

Appendix G

A Survey of Social and Economic Impacts Including a Relocation Assistance Study for Alternates B and C

MARCH 10, 2011

**A SURVEY OF SOCIAL & ECONOMIC IMPACTS
INCLUDING A RELOCATION ASSISTANCE STUDY
FOR ALTERNATES B & C**

PROJECT NUMBERS

IMD-0020-01(181)

FMS: 100367/002000

WARREN COUNTY

PROJECT TERMINI

**I-20 IN AND NEAR VICKSBURG
BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE**

PREPARED BY

JIMMY SHIRLEY

INTRODUCTION

The Mississippi Department of Transportation (MDOT), in conjunction with the Federal Highway Administration (FHWA), is proposing to improve Interstate Highway 20 (I-20) between the Mississippi River Bridge and the eastern limit of the U.S. Highway 61 (US 61) North/State Route 27 (SR 27) Exit 5 Interchange in and near Vicksburg in Warren County, Mississippi. Within this approximate six mile section of I-20, six interchanges and the frontage road system will also be studied for improvements.

This survey of social & economic impacts is based upon:

- Conceptual design;
- Aerial photography;
- A visual survey of the study area to determine impacts to neighborhoods and communities together with an examination and analysis of the study area's demographics;
- A visual survey to determine the number and characteristics of displacements; and,
- A survey of realtors, the internet and local newspapers to determine the number and characteristics of replacement properties.

NEIGHBORHOOD AND COMMUNITY CHARACTERISTICS

The study area is located along and nearby I-20 in western Warren County. It begins at the Louisiana State Line and continues easterly ending approximately one mile east of the US 61 North/SR 27 Interchange. Most of the approximately six-mile length of the study area along I-20 is within the City of Vicksburg. However, the portion of the study area east of the US 61 North/SR 27 Interchange is in Warren County. **Figure 1** is a map of the study area.

Excluding the historic attractions of Vicksburg and the Vicksburg National Military Park, I-20 through Vicksburg is typical of most interstates passing through a small urban area. There is commercial activity along the crossroads at interchange locations and a mixture of residential and commercial development along the frontage roads between interchange locations. To avoid or minimize impacts on both sides of the interstate, the build alternatives use the present interstate corridor to the greatest extent possible.

FIGURE 1. PROJECT STUDY AREA



Vicksburg, Mississippi has a population of 26,407 according to the 2000 census. The Vicksburg area has seen a decrease of population from 2000 to 2008 of 5.4% as compared to the state's increase in population of 3.3%. Census Data from 1990 and 2000 indicate that Warren County's population has lagged the State's growth patterns. While the State's population from 1990 to 2000 increased by 10.5%, Warren County's 2000 population of 49,644 is a 3.7% increase from its 1990 population of 47,880. Warren County's population is 43.2% Black and 55.0% White as compared to the State's population of 61.4% White and 36.3% Black.

Due to the downturn in the economy throughout the country during recent years, there has been minimal residential and commercial development in the Vicksburg-Warren County Area. However, according to the Public Works Director, the I-20 corridor through Vicksburg remains an attractive area for development of nearby residential and commercial properties.

The Vicksburg-Warren School District serves students from kindergarten through twelfth grade. According to the US Census Bureau Fact Sheets, Warren County's graduation rates indicate 81.6% of the population over the age of 25 has at least a high school education and 22.8% of this age group has at least a bachelor's degree. The State rate for high school graduates is 78.8% and for graduates with a bachelor's degree is 19.0%. The nearest community college is Hinds Community College Vicksburg-Warren Campus. Senior Colleges within commuting distance are Mississippi College, Alcorn State University, Belhaven College, Jackson State University, Millsaps College and Tougaloo College.

Warren County's transportation needs are served primarily by the following highways: Interstate Highway 20, US Highway 61, US Highway 80, MS Highway 27 and MS Highway 3. The Meridian Speedway and the Vicksburg Southern Railroad Inc. provide rail service for Warren County. Vicksburg Municipal Airport and the Vicksburg – Tallulah Regional Airport are available for air transportation. The Port of Vicksburg is one of six Mississippi River Ports. Surface transportation access to the port is provided by the Vicksburg Southern Railroad Inc and I-20 via US 61 North to the local road network.

ECONOMICS OF THE STUDY AREA

According to the US Census Bureau Fact Sheets for the Year 2008:

- the total civilian labor force in Warren County was 23,728;
- the unemployment rate of 9.2% for Warren County was higher than the overall Mississippi rate of 8.6%;
- the per capita income of \$21,383 for Warren County was higher than the per capita income for the state of \$19,880;
- the median income per household of \$39,357 in Warren County was higher than \$37,407 for the state of Mississippi; and,
- 22.1% of the population of Warren County lives below the poverty level compared to 21.0% in the State of Mississippi.

The major sources of earnings in Warren County are identified in **Table 1**.

**TABLE 1.
EARNING SOURCES AND PERCENTAGES**

EARNING SOURCE	WARREN COUNTY
Manufacturing	19.2%
Services	31.6%
Wholesale Trade	2.7%
Retail Trade	9.4%
Government	26.1%
Construction	3.9%
Finance, Insurance, Real Estate	2.2%
Transportation, Public Utilities	4.3%

19.2% of employment was in manufacturing (Mississippi average =14.4%). The largest area manufacturers and the primary products, based on employment are displayed in **Table 2**. Other major employees in Warren County are shown in **Table Nos. 3, 4, and 5**.

TABLE 2. MAJOR WARREN COUNTY MANUFACTURERS

COMPANY	PRODUCT	EMPLOYEES
Anderson-Tully Co.	Hardwood Lumber, Flooring	300
Cooper Lighting Corporation	HID Lighting	400
International Paper	Paper Manufacturer	295
Letourneau Technology, Inc.	Off Shore Drilling Rigs	520
Simpson Dura-Vent Corporation	Venting Systems	250
Tyson Foods, Inc.	Processed Chicken	657

TABLE 3. WARREN COUNTY GOVERNMENTAL AGENCIES

ORGANIZATION	RESPONSIBILITY	EMPLOYEES
U.S. Army Corps of Engineers	Engineering, Navigation, Flood Control	500
U.S. Army corps of Engineers – Engineer Research & Development Center	Research Development, Testing & Evaluation	1200
City of Vicksburg	Local Governmental Services	508
Vicksburg Warren School District	Educational Institution	1300
Warren County	Public Service	287

TABLE 4. WARREN COUNTY GAMING ESTABLISHMENTS

Ameristar Casino and Hotel	921
Diamond Jacks Casino & Hotel	500
Horizon Casino & Hotel	159
Rainbow Hotel Casino	300
Riverwalk Casino Hotel	412

TABLE 5. OTHER MAJOR WARREN COUNTY EMPLOYERS

COMPANY	TYPE RETAIL	EMPLOYEES
Wal-Mart Super Center	Discount Store	465
River Region Health Systems	Health Care Services	1100

STUDY AREA CENSUS DATA

For most of the census tracts along I-20 through the study area, the interstate serves as a boundary line. The five census tracts along I-20 within the City of Vicksburg are tracts 9502, 9505, 9506, 9507 and 9508. The western edge of Census Tract 9509 along US Highway 61 North in Warren County is also in the study area. I-20 forms the southern boundary for census tracts 9502 and 9507, and the northern boundary for tracts 9506 and tract 9508. Census Tract 9505 is the only tract in the study area divided by I-20. **Figure 2** depicts the census tract locations along the study area. **Table 6** contains comparative data from the Year 2000 Census for all census tracts in the study area, Warren County and the State of Mississippi.

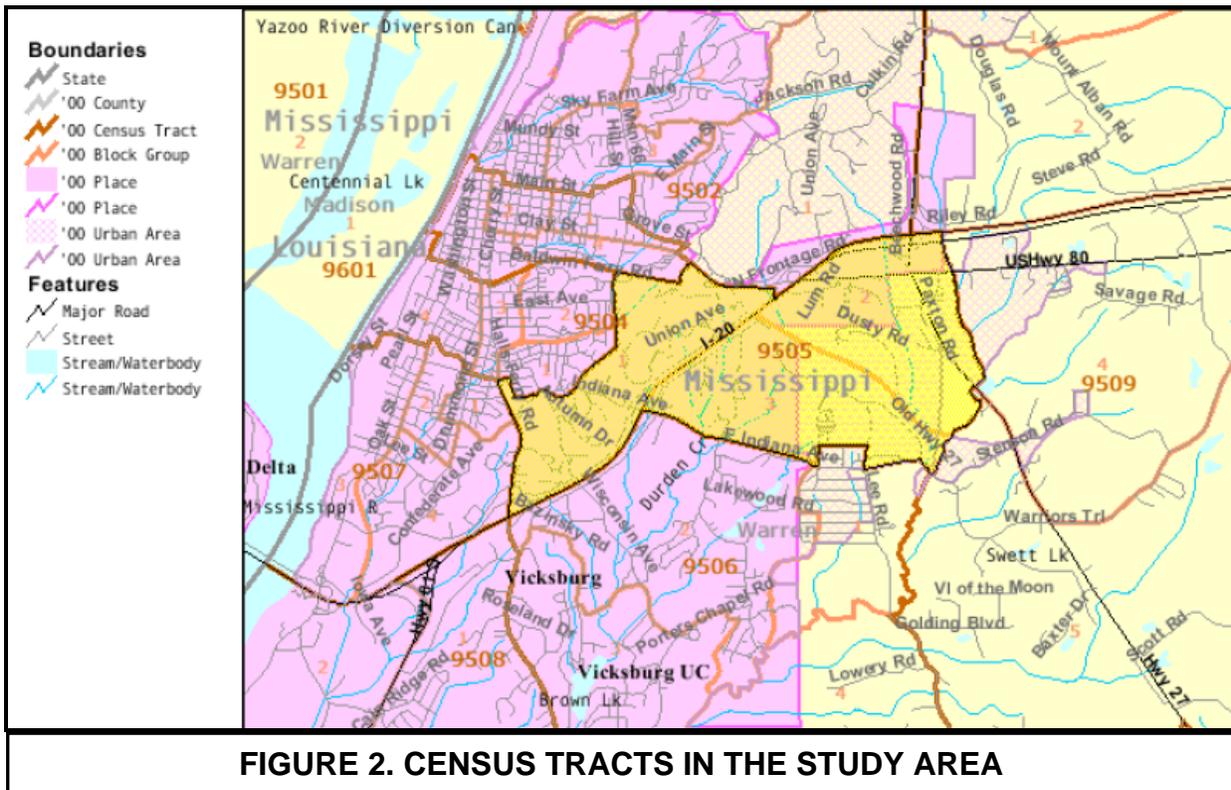


TABLE 6. 2000 CENSUS DATA FOR CENSUS TRACTS IN STUDY AREA , WARREN COUNTY AND MISSISSIPPI

LOCATION	TRACT 9502	TRACT 9505	TRACT 9506	TRACT 9507	TRACT 9508	TRACT 9509	ALL TRACTS	WARREN CO.	MISSISSIPPI
AREA (SQ. MILES)	6.21	3.69	8.12	1.9	10.43	70.26	100.61	586.61	46,906.96
POPULATION	4,723	2,512	5,373	2,935	3,636	8,120	27,299	49,644	2,844,658
PERSONS PER SQ. MILE	769.7	680.5	680.5	1545.8	348.5	115.6	271.3	84.6	60.6
MALE	2,116	1,134	2,487	1,342	1,709	3,954	12,742	23,280	1,373,790
% MALE	44.8%	45.1%	46.3%	45.7%	47.0%	48.7%	46.7%	46.9%	48.3%
FEMALE	2,607	1,378	2,886	1,593	1,927	4,166	14,557	26,364	1,470,868
% FEMALE	55.2%	54.9%	53.7%	54.3%	53.0%	51.3%	53.3%	53.1%	51.7%
WHITE	864	1,539	3,593	1,008	2,172	6,276	15,452	27,304	1,746,099
% WHITE	18.3%	61.3%	66.9%	34.3%	59.7%	77.3%	56.6%	55.0%	61.4%
BLACK	3,805	894	1,705	1,901	1,383	1,679	11,367	21,446	1,033,809
% BLACK	80.6%	35.6%	31.7%	64.8%	38.0%	20.7%	41.6%	43.2%	36.3%
NATIVE AMERICAN (AIAN)	10	3	10	5	11	28	67	112	11652
% NATIVE AMERICAN	0.2%	0.1%	0.2%	0.2%	0.3%	0.3%	0.2%	0.2%	0.4%
ASIAN	4	42	32	8	32	51	169	307	18,626
% ASIAN	0.1%	1.7%	0.6%	0.3%	0.9%	0.6%	0.6%	0.6%	0.7%
HISPANIC/LATINO	26	48	46	26	21	77	244	514	39,569
% HISPANIC/LATINO	0.6%	1.9%	0.9%	0.9%	0.6%	0.9%	0.9%	1.0%	1.4%
AGE 65 AND OLDER	578	439	895	445	507	638	3,502	5,788	343,523
% AGE 65 AND OLDER	12.2%	17.5%	16.7%	15.2%	13.9%	7.9%	12.8%	11.7%	12.1%
SPANISH SPEAKING AT HOME	8	21	0	6	16	79	130	239	32,020
% SPANISH SPEAKING AT HOME	0.2%	0.8%	0.0%	0.2%	86.5%	1.0%	0.5%	0.5%	1.1%
% HIGH SCHOOL GRADUATE>25 YEARS	68.3%	83.0%	82.0%	73.5%	28.3%	86.4%	63.5%	77.0%	29.4%
% BACHELOR DEG OR HIGHER	10.3%	23.4%	34.5%	18.2%	23.4%	25.4%	23.8%	20.8%	16.9%
NO. W/INCOME BELOW POVERTY LEVEL	1,400	612	662	568	269	797	4,308	9,146	341,629
POVERTY RATE	29.6%	24.4%	12.3%	19.4%	7.4%	9.8%	15.8%	18.7%	19.9%
UNEMPLOYMENT RATE (CIVIL POP > 16)	9.7%	2.0%	3.1%	6.0%	5.7%	3.9%	5%	6.7%	4.3%
PER CAPITA INCOME	\$12,910	\$17,088	\$22,671	\$18,415	\$20,315	\$20,141	\$18,945	\$17,527	\$15,853
HOUSEHOLDS	1,741	951	2,181	1,171	1,473	2,945	10,462	18,783	1,047,555
AVERAGE HOUSEHOLD SIZE	2.71	2.48	2.4	2.45	2.46	2.76	2.58	2.61	2.63
MEDIAN HOUSEHOLD INCOME	\$24,375	\$32,770	\$43,984	\$29,531	\$42,292	\$44,332	\$37,884	\$35,056	\$31,330
HOUSEHOLDS W/PUBLIC ASST. INCOME	109	48	66	33	28	76	360	798	37,178
% HOUSEHOLDS W/PUBLIC ASST. INCOME	6.3%	5.0%	3.0%	2.8%	1.9%	2.6%	3.4%	4.2%	3.5%
HOUSING UNITS	1,927	1,140	2,371	1,334	1,552	3,127	11,451	20,789	1,161,953
HOUSING UNITS PER SQ.MILE	310.3	308.9	292.0	702.1	148.8	44.5	113.8	35.4	24.8
OCCUPIED HOUSING UNITS	1,741	951	2,181	1,171	1,473	2,945	10,462	18,756	1,046,434
% OCCUPIED HOUSING UNITS	90.3%	83.4%	92.0%	87.8%	94.9%	94.2%	91.4%	90.2%	90.1%
OWNER OCCUPIED HOUSING UNITS	983	496	1,477	782	1,101	2,403	7,242	12,807	756,967
HOME OWNERSHIP RATE	56.5%	52.2%	67.7%	66.8%	74.7%	81.6%	69.2%	68.3%	72.3%
RENTER OCCUPIED HOUSING UNITS	758	455	704	389	372	542	3,220	5949	289,467
% RENTER OCCUPIED HOUSING UNITS	43.5%	47.8%	32.3%	33.2%	25.3%	18.4%	30.8%	31.7%	27.7%
VACANT HOUSING UNITS	186	189	190	163	79	182	989	2,033	115,519
% VACANT HOUSING UNITS	9.7%	16.6%	8.0%	12.2%	5.1%	5.8%	8.6%	9.8%	9.9%
HOUSING UNITS BUILT BEFORE 1980	1,642	800	1,661	1,270	1,195	1,251	7,819	13,499	690,773
% HOUSING UNITS BUILT BEFORE 1980	85.2%	70.2%	70.1%	95.2%	77.0%	40.0%	68.3%	64.9%	59.4%
OVERCROWDED HOUSING UNITS	78	15	24	7	13	65	202	346	16,198
% OVERCROWDED HOUSING UNITS	4.0%	1.3%	1.0%	0.5%	0.8%	2.1%	1.8%	1.7%	1.4%
MEDIAN GROSS RENT	\$413	\$518	\$488	\$482	\$558	\$541	\$502	\$466	\$439
MEDIAN VALUE OF OWNER OCC. UNITS	\$48,800	\$75,600	\$85,600	\$53,300	\$71,400	\$87,900	\$73,633	\$70,400	\$71,400

