Appendix H

Prime Farmland Correspondence, Pedestrian and Bicyclist Supplemental Information, and Flood Insurance Rate Map (FIRM)

Jimmy Shirley

From: Matt Keel [matt.keel@envrg.com]
Sent: Tuesday, June 08, 2010 4:13 PM
To: raymond.joyner@ms.usda.gov
Cc: robert.walker@neel-schaffer.com; jimmy.shirley@neel-schaffer.com; Mike Schulze
Subject: Farmaland Conversion Impact Rating
Attachments: Vicksburg I-20 Project Area.jpg; Farmland Conversion.pdf

United States Department of Agriculture
Mr. Raymond Joyner

I have attached a copy of the Farmland Conversion Impact Rating form with Parts I and III completed. The project consists of proposed improvements and construction of frontage roads along I-20 from Iowa Avenue to approximately .8 miles east of HWY 61. I have also attached a jpeg copy of a map of the project area. Environmental Research Group, LLC has been subcontracted by Neel-Schaffer, Inc. to complete portions of the Environmental Assessment. If you have any questions or comments, don't hesitate to call or email me back. The FEDERAL-AID PROJECT NUMBER is IMD-0020-01(181) / 100367 002000.

Thank You,

Matthew Keel
Environmental Research Group, LLC
P.O. Box 215
442 Highway 24 E
Centreville, MS 39631
Office 601-645-6052
Cell 601-508-4125
Fax 601-645-6055
matt.keel@envrg.com

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 6/8/10
Name Of Project Proposed Vicksburg 1-20 Frontage Roads and Imp	Federal Agency Involved Mississippi Department of Transportation
Proposed Land Use Roadways and Right-of-Ways	County And State Vicksburg, MS
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 6/18/2010

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☐	No. ☒	Acres Irrigated / Average Farm Size
Major Crop*(s)*	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: %
Name Of Land Evaluation System Used	Name Of Local Site Assessment System		Date Land Evaluation Returned By NRCS

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	197.7	181.7		
B. Total Acres To Be Converted Indirectly	0.0	0.0		
C. Total Acres In Site	197.7	181.7	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

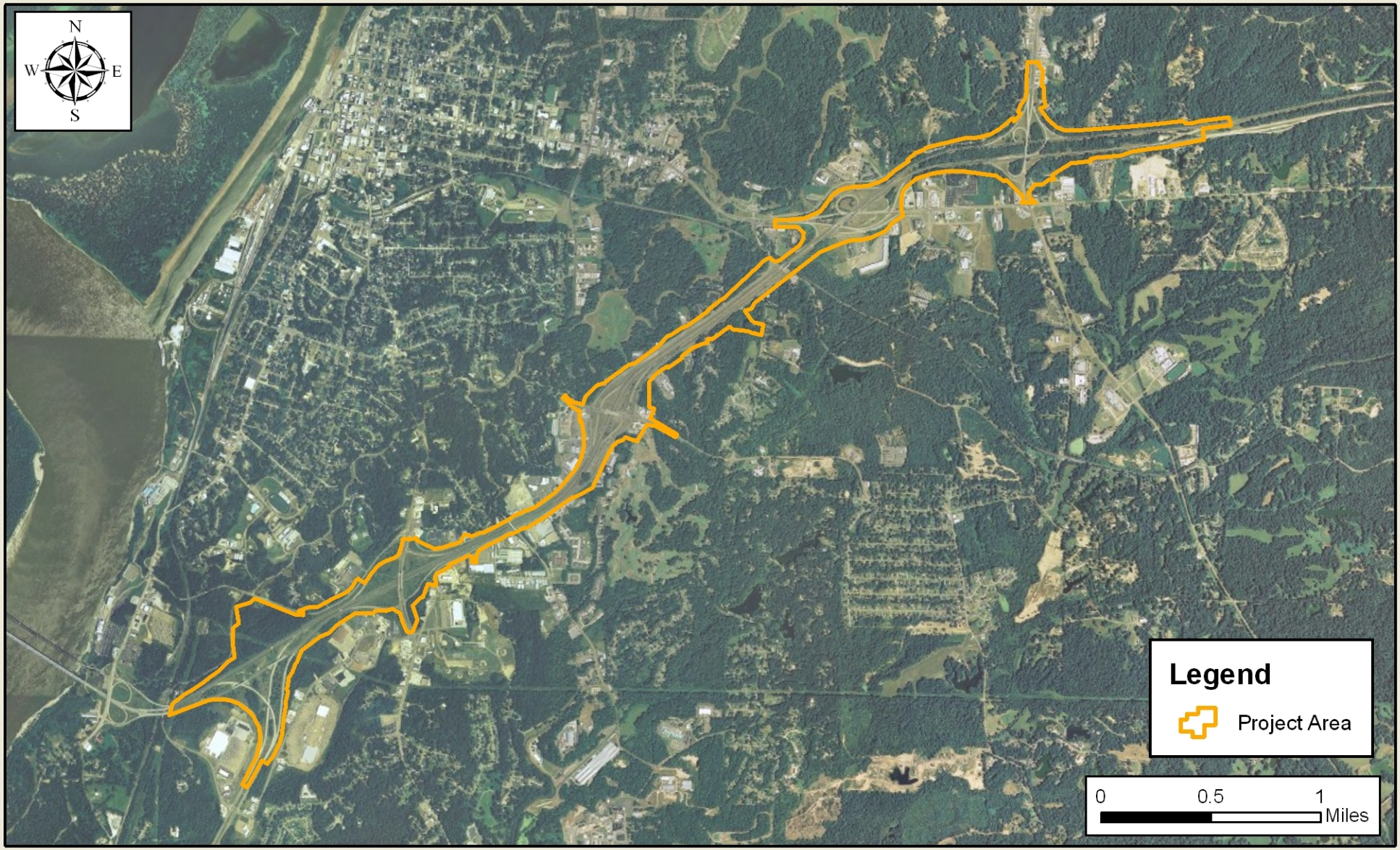
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) **Form AD-1006 (10-83)**

