrences).

State and Federal Status

LE Endangered — A species which is in danger of extinction throughout all or a significant portion of its range.

LT Threatened — A species likely to become endangered in foreseeable future throughout all or a significant portion of its range.

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

Recommendations:

The Southeastern Myotis (a species of bat) listed above have both a maternity and winter colony (or colonies) in at least two of the I-20 culverts within the project area, and are the only known occurrence of this species in Warren County. As such, should the project be approved, we recommend that bat roosting structures be placed in nearby wooded locations to provide alternative roosting habitat for these colonies during and after construction. Information regarding these structures can be obtained by contacting Andy Sanderson with MDWFP (601-354-7303) or Sandy Kilpatrick with U.S. Fish and Wildlife Service (601-321-1135).

We also recommend that best management practices be properly implemented, monitored, and maintained for compliance, specifically measures that will prevent 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 proposed to cross streams and may include wetland impacts as well. If this project is approved, we ask that serious consideration be given to the cumulative impacts of wetland disturbance and elimination, and that appropriate in-kind mitigation be provided.

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, Ecologist
Mississippi Natural Heritage Program
(601) 354-7303

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 the Interior

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

April 15, 2011

Mr. Chad Wallace
Environmental Division 87-01
Mississippi Department of Transportation
Post Office Box 1850
Jackson, Mississippi 39215-1850

Dear Mr. Wallace:

The Fish and Wildlife Service (Service) has reviewed the information in your email dated March 16, 2011, regarding the proposed reconstruction and improvement of I-20 from Washington Street to U.S. 61 North in Vicksburg in Warren County, Mississippi. Our comments are submitted in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

The Service appreciates the opportunity to comment on this project. Based on the information provided in your report, the Service concludes that there are no federally listed threatened or endangered species or their critical habitat within the vicinity of the proposed project. However, southeastern myotis (*Myotis austroriparius*) is known to occur in culverts scheduled to be replaced during this project.

Southeastern myotis are a species of special concern in MS and preliminary reports indicate that they may be in decline range-wide. The culverts under I-20 are known to support large maternal roosting colonies of southeastern myotis during the roosting season (XXX) and other bat species during the winter months. This colony has been observed using the cracks that are currently in the culverts.

Bat species as a whole are in decline range wide due to the spread of white-nose syndrome (WNS) and loss of habitat. Although WNS is not currently known in Mississippi, bat populations in Mississippi are at risk due to declining habitat. In addition, Mississippi bat populations may eventually serve as source populations for those populations currently devastated by WNS.

The Service recommends that the following efforts be made to reduce direct and indirect impacts to southeastern myotis during project work.

- Culvert should be replaced during non-roosting (winter) months (mid-October – early March) to avoid direct impacts to roosting southeastern myotis and their young.

- If construction cannot be completed during non-roosting months, work should begin prior to April to deter southeastern myotis from using the culvert as a roosting site during that year.

- If it is not feasible for construction activities to occur during non-roosting months, construction in June – August should be avoided. June is when pups are usually born and they are not able to fly until August. If disturbance occurs during these months, there is a high risk of mortality.

- When the culverts are replaced, it would be ideal to create cracks at the expansion joints to provide preferred roosting locations for future use by bat species.

- The Service also recommends that artificial bat structures (concrete "cavity trees") be constructed near the culverts prior to any construction activities to provide alternate habitat for roosting southeastern myotis. The Service can provide more information on appropriate structures if needed.

- The Service recommends that you implement all necessary erosion control measures to prevent sediment runoff from entering waterways. We also recommend that disturbed areas be stabilized with native herbaceous vegetation as soon after construction as possible.

The Service would like to continue to be involved in future meetings for this project to represent the needs of fish and wildlife species in the project vicinity. If you have any questions, please contact Sandra Kilpatrick at our office, telephone: (601) 321-1135.