DESCRIPTION AND COMPARISON OF BUILD ALTERNATIVES

This project includes the reconstruction of I-20, the frontage roads, and the interchanges from the eastern limit of the Washington Street/Warrenton Road Exit 1A Interchange to the eastern limit of a new interchange that will combine the current Clay Street/US 80 Exit 4 Interchange with the US 61 North/SR 27 Exit 5 Interchange. The reconstruction would provide a one-way collector-distributor road system on both sides of I-20 from where the frontage roads end near Old SR 27 to the eastern side of the Clay Street/US 80/US 61 North/SR 27 Interchange.

The portion of the project east of US 61 North/SR 27 is in Warren County, while the remainder of the project is in the City of Vicksburg. The purpose of this project is to improve traffic safety and operations to accommodate the existing and 2040 Design Year traffic.

Alternatives developed for this study include a “no build” which would retain the existing roadway network and two “build” alternatives. The build alternatives would reconstruct the I-20 East and I-20 West lanes, as well as the interchanges, in a similar manner from the eastern side of the Washington Street/Warrenton Road Exit 1A Interchange extending east and northeast for approximately five and a half miles through the eastern limit of the US 61 North/SR 27 Exit 5 Interchange. However, the frontage road improvement concepts for the build alternatives are different. Between Halls Ferry Road and Old SR 27, Build Alternative B when completed will have three-lane, one-way frontage roads while Build Alternative C upon completion will have three-lane, two-way frontage roads with the outside lanes for opposing thru traffic and the middle lane for left turning traffic. The two build alternatives, Alternative B and Alternative C, use the existing I-20 corridor. Alternative B is depicted in **Figure 3** and Alternative C is depicted in **Figure 4**. These two figures are placed at the end of this section.

The major differences in the impacts of the two alternatives occur at the Indiana Avenue Exit 2 Interchange and at the two locations where frontage road circulation bridges are proposed. Otherwise, Alternative B and Alternative C have similar impacts.

At the Indiana Avenue Exit 3 Interchange, the interchange ramps and frontage roads for Alternative C both north and south of I-20 have separate intersections with Indiana Avenue. Alternative B merges the ramps and frontage roads prior to their intersecting with Indiana Avenue resulting in only one frontage road/interchange ramp intersection on each side of I-20. Alternative B also prohibits access where the off-ramps and frontage roads are coincidental. Because design standards require adequate spacing to be provided on Indiana Avenue between the ramp and frontage road intersections, Alternative C, with two more intersections than Alternate B, has a larger right of way footprint at the proposed Indiana Avenue Interchange.

The other main difference in the build alternatives is the traffic control proposed on the frontage roads at the circulation bridges. One frontage road circulation bridge is proposed between Halls Ferry Road and Wisconsin Avenue. The other is proposed between Indiana Avenue and Old SR 27. Alternate B will provide crossroad or side road intersections with traffic signals, where warranted, for the traffic control at the frontage road intersections with the connectors that pass underneath the circulation bridges. For Alternate C, roundabouts are proposed at all four intersections. The roundabout intersections have a larger right of way footprint; therefore, they have slightly more impacts.

Due to the large amount of funding that is estimated to be needed for completing the construction of the build alternatives, this study is based upon the build alternatives being constructed in eight possible construction projects. The limits of each possible construction project are the same for both build alternatives. The possible construction project sequencing plan provides the flexibility to combine projects if adequate funding becomes available in the future.

The build alternatives share the following improvements.

- For both directions of travel, the existing interstate lanes would be reconstructed and widened to accommodate the 2040 Design Year traffic demand.
- For both directions of travel, the frontage roads would be reconstructed and widened to three lanes between the Halls Ferry Road Exit 1C Interchange and the Clay Street/US 80/US 61 North/SR 27 Interchange.

- For both directions of travel, a one-way Collector-Distributor Road would be provided from slightly west of the Clay Street/US 80/US 61 North/SR 27 Interchange to the eastern portion of that same interchange. Slightly west of the Clay Street/US 80/US 61 North/SR 27 Interchange near the crossing of Old SR 27, the western end of the corridors used for the collector-distributor roads would join the eastern end of the frontage road corridors.
- Frontage Road circulation bridges would be provided slightly east of the Halls Ferry Road Exit 1C Interchange and slightly west of Old SR 27. These interstate bridges would go over a frontage road connector and provide access between the north and south frontage roads. The bridges will prevent some of the frontage road circulation traffic from having to use Halls Ferry Road, Indiana Avenue, and Old SR 27; therefore, relieving some potential congestion on these three routes.
- To enhance Porters Chapel Road traffic access to the North Frontage Road, a Porters Chapel Road Connector will be provided to the Frontage Road circulation bridge located slightly west of Old SR 27. The Porters Chapel Road Connector will intersect the South Frontage Road opposite the frontage road connector provided underneath the bridge.
- The US 61 South Exit 1B Interchange would be reconstructed using a trumpet concept to provide right exit and entrance ramps. A portion of the two-lane, two-way frontage road between the Iowa Boulevard/Confederate Avenue intersection and Halls Ferry Road intersection must be relocated to the north to accommodate the reconstruction of the interstate and the interchange.
- The Halls Ferry Road Exit 1C Interchange would be reconstructed with a diamond ramp in the southwest quadrant, a diamond ramp in the southeast quadrant, and a partial cloverleaf (diamond ramp and loop ramp) in the northeast quadrant.
- The Indiana Avenue Exit 3 Interchange would be reconstructed using a basic diamond concept.
- The Clay Street/US 80 Exit 4 Interchange and the SR 27/US 61 North Exit 5 Interchange would be reconstructed as one interchange with collector-distributor roads.

- Riley Road would be extended approximately 500 feet to the north and parallel to US 61 North to provide access to property in the northeast quadrant of the US 61 North/SR 27 Interchange.

The following describes the design features unique for Alternative B due to the one-way ultimate frontage road concept between Halls Ferry Road and Old SR 27.

- At the Halls Ferry Road Exit 1C Interchange, a connector is proposed between the reconstructed I-20 East entrance ramp and the South Frontage Road. The City of Vicksburg maintained frontage road, which loops around the southeast quadrant of the Halls Ferry Road Interchange before intersecting Halls Ferry Road opposite Pemberton Drive, would be reconstructed to intersect the connector between the on-ramp and the west end of the reconstructed South Frontage Road.
- At the Indiana Avenue Exit 3 Interchange, the reconstructed interchange ramps would be routed over the frontage roads. Therefore, one shared frontage road/ramp intersection with Indiana Avenue would occur on both sides of I-20. A traffic signal would be needed at the I-20 East exit ramp merge point with the South Frontage Road. If warranted, a traffic signal could be provided at the I-20 West exit ramp merge point with the North Frontage Road.
- The extension of the South Frontage Road, from slightly west of Porters Chapel Road over Old SR27 and the Meridian Speedway railroad to slightly west of the present Clay Street/US 80 Exit 4 Interchange, would have already been accomplished under a separate prior project.
- At the Clay Street/US 80 portion of the proposed Clay Street/US 80/US 61 North/SR 27 Interchange, a connector would be provided from the South Frontage Road to the I-20 exit ramp for Clay Street/US 80. A traffic signal would be provided at the connector merge point with the exit ramp.

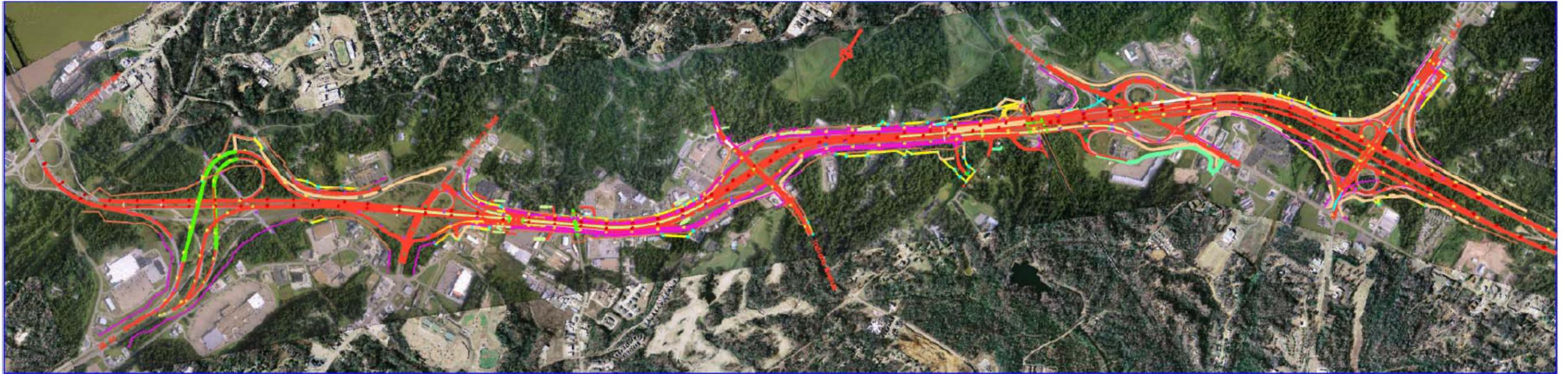
The following describes the design features unique for Alternative C due to the two-way ultimate frontage road concept between Halls Ferry Road and Old SR 27.

- A three-lane, two-way reconstructed frontage road would be provided on both sides of I-20 between the Halls Ferry Road Interchange at Exit 1C and the

Indiana Avenue Interchange at Exit 3. The western limit of the widened North Frontage Road is the intersection at Halls Ferry Road. The western limit of the widened South Frontage Road is near the eastern limit of the Halls Ferry Road Interchange where the frontage road maintenance responsibility changes from the MDOT to the City of Vicksburg and the frontage road loops around the southeast quadrant of the interchange.

- At the frontage road circulation bridge slightly east of the Hall Ferry Road Interchange, roundabouts are proposed for traffic control on both sides of I-20 at the frontage road intersections with the connector that travels underneath the bridge to provide access between the frontage roads.
- At the Indiana Avenue Exit 3 Interchange, the interchange ramps in all four quadrants of the interchange would be reconstructed. The ramps would intersect Indiana Avenue directly opposite each other to form one intersection to the north of I-20 and one intersection to the south.
- At the Indiana Avenue Exit 3 Interchange, the South Frontage Roads in the southwest and southeast quadrants of the interchange would be relocated to intersect Indiana Avenue at a common point farther to the south. The relocation of the South Frontage Roads is necessary to create an acceptable spacing between the South Frontage Road/Indiana Avenue intersection and the Indiana Avenue intersection with the interchange ramps on the south side of I-20.
- At the Indiana Avenue Exit 3 Interchange, the North Frontage Road in the northwest quadrant of the interchange would be relocated to the north to intersect Indiana Avenue farther north. The relocation is necessary to create an acceptable spacing between the frontage road intersection and the Indiana Avenue intersection with the interchange ramps on the north side of I-20.
- At the Indiana Avenue Exit 3 Interchange, the North Frontage Road in the northeast quadrant of the interchange cannot be relocated, without impacting Vicksburg National Military Park property, to align with the opposing relocated frontage road approach from the west. Therefore, the North Frontage Road in the northeast quadrant of the interchange must be dead-ended slightly east of Indiana Avenue for Alternative C.