This form was electronically produced by National Production Services Staff

Figure 1. Overview of Project Area



Environmental Research Group, LLC.

Date: June 8, 2010

Jimmy Shirley

From: Matt Keel [matt.keel@envrg.com]
Sent: Monday, October 11, 2010 9:41 AM
To: 'Jimmy Shirley'
Subject: RE: I-20 at Vicksburg Farmland Conversion Form
Attachments: Farmland Conversion.pdf; Vicksburg I-20 Project Area.jpg

Jimmy,

A paper copy of the attached form along with a paper copy of the attached overview map are all that were submitted to the NRCS. I talked on the phone with Mr. Raymond Joyner, District Conservationist in the Vicksburg NRCS office, and he stated that the NRCS does not even consider claiming prime or unique farmlands in this area. This is due to the steepness of the terrain in the project area and to the close proximity of the project area to a major road. No written response was provided by the NRCS.

Thanks,

Matthew Keel
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Cell 601-508-4125
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matt.keel@envrg.com

From: Jimmy Shirley [mailto:jimmy.shirley@neel-schaffer.com]
Sent: Monday, October 11, 2010 9:26 AM
To: 'Matt Keel'
Subject: RE: I-20 at Vicksburg Farmland Conversion Form

Matt,

Was a figure provided to the NRCS with the form? If so, please provide me a copy of the figure. Did the NRCS provide a written response? If so, please provide me a copy of that also. If you have questions, give me a call or e-mail me and I will call you.

Thanks,
Jimmy

Jimmy Shirley, P.E.
Transportation Department
P.O. Box 22625
Jackson, MS 39225-2625
P. 601-948-3071
F. 601-948-3178
http://www.neel-schaffer.com

From: Matt Keel [mailto:matt.keel@envrg.com]
Sent: Monday, October 11, 2010 9:16 AM
To: jimmy.shirley@neel-schaffer.com

Cc: Mike Schulze
Subject: I-20 at Vicksburg Farmland Conversion Form

Jimmy,

I have attached a copy of the Farmland Conversion Impact Rating Form that was submitted to the NRCS on June 8, 2010 to and received by the NRCS on June 18, 2010. The response from the NRCS was received by ERG on June 22, 2010.