Sincerely,

for **Stephen M. Ricks**
Field Supervisor
MS Field Office

Mark C. McConnell
Deputy Executive Director/
Chief Engineer

Charles R. Carr
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DATE: February 7, 2012

TO: Assistant Chief Engineer – Preconstruction
Amy Mood

FROM: Value Engineering Coordinator – Roadway Design Division
John C. Taylor

SUBJECT: MDOT's Decision on Value Engineering Recommendations

Project Numbers: IMD-0020-01(181) 100367/2000 PE
IMD-0020-01(181) 100367/301000 Con

I-20 From the Mississippi River Bridge to just East of US 61 (Reconstruction)
Warren County, Ms

During the period of May 23-27, 2011 a Value Engineering Study was performed on the above project. The participants were as follows:

Keith Borkenhagen, PE, CVS	Team Leader	AMEC
Luther Boudra, PE,	Roadway Design	AMEC
Joel Dermid, PE	Roadway Design	AMEC
Jane Yang, PE	Bridge/Structures	AMEC
Aage Schroder, PE	Roadway Design/Traffic	AMEC
Michael Midkiff, PE	Construction/Design	AMEC

A summary of the Value Engineering recommendations/design suggestions and MDOT's decisions regarding these recommendations follows:

Idea A-8: Maintain the existing 2-lane Frontage Roads in-lieu-of reconstructing them to three-lane Frontage Roads and using them to detour Interstate traffic.

The original design widens the existing Frontage Roads to three-lanes to allow their use as I-20 mainline detour roads.

This recommendation eliminates widening the Frontage Roads and would reconstruct the I-20 mainline roadways under traffic. This concept would likely require the elimination of the two proposed Frontage Road crossovers. Eliminating these crossovers would allow the mainline roadway profile to be reconstructed closer to the existing profile and eliminate the large retaining wall enclosed embankment sections. Eliminating the Frontage Roads as the I-20 mainline detour route would eliminate numerous potential operational issues.

Potential savings: $25,717,000

MDOT Action: Reject

MDOT believes that this recommendation cannot be accomplished under traffic and that the traffic control plan proposed in the Preliminary Draft EA of using the frontage road and collector distributor road as a multilane interstate detour is better. Since the frontage road circulation bridges have been previously presented to the public as features that would be provided for both alternatives studied in the Preliminary Draft EA, we do not believe they should be eliminated. The VE Team's potential cost savings of $25,717,000 appears to be incorrect since it does not include the substantial cost of implementing a traffic control plan capable of maintaining a minimum of two lanes of interstate traffic in each direction through the detours. Nor does the proposed savings appear to consider the substantial costs for widening the existing and new interstate bridges so that they can accommodate the four-lane detour.

Idea A-12: Eliminate 1-lane from the 5-lane On-ramp / CD lane merge / weave section in the west quadrant of the US 61N / I-20 Interchange.

The current design includes a 5-lane merge / weave section for the WB CD lanes in the NW quadrant of the US 61N / SR 27 / I-20 Interchange.

This recommendation eliminates 1-lane from the 5-lane merge / weave section in the west quadrant of the Interchange. This concept removes the new lane for the low volume NB SR 27 to WB I-20 median crossover on-ramp requiring its traffic to merge with the SB US 61N to WB I-20 on-ramp before getting to the 4-lane weaving section. This concept improves traffic operation and saves costs.

Potential savings: $2,276,000

MDOT Action: Accept

Further evaluation determined the 5-lane merge / weave section for the WB CD lanes could be reduced to a 3-lane weaving section. The SB US 61N and NB SR 27 ramp to the North CD Road would have a lane for the US 61 traffic and an added lane for the NB SR 27 left turning traffic entering the ramp. To the west of the US 61 N / SR 27 Interchange, the North CD Road would have 1-lane at the gore where the North CD Road and the 2-Lane SB US 61 / NB SR 27 ramp to I-20 W become concurrent. The $2,276,000.00 potential savings appears reasonable for this good idea.

Idea C-2: Shift the WB I-20 roadway / CD lanes at the US 61N / I-20 Interchange south placing the new CD lanes on the existing WB I-20 footprint.

The current design reconstructs the WB I-20 lanes through this Interchange on the existing WB I-20 alignment and shifts the new CD / on-ramp merge lanes to the outside (north) of these lanes. This shift requires additional R/W and the construction of large retaining walls in steep terrain. This recommendation shifts the WB I-20 mainline roadway to the inside (south) of the existing WB I-20 footprint to a new alignment in the existing median and allows the new SB on-ramp / WB CD lanes to follow the existing WB I-20 ramp and mainline footprint. This concept takes advantage of the wider median in this segment of I-20, reduces the amount of R/W required for the Interchange reconstruction, and greatly reduces the size of the retaining wall in this quadrant of the Interchange. It also shortens the new US 61N / US 27 Bridges over I-20.