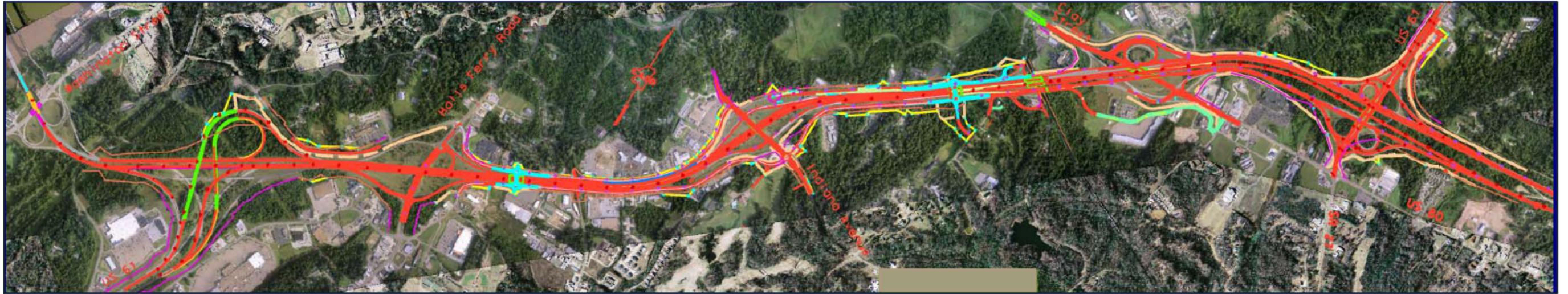
- The widened and reconstructed North Frontage Road from Indiana Avenue east to Old SR 27, as well as the portion of the frontage road east of Indiana Avenue that is not widened and reconstructed, must be placed in one-way operation to function as an interstate detour and as an exit to Indiana Avenue while the adjacent interstate lanes are reconstructed. After the interstate lanes are reconstructed and the North Frontage Road is dead-ended to the east of Indiana Avenue, the circulation bridge slightly west of Old SR 27 and a roundabout provide a means to connect the two-way North Frontage Road traffic with the one-way westbound collector distributor by routing the eastbound North Frontage Road traffic under the bridge to the South Frontage Road.
- A widened, reconstructed two-way frontage road would be provided on the south side of I-20 from the Indiana Avenue Interchange at Exit 1C to Old SR 27 slightly west of the Clay Street/US 80 Interchange at Exit 4.
- The extension of the South Frontage Road, from slightly west of Porters Chapel Road over Old SR27 and the Meridian Speedway railroad to slightly west of the Clay Street/US 80 Interchange, would have already been accomplished under a separate prior project and would be retained for Alternative C.
- At the frontage road circulation bridge west of Old SR 27, a roundabout is proposed for the traffic control at the South Frontage Road intersection with the Porters Chapel Connector and the connector underneath the bridge that provides access between the frontage roads.



I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/0020



FIGURE 3
PLAN VIEW ALTERNATE B



I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/0020



FIGURE 4
PLAN VIEW ALTERNATE C

DESCRIPTION OF CONSTRUCTION PROJECT SEQUENCING AND ASSOCIATED RELOCATIONS AND DISPLACEMENTS

The anticipated total cost for Build Alternatives B and C and the limited funding that is typically available at any one time for extremely expensive projects required developing a possible project sequencing plan. The sequencing plan provides the ultimate build alternatives in eight possible projects. The beginning and ending points for the eight projects are the same for Build Alternatives B and C. The eight possible projects have independent utility allowing them to function as “stand alone” projects.

A summary of the eight possible projects for Build Alternatives B and C and displacements associated with each is provided below. Refer to **Figures 5, 5A, 5B, 5C and 5D** for the approximate limits of each project and the location and of each displacement for Alternative B. **Table 7** provides additional information for each displacement shown on these figures for Alternative B. Refer to **Figures 6, 6A, 6B, 6C and 6D** for the approximate limits of each possible project and the location and of each displacement for Alternative C. **Table 8** provides additional information for each displacement shown on these figures for Alternative C. **Figures 5, 5A, 5B, 5C and 5D; Table 7; Figures 6, 6A, 6B, 6C and 6D; and Table 8** are provided after the summary of the eight possible projects.

- **Possible Project One is an Indiana Avenue Bridge Raising Project at the Exit 3 Interchange to provide the desired vertical clearance over I-20 (the possible project would not remove the median on the bridge or widen the bridge).**

The areas within and nearby Project One are fairly typical of an older diamond interchange in a small urban environment with two-way frontage roads. Commercial businesses are located on both sides of the interchange. The frontage roads service moderately heavy commercial and residential development to the west of Indiana Avenue, while the frontage roads to the east of the interchange service light commercial and residential development. Outside the northern and southern limits of the interchange, the area along Indiana Avenue changes from commercial to residential. The Vicksburg National

Military Park borders or is nearby the North Frontage Road to the east of Indiana Avenue.

Since the project would be constructed within existing right of way, there are no residential or commercial properties displaced by Alternates B and C under Project One.

- **Possible Project Two** is an I-20 Reconstruction Project from the eastern side of the Washington Street/Warrenton Road Exit 1A Interchange to the eastern side of the Halls Ferry Exit 1C Interchange.

The areas within and nearby possible Project Two include scattered commercial and residential properties to the northern side of the existing US 61 South Interchange. There is a concentration of commercial properties in the southeast and southwest quadrants of the existing US 61 South Interchange. The severe terrain, railroad, and old military park property limits development opportunities between the Washington Street/Warrenton Road Interchange and the US 61 South Interchange. A considerable mixture of residential and commercial development exists around the Halls Ferry Road Interchange.

For Alternate B, three residences (**Figure 5A, Map Nos. 1, 2, and 3**) on the north side of I-20 are located within the proposed right of way of both alternates and are considered displacements. No commercial businesses would be displaced by Alternates B.

For Alternate C, three residences (**Figure 6A, Map Nos. 1, 2, and 3**) on the north side of I-20 are located within the proposed right of way of both alternates and are considered displacements. No commercial businesses would be displaced by Alternates C.

- **Possible Project Three** is an I-20 North and South Frontage Roads Reconstruction Project between the Halls Ferry Road Exit 1C Interchange and the Indiana Avenue Exit 3 Interchange.

There is concentrated commercial development along both frontage roads. The South Frontage Road also provides access to a large apartment complex. Behind the commercial areas on both sides of I-20 there are large residential areas. Halls Ferry Road, Wisconsin Avenue and Indiana Avenue provide access to these residential areas. Wisconsin Avenue, which is bridged over I-20, is located approximately halfway between Halls Ferry Road and Indiana Avenue. The Vicksburg Country Club borders the western side of Indiana Avenue slightly south of I-20.

No residential property is within the proposed right of way for Alternate B; but, two commercial properties lose all of their access. Therefore, Alternate B has two commercial properties that are considered displacements. Two buildings containing three businesses are located on one of the commercial property displacements (**Figure 5B, Map No. 6**). One building containing two businesses is located on the other commercial property displacement (**Figure 5B, Map No. 7**).

Alternate B also has two commercial properties with apparent encroachments consisting of parking upon the existing right of way. Additional right of way is not needed for Alternate B at these locations. However, the removal of the encroachments may impair continuation of current business operations. Although these properties are not considered displacements for right of way cost analyses, the impacts of potential loss of businesses and employee displacements are included in this relocation study. One of the properties is located on the North Frontage Road and contains two buildings; three active businesses are located in one of the buildings and one is in the other (**Figure 5B, Map No. 4**). The other property is located on the South Frontage Road and contains one building with seven businesses (**Figure 5B, Map No. 5**).

No residential property is within the proposed right of way for Alternate C; but, eight commercial properties are within the proposed right of way or lose all of their access. Therefore, Alternate C has eight commercial properties that are considered displacements. Four of the properties contain single businesses and are located on the North Frontage Road (**Figure 6B, Map Nos. 4, 5, 8 and 9**). The other four properties are located on the South Frontage Road near Indiana Avenue. One of these properties is occupied by two businesses (**Figure 6B, Map No. 11**). The remaining three are occupied by single businesses (**Figure 6B, Map Nos. 12, 13 and 14**).

Alternate C also has three commercial properties with apparent right of way encroachments consisting of parking on the existing right of way. Additional right of way is not needed for Alternate C at these locations. However, the removal of the encroachments may impair continuation of current business operations. Although these properties are not considered displacements for right of way acquisition analyses, the impacts of potential loss of businesses and employee displacements are included in this relocation study. One of the properties is located on the North Frontage Road and houses four businesses (**Figure 6B, Map No. 6**). The other two properties are located on the South Frontage Road. One of these properties is occupied by seven businesses (**Figure 6B, Map No. 7**) and the other houses three businesses (**Figure 6B, Map No. 10**).

- **Possible Project Four** is an I-20 Reconstruction Project from the eastern side of the Halls Ferry Road Exit 1C Interchange to approximately the point where I-20 passes underneath Indiana Avenue at the Exit 3 Interchange.

Alternates B and C would reconstruct I-20, the remaining eastern portion of the Halls Ferry Road Interchange and the western portion of the Indiana Avenue Interchange. The reconstruction would be accomplished in a similar manner by providing temporary connections to the frontage roads, placing the frontage

roads in one-way traffic operation and detouring the interstate traffic to the frontage roads.

Alternate B would retain the one-way traffic operation on the frontage roads after the frontage roads are no longer being used as an interstate detour. Alternate C would convert the frontage roads back to two-way traffic operations when the frontage roads are no longer being used as detours for the interstate traffic.

The area for this possible project is the same as that described for Project Three. No additional right of way is required for either Alternates B or C and there are no displacements.

- **Possible Project Five** is a North and South Frontage Roads Reconstruction Project between the Indiana Avenue Exit 3 Interchange and Old SR 27.

The North Frontage Road between Indiana Avenue and Old SR 27 contains light commercial and residential development as well as a large church. Much of the area along the North Frontage Road is bordered by the Vicksburg National Military Park. This includes the residential property to the east of Indiana Avenue north of I-20, portions of the North Frontage Road between Indiana Avenue and Old SR 27, the properties adjacent to the North Frontage Road between Indiana Avenue and Old SR 27, and the western portion of Old SR 27 between I-20 and Clay Street. Therefore, the Military Park restricts the future development opportunities to the North Frontage Road.

The South Frontage Road between Indiana Avenue and Old SR 27 provides access to light commercial development and moderate residential development, including a medium sized apartment complex and a small subdivision. Slightly west of Old SR 27, Porters Chapel Road intersects the South Frontage Road. Residential areas, Porters Chapel Academy, a church, and nursing home access Porters Chapel Road between the South Frontage Road and Indiana Avenue.

For Alternate B, four residential properties are within the proposed right of way or lose all their access (**Figure 5C, Map Nos. 9, 10, 13 and 14**); and, one commercial property is within the proposed right of way (**Figure 5C, Map No. 8**).

Alternate B also has two commercial properties with apparent encroachments consisting of parking upon the existing right of way. Additional right of way is not needed for Alternate B at these locations. However, the removal of the encroachments may impair continuation of current business operations. Although these properties are not considered displacements for right of way cost analyses, the impacts of potential loss of businesses and employee displacements are included in this relocation study. One property has several buildings housing one business (**Figure 5C, Map No. 11**) and the other property has one building with two active businesses (**Figure 5C, Map No. 12**).

For Alternate C, four residential properties are within the proposed right of way or lose their access (**Figure 6C, Map Nos. 16, 17, 21 and 22**) and considered displacements. Two commercial properties each occupied by a single business are within the proposed right of way or lose all their access (**Figure 6C, Map Nos. 15 and 18**). Therefore, Alternate C has four residential and four commercial displacements resulting from acquisition of new right-of-way or access.

Alternate C also has two commercial properties with apparent encroachments involving parking upon the existing right of way. Additional right of way is not needed for Alternate C at these locations. However, the removal of the encroachments may impair continuation of current business operations. Although these properties are not considered displacements for right of way cost analyses, the impacts of potential loss of businesses and employee displacements are included in this relocation study. One property has several buildings housing one business (**Figure 6C, Map No. 19**) and the other property has one building with two active businesses (**Figure 6C, Map No. 20**).

- **Possible Project Six** is an I-20 Reconstruction Project at the Clay Street/US 80 Exit 4 Interchange (this project provides a means of separating Project Six and Project Seven to reduce their combined cost).

The Meridian Speedway railroad crosses underneath I-20 slightly east and parallel to Old SR 27. In the past, the railroad, the terrain, and the construction costs prevented extending the frontage roads to connect the development to the west of Old 27 with the commercial type development surrounding the western portion of Clay Street/US 80.

The area for the eastern portion of this possible project surrounds the Clay Street/US 80 Interchange. Frontage roads maintained by the City of Vicksburg are located in the northeast and southwest quadrants of this interchange. Commercial development bordering I-20, the terrain, the railroad and relatively short distance between I-20 and the Clay Street intersection with Old SR 27 opposite the entrance to the Vicksburg National Military Park prevent an eastward extension of the North Frontage Road to Clay Street.

The frontage road in the southwest quadrant of the Clay Street/US 80 Interchange is maintained by the City of Vicksburg. That frontage road services commercial development including Vicksburg Factory Outlets, several motels and restaurants. An Environmental Assessment has been approved for a project that would extend the I-20 South Frontage Road eastward over the Meridian Speedway railroad and connect to the frontage road maintained by the City of Vicksburg.

The frontage road in the northeast quadrant of the Clay Street/US 80 Interchange is maintained by the City of Vicksburg. The frontage road services several motels, apartment complexes, and residential areas. Near where the interchange ramps connect to I-20 on the eastern side of the interchange, the

paved frontage road becomes an unpaved access road to service utilities and mainly undeveloped properties.

For Alternates B and C, a small amount of additional right of way will be required bordering the unpaved access road in the northeast quadrant of the Clay Street/US 80 Interchange. The same amount of additional right of way is required for Alternates B and C. There are no displacements for Alternates B and C.