Thanks,

Matthew Keel
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Pedestrian and Bicyclist Supplemental Report

Overview of Proposed Reconstruction for Build Alternatives

The build alternatives would reconstruct I-20, the I-20 Interchanges and portions of the I-20 frontage roads from the eastern side of the Washington Street/Warrenton Road Exit 1A Interchange to the eastern limit of a new interchange that combines the Clay Street/US 80 Exit 4 Interchange with the US 61 North/SR 27 Exit 5 Interchange. The portions of the frontage roads that would be reconstructed are mainly located between Halls Ferry Road and Old SR 27. A collector-distributor road will be provided for the build alternatives on both sides of I-20 from where the frontage roads currently end at Old SR 27 extending east through the new Clay Street/US 80/US 61 North/SR 27 Interchange. Improvements are proposed on the crossroads at the US 61 South Interchange, the Halls Ferry Road Interchange, the Indiana Avenue Interchange, and Clay Street, US 61 North, and SR 27 at the Clay Street/US 80/US 61 North/SR 27 Interchange.

This proposed project has a 60 mph Design Speed for the I-20 lanes to the west of Clay Street and a 70 mph Design Speed for the I-20 lanes to the east of Clay Street. A 50 mph Design Speed is planned for the collector-distributor roads and the frontage roads paralleling I-20 proposed for reconstruction between Halls Ferry Road and Old SR 27. Access to the I-20 lanes is restricted to interchange locations. Access to the collector-distributor roads is restricted to interchange locations and the points where the north and south collector-distributor road corridors join the north and south frontage road corridors near Old SR 27. Within the limits of interchanges, access to the interchange crossroads is controlled. Access to the frontage roads is allowed through the MDOT's normal permitting procedures.

Relevant Pedestrian and Bicycle Laws in Mississippi

It is recognized that facilities with very restrictive forms of access control generally have high traffic speeds and create an unsafe environment for mixing vehicular traffic, especially trucks, with pedestrians and bicyclists. To address this safety issue, the State of Mississippi prohibits pedestrians and bicyclists from using any controlled access facility (Minutes of Highway Commission Meeting on April 14, 1970, and Rule No.:941-7501-09001 of the Mississippi Department of Transportation with an effective date of May 15, 2005). Since I-20 and the

collector-distributor roads are controlled access facilities, no accommodations are necessary for pedestrians and bicyclists.

Although bicycles are not allowed on the interstate and full access control facilities in the State of Mississippi, on the remaining routes a bicycle is recognized as a vehicle and every person riding a bicycle upon a highway has all the rights and responsibilities of a motor vehicle driver.

In the 2010 Regular Session of the Mississippi Legislature, Senate Bill No. 3014 was approved and signed into law by the Governor effective July 1, 2010. The act provided the rights and duties of those persons operating bicycles on any roadway or highway or path set aside for bicycles; it set forth the rights and duties of the operator of a motor vehicle with respect to bicycles; and, the act prohibited certain activities and established fines for violations.