Potential savings: $5,761,000

MDOT ACTION: Accept

Further evaluation determined it was a good idea to shift the WB I-20 mainline roadway on new alignment in the median inside (south) of the existing WB I-20 footprint. Implementing the shift does allow the new North CD Corridor to utilize much of the existing WB I-20 ramp from US 61 N and the mainline WB I-20 footprint. The further evaluation also resulted in eliminating the exit loop from the North CD Road to SR 27 in the northwest quadrant of the interchange and modifying the exit ramp from the CD Road in the northeast quadrant of the interchange to accommodate the exiting traffic to SR 27. The elimination of the exit loop from the North CD Road allowed the interchange footprint to be shifted as far south as possible. The $5,761,000.00 potential savings for the idea appears reasonable.

Idea G-4: Alternative to G-5 Defer construction of the new NB US 61S to WB I-20 onramp.

The current design would construct a Trumpet Interchange at the I-20 / US 61S Interchange near the west end of the project. This concept requires new R/W on the north side of I-20 and comes very close to the Military Park property.

This recommendation would defer construction of the NB US 61S to WB I-20 flyover ramp. The low traffic on this ramp (234 VPD in 2040) would be accommodated on the new Halls Ferry Road loop WB on-ramp. Deferring construct of this ramp does not preclude constructing it in

the future should additional traffic dictate its need. This concept would free-up $10 million from Project 2 that could be applied earlier to more critical needs in Projects 3-8.

Potential savings: $10,020,000

MDOT Action: Reject

The traffic volume of 234 vpd is too low of a value and corrected is really 234 vph. Since future design traffic volumes are greater than what was considered any construction delayed on this ramp is not advisable. Since, based on the traffic considerations, the construction of the ramp will not be deferred the potential savings will not be recognized.

Idea G-5: Reconfigure the US 61S / I-20 Trumpet Interchange.

The current design would construct a Trumpet Interchange at the I-20 / US 61S Interchange near the west end of the project. This concept requires new R/W on the north side of I-20 and comes very close to the Military Park property. The new ramps are very long and contain long flyover bridges.

This recommendation modifies the original curve alignment and traffic direction (from clockwise to counterclockwise) for the NB US 61S to WB I-20 on-ramp and tightens the WB I-20 to SB US 61S off-ramp around the outside of the modified on-ramp. This concept reduces the overall on-ramp and off-ramp lengths, reduces both flyover bridge lengths, reduces cut on the north side of I-20, better follows the existing terrain, and puts the on-ramp connection on a desirable down grade. It also reduces R/W needs, impacts to Military Park, and project cost.

Potential savings: $6,609,000

MDOT Action: Reject

After making further evaluation of the suggested change, the advantages and disadvantages of the suggested change were compared to those of the original concept.

The main advantages of the suggested change are: (1) it has less right of way impacts on the north side of the interchange; and (2) it requires less length of bridge. The main disadvantages of the suggested change are: (1) approximately 1,000 feet of weaving distance is lost for the added lane provided for this maneuver between this interchange and the exit gore at the Washington Street / Warrenton Road Exit 1A Interchange where the added lane is dropped; (2) drivers are required to negotiate a non-standard type ramp with reverse horizontal curves and rotating rates of superelevation; and (3) unless additional expensive right of way is acquired for a detour in the southeast quadrant of the US 61 South Exit 1B Interchange, the I-20 East exit ramp to the Halls Ferry Road Exit 1C Interchange must be closed during the bridge construction.

The main advantages of the original concept are: (1) approximately 1,000 feet more weaving distance is gained for the I-20 West added lane provided for this maneuver between this

interchange and the Washington Street / Warrenton Road Exit 1A Interchange; (2) drivers are more familiar with the loop exit design used for a Trumpet Interchange; and (3) the maintenance of traffic plan keeps the exit ramp open for I-20 East traffic at the Halls Ferry Road Exit 1C Interchange.

Due to the limited time provided for the VE Team's study, they were not aware that a greater length of bridge was needed for their concept than originally proposed. The additional bridge length was needed due to the height of fill on the south end of the bridge and the major drainage areas located south of their proposed bridge.

After reviewing the further evaluation described above, a decision was made to retain the original concept.

Idea I-1: Eliminate the two Frontage Road crossovers and allow Frontage Road connectivity only at the Interchange cross streets.

The original design includes two Frontage Roads crossover roadways under I-20. These proposed crossovers are the result of an opportunity to raise the I-20 profile enough t provide the needed vertical clearance under the future profile. These crossovers also include Texas U-turn lanes with the one-way Frontage Road concept.

This recommendation eliminates the Frontage Road crossovers allowing connectivity only at the Interchange cross streets as is the case now. This concept eliminates the need to raise the I-20 mainline roadway profile approximately 25 feet to accommodate the vertical bridge clearance at the crossovers. It may allow the mainline roadway to be reconstructed under traffic with an improved profile. Eliminating these crossovers would simplify this construction phase, accelerate construction, and reduce project cost. While the crossovers are very desirable to reduce travel demand through the interchanges and at the ramps terminals and frontage road intersections, they are very expensive ($10,521,000) and preclude the I-20 mainline improvements under traffic, which potentially saves another $ 25,717,000 (See Idea A-8).

Potential savings: $10,521,000

MDOT Action: Reject

These bridges were provided for both alternatives studied in the Preliminary Draft Environmental Assessment. They prevent traffic from using Halls Ferry Road, Indiana Avenue and Old SR 27 when traveling to and from nearby destinations on opposite sides of the interstate. The South Frontage Road curves a considerable distance around the southeast quadrant of the Halls Ferry Road Interchange to intersect Halls Ferry Road at a very busy signalized intersection opposite Pemberton Square Boulevard. Therefore, diverting the crossing frontage road traffic to Halls Ferry Road substantially increases travel time and road user costs.

Idea I-2: Alternative to I-1 Eliminate the Texas U- turn elements of the two Frontage Road crossovers.

The original design includes two Frontage Roads crossover roadways. The one-way Frontage Road concept also includes Texas U-turn lanes at the crossover.

This recommendation eliminates both Texas U-Turn lanes from the two crossovers thus reducing the length of the I-20 Bridges over the crossroads. The Texas U-Turns are functional only with one-way Frontage Roads. It is assumed the Frontage Roads will ultimately be converted back to two-way operation to maximize local access. With two-way Frontage Roads the cost of the Texas U-turns will ultimately be wasted. This concept would shorten this construction phase and reduce project cost.

Potential savings: $1,586,000

MDOT Action: Reject

The assumption that the frontage roads will be converted back to 2-way operation is incorrect as they will most likely remain as 1-way. These u-turns were accepted in the design so that the frontage roads will be more user friendly at the crossovers. Previous public involvement tended to favor these u-turn areas and it is judged that the added savings here is not worth the loss of the increased mobility. Also if they are omitted, and it is determined later that they are needed, then adding these u-turns would be difficult constructability wise.

Idea I-3: Alternative to I-1 Eliminate the dual roundabout intersections and use signalized T-intersections.

The original design includes two Frontage Roads crossover roadways. The two-way Frontage Road concept adds roundabouts where the two crossovers roadways intersect the Frontage Roads on each side of I-20 resulting in the construction of four roundabouts.

This recommendation would replace the roundabouts at the Frontage Road crossovers with T-intersection. The use of T-intersections would facilitate truck turning movements by eliminating the two, 270 degree turn movements required when a vehicle makes a U-turn by crossing under I-20 from one Frontage Road to the other Frontage Road.

Potential increase: $66,000

MDOT Action: Reject

During the initial design considerations T-Sections were considered but the roundabout intersections were chosen to make the frontage road system work better operationally. Based on the VE Team's comment on the two, 270 degree turns required by trucks when making a U-turn under I-20 from one frontage road to the other frontage road, it was decided further consideration would be given to truck mobility making sure the curve radii are adequate.

The review determined that the diameters proposed for the original roundabouts are adequate. However, the review also determined some additional pavement widening will be needed on the approaches to the roundabouts and the departures from the roundabouts. The additional needed pavement widening does not alter the right of way footprint or bridge lengths shown in the Preliminary Draft EA. If the two-way ultimate frontage road Alternative C eventually becomes the Selected Alternative, the additional needed pavement widening will be addressed in the design review phase in accordance with established procedures.

Idea R-2: Modify the EB CD lane / Clay Street off-ramp configuration.

The original design includes a single off-ramp from I-20 for traffic to the new EB CD lanes and for traffic exiting to Clay Street. This concept requires widening the south Frontage Road Bridge over Old SR 27 and the KCS Railroad, over 3,000 feet of separate 2-lane CD roadway, and a new EB CD Bridge over Clay Street.

This recommendation modifies the EB CD off-ramp configuration by starting the EB CD road with an off-ramp east of Clay Street rather than east of Indiana Avenue. This concept allows only Clay Street traffic to exit I-20 at the original CD off-ramp location east of Indiana Avenue and provides for a second exit east of Clay Street for the CD road traffic. This concept simplifies roadway signage, provides a more "standard" exit ramp configuration for the motorists, and eliminates merging of exiting Clay Street traffic with the CD road traffic.

Potential savings: $2,570,000

MDOT Action: Reject

During the peak hour of the 2040 Design Year, approximately 1570 vehicles would be exiting I-20 and in excess of 600 vehicles would be entering from Clay Street. Approximately 18% of the projected exiting interstate traffic for US 61 North and SR 27 is estimated to be trucks. One of this study's requirements was to accommodate any many traffic movements as possible at the reconstructed interchanges. Therefore, permanently closing the entry access point from Clay Street and routing the 600 vehicles east over Clay Street to the traffic signal at Clay Street/SR 27/US 80 for access to I-20 East and US 61 North is not a viable long-term option from the perspective of the study's goals as well as from the perspective of the additional unnecessary congestion it would generate at the Clay Street/SR 27/US 80 intersection.

Idea T-2: Replace and widen the Indiana Avenue Bridge Superstructure with one project in-lieu-of jacking-up the bridge in one project and then widening the raised bridge in a second project.

The original concept proposes to raise the Indiana Avenue Bridge in Project 1 and widen the bridge later in Project 7.

This recommendation would replace the entire bridge superstructure with the full width superstructure in-lieu-of raising the old superstructure and widening it later. Raising and

widening the bridge in two different projects results in additional disruption of Interchange traffic and increases Maintenance of Traffic cost. Replacing the superstructure will also extend the bridge service life and cut down on future maintenance costs.

Potential savings: $250,000

MDOT Action: Reject

From the MDOT and the public's perspective, it is important to start the reconstruction of I-20 though Vicksburg as soon as possible. However, limited funding is available and the entire reconstruction will probably take many years to complete.

The bridge is in good structural condition. It has an open, longitudinal joint down the middle, and is suitable for raising one-half of the bridge at a time. While half of the bridge is closed and being raised, the other half can remain open for maintaining traffic. Then, traffic could be placed on the raised section of the bridge while the other half of the bridge is closed and raised.

Raising the bridge to obtain the desired minimum clearance over I-20 at Indiana Avenue will not require additional right of way. Based on the relatively low cost of this bridge raising Project 1 compared to the other projects, it could also be quickly completed. This is a major reason for selecting the raising of the Indiana Avenue Bridge as Project 1.

There is heavy residential development in the northeast quadrant of this interchange, former Vicksburg National Military Park property in the northeast quadrant of this interchange, current Vicksburg National Military Park property bordering the northeast quadrant of this interchange, and heavy commercial property adjacent to the northwest, southeast, and southwest quadrant of this interchange. Due to the alignments of the approaches to the existing bridge, a new bridge would have severe right of way impacts if it was not constructed on existing alignment. Therefore, how to maintain traffic on Indiana Avenue directly over I-20, or just to close Indiana Avenue at I-20 and detour traffic via the frontage roads, Halls Ferry Road and Old SR 27 during the construction of a new Indiana Avenue Bridge are time consuming and potentially costly decisions with major impacts on Indiana Avenue residents and businesses that just do not need addressing at this critical time.

For these reasons, the MDOT decided to leave Project 1 as currently proposed.

Idea Y-1: Alternative to T-2 Raise and widen the Indiana Bridge in a single project.
The original concept proposes to raise the Indiana Avenue Bridge in Project 1 and widen the bridge later in Project 7.

This recommendation would raise and widen the bridge in a single construction project. Combining all the work in a single contract will save maintenance of traffic cost, lessen construction impact on local business, and reduce disruption of Interchange traffic.

Potential savings: $335,000

MDOT Action: Reject

Widening of the bridge is not needed until proposed Project 7 when removing the raised curbed island in the middle of the bridge needs addressing. If the condition of the bridge determined that it needed replacing under Project 7 instead on widening, any prior bridge widening work included under a bridge raising would be wasted.

For these reasons, the MDOT decided to leave Project 1 as currently proposed.

Recommended for Approval
John Reese
Roadway Design Division Engineer

Approved
Amy Mood
Assistant Chief Engineer, Pre-Construction

pc: Mr. Luther Boudra, AMEC
Mr. Jeffery Schmidt, Federal Highway Administration
Mr. Randy Battey, Assistant Chief Engineer – Operations
Mr. Wes Dean, Assistant Chief Engineer – Field Operations
Mr. Kevin Magee, District Three Engineer
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Mr. James Sullivan, Traffic Engineering Division
Mr. Brad Lewis, Construction Division
Mr. Dan Smith, Right of Way Division
Mr. Jeff Pierce, Planning Division