- **Possible Project Seven** is an I-20 Reconstruction Project from approximately the point where I-20 passes underneath Indiana Avenue at the Exit 3 Interchange to east of the Clay Street/US 80 portion of the proposed Clay Street/US 80/US 61 North/SR 27 Interchange.

Commercial development bordering I-20, the short distance between Clay Street/US 80 and the US 61 North/SR 27 Interchange, and the short distance between the interchange ramps for the US 61 North/SR 27 Interchange and the Clay Street/US 80 intersection with Old SR 27 prevent having a frontage road in the southwest quadrant of the US 61 North/SR 27 Interchange.

The remaining portion of the surrounding area is generally the same as that of projects five and six. No additional right-of-way will be required for the construction of this project, therefore, there are no displacements associated with this project for either Alternative B or C.

- **Possible Project Eight** is an I-20 Reconstruction Project to complete the remaining portions of the Clay Street/US 80/US 61 North/SR 27 Interchange.

This project will include reconstruction along US Highway 61 North. Relatively heavy commercial development is located adjacent to US 61 to the north of the interchange. Riley Road, which functions as a frontage road for minor residential and commercial development in the northeast quadrant of the existing US 61 North/SR 27 Interchange, will be extended to the north and intersect US 61 at

Keystone Circle. The residential areas nearby US 61 to the north of the interchange are provided access to US 61 via intersecting streets.

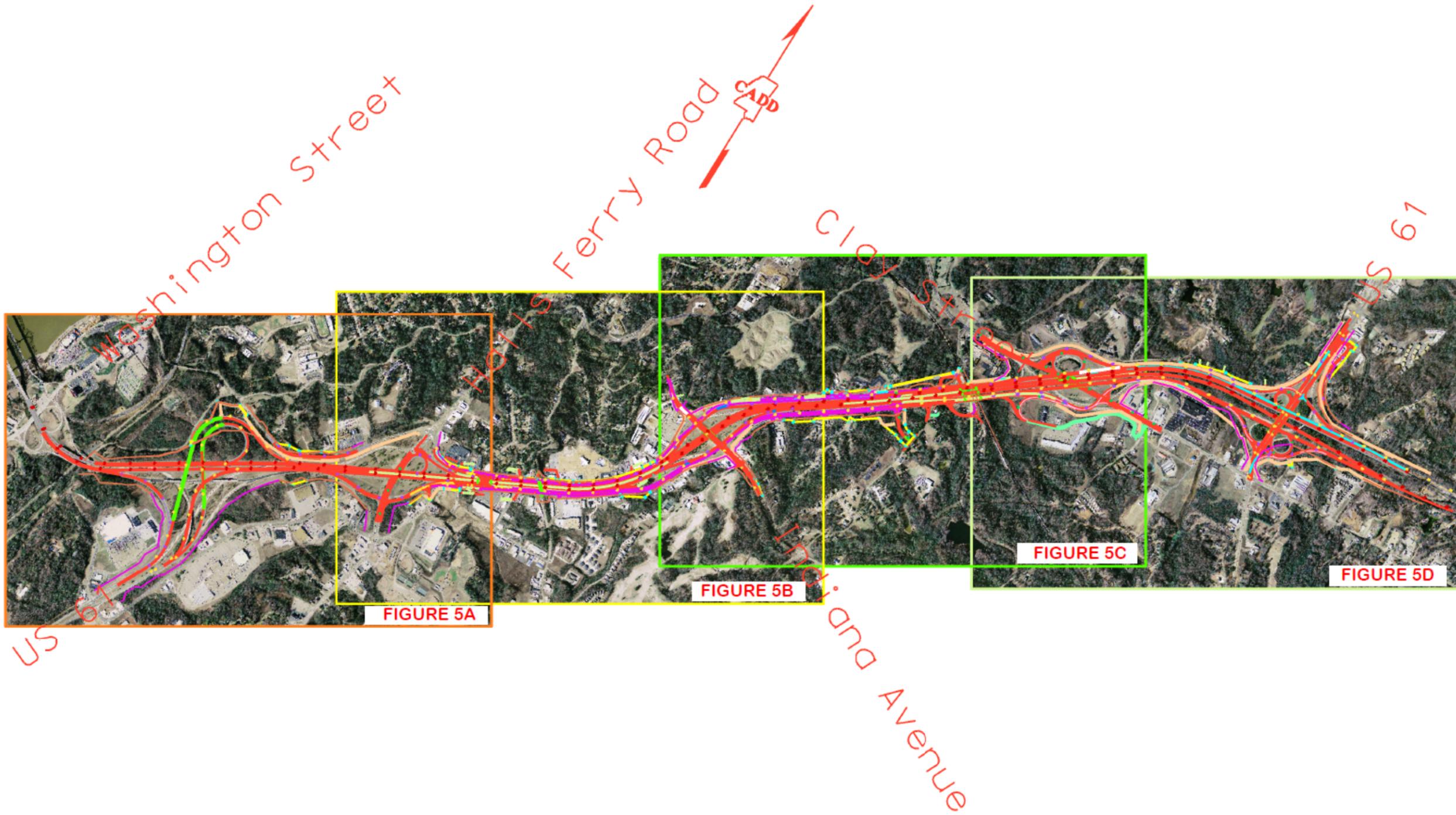
At the southern limits of the interchange, SR 27 forms a crossroad intersection with Clay Street and US 80. The west approach to the crossroad intersection is Clay Street, while the east approach is US 80. The limited area bordering I-20 on the north side of Clay Street between the Clay Street/US 80 Exit 4 Interchange and the US 61 North/SR 27 Exit 5 Interchange contains commercial development and a large office building for the U.S. Army Corps of Engineers. The limited area bordering I-20 on the north side of US 80 to the east of the SR 27 intersection has light commercial development and a relatively new residential subdivision.

For Alternative B three commercial properties must be acquired for construction of project eight. One parcel of property contains one business (**Figure 5D, Map No. 15**); one parcel contains three businesses (**Figure 5D, Map No. 16**); and, one parcel contains one business (**Figure 5D, Map No. 17**).

There are no residential displacements associated with Alternative B for this possible project.

For Alternative C the same three commercial properties must be acquired and displaced (**Figure 6D, Map Nos. 23, 24 and 25**).

There are no residential displacements associated with Alternative C for this possible project.