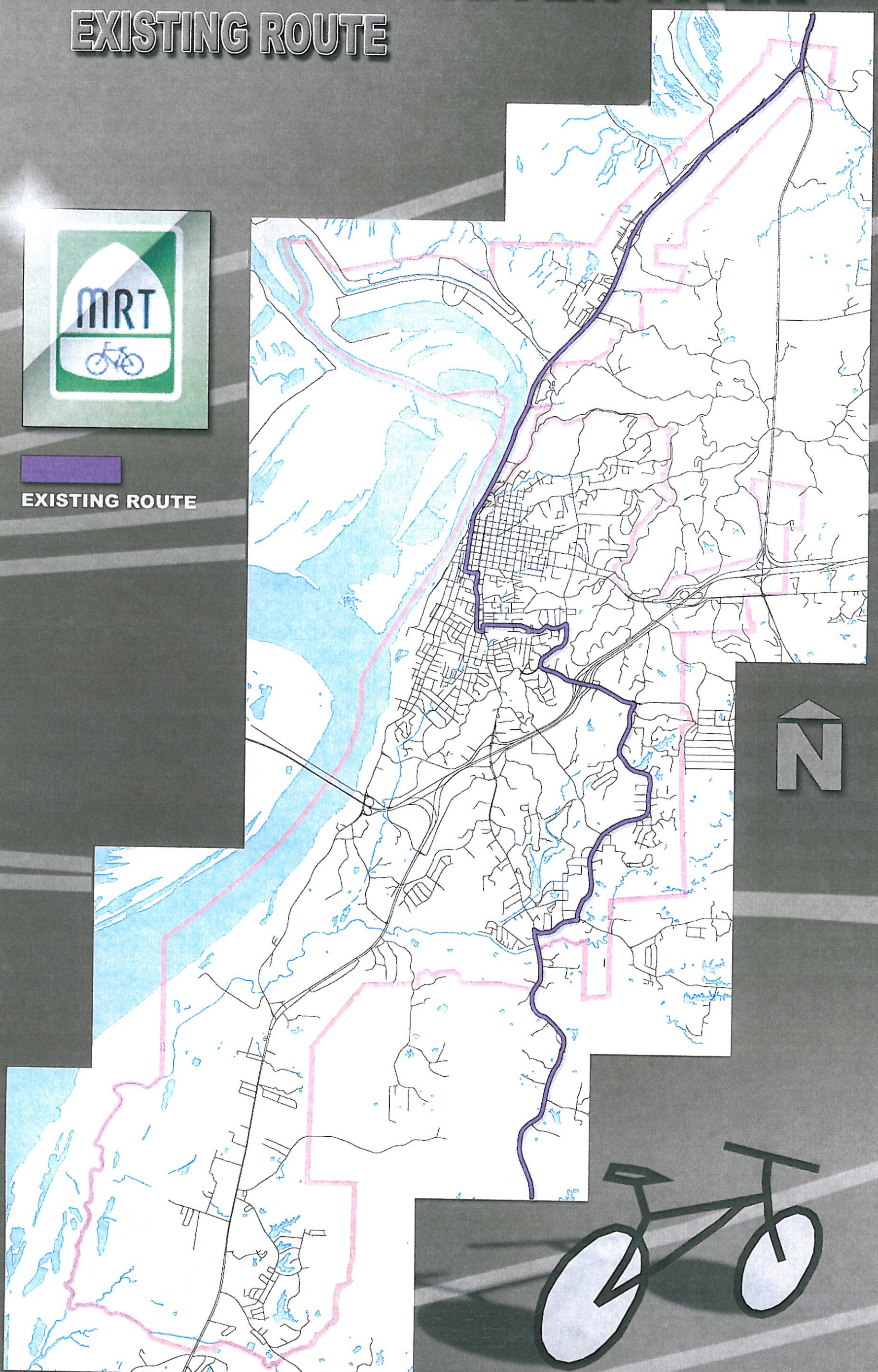
Mississippi River Trail

The Mississippi River Trail (MRT) is a bicycling route that travels from the headwaters of the Mississippi River at Lake Itasca, Minnesota to the Delta at the Gulf of Mexico in Louisiana. It is a 3,000-mile system of bicycle friendly roads and multi-use pathways. The MRT connects 10 states, the cities of Minneapolis, St. Louis, Memphis, New Orleans and hundreds of small cities and towns along the way. The MRT has approximately 300 miles located in Mississippi. The Mississippi route uses existing roads to take cyclists through the Mississippi Delta from the Mississippi River Bridge crossing near Helena, Arkansas to the Mississippi River Bridge crossing at Natchez, Mississippi.

None of the MRT in Mississippi has marked bicycle lanes. Relative to the routing of the MRT in the Vicksburg area, the pavement width in most areas is inadequate for marking bicycle lanes. Three maps depicting the existing, proposed, and future routes for the MRT across the build alternatives are attached. The maps were obtained from the Vicksburg-Warren Chamber of Commerce. The existing MRT route uses the Indiana Avenue Bridge over I-20 at the Exit 3 Interchange; the proposed route would retain the Indiana Avenue crossing or relocate the crossing point using the Washington Street/Warrenton Road Bridge over I-20 at the Exit 1A Interchange; and, the future route would use the Washington Street/Warrenton Road Bridge over I-20 at the Exit 1A Interchange or go underneath I-20 west of Washington Street/Warrenton Road using the Mississippi River Bridge.