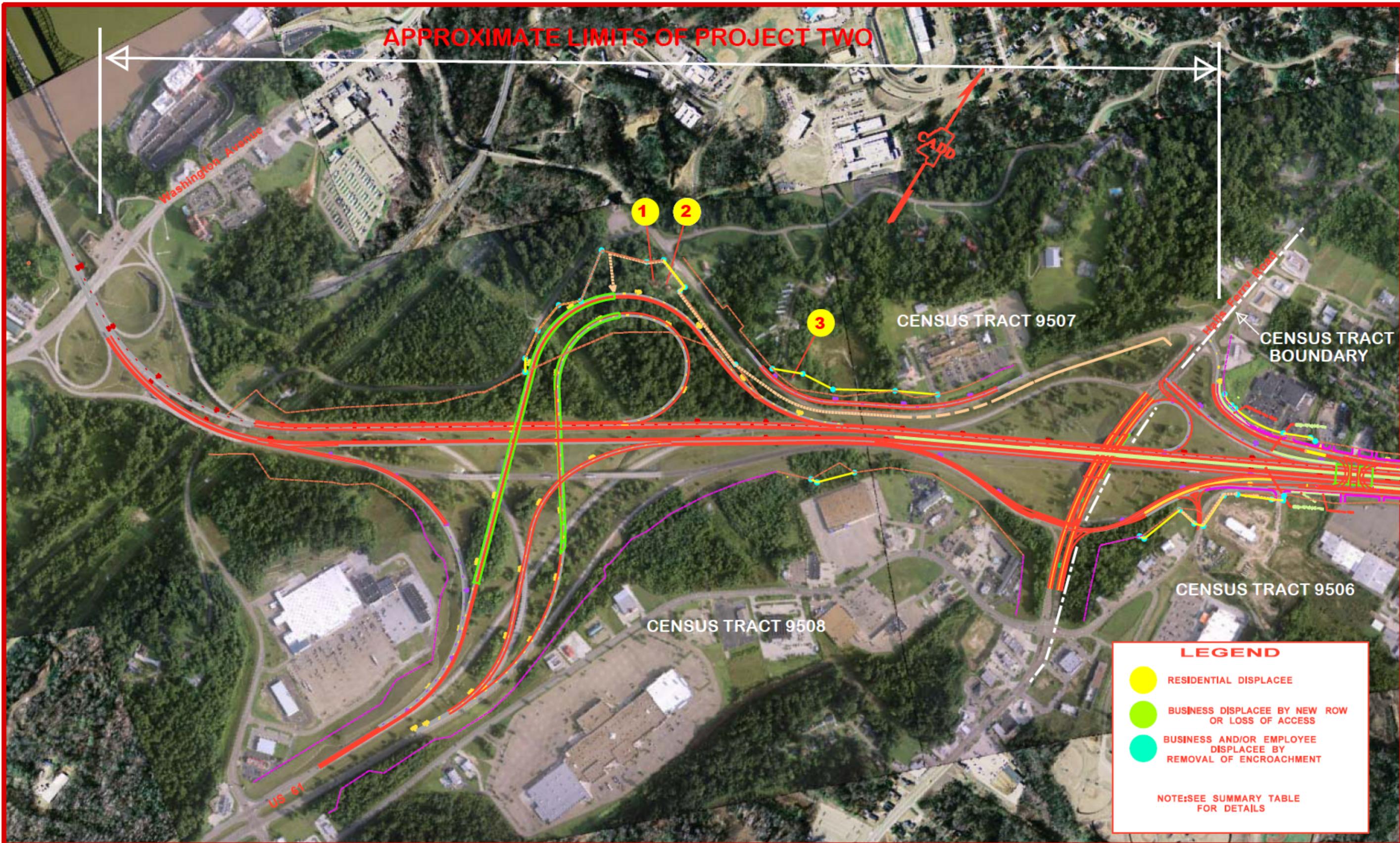


**I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS: 100367/00200**



**ALTERNATE B
RELOCATIONS
AND
DISPLACES**

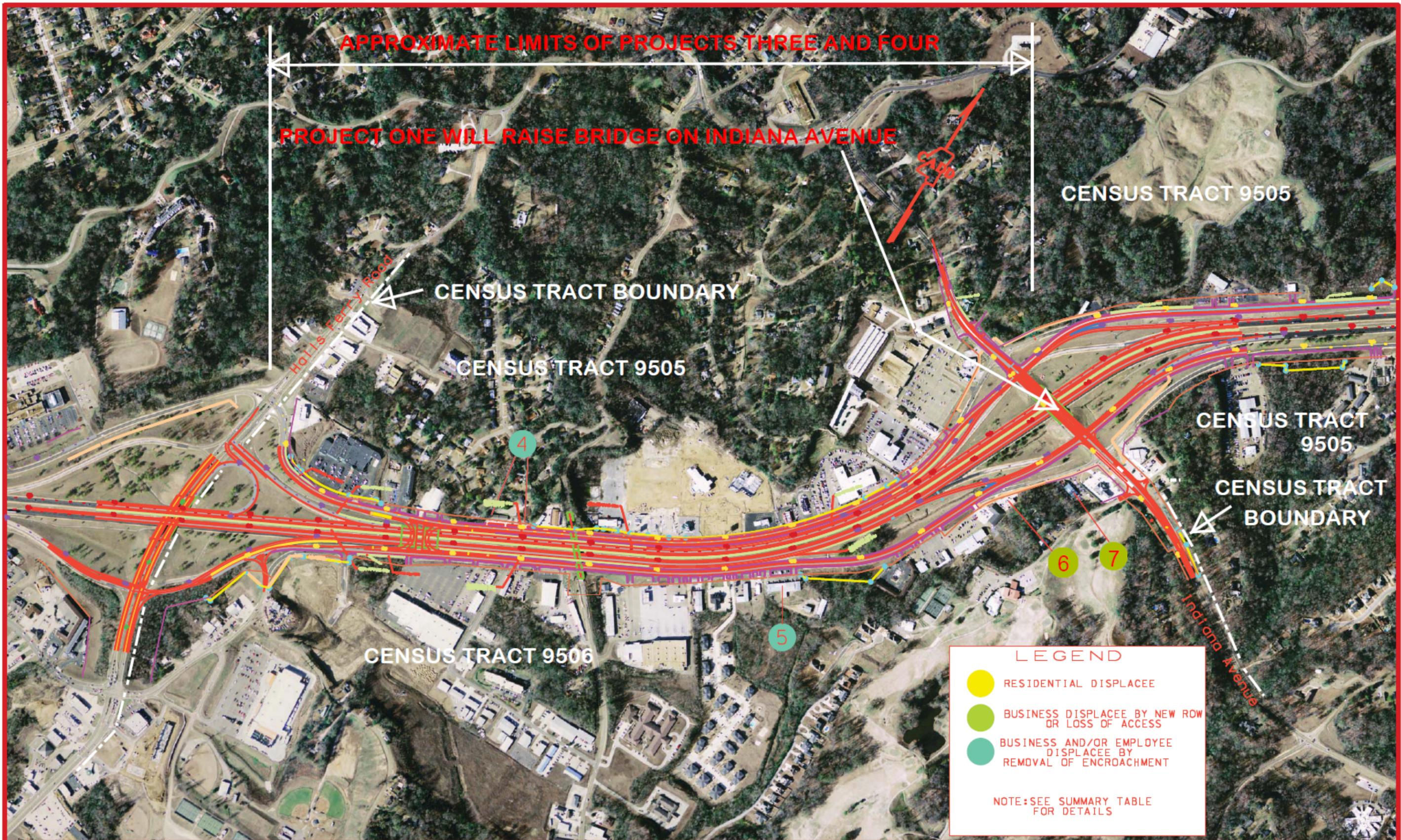
FIGURE 5-INDEX



**I-20 BETWEEN THE LOUISIANA STATE LINE AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/00200**



**ALTERNATE B
RELOCATIONS
AND
DISPLACEES
FIGURE 5A**

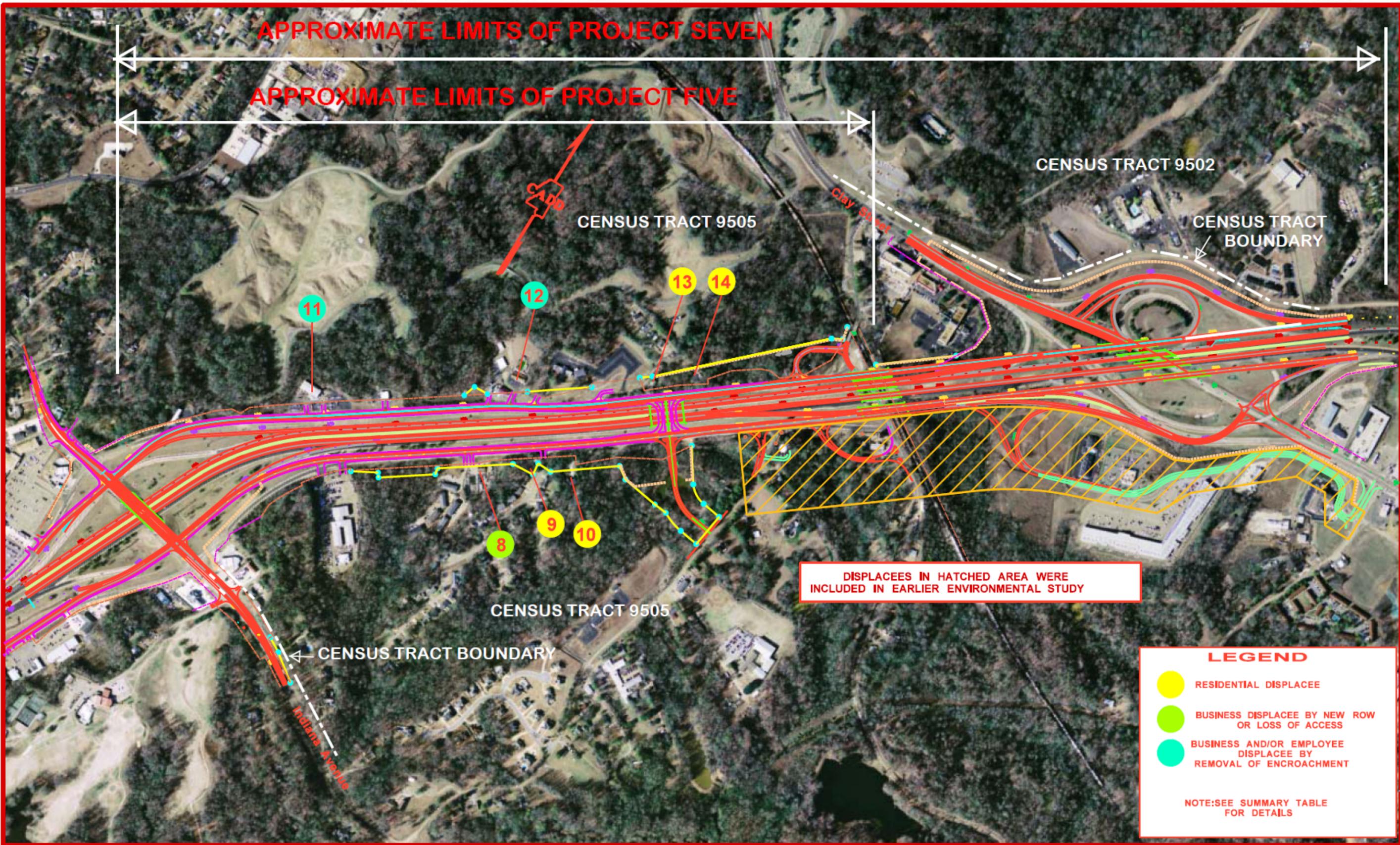


**I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS: 100367/00200**



**ALTERNATE B
RELOCATIONS
AND
DISPLACEES**

FIGURE 5B



LEGEND

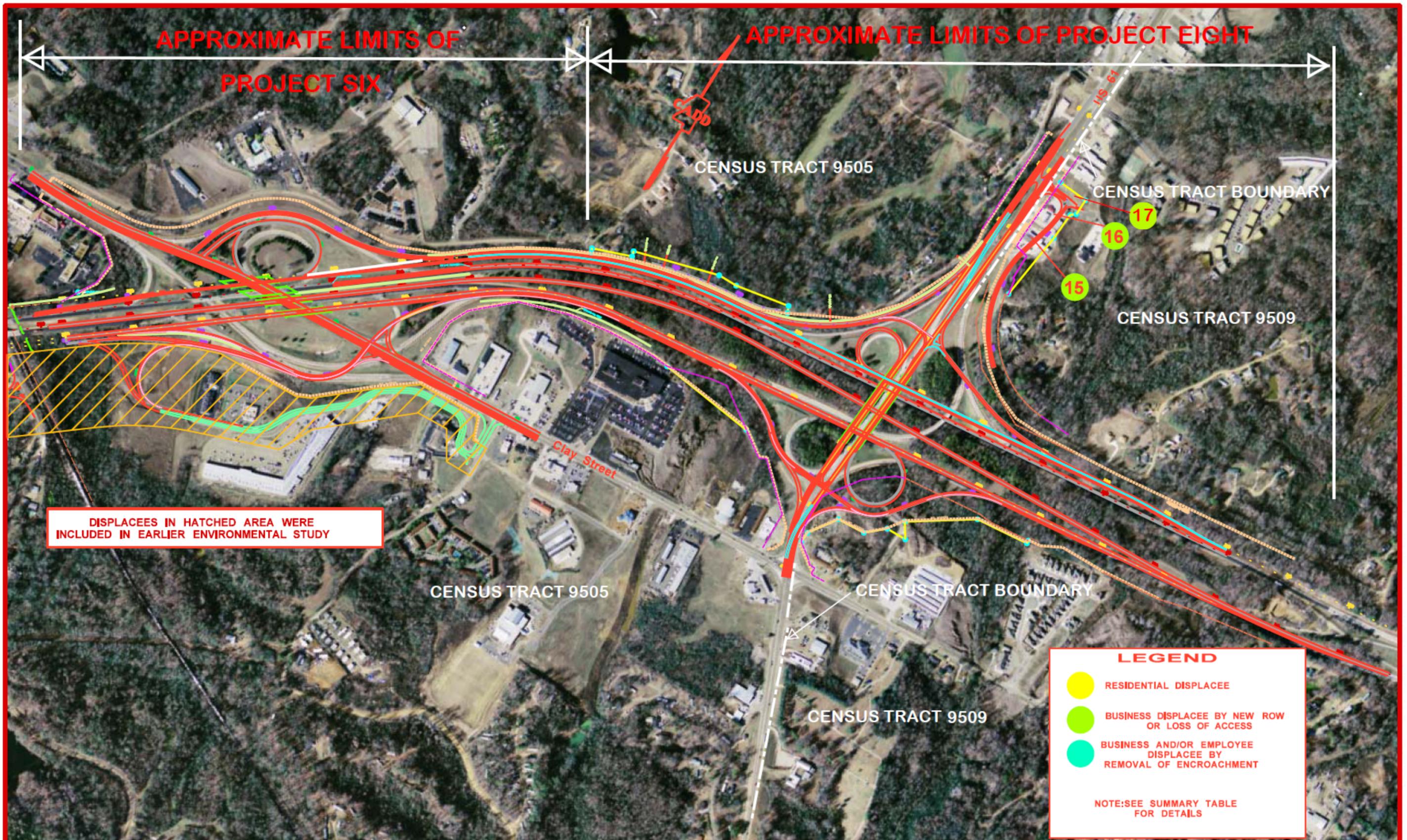
- RESIDENTIAL DISPLACEE
- BUSINESS DISPLACEE BY NEW ROW OR LOSS OF ACCESS
- BUSINESS AND/OR EMPLOYEE DISPLACEE BY REMOVAL OF ENCROACHMENT

NOTE: SEE SUMMARY TABLE FOR DETAILS

**I-20 BETWEEN THE LOUISIANA STATE LINE AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/00200**



**ALTERNATE B
RELOCATIONS
AND
DISPLACES
FIGURE 5C**



**I-20 BETWEEN THE LOUISIANA STATE LINE AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/00200**



**ALTERNATE B
RELOCATIONS
AND
DISPLACES
FIGURE 5D**

**TABLE 7.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE B**

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
1	2	9507	YES	YES						YES		The residence requires relocation and all the residential property is needed for additional right of way. One female approximately 50 lives in residence. The resident is employed by the government.	
2	2	9507	YES	YES						YES		The residence requires relocation and all the property is needed for additional right of way. The residence is vacant and part of a family estate.	
3	2	9507	YES	YES						YES		The residence requires relocation and most of the property is needed for additional right of way. An uneconomical remnant of property is estimated to remain. One female approximately 50 lives in residence. The resident is employed by the government.	
4	3	9505				4	Providence Hospice Wags Dog Grooming Chiropractic Center Vicksburg Credit Union		10 2 3 4		YES	It appears part of the the MDOT right of way has been paved and is being used for parking at this parcel's two commercial areas. There are <u>3 businesses</u> in the 4 suite western building and <u>1 business</u> in the 2 suite eastern building. Providence Hospice (10 Employees), Wags Dog Grooming (2 Employees), and the Chiropractic Center (3 Employees) are in the western building. Vicksburg Credit Union (4 Employees) is in the eastern building. No additional right of way is anticipated to be needed here. It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, the western & eastern buildings could remain, but there would not be enough parking available to sustain any of the existing businesses in the western building and for the purposes of this study it is assumed that the business in the eastern building could not be maintained. Therefore, all the employees in these two buildings are considered displaced. It is possible the landowner could retain these two buildings in their current location and look for a speciality tenant or tenants that required minimal parking. Another possibility is that the landowner could demolish one or more of the buildings and redevelop the site. No additional right of way is anticipated to be needed here.	

**TABLE 7.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE B**

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
5	3	9506					7	Grace Beauty Supply	YES	1		YES	It appears the MDOT right of way has been paved between the two drives and is being used for parking at this strip commercial center property containing <u>seven businesses</u> in Suites A thru G. Suite A is occupied by Grace Beauty Supply (1 Employee); Suite B by King of Hearts Tuxedos-Bridal-Formal (2 Employees); Suite C by Hair Envy (9 Employees); Suite D by TC's Uniforms (3 Employees); Suite E by Merle Norman (2 Employees); Suite F by Zsa Zsa's (2 Employees); and, Suite G by Computer Networks and Web Solutions (2 Employees) It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, Suites A and B on the east end of the property and Suites G and possibly Suite F on the east end of the property might have ample parking to remain in business. The interior Suites of C, D, and obviously would not have enough parking for the businesses to survive and the businesses in Suite F might not be able to survive. Since the survival of businesses in four of the seven suites is questionable, it is assumed all of the employees would be displaced and the landowner would be forced to look for a special tenant or tenants that could occupy the entire building and required minimal parking. Another possibility is that the landowner may choose to demolish the building and redevelop the site. No additional right of way is anticipated to be needed at this location.
								King of Hearts		2			
								Hair Envy		9			
								TC's Uniforms		3			
								Merle Norman		2			
								Zsa Zsa's		2			
								Computer Networks	YES	2			
6	3	9506					3	Nationwide Insurance		9	YES		
								Staffing Solutions		3			
								House of Awards		4			
7	3	9506					2	Vicksburg Insurance Agency		7	YES		The relocation is necessary due to total loss of access. The commercial building contains <u>two businesses</u> : The Vicksburg Insurance Agency (7 Employees); and, New York Life Insurance (2 Employees).
								New York Life Insurance		2			
8	5	9505					1	Beard Nursery		6	YES		Pavement being used by nursery in front of building appears to be on existing MDOT right of way. Store building requires relocation. Some land is needed for new ROW. Consider this <u>one business</u> is a relocation and that they will retain 1.039 acres of the 1.2 acre parcel. Number of employees varies with seasons.
9	5	9505	YES	YES							YES		The residence is near the MDOT right of way; entire parcel is needed for new ROW; residence is occupied by two adults, approximately 45, and their two children, approximately 19 & 16. One adult is nurse practitioner.