MISSISSIPPI RIVER TRAIL

EXISTING ROUTE



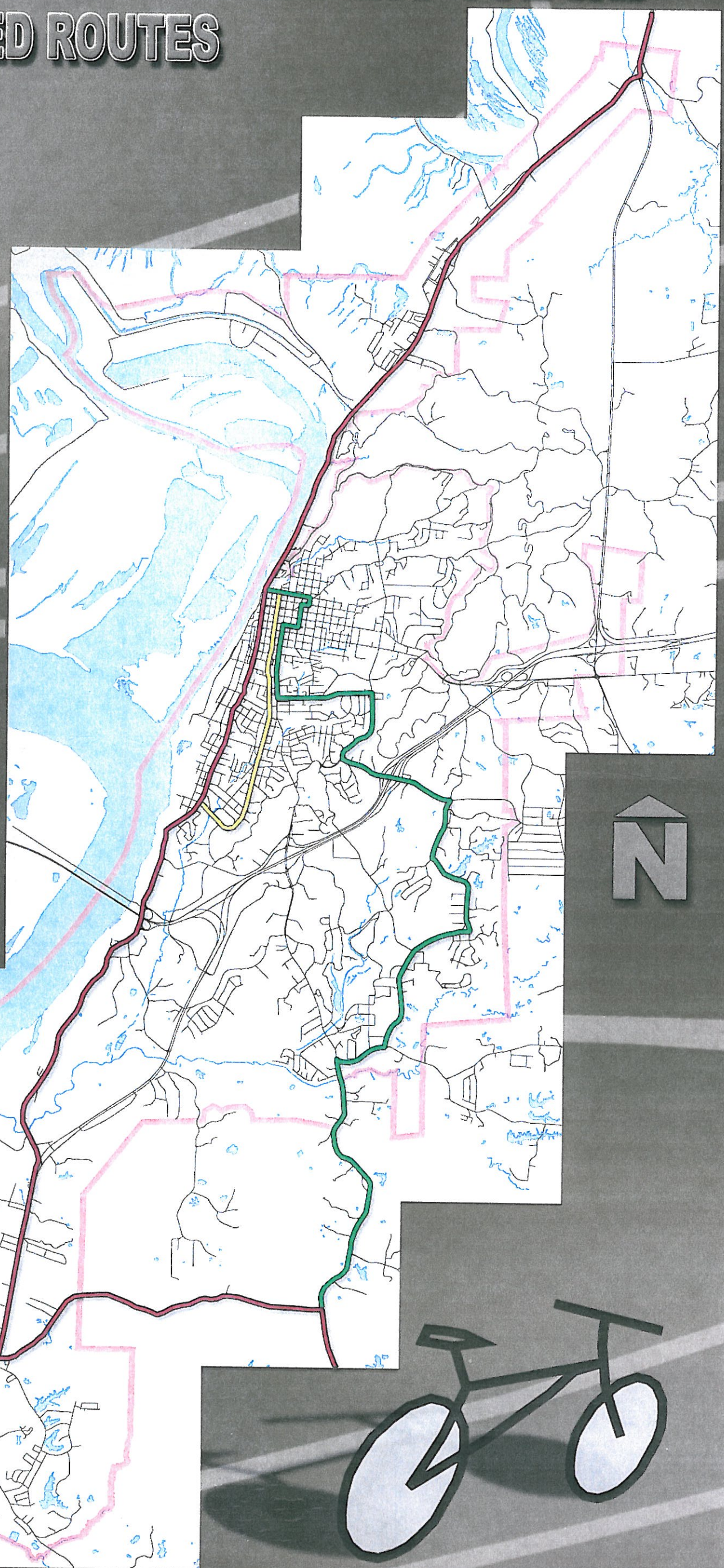
MISSISSIPPI RIVER TRAIL

PROPOSED ROUTES

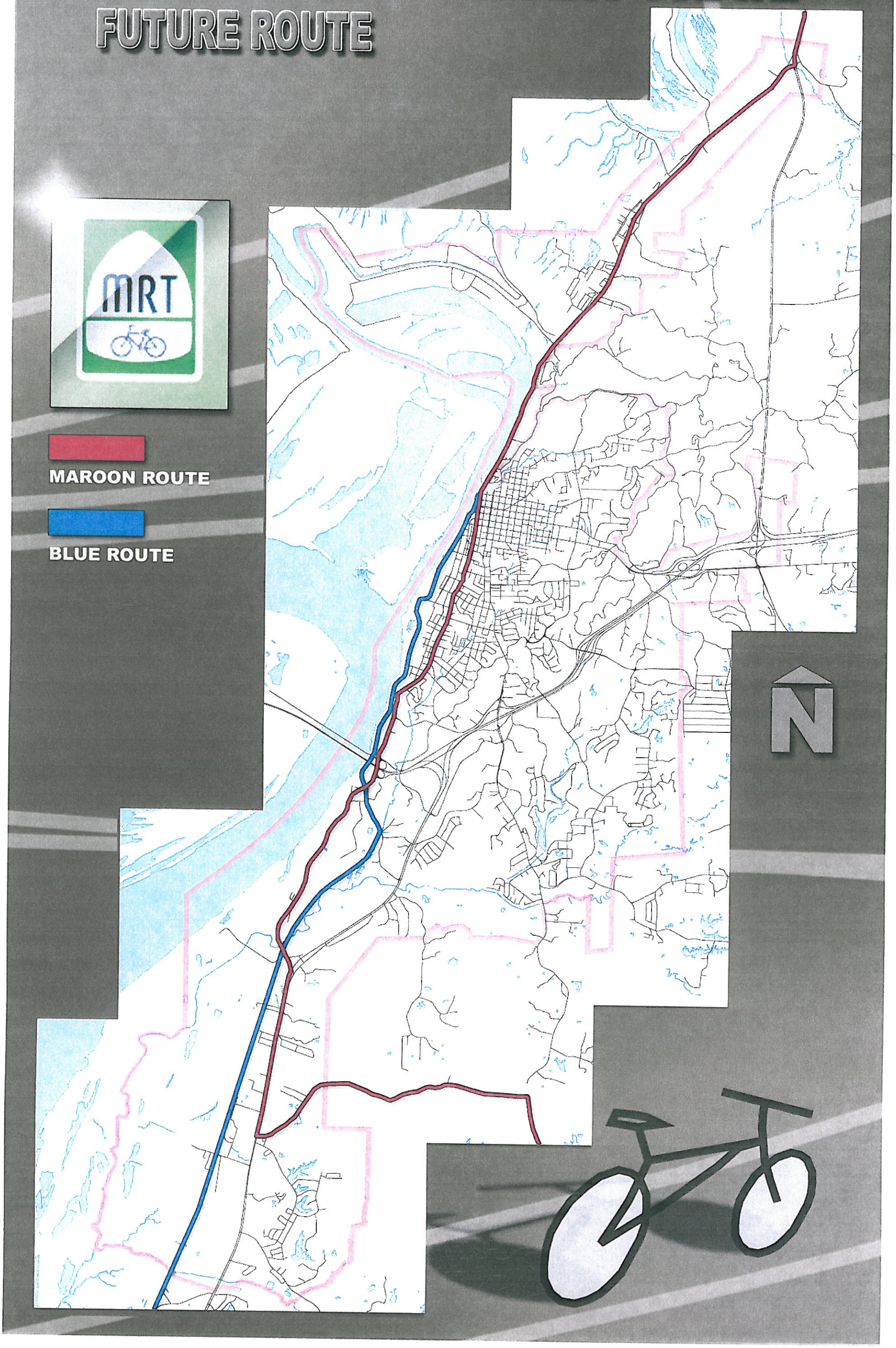
MAROON ROUTE

YELLOW ROUTE

GREEN ROUTE



MISSISSIPPI RIVER TRAIL
FUTURE ROUTE



Overview of Existing Pedestrian and Bicycle Environment on Nearby and Impacted Routes

The following summarizes the build alternatives and their adjacent or nearby existing environment for pedestrians and bicyclists between the proposed reconstructed US 61 South Exit 1B Interchange and the US 61 North/SR 27 portion of the proposed new Clay Street/US 80/US 61 North/SR 27 Interchange.

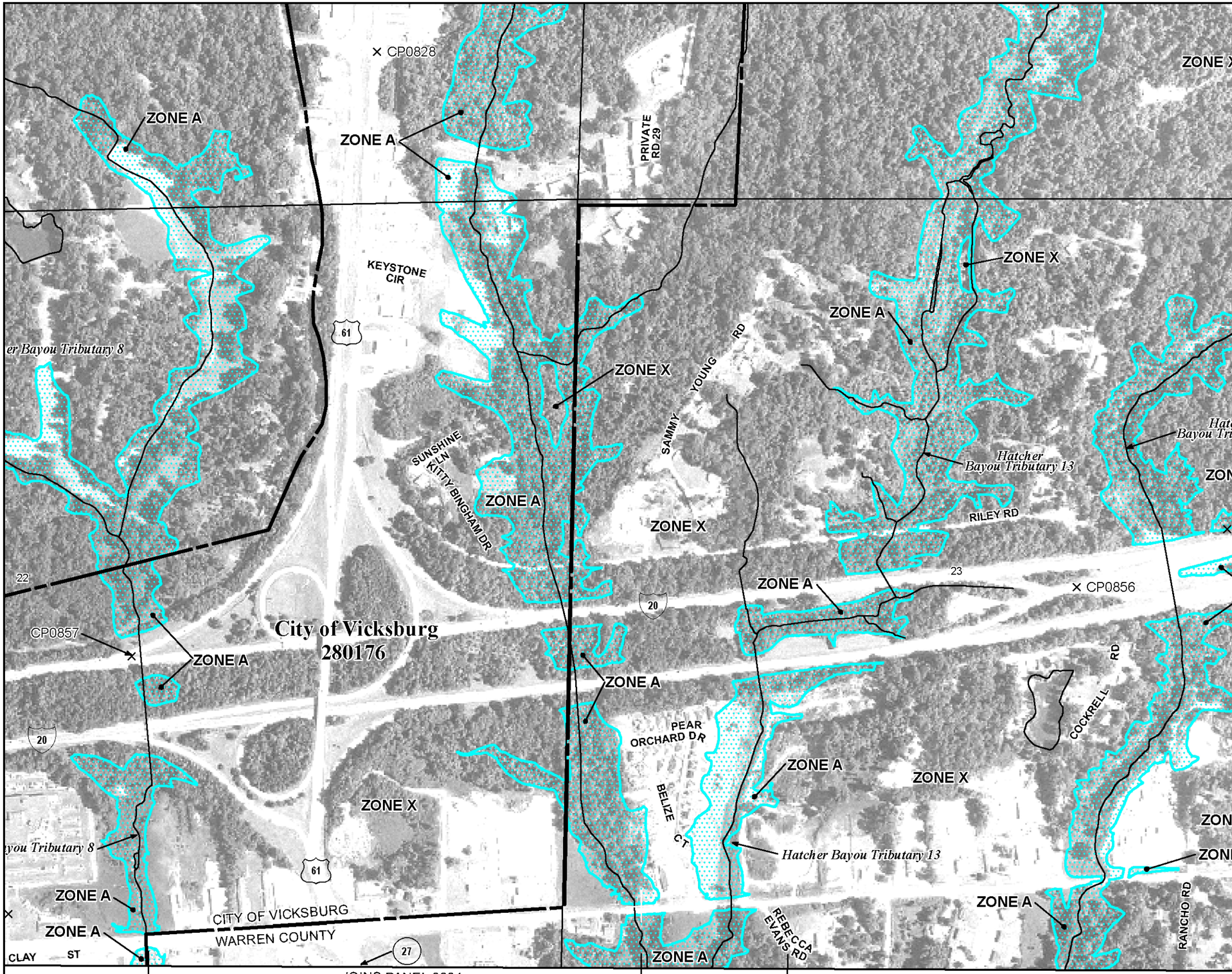
- The US 61 South Exit 1B Interchange is a trumpet design accommodating I-20 to the west, I-20 and US 61 North to the east and US 61 to the south. Pedestrians and bicyclists are not allowed on the east and west approaches to the interchanges. US 61 South of the I-20 Exit 1B Interchange is a four-lane divided, high speed facility with no sidewalks and no paved surfaces marked for accommodating bicyclists.
- To accommodate the reconstruction of the I-20 East and West traffic lanes at the US 61 South Exit 1B Interchange, a short portion of the two-lane, two-way, open ditch North Frontage Road will be relocated between the Halls Ferry Road intersection and the Iowa Boulevard/Confederate Avenue intersection. There are currently no provisions for pedestrians and no paved surfaces marked for accommodating bicyclists on this impacted section of the North Frontage Road.
- Outside the limits of the Halls Ferry Road Exit 1C Interchange, the Indiana Avenue Exit 3 Interchange, the Clay Street/US 80 Exit 4 Interchange and the US 61 North/SR 27 Interchange improvements, the interchange crossroads have no sidewalks and no paved surfaces marked for accommodating bicyclists.
- The frontage roads provide access to property adjacent to the interstate between interchange locations and to local streets that intersect the frontage roads. Through the crossing route at interchange locations – such as Halls Ferry Road, Indiana Avenue, and the proposed frontage road circulation bridges slightly east of Halls Ferry Road and slightly west of Old SR 27 – the frontage roads provide a means for traffic to access frontage road destinations and other destinations outside the interstate corridor through the local surface transportation network.
- The existing frontage roads between Halls Ferry Road and Indiana Avenue have considerable adjacent commercial development and a large apartment complex located off the South Frontage Road approximately halfway between Wisconsin