TABLE 7.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE B
Page 3 of 3

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
12	5	9505					2	Griz Studio Tami's Hair and Nail		1 7		YES	It appears part of the MDOT right of way has been paved and is being used for customer and employee parking and traffic circulation. This building is a residence upstairs with <u>two businesses</u> downstairs: Griz Studio (1 Employee); and, Tami's Hair and Nails(7 Employees). It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, it appears there would only be enough parking for the residence. Therefore, the two businesses would no longer be able to operate downstairs and the employees would be considered displaced. No additional ROW is anticipated to be needed at this location.
13	5	9505	YES									YES	Most of the parcel is needed for ROW; considered a total take. Occupied by one elderly female in bad health.
14	5	9505	YES									YES	Most of the parcel is needed for ROW; considered a total take. Occupied by one elderly female in bad health.
15	8						1	Kangaroo Convenience Store		6		YES	The convenience store must be acquired for extending Riley Rd to Keystone Circle. To construct a new convenience store on the property that will be retained will require considerable fill. The <u>one business</u> has six employees.
16	8	9509					2	US 61 Superlube/B B Buggies Donna's Barber Shop		3 1		YES	The entire parcel is needed for extending Riley Rd to Keystone Circle. <u>Two businesses</u> are located on the parcel. US 61 North SuperLube/Bad Boy Buggies has two employees; and, Donna's Barber Shop has one.
17	8	9509					1	Tony's Seafood		2		YES	The entire parcel is needed. <u>One business</u> has two employees.
TOTALS			7	4	0	0	24	24	2	106	13	4	

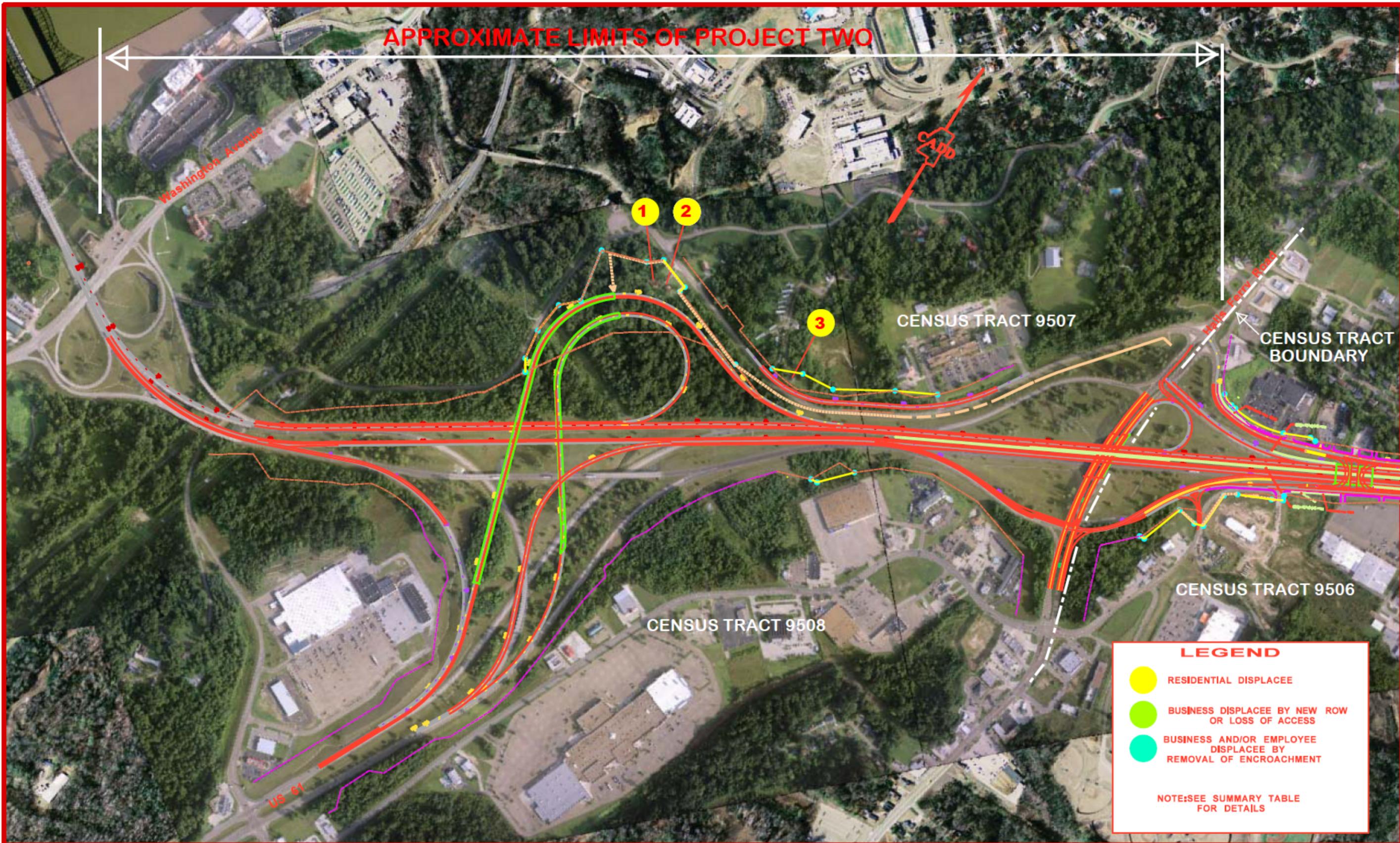


I-20 BETWEEN THE LOUISIANA STATE LINE
 AND THE US 61 NORTH/SR 27 INTERCHANGE
 PROJECT NO. IMD-0020-01(181) FMS:100367/00200



ALTERNATE C
 RELOCATIONS AND
 DISPLACED

FIGURE 6 INDEX



**I-20 BETWEEN THE LOUISIANA STATE LINE AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS:100367/00200**



**ALTERNATE C
RELOCATIONS AND
DISPLACES**

FIGURE 6A

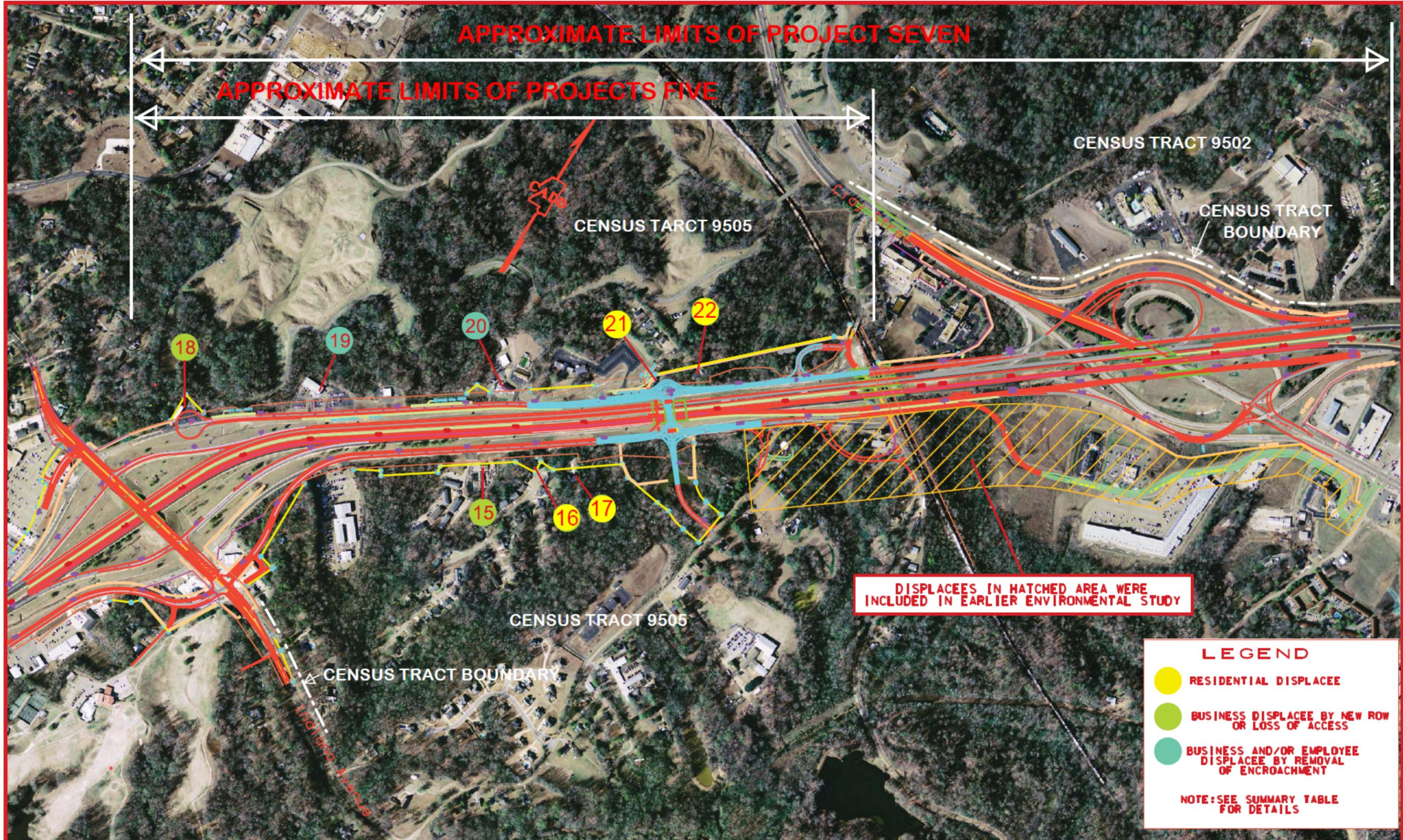


I-20 BETWEEN THE LOUISIANA STATE LINE AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS: 100367/00200



ALTERNATE C
 RELOCATIONS AND
 DISPLACES

FIGURE 6B

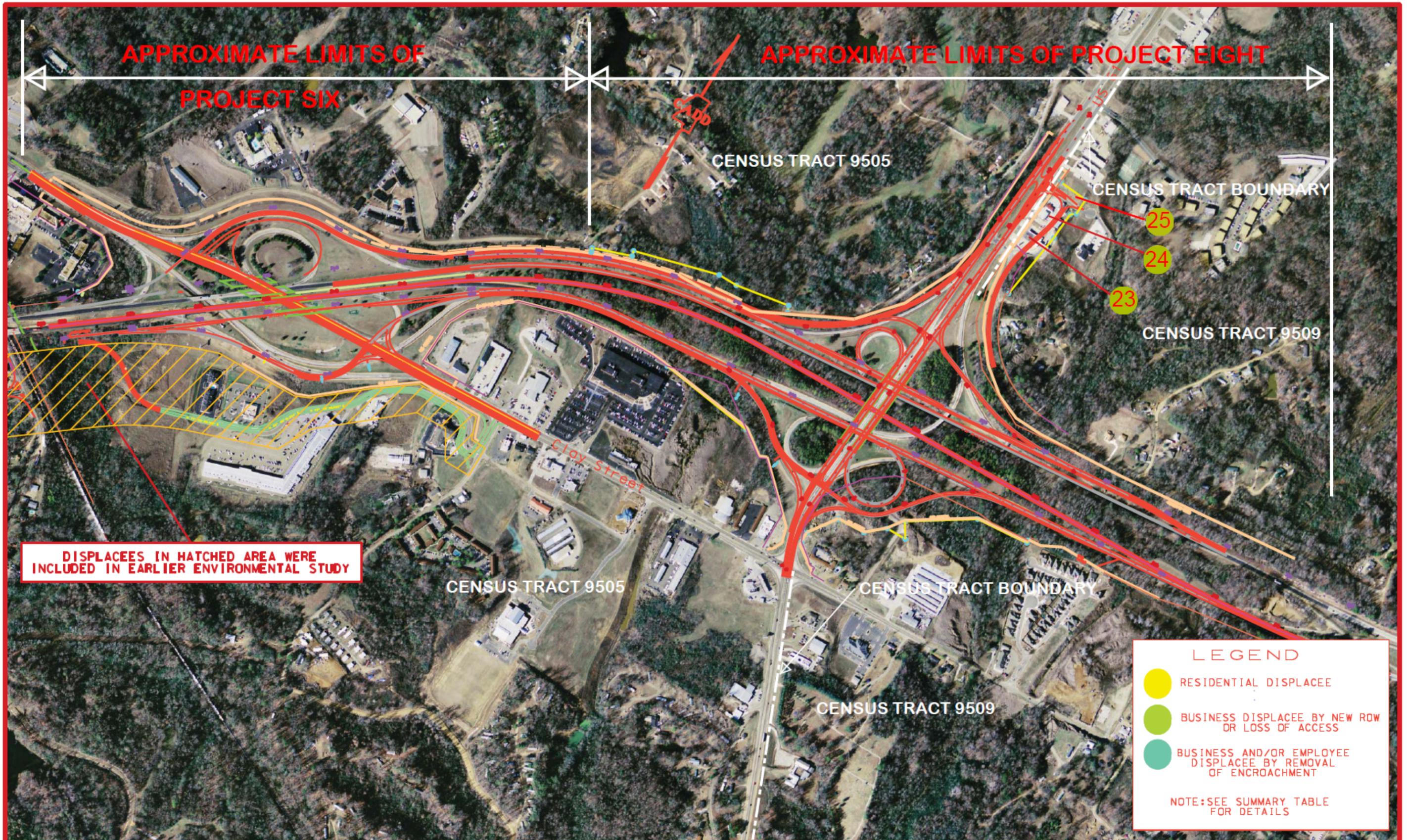


**I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS: 100367/00200**



ALTERNATE C
RELOCATIONS AND
DISPLACEDS

FIGURE 6C



**I-20 BETWEEN THE LOUISIANA STATE LINE
AND THE US 61 NORTH/SR 27 INTERCHANGE
PROJECT NO. IMD-0020-01(181) FMS: 100367/00200**



ALTERNATE C
RELOCATIONS AND
DISPLACEDS

FIGURE 6D

TABLE 8.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE C
Page 1 of 4

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
1	2	9507	YES	YES						YES		The residence requires relocation and all the property is needed for additional right of way. One female government worker approximately 50 lives in the residence.	
2	2	9507	YES	YES						YES		The residence requires relocation and most of the property is needed for additional right of way. An uneconomical remnant of property might remain. The residence is vacant and part of a family estate.	
3	2	9507	YES	YES						YES		The residence requires relocation and most of the property is needed for additional right of way. An uneconomical remnant of property might remain. One female government worker approximately 50 lives in the residence.	
4	3	9505				1	Travel Inn Motel	YES	3	YES		The motel will lose its only access. Therefore, it is considered a total take of this <u>one business</u> .	
5	3	9505				1	Big Wheelie		2	YES		The portion of the parcel containing the <u>one business</u> is needed for new right of way. The retained property is sufficient for the parcel to be redeveloped with the improved access provided by the parcel being at a frontage road circulation bridge location. employees?	
6	3	9505				4	Providence Hospice Wags Dog Grooming Chiropractic Center Vicksburg Credit Union		10 2 3 4	YES		It appears part of the the MDOT right of way has been paved and is being used for parking at this parcel's two commercial areas. There are <u>three businesses</u> in the 4 suite western building and <u>one business</u> in the 2 suite eastern building. Providence Hospice (10 Employees), Wags Dog Grooming (2 Employees), and the Chiropractic Center (3 Employees) are in the western building. Vicksburg Credit Union (4 Employees) is in the eastern building. No additional right of way is anticipated to be needed here. It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, the western & eastern buildings could remain, but there would not be enough parking available to sustain any of the existing businesses in the western building and for the purposes of this study it is assumed that none of the businesses in the eastern building could be maintained. Therefore, all the employees in these two buildings are considered displaced. It is possible the landowner could retain these two buildings in their current location and look for a speciality tenant or tenants that required minimal parking. Another possibility is that the landowner could demolish one or more of the buildings and redevelop the site. No additional right of way is anticipated to be needed here.	

TABLE 8.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE C

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
11	3	9506					2	Vicksburg Insurance Agency New York Life Insurance		7 2	YES		All of the property is needed for additional right of way. The commercial building contains <u>two businesses</u> : The Vicksburg Insurance Agency (7 Employees); and, New York Life Insurance (2 Employees).
12	3	9506					1	Bancorp South		11	YES		All of the property is needed for additional right of way. This <u>one business</u> , a bank, has 11 Employees.
13	3	9505					1	Kangaroo Convenience Store		7	YES		All of the property is needed for additional right of way. This <u>one business</u> , a convenience store, has 7 Employees.
14	3	9505					1	Kentucky Fried Chicken		21	YES		All of the property is needed for additional right of way. The <u>one business</u> , The Kentucky Fried Chicken has 21 Employees
15	5	9505					1	Beard Nursery		8	YES		Pavement being used by nursery in front of building appears to be on existing MDOT right of way (ROW). Store building requires relocation. Some land is needed for new ROW. Consider this <u>one business</u> is a relocation and that they will retain 1.039 acres of the 1.2 acre parcel. Number of employees varies with the seasons.
16	5	9505	YES	YES							YES		The residence is near the MDOT right of way. The entire parcel is needed for new ROW. Two adults, one a nurse practitioner, approximately 45, and their children, approximately 19 & 16, live here.
17	5	9505	YES								YES		Although directly impacting the residence structure could be avoided with retaining walls, the expense of maintaining access to the residence and the loss of the tree buffer led to this being a relocation & total take. One female realtor approximately 55 lives here.
18	5	9505					1	Deluxe Inn	YES	2	YES		All of the property is needed for new right of way to create a cul-de-sac for dead-ending the North Frontage Road east of Indiana Avenue. This <u>one business</u> , a motel, has 2 Employees.
19	5	9505					1	Vicksburg Honda		15		YES	It appears part of the MDOT right of way has been paved and is being used for displaying the automobile dealership's inventory. The business has 15 employees. It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, it appears the <u>one business</u> will not have enough area on the parcel to display their inventory. Therefore, the employees are considered displaced. No additional ROW is anticipated to be needed at this location.
20	5	9505					2	Griz Studio Tami's Hair and Nail		1 7		YES	It appears part of the MDOT right of way has been paved and is being used for customer and employee parking and traffic circulation. This building is a residence upstairs with <u>two businesses</u> downstairs: Griz Studio (1 Employee); and, Tami's Hair and Nails(7 Employees). It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, it appears there would only be enough parking for the residence. Therefore, the two businesses would no longer be able to operate downstairs and the employees would be considered displaced. No additional ROW is anticipated to be needed at this location.

TABLE 8.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE C
Page 4 of 4

Map Number	Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
			Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
			Owner	Minority	Tenant	Minority							
21	5	9505	YES							YES		Most of the parcel is needed for ROW; considered a total take; Occupied by one elderly female in bad health.	
22	5	9505	YES							YES		Loss of residence, some access and land makes this a total take. One elderly female in bad health lives here	
23	8	9509				1	Kangaroo Convenience Store		6	YES		The convenience store must be acquired for extending Riley Rd to Keystone Circle. To construct a new convenience store on the property that will be retained will require considerable fill. The <u>one business</u> has six employees.	
24	8	9509				2	US 61 Superlube/B B Buggies Donna's Barber Shop		3 1	YES		The entire parcel is needed for extending Riley Rd to Keystone Circle. <u>Two businesses</u> are located on the parcel. US 61 North SuperLube/Bad Boy Buggies has three employees; and Donna's Barber Shop has one.	
25	8	9509				1	Tony's Seafood		2	YES		The entire parcel is needed for ROW. <u>One business</u> has two employees.	
TOTALS			7	4	0	0	32	32	4	190	20	5	

Table 9 provides a summary of the type and number of displacees associated with Alternatives B and C. and **Table 10** gives the characteristics of the displaced dwellings.

**TABLE 9.
TYPE OF DISPLACEE AND DISPLACEE COUNT**

TYPE OF DISPLACEE	ALTERNATE B	ALTERNATE C
RESIDENTIAL	7	7
BUSINESS	24	32
FARM	0	0
NON-PROFIT	0	0
TOTALS	31	39

**TABLE 10.
CHARACTERISTICS OF DISPLACEMENT DWELLINGS**

ALTERNATE	TYPE OF CONSTRUCTION	NO. OF BEDROOMS	AVERAGE AGE OF DWELLINGS	CONDITION OF DWELLINGS	NO. OF DWELLINGS
B	FRAME/BRICK/ CONCRETE BLOCK	2-4	0/0-10 1/11-25 6/26>50	1- GOOD 6- FAIR 0- POOR	7
B	MOBILE HOME	2-3	0/0-10 0/11-25 0/26>50	0- GOOD 0- FAIR 0- POOR	0
C	FRAME/BRICK/ CONCRETE BLOCK	2-4	0/0-10 1/11-25 6/26>50	1- GOOD 6- FAIR 0- POOR	7
C	MOBILE HOME	2-3	0/0-10 0/11-25 0/26>50	0- GOOD 0- FAIR 0- POOR	0

Table 11 presents the characteristics of the displacees and **Table 12** gives an opinion of the income levels of the residential displacees.

**TABLE 11.
CHARACTERISTICS OF DISPLACED**

TYPE OF DISPLACED	NO. OF OWNERS	NO. OF TENANTS	TOTAL	NO. OF MINORITIES	NO. OF HANDICAP	NO. OF LARGE FAMILY	NO. OF SENIORS	NO. OF EMPLOYEES
RESIDENTIAL								
B	7	0	7	4	0	0	2	NA
C	7	0	7	4	0	0	2	NA
BUSINESS								
B	7	17	*24	2	0	NA	NA	*106
C	15	17	*32	4	0	NA	NA	*190
FARM								
B	0	0	0	0	0	NA	NA	0
C	0	0	0	0	0	NA	NA	0
NON-PROFIT								
B	0	0	0	0	0	NA	NA	0
C	0	0	0	0	0	NA	NA	0

*See Table No.13 for additional information

NA – Not Applicable

**TABLE 12.
INCOME LEVELS FOR OCCUPIED RESIDENTIAL
DISPLACED**

	B	C
LOW	2	2
MEDIUM	4	4

Table 13 combines the impacts identified for both Alternative B and Alternative C.

**TABLE 13
SUMMARY OF SOCIAL and/or ECONOMIC IMPACTS**

TYPE OF IMPACT	ALTERNATE	DEGREE OF IMPACT
Community Impacts	B	None
	C	None
Division of Neighborhoods	B	None
	C	None
Displacements (Residential, Business and Non-Profit Organizations)	B	Moderate: 7 Residences, 24 Businesses (14 of the 24 businesses are displaced due to removal of apparent encroachments from the existing right-of-way), 0 Non-Profit
	C	Moderate: 7 Residences, 32 Businesses (17 of the 32 businesses displaced due to removal of apparent encroachments from existing the right-of-way), 0 Non-Profit
Economic Impact	B	Moderate: 106 employees (63 of the 106 displacees are employed at the 14 businesses displaced due to apparent encroachments on the existing right-of-way)
	C	Moderate: 190 employees (79 of the 190 displacees are employed at the 17 businesses displaced due to apparent encroachments on the existing right-of-way)
Environmental Justice	B	None
	C	None

Displacements that would be common to both Alternative B and C are presented in **Table 14**. Displacements that would be created only by Alternate C are shown in **Table 15**. All displacements associated with Alternate B are common to Alternate C.

**TABLE 14.
SUMMARY OF ESTIMATED DISPLACEMENTS
COMMON TO ALTERNATIVES B and C**

Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
		Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
		Owner	Minority	Tenant	Minority							
2	9507	YES	YES						YES		The residence requires relocation and all the property is needed for additional right of way. One female government worker approximately 50 lives here.	
2	9507	YES	YES						YES		The residence requires relocation and most of the property is needed for additional right of way. An uneconomical remnant of property might remain. Estimate entire parcel needed. The residence is vacant and part of a family estate.	
2	9507	YES	YES						YES		The residence requires relocation and most of the property is needed for additional right of way. An uneconomical remnant of property is estimated to remain. Estimate entire parcel needed. One female government worker approximately 50 lives here.	
3	9505				4	Providence Hospice Wags Dog Grooming Chiropractic Center Vicksburg Credit Union		10 2 3 4		YES	It appears part of the the MDOT right of way has been paved and is being used for parking at this parcel's two commercial areas. There are <u>three businesses</u> in the 4 suite western building and <u>one business</u> in the 2 suite eastern building. Providence Hospice (10 Employees), Wags Dog Grooming (2 Employees), and the Chiropractic Center (3 Employees) are in the western building. Vicksburg Credit Union (4 Employees) is in the eastern building. No additional right of way is anticipated to be needed here. It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, the western & eastern buildings could remain, but there would not be enough parking available to sustain any of the existing businesses in the western building and for the purposes of this study it is assumed that none of the businesses in the eastern building could be maintained. Therefore, all the employees in these two buildings are considered displaced. It is possible the landowner could retain these two buildings in their current location and look for a speciality tenant or tenants that required minimal parking. Another possibility is that the the landowner could demolish one or more of the buildings and redevelop the site. No additional right of way is anticipated to be needed here.	
3	9506				7	Grace Beauty Supply King of Hearts Hair Envy TC's Uniforms Merle Norman Zsa Zsa's Computer Networks	YES YES	1 2 9 3 2 2 2		YES	It appears the MDOT right of way has been paved between the two drives and is being used for parking at this strip commercial center property containing <u>seven businesses</u> in Suites A thru G. Suite A is occupied by Grace Beauty Supply (1 Employee); Suite B by King of Hearts Tuxedos-Bridal-Formal (2 Employees); Suite C by Hair Envy (9 Employees); Suite D by TC's Uniforms (3 Employees); Suite E by Merle Norman (2 Employees); Suite F by Zsa Zsa's (2 Employees); and, Suite G by Computer Networks and Wed Solutions (2 Employees) It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, Suites A and B on the east end of the property and Suites G and possibly Suite F on the east end of the property might have ample parking to remain in business. The interior Suites of C, D, and E obviously would not have enough parking for the businesses to survive and the businesses in Suite F might not be able to survive. Since the survival of businesses in four of the seven suites is questionable, it is assumed all of the employees would be displaced and the	

TABLE 14.
SUMMARY OF ESTIMATED DISPLACEMENTS
COMMON TO ALTERNATIVES B and C
Page 3 of 3

Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
		Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
		Owner	Minority	Tenant	Minority							
5	9505					1	Excel Honda		15		YES	It appears part of the MDOT right of way has been paved and is being used for displaying the automobile dealership's inventory. The business has 15 employees.
												It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, it appears the <u>one business</u> will not have enough area on the parcel to display their inventory. Therefore, the employees are considered displaced.
												No additional ROW is anticipated to be needed at this location.
5	9505					2	Griz Studio		1		YES	It appears part of the MDOT right of way has been paved and is being used for customer and employee parking and traffic circulation. This building is a residence upstairs with <u>two businesses</u> downstairs: Griz Studio (1 Employee); and, Tami's Hair and Nails(7 Employees).
							Tami's Hair and Nail		7			It is assumed the existing MDOT right of way as determined by this study is correct and that the existing MDOT right of way will not be reduced by this study. If so, it appears there would only be enough parking for the residence. Therefore, the two businesses would no longer be able to operate downstairs and the employees would be considered displaced. No additional ROW is anticipated to be needed at this location.
5	9505	YES								YES		Most of the parcel is needed for right of way. Therefore, it is considered a total take.
5	9505	YES								YES		The residence, most of the land, and the loss of access makes this parcel a total take.
8	9509					1	Kangaroo Convenience Store		6	YES		The convenience store must be acquired for extending Riley Rd to Keystone Circle. To construct a new convenience store on the property that will be retained will require considerable fill. The <u>one business</u> has six employees.
8	9509					2	US 61 No. Superlube/B B Buggies		3	YES		The entire parcel is needed for right of way. <u>Two businesses</u> are on this parcel. US 61 No Superlube/
							Donna's Barber Shop		1			Bad Boy Buggies has three employees and Donna's Barber Shop has one.
8	9509					1	Tony's Seafood		2	YES		Entire parcel is needed for right of way. <u>One business</u> has two employees.
TOTALS		7	4	0	0	24	24	2	106	12	5	

TABLE 15.
SUMMARY OF ESTIMATED DISPLACEMENTS
FOR ALTERNATE C NOT COMMON WITH ALTERNATE B
Page 1 of 1

Project Number	Census Tract	Residential				Commercial				Reason for Displacement		Comments
		Occupancy				Number of Businesses	Names of Businesses	Minority Owned	Number of Employees	ROW Acquisition	Existing ROW Encroachment	
		Owner	Minority	Tenant	Minority							
3	9505					1	Travel Inn Motel	YES	3	YES		The motel will lose its only access. Therefore, it is considered a total take of this <u>one business</u> .
3	9505					1	Big Wheelie		2	YES		The portion of the parcel containing the <u>one business</u> is needed for new right of way. The retained property is sufficient for the parcel to be redeveloped with the improved access provided by the parcel being at a frontage road circulation bridge location. employees?
3	9505					1	Waffle House		25	YES		The additional right of way needed would take approximately one third of this parcel containing the Waffle House. The property retained would not be adequate for rebuilding the Waffle House on this parcel. The <u>one business</u> has 25 employees that would be displaced.
3	9505					1	Texaco Convenience Store		13	YES		The entire parcel is needed for additional right of way. The <u>one business</u> , a convenience store located on this parcel has 13 employees.
3	9506					1	Bancorp South		11	YES		All of the property is needed for additional right of way. This <u>one business</u> , a bank, has 11 Employees.
3	9505					1	Kangaroo Convenience Store		7	YES		All of the property is needed for additional right of way. This <u>one business</u> , a convenience store, has 7 Employees.
3	9505					1	Kentucky Fried Chicken		21	YES		All of the property is needed for additional right of way. The <u>one business</u> , The Kentucky Fried Chicken has 21 Employees
5	9505					1	Deluxe Inn	YES	2	YES		All of the property is needed for new right of way to create a cul-de-sac for dead-ending the North Frontage Road east of Indiana Avenue. This <u>one business</u> , a motel, has 2 Employees.
TOTALS		0	0	0	0	8	8	2	84	8	0	

REPLACEMENT PROPERTY SURVEY

A search was made through the **Vicksburg Board of REALTORS®**, internet websites, local newspapers and the **Mississippi Development Authority (MDA)** to determine the availability of residential and commercial properties for sale or rent. A large number of residential properties were located throughout the Vicksburg area within a few miles of the I-20 corridor (see **Table 16** and **Table 17**). These properties varying in age, size and price will provide suitable housing to offer to displaced homeowners and tenants. 110 single family dwellings in good condition were located for sale ranging in size from 897 square feet to 1939 square feet and priced between \$27,000 and \$620,000. Only 4 rental dwellings were found with 2 to 3 bedrooms with monthly rental rates between \$700 and \$750. Based on Year 2000 Census data an estimated 277 housing units should be available in the study area during any year at a Fair Market Rent (FMR) of \$672 per month for a 2 bedroom dwelling and \$803 per month for a 3 bedroom dwelling. There are currently numerous apartment complexes in the Vicksburg area. 14 were researched with monthly rental rates between \$620 and \$790, varying with number of bedrooms needed. A research through the U.S. Department of Housing and Urban Development (HUD) revealed 5 apartment complexes that were listed as affordable choices. According to Census data the study area experiences an approximately 9% vacancy rate for available housing. Based on the number of housing units in the area this rate will adequately provide acceptable replacement accommodations for the relatively small number of displacements resulting from this proposed action. Research also identified as many as 48 residential lots available ranging in size from less than 0.5 acre to 4.0 acres and varying in price from \$6,000 to \$275,000 (see **Table 18**).

Numerous commercial sites and buildings were identified through researching the sources mentioned above (see **Table 19** and **Table 20**). 27 buildings suitable for offices, ranging in size from 900 square feet to 16,000 square feet with prices from \$82,000 to \$385,000 were identified near the study area. Also, 16 buildings suitable for retail sales were found. These ranged in size from 1,000 square feet to 15,000 square feet with prices between \$59,000 and \$350,750. 17 lots suitable for commercial development from less than 0.5 acre to more than 9.0 acres in size and with prices between \$40,000 and \$485,000 were also located. In addition to these commercial sites, the Ceres Research and Industrial Interplex, located approximately 9.5

**TABLE 16.
INVENTORY OF RESIDENTIAL REPLACEMENT PROPERTIES**

TYPE OF CONSTRUCTION	SQUARE FOOTAGE	NUMBER RESEARCHED	NUMBER OF BEDROOMS	CONDITION	AGE	PRICE
BRICK/FRAME	897 - 1260	3	2 - 3	POOR - GOOD	10 - 60	\$27,000 - \$35,000
BRICK/FRAME	811 - 1569	6	2 - 3	FAIR - GOOD	10 - 60	\$39,900 - \$75,000
BRICK/FRAME	1008 - 1863	27	2 - 3	GOOD	10 - 60	\$39,000 - \$175,000
BRICK	1004 - 2998	41	2 - 3	GOOD	1 - 60	\$64,500 - \$399,000
BRICK/FRAME	1746 - 4014	8	4 - 5	GOOD	1 - 60	\$112,500 - \$620,000
BRICK	1809 - 4716	25	4 - 5	GOOD	1 - 60	\$124,000 - \$489,000
BRICK/FRAME	1558 - 1939	*2	3	GOOD	40 - 60	\$56,000 - \$89,000
TOTAL		110				

*HUD ASSISTED HOUSING

**TABLE 17.
RENTAL UNITS AND 2000 CENSUS HOUSING DATA**

TYPE OF CONSTRUCTION	NUMBER	NUMBER OF BEDROOMS	CONDITION	RENT PER MONTH
BRICK/FRAME	1	2	GOOD	\$750
BRICK/FRAME	3	3	GOOD	\$700 - \$750
TOTAL	4			

2000 CENSUS DATA IN STUDY AREA

NUMBER DWELLINGS INVENTORIED	NUMBER RENTALS	NUMBER VACANT	MEDIAN GROSS RENT	FY 2010 FMR (BASED ON 2000 CENSUS DATA)
11,451	3,220 or 28.1%	989 or 30.7%	\$502	2 BR - \$672, 3 BR - \$803
277(Estimated)	TOTAL			

**TABLE 18.
ACREAGE FOR SALE**

NUMBER	SIZE (acres)	USE	PRICE
9	0.01 - 0.50	RESIDENTIAL	\$10,000 - \$50,000
11	0.51 - 1.00	RESIDENTIAL	\$6,000 - \$45,000
6	1.01 - 1.50	RESIDENTIAL	\$40,000 - \$69,000
7	1.51 - 2.00	RESIDENTIAL	\$10,000 - \$185,500
15	2.01 - 4.00	RESIDENTIAL	\$20,000 - \$275,000
48	TOTAL		

**TABLE 19.
COMMERCIAL PROPERTIES FOR SALE AND RENT**

NUMBER RESEARCHED	SIZE (square feet)	USE	PRICE
5	900 - 2000	OFFICES	\$82,000 - \$99,500
6	2000 - 3000	OFFICES	\$45,000 - \$274,900
7	3000 - 5000	OFFICES	\$195,000 - \$385,000
9	5000 - 16000	OFFICES	\$85,000 - \$375,000
27	TOTAL		
5	1000 - 3000	RETAIL	\$59,000 - \$320,000
4	3000 - 5000	RETAIL	\$165,000 - \$350,750
7	5000 - 15000	RETAIL	\$60,000 - \$349,900
16	TOTAL		

**TABLE 20.
COMMERCIAL LOTS FOR SALE**

NUMBER RESEARCHED	SIZE (acres)	USE	PRICE
4	0.10 - 0.50	COMMERCIAL	\$40,000 - \$54,900
5	0.51 - 2.00	COMMERCIAL	\$27,500 - \$185,500
5	2.01 - 3.00	COMMERCIAL	\$79,000 - \$750,000
3	3.01 - 10.00	COMMERCIAL	\$50,000 - \$485,000
17	TOTAL		

miles east of the study area along I-20 offers 860 acres of commercial property at an average price of \$15,000 per acre.

Although replacement opportunities are readily available for residential displacements and most retail businesses, the 2 motels and the bank associated only with Alternate C (see **Table 15**) probably would require construction of new buildings to allow their relocations. Alternate C would also require the displacement of 2 fast food establishments that would also likely require new construction for their relocations. Alternate C would displace 4 convenience/gasoline retail businesses that would require new locations unique to their operations. Alternate B would displace only 1 of these businesses – a convenience/gasoline retail business.

RELOCATION SCHEDULING

The relocations for Alternate C would require earlier coordination than those for Alternate B. Both alternates would displace the same 7 residences. Alternates B and C have 24 business displacees in common, but Alternate C would require 8 more business relocations than Alternate B. Settlements with these displacees, which include the 2 motels, the bank, the 2 fast food establishments and 3 of the convenience/gasoline operations, would obviously require more lead time than that necessary for Alternate B. Also, it is more common for the business relocations to require eminent domain proceedings. The other business displacement not associated with both alternates is a roller skating rink. It would be displaced only by Alternate C. Time required for relocation of the residential displacees obviously would be the same for both alternates. The Uniform Relocation Assistance Act mandates comparable replacement housing for these displacees and generally fewer would require eminent domain proceedings. Estimated time for clearance of all displacements for Alternative B is 24 to 32 months and for Alternative C is 30 to 36 months.

RELOCATION ASSISTANCE

Final determination for the need of a Right of Way office near the project site will be made prior to beginning the right of way phase. One or more relocation assistance personnel will be assigned to the project. Each displaced individual will be contacted and informed of their rights and benefits provided through the Relocation Assistance Program. Displacees will be given contact information for the Relocation Assistance Officer(s) assigned to the project, the MDOT Right of Way Offices in Jackson, MS, and any local Right of Way office.

COMMUNITY IMPACTS

There are no major impacts to community agencies within the project area on Alternates B and C. The Lower Mississippi River Fisheries Coordination Office of the U.S. Fish and Wildlife Service, the Lower Mississippi Valley Joint Venture Office of the U.S. Fish and Wildlife Service, and the Patuxent Wildlife Research Center of the U.S. Geological Survey are located in one building on the South Frontage Road slightly west of Indiana Avenue. 13 employees work in these three government offices. Alternates B and C do not displace the building containing these offices.

Services provided at the 24 business establishments commonly displaced by Alternate B and Alternate C are readily available at other establishments in the Vicksburg area. Of the 8 additional businesses displaced by Alternative C, the services provided by the roller skating rink may not be accessible in the Vicksburg area. However, this business only operates during limited hours on weekends or for special events.

ECONOMIC IMPACT

Alternate B is expected to have moderate economic impacts to this community. Alternate B would result in the loss of 24 businesses with a total of 99 employees. However, 15 of these businesses employing 59 individuals will be displaced by removal of encroachments upon the existing MDOT Right-of-Way. No non-profit or public organizations are displaced by Alternate B.

Alternate C is expected to have moderate economic impacts to this community. Alternate C would result in the loss of 32 businesses with a total of 183 employees. 18 of these 32 businesses employing 75 individuals will be displaced by removal of encroachments upon the existing MDOT Right-of-Way. No non-profit or public organizations are displaced by Alternate C.

The 2 fast food establishments that would be displaced only by Alternate C employ 46 or 25% of the total number of employees displaced by that alternate. Should these businesses not relocate, there are numerous fast food establishments in the Vicksburg area. These type businesses typically have a high turnover rate of employment. In fact, a recent **Monthly Labor Review** analysis of the turnover rate among employees in fast-food restaurants revealed that 75 % of employees remain 6 months, 53 % remain 1 year, 25 % stay 2 years, and only 12 % remain 3 years or longer. In addition, the Nobscot Corporation, based on 2005 data supplied by the U.S. Department of Labor, Bureau of Labor Statistics (BLS), reports the highest turnover by far is still in the Accommodation and Food Services sector at 56.4%.

Most of the businesses that would be displaced by Alternates B and C are not location dependent and provide continuing services to the Vicksburg area. These businesses would relocate with minimum, if any, economic impact. These businesses include the insurance

agencies, the medical services, the bank (Alternate C only) and the real estate agency. Employees of these companies should retain their employment. The convenience/gasoline retail businesses may not relocate, but these type businesses are numerous throughout the area and, similar to the fast food businesses, have a high rate of employee turnover. The 2 motels displaced only by Alternate C only reported a total of 5 employees. Again, there are numerous motels and hotels in the Vicksburg area and should these businesses not relocate, the economic impact should be minimum and similar employment should be available for these displacees. The special services type businesses that would be displaced by both alternatives typically employ only 2 to 4 individuals. The 2 hair salons that would be displaced by both alternates -employ 9 and 7 individuals, respectively.

According to the Mississippi State Tax information the City of Vicksburg reported \$40,849,357 in gross sales taxes in Fiscal Year 2009. Should any of the small businesses displaced by either alternate studied for this project not relocate, the effects to the Cities tax revenues should be minimum.

Environmental Justice Impact

Environmental Justice (EJ) Actions occur when impacts to minority or low income populations are identified due to a transportation project. These types of impacts in the Study Area require the FHWA to implement the principles of the Executive Order 12898 and DOT Order 5610.2 by incorporating EJ remedies in all FHWA programs, policies and activities. FHWA's authority to remedy these impacts is addressed in DOT Order 6640.23, *FHWA Actions to Address Environmental Justice in Minority and Low Income Populations*.

The Environmental Justice Impact for the proposed project is considered minimal. No non-profit or public organizations are displaced by Alternate B or C.

Based on the 2000 Census, the black population in the census tracts in the study area varies from 20.7% in tract 9509 to 80.6% in tract 9502 (see **Table 6**). The black population is 60.4% in the City of Vicksburg, 43.2% in Warren County and 36.3% in the State of Mississippi. The

displacements are scattered throughout the corridor and generally concentrated at interchange locations. They are mainly caused by reconstructing the interstate to the required design standards and maintaining traffic throughout the construction.

All seven residential displacements would be common to Alternate B and Alternate C. Three of these seven displacements are minorities. Two of these displacements are located in census tract 9507 (**Figures 5A and 6A, Map Nos. 1 and 2**) and one is located in census tract 9505.

The following information was obtained from **Table 6** for Census Tract 9507, Census Tract 9505, all census tracts in the study area and the State of Mississippi.

- The black population percentages are 64.8% for Census Tract 9507; 35.6% for Census Tract 9505; 41.6% for all the census tracts in the study area; and, 36.3% for the State of Mississippi.
- The per capita incomes are \$18,415 for Census Tracts 9507; \$17,088 for Census Tract 9505; \$18,945 for all the census tracts in the study area; and, \$15,853 for the State of Mississippi.
- The poverty rates are 19.4% for Census Tract 9507; 24.4% for Census Tract 9505; 15.8% for all the census tracts in the study area; and, 19.9% for the State of Mississippi.
- The median household incomes are \$29,531 for Census Tracts 9507; \$32,770 for Census Tract 9505; \$37,884 for all the census tracts in the study area; and, \$31,330 for the State of Mississippi.

Impacts to the two displaced residences in Census Tract 9507 are unavoidably due to the addition of the right exit from I-20 West to US 61 South and the loop for US 61 South traffic to I-20 West. Impacts to the one displaced residence in Census Tract 9505 are unavoidable due to the closeness of the residence to the South Frontage Road and the reconstruction of the frontage road to the required design standards. Impacts to the residential minority/low income population will be fully mitigated per the URA by providing comparable replacement housing.

Mitigating Environmental Justice and Right of Way Impacts

One of the main charges to the design team for this study was to minimize as much as possible the need for additional right of way without compromising design integrity for an interstate facility through an urban area. This responsibility has been fulfilled by the alternatives presented in this document. Access analyses were made at every interchange location to ascertain that existing businesses were afforded acceptable access if at all possible. Frontage roads have been designed to minimize right of way needed but adequately service the surrounding roadway system. Any resulting impact to a minority owned residence or business was re-visited to determine possible mitigation. The impacts documented herein were determined to be unavoidable and will be addressed through acquisition and relocation procedures.