Avenue and Indiana Avenue. The two-lane Wisconsin Avenue crosses I-20 at a bridged location approximately halfway between Halls Ferry Road and Indiana Avenue. Large residential areas are serviced by Wisconsin Avenue north of I-20; and, considerable residential and commercial areas are serviced by Wisconsin Avenue south of I-20. Wisconsin Avenue has access to the South Frontage Road through commercial driveways. Although Wisconsin Avenue does not currently have access to the North Frontage Road, the City of Vicksburg recently completed a study for a plan that could provide Wisconsin Avenue access to the North Frontage Road. The existing North and South Frontage Roads have no sidewalks and limited locations where the shoulder width is adequate to be marked as a bicycle lane. Wisconsin Avenue has no sidewalks and no paved surfaces marked for accommodating bicycles.

- The existing frontage roads between Indiana Avenue and Old SR 27 have minor commercial build up, some residential build up, no paved shoulders and no sidewalks. The southwestern portion of the Vicksburg Military Park is located slightly north of the North Frontage Road between Indiana Avenue and Old SR 27. One short street with no outlet intersects the North Frontage Road between Indiana Avenue and Old SR 27. Porters Chapel Road intersects the South Frontage Road slightly west of Old SR 27. It is the only major local road that provides access to the South Frontage Road between Indiana Avenue and Old SR 27. Porters Chapel Road is a two-lane, two-way facility with narrow shoulders, no sidewalks, and no paved surfaces marked for accommodating bicycles.
- Old SR 27 intersects Clay Street opposite the access to the Vicksburg National Military Park Visitor Center. Old SR 27 is a winding, two-lane, two-way facility over the approximate 1000 feet between Clay Street and the North Frontage Road intersection. Old SR 27 between Clay Street and the North Frontage Road borders the Military Park, has no sidewalks and has no paved surfaces marked for accommodating bicycles. Old SR 27 south of the South Frontage Road is also a winding two-lane, two-way facility with narrow shoulders, no sidewalks and no paved surfaces marked for accommodating bicycles.
- Since the North Frontage Road corridor east of Old SR 27 becomes the corridor for the North Collector-Distributor Road, the eastern limit of the North Frontage Road for both build alternatives is Old SR 27. For both build alternatives the

eastern limit of the South Frontage Road is slightly east of Old SR 27 and the South Frontage Road Bridge over the Meridian Speedway railroad where a connection is provided to the City of Vicksburg maintained frontage road located in the southwest quadrant of the Clay Street/US 80 portion of the proposed Clay Street/US 80/US 61 North/SR 27 Interchange. The city maintained frontage road services Vicksburg Factory Outlets and other commercial development. The City of Vicksburg maintained frontage road has no sidewalks, no paved surfaces marked for accommodating bicycles, and the City has no plans for providing sidewalks or paved surfaces that could be marked for accommodating bicycles in the foreseeable future.

- Clay Street on the northwestern, or Downtown Vicksburg, side of the Clay Street/US 80 Interchange does have some sidewalks for pedestrians. However, there are no sidewalks or marked bicycle lanes on both Clay Street approaches to the interchange.
- US 61 to the north of the US 61 North/SR 27 Interchange is a four-lane divided facility with no sidewalks and no marked bicycle lanes. The Clay Street-US 80 intersection with SR 27 is at the southern limit of the US 61 North/SR 27 Interchange. Approximately three quarters of a mile south of the Clay Street-US 80 intersection, Warren Central High School is located on the eastern side of SR 27 and Beechwood Elementary is located opposite Warren Central High School on the western side of SR 27. At the southern limit of the school zone, there is a bridge on the two-lane section of SR 27 over the Meridian Speedway railroad. South of the railroad bridge, SR 27 is a two-lane facility with narrow shoulders. A portion of SR 27 between the I-20 interchange and the railroad bridge is a multilane facility with narrow shoulders and a portion of it is a two-lane facility with narrow shoulders. However, there are no sidewalks and no marked bicycle lanes on SR 27 south of the I-20 Interchange.



MAP SCALE 1" = 500'

250 500 750 1,000 FEET

METERS

PANEL 0302D

FIRM

FLOOD INSURANCE RATE MAP

WARREN COUNTY, MISSISSIPPI

AND INCORPORATED AREAS

PANEL 302 OF 550

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
VICKSBURG, CITY OF	280176	0302	D
WARREN COUNTY	280198	0302	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
28149C0302D

EFFECTIVE DATE
NOVEMBER 5, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov