

Appendix L

Supplemental Information on Coordination Meetings Involving the Project Development Team, Agencies, Local Officials and Project Stakeholders

MEETING SUMMARY

PROJECT KICKOFF MEETING ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT ROADWAY DESIGN DIVISION
4TH FLOOR CONFERENCE ROOM AT JACKSON
1:30 P.M. THURSDAY, OCTOBER 4, 2007**

Prior to the meeting, a draft agenda was prepared and distributed to prospective attendees. As the Neel-Schaffer consultant team representatives made their final preparations for the Kickoff Meeting, the agenda was updated and slightly revised. The Kickoff Meeting followed the attached revised agenda.

The meeting's attendees representing the MDOT, FHWA and Neel-Schaffer registered their attendance using sheets that Neel-Schaffer had prepared for the meeting.

The goals of the Kickoff Meeting were:

- to discuss the task-specific schedule;
- to establish procedures & expectations within scope & fee;
- to exchange information;
- to initiate requests for other necessary data; and,
- to explain contract administration.

To assist the Neel-Schaffer consultant team in fulfilling its Kickoff Meeting responsibilities, aerial photography displays of the study area and handouts were developed. The aerial photography displays depicted the option selected under a previously completed April 2002 MDOT report for reconstructing this section of I-20 through Vicksburg. The handouts included a copy of the revised agenda, as well as a line drawing on 11 inch by 17 inch paper of the feasibility study option depicting the

number of lanes for reconstructed I-20 and the reconstruction concept for the interchanges.

The revised agenda is shown below with comments made to update the agenda for the Kickoff Meeting indicated in bold letters. The Kickoff Meeting Summary is prepared by doing the following:

- noting key comments in italics under the appropriate agenda item; and,
- summarizing the discussions that occurred on non-agenda items after Agenda Item 8 (Availability of MDOT Items/Materials Consultant Team Might Need) and before Agenda Item 9 (Meeting Summary and Closing).

Revised Agenda

1. Welcome, Introductions, and Opening Comments

MDOT – Claiborne Barnwell, Environmental Engineer

After making his welcoming comments and addressing any needed introductions, Claiborne Barnwell had the following comments.

- *The Neel-Schaffer representatives need to update the progress schedule using an approach that would complete the study in a time frame meeting MDOT expectations.*
- *The MDOT considers this a joint Environmental and Roadway Design contract. For contact purposes with the MDOT, Wes Stafford of the Environmental Division will be the MDOT Project Manager and Chad Wallace of the Environmental Division will serve as the Assistant Project Manager.*
- *The first discussions concerning one-way and two-way frontage road options and the recognized public opposition to one-waying the frontage roads occurred during Mr. Barnwell's comments.*

2. Overview of Meeting Agenda Topics

Neel-Schaffer, Inc. – Robert Walker, Project Manager

- Basic responsibilities and coordination
- Study area description

- Purpose and Need Status

Have Draft for MDOT Review in Next Couple of Weeks

After commenting that traffic projections will be a key component of the Purpose and Need, Cecil Vick advised the FHWA believes the Design Year for the traffic projections should be 20 years from the estimated year for beginning construction. After Cecil suggested using 2040 for the Design Year traffic projections, there were discussions on the difficulties in accurately projecting and modeling traffic beyond 2030. Robert Walker advised the MDOT waited until after the school year started to make the requested traffic counts and that the MDOT has not processed all the tabulated counts to Neel-Schaffer. He commented on the approximately two percent annual growth in traffic that has been occurring on I-20 in recent years while the other state highways in the Vicksburg area are experiencing lesser growth and the local road network is experiencing minimal, if any, growth. Recognizing the difficulties in projecting traffic so far in advance, the FHWA believes 2040 should be used for the Design Year traffic projections. Durwood Graham requested that the MDOT Third District be furnished a copy of the Draft Purpose and Need.

- Project issues of concern and discussions
- Availability of possible information needed from MDOT and/or the City of Vicksburg

Neel-Schaffer has contacted Vicksburg Public Works Director Bubba Rainer and requested his assistance in obtaining three year accident data from the Vicksburg Police Department.

- Meeting summary and closing

3. Neel-Schaffer, Inc. and Their Subsidiaries Consultant Responsibilities

Neel-Schaffer, Inc. – Robert Walker, Project Manager

- Project Management

Robert advised Aubrey Kopf and Jimmy Shirley of Neel-Schaffer will be actively involved in this study. When Robert was discussing the field survey and the need for establishing a MDOT

contact, Durwood Graham advised Jeff Curtis of the MDOT Vicksburg Project Office would be the Third District's designated contact.

- Public and agency coordination

Jim Pilgrim with Port and Chamber is a potential contact.

What is N-S role?

At the appropriate time, Robert advised Neel-Schaffer will work with the MDOT and the City of Vicksburg to identify the stakeholders who will be interviewed and to schedule the interviews.

- Partial responsibilities for data collection and evaluation
- Corridor and alternative analysis

What Year? 2030?

As stated previously, Cecil Vick commented on behalf of the FHWA that it is their desire that 2040 be used as the Design Year for the corridor and alternative analysis.

- Draft EA and Final EA/FONSI preparation

Maptech, Inc. – **Robert Walker for Chris King**

- Survey control
- Digital ortho/aerial mapping
- Supplemental field data

SoilTech, Inc. – **Robert Walker for Greg Gillen**

- UST investigations

4. Subconsultant Responsibilities

Environmental Resource Group – **Robert Walker for Jerry Bolton**

- **Wetlands**
- **Waters/streams**
- **Threatened and endangered species**
- Noise study assistance

5. Cultural Resources Responsibilities

MDOT – Claiborne Barnwell

Cecil Vick of the FHWA advised every possible effort should be made to avoid 4(f) issues related to encroaching on the Vicksburg Civil War Battlefield.

6. Study Area Description

Neel-Schaffer, Inc. – Robert Walker

- I-20 in Vicksburg between Mississippi River Bridge and the eastern limit of the US 61 North Interchange in Warren County
- Includes interchanges and approaches at Warrenton Road/Washington Street, US 61 South, Halls Ferry Road, Indiana Avenue, US 80/Clay Street, and SR 27/US 61 North
- Interchanges are closely spaced
- Off-ramps and on-ramps at interchanges are too short to meet present design standards for deceleration and acceleration
- Poor vertical alignment on I-20, as well as the need for additional through lanes to accommodate traffic demand, prevents upgrading the interchanges without performing major reconstruction on I-20.
- With limited funding, the MDOT has been using punch-out and minor overlays as maintenance type projects for addressing pavement deficiencies on this section of I-20.

6. Purpose and Need Status

Neel-Schaffer, Inc. – **Jimmy Shirley**

At the conclusion of the meeting, Jimmy Shirley gave a copy of a Preliminary Draft Purpose and Need to Chad Wallace.

7. Project Issues of Concern and Discussions

Neel-Schaffer, Inc. – Robert Walker

- Design Criteria and Review of 2002 Report
 - ❖ The April of 2002 report, which Neel-Schaffer completed for the MDOT under Project Number 54-0020-01-106-10 P.E., assumed left hand exits would not be allowed.

There were no comments made suggesting consideration be given to using left hand exits.

- ❖ The 2002 report also used certain level of service and design criteria based on the 1998 Design Manual. The levels of service criteria provided a level of service “C” operation or better for the interstate, interstate ramps, merge/diverge points and weaving sections; and, Level “D” for individual movements at intersections.

Roadway Design Division Engineer Keith Purvis commented the levels of service used for the report were good goals for meeting on this study.

- ❖ Reconstruction concepts studied in the 2002 report used a 60 mph design speed for I-20, a 50 mph design speed for the directional ramps, a 50 mph design speed for collector-distributor roads, a 45 mph design speed for frontage roads,

(Verify frontage road design speed) and a 16 feet-6 inches vertical clearance for bridges

There were some concerns expressed about not using a higher design speed for I-20 and the frontage roads, and no comments on the vertical clearances for the bridges.

- ❖ The 2002 report contained exit loops from the interstate without C-D Roads.

It was recognized the close spacing of the interchanges prevented providing C-D Roads when exit loops and entrance loops were located on the same side of the interstate. This led to a discussion on the spacing that the FHWA will allow for this study between adjacent interchanges. The FHWA will determine if under this study the current interchanges will be allowed to remain and be reconstructed in reasonable proximity to their current location.

- Crossroad access control at interchange locations

- ❖ Measured from the ramps extending away from the interstate on the interchange crossroad on both sides of each interchange, the minimum distance(s) that the MDOT wants to the next allowable access point.

MDOT Roadway Design Engineer Keith Purvis advised the Roadway Design Division will notify Neel-Schaffer of the Design Criteria to be used for this access control requirement as well as the other Design Criteria that Neel-Schaffer needs to begin this study.

- Development of Alternatives

- ❖ Interchange locations with constraints that only allow one reasonable and prudent reconstruction concept
Jimmy Shirley of Neel-Schaffer advised the short distances between the Mississippi River Bridge, the Washington Street/Warrenton Road Interchange, the US 61 South Interchange, and the Halls Ferry Road Interchange are major constraints. The short spacing between these interchanges and not allowing left hand exits at any of the reconstructed interchanges only allow minor improvements to the crossroad at the Washington Street/Warrenton Road Interchange, and one interchange concept for the US 61 South and the Halls Ferry Road interchanges.
- ❖ Interchange locations with flexibility to allow more than one reasonable and prudent reconstruction concept
Jimmy Shirley advised the Indiana Avenue, US 80/Clay Street, and the US 61 North/SR 27 South interchanges appear to provide the opportunity for more than one interchange concept to be considered.
- ❖ One-way and/or two-way frontage roads
The group recognized both one-way and two-way frontage road options must be considered. They discussed the importance of using effective public outreach measures when discussing the frontage road traffic control options. Such measures could better enable the public to

understand that two-way frontage roads will result in more business and residential relocations and lead to less efficient operations of the traffic signals at the frontage road intersections with the interchange crossroad.

- **Public Outreach, Involvement, and Visualization Techniques**
- Social and Environmental Issues
 - ❖ Cultural Resources
 - ❖ Wetland, floodplain, and stream impacts
 - ❖ Other issues of concern?

8. Availability of MDOT Items/Materials Consultant Team Might Need

Neel-Schaffer, Inc. – Robert Walker

- Maps, aerial photographs, and other cartographic item
Neel-Schaffer appears to have everything it presently needs.
- Permit documentation for specific utility crossings
If needed at a later date, Neel-Schaffer will contact the MDOT.
- Construction plans, drawings, and maps
Neel-Schaffer appears to have everything it presently needs.
- Traffic data – including volume, classification, and turning movement counts – required for the analysis
Neel-Schaffer either has everything it needs or MDOT is in the process of providing what Neel-Schaffer needs.
- Traffic projections for each alternate
At the appropriate time, Neel-Schaffer will contact the MDOT for any needed assistance.
- Traffic growth rates and peak hour factors
At the appropriate time, Neel-Schaffer will contact the MDOT for any needed assistance.
- Available archaeological and cultural resource information
The MDOT archaeologists referenced the locations of two cemeteries on the South Frontage Road between the Halls Ferry Road and the Indiana Avenue interchanges.
- Previous three year accident data by segment as required
 - ❖ Number of accidents – type, location, etc.

- ❖ Fatal accidents and number of fatalities
- ❖ Injury accidents and number of injuries
- ❖ Property damage accidents and cost
- ❖ Economic loss costs

Will O'Reilly of the MDOT Traffic Engineering Division verified the City of Vicksburg's unwillingness in the past to share accident information with the MDOT.

The following is a summary of the discussions that occurred on non-agenda items.

- *John Reese of the Roadway Design Division commented that consideration needs to be given to the work zone impacts of a construction plan that would detour mainline interstate traffic onto the frontage roads.*
- *John Vance and Will O'Reilly expressed their appreciation on being given the opportunity to provide input into the study from a maintenance perspective and a traffic engineering perspective.*
- *Aubrey Kopf of Neel-Schaffer commented on the concept presented in previously completed April 2002 report for reconstructing I-20 through Vicksburg. He advised that concept has minimum right of way impacts, but high costs associated with retaining walls that would be needed to minimize the right of way impacts. He referenced the handout provided to the attendees and the feasibility option for reconstructing I-20 and advised that additional study will be needed for accommodating the mainline interstate traffic when reconstructing is occurring at the Indiana and US 80/Clay Street interchanges.*

9. Meeting Summary and Closing

MDOT – Claiborne Barnwell

- *On behalf of Claiborne Barnwell, Wes Stafford expressed his appreciation for everyone's attendance at the meeting and adjourned the meeting.*

Kickoff Meeting

PROJECT: Environmental Assessment
I-20 in Vicksburg
from the Mississippi River Bridge
to the SR 27/US 61 North Interchange

PURPOSE: (1) Discuss task-specific schedule
(2) Establish procedures & expectations within scope & fee
(3) Exchange information
(4) Initiate requests for other necessary data
(5) Explain contract administration

DATE: October 4, 2007

AGENDA

1. **Welcome, Introductions, and Opening Comments**
MDOT – Claiborne Barnwell, Environmental Engineer
(Need to designate the MDOT Project Manager)

2. **Overview of Meeting Agenda Topics**
Neel-Schaffer, Inc. – Robert Walker, Project Manager
 - Basic responsibilities and coordination
 - Study area description
 - Purpose and Need Status
Have Draft for MDOT Review in Next Couple of Weeks
 - Project issues of concern and discussions
 - Availability of possible information needed from MDOT and/or the City of Vicksburg
Have Contacted Vicksburg and They Are Checking Into This
 - Meeting summary and closing

3. **Neel-Schaffer, Inc. and Their Subsidiaries Consultant Responsibilities**
Neel-Schaffer, Inc. – Robert Walker, Project Manager
 - Project Management
 - Public and agency coordination
Jim Pilgrim with Port and Chamber
What is N-S role?
 - Partial responsibilities for data collection and evaluation
 - Corridor and alternative analysis
What Year? 2030?
 - Draft EA and Final EA/FONSI preparation

Maptech, Inc. – Chris King

- Survey control
- Digital ortho/aerial mapping
- Supplemental field data

SoilTech, Inc. – **Robert Walker for Greg Gillen**

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MDOT – Claiborne Barnwell

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- With limited funding, the MDOT has been using punch-out and minor overlays as maintenance type projects for addressing pavement deficiencies on this section of I-20.

6. Purpose and Need Status

Neel-Schaffer, Inc. – **Jimmy Shirley**

7. Project Issues of Concern and Discussions

Neel-Schaffer, Inc. – Robert Walker

- Design Criteria and Review of 2004 Report
 - ❖ The 2004 report for the Reconstruction of I-20 through Vicksburg assumed left hand exits would not be allowed.
 - ❖ The 2004 report also used certain level of service and design criteria based on the 1998 Design Manual. The levels of service criteria provided a level of service “C” operation or better for the interstate, interstate ramps, merge/diverge points and weaving sections; and, Level “D” for individual movements at intersections.
 - ❖ Reconstruction concepts studied in that prior report used a 60 mph design speed for I-20, a 50 mph design speed for the directional ramps, a 50 mph design speed for collector-distributor roads, a 45 mph design speed for frontage roads, **(Verify frontage road design speed)** and a 16 feet-6 inches vertical clearance for bridges
 - ❖ The prior report contained exit loops from the interstate without C-D Roads.
- Crossroad access control at interchange locations
 - ❖ Measured from the ramps extending away from the interstate on the interchange crossroad on both sides of each interchange, the minimum distance(s) that the MDOT wants to the next allowable access point.
- Development of Alternatives
 - ❖ Interchange locations with constraints that only allow one reasonable and prudent reconstruction concept
 - ❖ Interchange locations with flexibility to allow more than one reasonable and prudent reconstruction concept
 - ❖ One-way and/or two-way frontage roads
- **Public Outreach, Involvement, and Visualization Techniques**
- Social and Environmental Issues
 - ❖ Cultural Resources
 - ❖ Wetland, floodplain, and stream impacts
 - ❖ Other issues of concern?

8. Availability of MDOT Items/Materials Consultant Team Might Need

Neel-Schaffer, Inc. – Robert Walker

- Maps, aerial photographs, and other cartographic items
- Permit documentation for specific utility crossings
- Construction plans, drawings, and maps
- Traffic data – including volume, classification, and turning movement counts – required for the analysis
- Traffic projections for each alternate
- Traffic growth rates and peak hour factors
- Available archaeological and cultural resource information
- Previous three year accident data by segment as required
 - ❖ Number of accidents – type, location, etc.
 - ❖ Fatal accidents and number of fatalities
 - ❖ Injury accidents and number of injuries
 - ❖ Property damage accidents and cost
 - ❖ Economic loss costs

9. Meeting Summary and Closing

MDOT – Claiborne Barnwell

Summary MDOT/Neel-Schaffer May 9, 2008 Coordination Meeting and Follow-up Actions

The Coordination Meeting was conducted to discuss the following:

- the initial alternative concepts under consideration;
- the Indiana Avenue Interchange Bridge widening or replacement requirements for the initial alternative concepts; and,
- the access control requirements for the initial alternative concepts.

The Coordination Meeting was held in the MDOT Roadway Design Division Conference Room. The MDOT attendees at the meeting included: Messrs. Claiborne Barnwell and Chad Wallace of the Environmental Division; Messrs. Keith Purvis, John Reese, and Adam Boggan of the Roadway Design Division; Messrs. Keith Carr and Nick Altobelli of the Bridge Division; Messrs. Kevin Magee, Durwood Graham, Val Devellis, and Eric Morgan of the Third District; and, Mr. Greg Stevens of the Traffic Engineering Division. Representing Neel-Schaffer (N-S) at the meeting were: Messrs. Mark Bailey, Robert Walker, and Jimmy Shirley.

A copy of the agenda that was used for the meeting is attached.

During his opening comments for the MDOT Environmental Division, Claiborne Barnwell noted this study is as much a design study as it is a location and environmental study. He emphasized the importance of using an efficient public involvement program to resolve the potential controversies that could occur if one-way frontage roads are used instead of two-way frontage roads. Brief and general opening comments were made by the representatives of the MDOT Roadway Design Division, Bridge Division, Traffic Engineering Division and Third District.

During their opening comments, Mark Bailey and Robert Walker advised that N-S had requested the meeting to address access and bridge issues related to the alternative development. Mr. Walker noted that during the past week N-S realized the military park extends across the interstate in some locations. Messrs. Barnwell and Walker agreed that archaeological and battlefield issues will need to be discussed with the park

personnel. They also agreed any discussions with the park personnel would need to involve the Federal Highway Administration. Since the MDOT is responsible for the archaeological work on this study, the potential archaeological studies that could be required because of the battlefield impacts might be beyond the MDOT's work load capabilities. Therefore, additional assistance in this area might be needed from the N-S consultant team.

Jimmy Shirley of N-S then provided an overview of the initial alternatives being considered. At the western limit of the study area, he advised the Mississippi River Bridge is located immediately west of the Washington Street/Warrenton Road Interchange; therefore, no major improvements are proposed between the Mississippi River and the eastern side of the Washington Street/Warrenton Road Interchange. At the eastern limit of the study area, Mr. Shirley stated the closeness of the Clay Street/US 80 Interchange to the US 61 North/SR 27 Interchange and the need to retain reasonable interstate access to and from Clay Street, US 80, US 61 North, and SR 27 are major controls in developing more than one alternative. Using alternative maps with aerial photography on a scale of one inch to 200 feet, he made the following comments on the three initial alternatives.

- The alternatives are the same from the eastern side of the Washington Street/Warrenton Road Interchange through the US 61 South Interchange, where a trumpet interchange is proposed, to the eastern side of the Halls Ferry Road Interchange, where all the ramps and loops would be placed on the east side of Halls Ferry Road.
- The alternatives are the same from slightly west of the Clay Street/US 80 Interchange through the US 61 North/SR 27 Interchange to the eastern limit of the study area.
- The alternatives are different between the east side of the Halls Ferry Road Interchange and the west side of the Clay Street/US 80 Interchange.
- One alternative used the concept provided under the prior 2002 study with a diamond interchange at Indiana Avenue, flyover bridges on both sides of Indiana Avenue to provide direct access between the North and South Frontage Roads, and one-way frontage roads.

- The second alternative used one-way frontage roads, a diamond interchange concept at Indiana Avenue and did not have the frontage road flyover bridges.
- The third alternative used two-way frontage roads, a diamond interchange concept at Indiana Avenue and did not have the frontage road flyover bridges.

As the overview of the three alternatives was provided, the following noteworthy items were discussed.

- The MDOT wants Neel-Schaffer to thoroughly review the outlet mall frontage road access issues relating to one-way and two-way operations.
- The MDOT is responsible for conducting the archaeological studies. There is a cemetery on MDOT right of way between the east bound lanes of I-20 and the South Frontage Road west of Indiana Avenue. Ground penetrating radar might be used for removing the cemetery from the right of way.

The following are some of the issues the attendees then discussed concerning the existing bridge on Indiana Avenue over I-20 and the possibility of improving the bridge, if needed, to meet the 2040 Design Year traffic for the three alternatives.

- The MDOT Bridge Division representatives expressed concern about the existing bridge clearance of 16.08 feet, which barely exceeds the minimum of 16.0 feet for this bridge.
- Since widening the bridge on the side which currently has a clearance of 16.08 feet would reduce that clearance, widening the bridge without increasing the clearance is not an option.
- Lowering the interstate to increase the bridge clearance, while maintaining two lanes of traffic in both directions on I-20 during the reconstruction, might not be possible.
- Raising the bridge to increase the clearance might be possible.

The attendees reviewed the access control requirements at the Indiana Avenue Interchange for the three alternatives. Due to bridge costs and the access control

required along the frontage roads for the one-way frontage road alternative with the flyover bridges, the attendees agreed dropping the alternative could be justified.

At the conclusion of the meeting, it was agreed additional coordination was needed with the MDOT for the development of the alternatives concerning access control; widening and raising or replacing the Indiana Avenue Bridge over I-20; and, the two-way frontage road alternative.

After the meeting, the following actions occurred through May 13, 2009.

- For the benefit of the attendees at the meeting, Chad Wallace placed the displays of the alternatives on the MDOT's ftp site.
- On behalf of the MDOT Bridge Division, Nick Altobelli provided an e-mail primarily concerning the potential impacts the alternatives could have on the Indiana Avenue Bridge over I-20 and options for addressing the impacts.

This concludes the summary of the coordination meeting and follow-up actions through May 14, 2008.

AGENDA

MDOT COORDINATION MEETING

MAY 9, 2008

Introductions and Opening Comments

- MDOT Environmental Division
- MDOT Roadway Design Division
- MDOT Bridge and Traffic Engineering Divisions
- Neel-Schaffer

Overview of Initial Alternative Concepts by Neel-Schaffer

Discussion of Indiana Avenue Interchange Bridge Widening/Replacement Requirements for Initial Alternative Concepts

Access Control Requirements for Initial Alternative Concepts

Closing Comments and Questions

Adjourn

**I-20 at Vicksburg Environmental Assessment
Progress Schedule Coordination Meeting on August 4, 2008
Meeting Summary**

The purpose of the meeting was to select a procedure for updating the progress schedule. While discussing the progress schedule and project status, a tentative action plan was developed for scheduling agency and public involvement meetings through the public hearing.

The attendees at the meeting were: Claiborne Barnwell (ECB), Wes Stafford (WS), and Chad Wallace of the MDOT Environmental Division; and, Robert Walker (RW) and Jimmy Shirley (JS) of Neel-Schaffer, Inc.

RW led a brief discussion on the initial progress schedule. He referenced a meeting that was held in June of 2007 concerning the type of survey required to collect the data necessary for developing and analyzing this study's alternative alignments. RW advised the design level took more time than was originally planned. He continued by stating the survey has only recently reached a stage of completion that allowed detailed work to begin on the development of alternative alignments. The meeting attendees agreed that the progress schedule needs updating based on the actual time it took to complete the required design level survey.

Before the attendees began discussions on developing a procedure for updating the progress schedule, they discussed the following general items concerning the status of the study and the scope of work for early study input.

- RW advised the Vicksburg National Military Park boundary issues at the Indiana Avenue Interchange are a concern that would probably prevent an appreciable relocation to the north of the North Frontage Road intersection with Indiana Avenue.
- RW advised no public involvement or resource agency meetings have occurred.
- Relative to the development of alternatives, JS referenced the alternative concepts discussed at the Kickoff Meeting on October 4, 2007. If the six interchanges will be maintained and if left exit and entrance ramps at the

interchanges are not viable options, he advised the options for developing alternatives are limited. Because we currently do not have but one basic alternative for reconstructing the interchanges and I-20 at the interchanges, JS commented it might be possible to take the two-way frontage road option all the way through the process. He advised it appeared the current alternative would accommodate two-way or one frontage roads between Halls Ferry Road and Old SR 27. JS believes the public is willing to accept that the frontage roads between Halls Ferry Road and Old SR 27 will have to be placed in one-way operation while being used as an interstate detour during the time when the mainline interstate is being reconstructed. However, JS believes the public will want the study to address why the frontage roads could not be placed back in two-way operation upon completion of the mainline interstate reconstruction.

- ECB asked where N-S is with the "ultimate alternative" development or does N-S think it has what will be the ultimate alternative. JS advised the 2002 study's recommended alternative has been reviewed and modified to meet MDOT and FHWA design policies that have changed since that prior study was completed. He commented that the 2002 study's recommended alternative was also modified to better address constructability issues. ECB stated that was the MDOT's expectation and that the MDOT wanted Neel-Schaffer to modify it to make everyone involved more comfortable with it.
- RW and JS advised the Scope of Work's Public Involvement Program implied the Consultant will include the Mississippi Transportation Commission (MTC) in the interview process. Unless the MDOT Commission shows specific interest in a project, ECB responded that the MDOT Environmental Division does not typically go to the commissioners for early input.

To update the progress schedule, the attendees had to estimate when the initial public involvement and agency contact meetings could occur. The attendees also needed to decide what information should be presented to the attendees at the initial meetings. To

move the attendees towards addressing these issues for the initial meetings, the following discussions occurred.

- JS updated the attendees on the work that N-S had performed since the Kickoff Meeting to develop the tentative ultimate build alternative with its one-way frontage roads and how N-S was in the process of verifying the tentative ultimate build alternative can be constructed in several fundable projects with logical connecting termini. With 6 interchanges in 6 miles, plus all of the accommodations, JS advised that permanently closing any of the interchanges is not a viable option and that the tentative ultimate build alternative appears to be the only reasonable and prudent alternative.
- RW advised that Aubrey Kopf of N-S is using the field survey to develop the reconstructed vertical profile grades for the mainline interstate. After those vertical grades are developed, a determination can be made on the Design Speed that the reconstructed interstate can meet.
- JS reminded the attendees that a slight modification of the tentative ultimate build alternative at the Indiana Avenue Interchange could allow the frontage roads between the Halls Ferry Road Interchange and the Clay Street/US 80 Interchange to be converted back to two-way operation after completion of the mainline interstate construction. However, JS reminded the attendees that based on the projected estimated traffic volumes on the frontage roads, a three-lane, one-way frontage road system would more efficiently and safely accommodate the traffic demand when compared to a three-lane, two-way frontage road system with the center lane being used for left turning traffic. RW stated the importance of the project team having someone in their corner to help us show some of the locals what we are up against to produce two-way frontage roads. ECB stated we want the MDOT Third District and Commissioner Hall on board with the tentative ultimate alternative and its one-way frontage road concept. After Commissioner Hall and the Third District agree, plans could then begin for scheduling the initial meetings with local stakeholders and local officials.

Relative to the timing and the information that would be presented at the initial stakeholders, local officials, and agency meetings, the attendees agreed that this was not a typical environmental and location study. Typically, the MDOT either presents nothing but a study area map or a study area map with alternative bands at these initial meetings. The interchange reconstruction is a very important part of this study. Therefore, everyone agreed that it would have been very unwise at the initial meetings to present a study area map depicting the existing six interchanges without also having a map that depicted one or more ultimate plans for reconstructing this section of interstate, including its interchanges. Otherwise, the project team would be unable to satisfactorily address questions, comments, or concerns from the stakeholders, local officials, or agencies whose input was being requested. Therefore, the attendees agreed that we had to reach our current point in development of a tentative ultimate alternative before scheduling the initial meetings could be discussed.

The attendees then had the following discussions on the framework for scheduling the initial stakeholder meetings, local officials scoping meeting, scoping meeting with the agencies, public meetings and public hearing.

- RW suggested Mr. Wayne Mansfield, the Executive Director of the Warren County Port Commission, as someone who the project team could interview as a local stakeholder. ECB concurred that this should be the initial stakeholder meeting. ECB advised that the MDOT Environmental Division and the MDOT Third District should be invited to have representation at this stakeholder meeting.
- ECB advised a stakeholder meeting similar to the one with Mr. Mansfield would then be scheduled with Vicksburg Mayor Laurence Leyens.
- After the input received from the stakeholder meetings with Mr. Mansfield and Mayor Leyens, ECB advised additional meetings with other stakeholders may be necessary.
- Based on the input received from the meetings with Mr. Mansfield, Mayor Leyens, and possibly others at additional stakeholder meetings, ECB advised the initial scoping meetings with the local officials and the resource agencies would be scheduled. Resource agencies that would need to be met with include the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the National Park Service. ECB stated the

scoping meetings with the local officials and the resource agencies could be scheduled on the same day with one of the meetings in the morning and the other in the afternoon. ECB advised the scoping meetings could be scheduled around the initial public meeting so that similar information would be available to attendees at any of these meetings. ECB commented that the three meetings could be scheduled on the same day, but that is not mandatory.

The MDOT and N-S representatives then discussed the information that the project team would want available for presentation at the initial meetings and the estimated time when N-S would be able to provide the desired information to the MDOT. The following describes the discussions that occurred relative to those issues.

- Everyone agreed that we don't need to go to the initial public meeting until we have verified the tentative ultimate alternative is reasonable and that it will work. Only then should the tentative ultimate alternative be shown to the people for comment. The ultimate solution may be several variations of the tentative ultimate alternative. One of the variations warranting consideration may minimize impacts and conflict points. There also may be places on the tentative ultimate alternative's one-way frontage road system that don't make sense.
- RW advised N-S should be able to have the tentative ultimate alternative developed for rough presentation fairly quickly. However, this would not include preparing detail conceptual drawings or renderings. RW commented that it does not make sense to put the additional costly effort required for developing such detail drawings and renderings at a time when the public is being given their first opportunity to comment on project. ECB commented that he understood. However, ECB stated that the public needs to understand at the initial public meeting that the project team has done their homework. If all the fancy displays and renderings are presented to the public at the initial public meeting, JS commented the project team might be giving the public an erroneous idea that their input is not going to do any good because the project team already has made its final decision. WS commented on the importance of involving

representation of businesses located along the frontage roads in the initial meetings.

- ECB stated that the scope of work called for conducting two public meetings and a public hearing. He believes we have missed the first window on showing them what we are doing. Based on the scope of work, the second meeting would have presented the alternatives and preliminary information on the alternatives' impacts to the public for comment. If you are going to have a public meeting ECB advised you will be asking them what they think. If you have a controversy, ECB advised you will then need to hear what the public has to say. The project team may have a list from what knowledge it has of the study area to address anticipated controversy. But, ECB believes we have missed our initial time slot for the first public meeting.
- JS reminded the attendees, that to efficiently accommodate the interstate traffic, the tentative ultimate concept has the one-way CD roads and the frontage roads carrying the interstate traffic while the mainline interstate is being reconstructed.
- RW suggested that let's drop back, get together what we have, and then meet with the MDOT Third District, the appropriate MDOT Divisions, and the FHWA, if needed, to show the entire project team what we have going on. Everyone agreed that the NEPA process should determine the direction of the study. If we think we will have that many wanting two-way frontage roads, then we need to be prepared to show them why it is not best.
- JS commented that the existing frontage road system in Vicksburg is between the Halls Ferry Road and Indiana Avenue interchanges. He advised the National Military Park property comes close to the North Frontage Road between Indiana Avenue and Old SR 27. JS commented that the bulk of the development along the frontage road is between the Halls Ferry Road Interchange and the Indiana Avenue Interchange. Based on the existing development and future projected development along the frontage road system, JS advised the traffic projections showed that three left turn lanes would be needed in the 2040 Design Year for northbound Indiana Avenue traffic at the North Frontage Road if the

frontage roads remain one-way upon completion of the tentative ultimate alternative. He commented on the closeness of the existing interchange ramp intersections at Indiana Avenue to the frontage road intersections at Indiana Avenue and that a two-way frontage road system could not be established on the north side of the interstate because relocating the frontage road intersection to the north towards Mission 66 would impact National Park property. ECB commented that two major problems with the location of I-20 in Vicksburg are the topography and the park service. JS suggested that we consider being able to show or discuss the impacts of providing two-way frontage roads

ECB then made a public meeting and public hearing recommendation for this study. ECB's recommendation and RW's response are shown below.

- ECB recommended that at the initial public meeting we should show where we are headed and give a glance at the tentative ultimate alternative. We must show the two way frontage road concept has been studied at the initial public meeting and show how troublesome the two-way frontage road concept is. The initial public meeting for the two-way frontage road concept should show estimated ROW, impacts how they make you move the frontage road intersection farther away from the interchange, and limitations. ECB recommended having only one public meeting and one hearing.
- RW responded that the renderings and other visual aids would be required before the public meeting is scheduled.

After considerable discussion, the attendees finalized a recommended action plan for working towards scheduling the stakeholders, local officials, and scoping meetings; the public meeting; and, the public hearing. Based on the recommended action plan, N-S will revise the progress schedule and resubmit it to the MDOT. The work assignments required to finalize the action plan are described below.

- ECB will telephone MDOT Third District Engineer Kevin Magee and provide him an update to verify the Third District concurs in the recommended action plan.

- JS will continue coordinating the development and verifying the constructability of the tentative ultimate alternative with its one-way frontage roads. As needed, JS will obtain input from the MDOT Roadway Design, Bridge, and Environmental Divisions and the MDOT Third District to complete this task.
- An MDOT Internal Coordination Meeting will be scheduled to review the tentative ultimate alternative and to verify everyone concurs in presenting the tentative ultimate alternative for comment at the stakeholders, local officials, and scoping meetings. Representation from the district, planning, bridge, roadway design, environmental and any other areas of expertise deemed appropriate will be invited to this meeting. For reference at this meeting, N-S will prepare plots of the tentative ultimate alternative.
- An MDOT Environmental Division Coordination Meeting will be scheduled to discuss strategies for conducting the initial meetings. Representation from the MDOT Third District, the MDOT Environmental Division, and possibly the FHWA will be needed at the meeting. For reference at this meeting, N-S will prepare plots of the tentative ultimate alternative.
- A stakeholder meeting will be scheduled with Mr. Wayne Mansfield, the Executive Director of the Warren County Port Commission. Representation from N-S, the MDOT Third District, and the MDOT Environmental Division will be needed at the meeting.
- A Local Officials Stakeholders Meeting/Local Officials Scoping Meeting will be scheduled. Those invited to the meeting will include Vicksburg Mayor Laurence Leyens, the Warren County Board of Supervisors, Mr. Mansfield, and others that Mr. Mansfield deems appropriate. Representation from N-S, the MDOT Third District, and the MDOT Environmental Division will be needed at the meeting. The tentative build alternative will be presented, and the project team will need to be prepared for discussions on the two way frontage road. Renderings and visualization displays are not required for this meeting. N-S will need to be prepared to show the minimum impact it can for a two-way frontage road alternative concept. The project team should be prepared to schedule the one planned public meeting soon after this meeting.

- The Resource Agency Scoping Meeting will be scheduled. This meeting can be held any time and could be held around the Local Officials Stakeholders/Local Officials Scoping Meeting. A Solicitation of Views request will be made in the invitation letter to the meeting.
- The Public Meeting will be scheduled. The tentative build alternative will be presented, and the project team will need to be prepared for discussions on the two way frontage roads. Renderings and visualization displays are required for this meeting. N-S will need to be prepared to show the minimum impact it can for a two-way frontage road alternative concept.
- A Political Recap Meeting with the local officials may be needed after the Public Meeting.
- Some neighborhood meetings may be needed to brief one or more neighborhoods on the study's status and to receive their input. If public meeting does not go well and some follow-up neighborhood meetings are needed, then we will use the renderings and visualizations developed for the public meeting as aids in meeting with these groups.
- It is anticipated that the Public Hearing could be scheduled after the issues raised at the public meeting have been satisfactorily addressed and the Preliminary Environmental Assessment is prepared and approved for presentation at the hearing.
- N-S will revise the progress schedule for this study in accordance with this proposed action plan.

This concludes the summary of the Coordination Meeting.

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA COORDINATION MEETING
MDOT ENVIRONMENTAL DIVISION
8TH FLOOR CONFERENCE ROOM AT JACKSON
2:00 P.M. FRIDAY, JANUARY 30, 2009**

**MEETING SUMMARY
AND
FOLLOW-UP ACTIONS**

The following were the goals of the January 30th Coordination Meeting:

- to review the status of the preliminary alternative development;
- to verify everyone is satisfied with the continued development of the preliminary alternative to an acceptable level for public presentation;
- to present unresolved remaining issues that were delaying presenting the preliminary alternative to the public; and,
- to prepare an action plan for addressing the unresolved issues.

In preparation for the meeting, the Neel-Schaffer consultant team developed an agenda that was given prior approval by the MDOT Environmental Division. To adequately address all the needed topics, the agenda allowed an hour and a half between 2:00 and 3:30 p.m. for presentations. An optional open forum type format for more detailed one on one type discussions was scheduled for the last portion of the meeting between 3:30 and 4:00 p.m. The approved agenda is attached.

In preparation for the meeting, the Neel-Schaffer consultant team prepared the display exhibits, handouts, registration sheet, and a sheet that could be used for written questions at the conclusion of the presentation portion of the meeting.

Due to a conflict, the MDOT Bridge Division was unable to send any representation to the meeting. The following are the representatives who attended the meeting:

- FHWA – Mr. Dickie Walters;
- MDOT Central District Transportation Commissioner Dick Hall's Office – Ms. Shirley Rutland;
- MDOT Third District – Mr. Kevin Magee;
- MDOT Planning Division – Messrs. Jeff Altman and Sammy Holcomb;
- MDOT Traffic Engineering Division – Mr. Wes Dean;
- MDOT Right of Way Division – Mr. Meredith Pierce;
- MDOT Roadway Design Division – Messrs. John Reese and Adam Boggan;
- MDOT Environmental Division – Messrs. Claiborne Barnwell, Wes Stafford, Chad Wallace, Bruce Gray, and John Underwood; and,
- Neel-Schaffer (NS) consultant team – Messrs. Robert Walker, Aubrey Kopf, Mark Sorrell, and Jimmy Shirley.

Mr. Barnwell welcomed everyone to the meeting. After commenting on the study's status and goals of the meeting, he asked the FHWA, MDOT District and Division representatives in attendance if they wanted to make any comments. Kevin Magee and John Reese were among the MDOT representatives who made brief opening comments.

Mr. Robert Walker made the opening comments for N-S and then addressed the following major points concerning the Draft Purpose and Need:

- I-20 through Vicksburg needs reconstructing to accommodate the existing and 2040 Design Year projected traffic;
- The interchange ramps are too short to meet current standards for accelerating, merging, and decelerating;
- Much of the mainline on I-20 between the Halls Ferry Road Interchange and the Clay Street/US 80 Interchange does not meet current design standards for 50 miles per hour; and,
- Reconstructing I-20 through Vicksburg to meet a recommended 60 mile per hour design speed will require detouring the interstate traffic to an improved frontage road system to allow removal of most existing mainline

pavement between the Halls Ferry Road Interchange and the Clay Street/US 80 Interchange.

Should anyone want a copy of the Draft Purpose and Need, Mr. Walker advised the handout would be available at the conclusion of the meeting.

Mr. Chad Wallace used an aerial photography projection to aid attendees unfamiliar with the study area in visualizing the existing conditions and interchange operations. While Mr. Robert Walker was using a wall mounted display to provide an overview of the preliminary preferred alternative, current conditions at particular locations were referenced. When that occurred, Mr. Wallace would display the location on the aerial photography projection.

Mr. Walker commented that the major change made in the development of the preliminary preferred alternative since the last coordination meeting was retaining the left exit for I-20 West traffic to US 61 South. He advised retaining the left exit has merit to prevent major detours during construction and to provide an acceptable location between the Halls Ferry Road and the Washington Street/Warrenton Road interchanges for dropping the lane that will be added in the median for I-20 West traffic. Robert Walker added that reduced construction costs would be an additional benefit of retaining the left exit. He stated the FHWA's concurrence will be needed to retain this left exit.

The wall mounted display Mr. Walker used for reference depicted one-way frontage roads. He advised the basic preliminary alternative concept is applicable for either one-way or two-way frontage roads, and that the differences in the one-way and two-way frontage road treatments would be addressed in a later presentation.

Using the wall mounted display of the preliminary alternative for reference, Mr. Jimmy Shirley then discussed a plan that could accomplish the ultimate reconstruction by implementing seven separate construction projects. The proposed plan called for accomplishing the projects in numerical order. If adequate funding was available, Mr. Shirley advised some of the projects could be combined. He commented that the construction project sequencing was adaptable for either one-way or two-way ultimate

frontage roads. Should anyone want a copy of the proposed construction project plan, Mr. Shirley advised the handout would be available at the conclusion of the meeting.

Using the wall mounted display for the one-way frontage road concept, a table display for the two-way frontage road concept, and some detailed plots on aerial photography of the one-way and two-way frontage road options at the Indiana Avenue interchange, Messrs. Walker and Shirley discussed the differences in access control for the preliminary alternative with one-way and two-way frontage roads. They advised the only access control changes that appeared needed at the present time were: at the Indiana Avenue Interchange; the North Frontage Road connector to Old SR 27; and US 61 North at the SR 27/US 61 North Interchange. It was agreed that a follow-up meeting with MDOT Roadway Design Division personnel would be needed to finalize the recommended access control changes.

Using the wall mounted display for the one-way frontage road concept and the table display for the two-way frontage road concept, Mr. Jimmy Shirley discussed the traffic operational differences. He advised a handout comparing the two concepts would be available at the conclusion of the meeting.

During the question and comment period, there were large group and small group discussions. The following are the key noteworthy discussions that occurred; the actions that needed to occur in response to the discussions; and, the actions that were taken.

- Discussion – Mr. Sammy Holcomb asked Mr. Mark Sorrell if the weaving section was acceptable on I-20 East between the US 61 South Interchange and the Halls Ferry Road Interchange.
Needed Action – Mr. Sorrell needs to provide Mr. Holcomb a response.
Action Taken – In an e-mail response later in the day on January 30, 2009, Mr. Sorrell advised Mr. Holcomb the weaving section would operate at Level of Service B for projected 2040 design year traffic. The projected Level of Service B is acceptable.
- Discussion – As an alternative to dead ending the North Frontage Road east of Indiana Avenue for the two-way frontage road concept, Mr. Barnwell asked if the North Frontage Road could continue to have access east of Indiana Avenue through its present intersection. He is aware of

the MDOT policy for new construction/reconstruction requiring a minimum spacing between the interchange ramp/interchange crossroad intersection and the crossroad intersection with the first allowable access point. Mr. Barnwell is also aware that the current intersections do not meet the MDOT's minimum spacing requirement. He asked if an exception could be justified as an environmental consideration allowing the intersections to be left in their present location or moved closer together. Mr. Barnwell asked the exception question for two reasons. First, relocating the intersection farther to the north to provide the desired intersection spacing will impact the National Military Park property, which is a 4(f) issue. Secondly, the public may later request the MDOT to grant an exception to the minimum spacing policy.

Needed Action – Mr. Shirley will have Mr. Barnwell's request evaluated.

Action Taken – Mr. Mark Sorrell reviewed the projected 2040 design year traffic. Since both intersections would have traffic signals, the two intersections would have to be signalized as one intersection if they are not separated to meet the minimum spacing criteria. The resulting delay would be too great and Level of Service too poor to recommend granting an exception to the MDOT's minimum urban spacing criteria between the two intersections.

- Discussion – For the one-way and two-way frontage road concepts, a follow-up meeting is needed to finalize the preliminary alternative impacts for the access control changes at Indiana Avenue, Old SR 27 and US 61 North.

Needed Action – A follow-up meeting needs to be scheduled by the MDOT Roadway Design Division.

Action Taken – The MDOT Roadway Design Division held the meeting on February 6, 2009. The meeting was attended by Messrs. Adam Boggan and John Reese of the MDOT Roadway Design Division, Mr. Chad Wallace of the MDOT Environmental Division, and Messrs. Aubrey Kopf and Jimmy Shirley of the Neel-Schaffer consultant team. After reviewing and discussing the access control changes shown on the displays by the consultant team, the MDOT concurred in the access control changes as shown. After the meeting concluded, Adam Boggan scanned the wall

mounted display of the preliminary alternative with its one-way frontage road concept and the table display of the preliminary alternative with a two-way frontage road concept. These displays were two of the displays used at the January 30th Coordination Meeting.

- Discussion – A follow-up meeting is needed with the FHWA to discuss the approval process for retaining the I-20 West left exit to US 61 South. A follow-up meeting is needed to update the MDOT Bridge Division on the project's status.

Needed Action – It was agreed a joint coordination meeting for the FHWA, the MDOT Bridge Division, the MDOT Environmental Division, the Neel-Schaffer consultant team, and possibly the MDOT Roadway Design Division could be used. The meeting will be scheduled by the MDOT Environmental Division.

Action Taken – The joint coordination meeting was scheduled for 9:00 a.m. in the MDOT 8th Floor Conference Room on February 20, 2009.

- Discussion – During his presentation on the construction project sequencing and concerning the mainline interstate reconstruction between Halls Ferry Road and Old SR 27, Mr. Jimmy Shirley stated that traffic signals would probably be needed at three locations where the mainline interstate traffic is detoured to the frontage roads.

Needed Action – The locations needed to be identified and clarified.

Action Taken – Using the wall mounted display, Jimmy Shirley identified the locations as: (1) Eastbound on I-20 slightly east of Halls Ferry Road at the gore intersection with the South Frontage Road; (2) Eastbound on I-20 slightly east of Indiana Avenue at the gore intersection with the South Frontage Road; and, (3) Westbound on I-20 slightly west of Indiana Avenue at the gore intersection with the North Frontage Road.

- Discussion – Mr. John Reese advised Mr. Jimmy Shirley that the radius appeared too small for the proposed loop that would be added in the southeast quadrant of the Halls Ferry Road Interchange. Because this is a high speed exit loop for I-20 East mainline traffic to Halls Ferry Road North, John Reese stated a 230 feet minimum circular radius would be desired. Neither Jimmy Shirley nor Aubrey Kopf could remember the size of the current radius.

Needed Action – The Neel-Schaffer consultant team will review this radius and take any needed steps to improve the radius to satisfy the desired 230 feet.

Action Taken – Aubrey Kopf checked the radius and determined it to be a compound curve radius of 300 feet at the exit to 150 feet around the remainder of the loop. He changed the radius to a three-centered curve with a 400 feet radius at the exit to a 200 feet radius in the middle portion of the curve to a 400 feet radius at the entrance. The ramp in the southeast quadrant of the interchange was adjusted to accommodate the changes made in the loop. The new three-centered loop radius should operate similarly to a uniform simple radius of 300 feet. Increasing the three-centered loop radius a greater amount will require relocating the frontage road and cause considerable right of way impacts.

As a follow-up to the comment made by Mr. John Reese concerning the proposed loop radius in the southeast quadrant of the Halls Ferry Road Interchange, the radii were checked at the other proposed loops. Jimmy Shirley discussed the findings with John Reese in a telephone conversation on February 11, 2009. The other three loop locations are in the northeast quadrant of the Halls Ferry Road Interchange, in the southeast quadrant of the US 61 North/SR 27 Interchange and in the northwest quadrant of the US 61 North/SR 27 Interchange.

The loop in the northeast quadrant of the Halls Ferry Road Interchange will form a signalized intersection with the I-20 West exit ramp to Halls Ferry Road. The loop will accommodate north bound and south bound Halls Ferry Road traffic proceeding to I-20 West. The speeds of the traffic entering the loop should be relatively low and a long acceleration lane is proposed for the loop traffic entering I-20 West. The current proposed radius for the loop is 175 feet. Increasing the loop radius will require relocating the exit ramp in the northeast quadrant, relocating the frontage road in the northeast quadrant and relocating the frontage road in the northwest quadrant to form a common frontage road intersection. The resulting right of way impacts would be substantial. Increasing the loop

radius will also impact the temporary connection used for detouring the I-20 West mainline interstate traffic to the North Frontage Road while the mainline interstate is being reconstructed. John Reese advised FHWA concurrence would be needed to leave the radius at 175 feet as currently proposed.

The loop in the southeast quadrant of the US 61 North/SR 27 Interchange is from a collector-distributor road and will accommodate most of the east bound traffic exiting I-20 traffic to US 61 North. The remainder of the collector-distributor road east bound exiting traffic to US 61 North will use a ramp in the southwest quadrant of the interchange. The current proposed radius for the loop is 200 feet. The proposed radius for the reconstructed ramp in the southeast quadrant of the interchange begins at the northern limit of the US 80/SR 27/US 61 intersection. Therefore, increasing the loop radius to 230 feet might impact the US 80/SR 27/US 61 intersection. John Reese advised FHWA concurrence would be needed to leave the radius at 200 feet as currently proposed.

The loop in the northwest quadrant of the US 61 North/SR 27 Interchange is from a collector-distributor road and would accommodate the west bound exiting I-20 traffic to SR 27. The current proposed radius for the loop is 150 feet. Even with a 150 feet radius for the loop, the ramp in the northwest quadrant of the interchange will require a slight relocation. The current slight relocation of the ramp should have minimal impact on the frontage road in the northwest quadrant of the interchange. Increasing the loop radius would require a larger footprint for relocating the ramp and frontage road. Shifting the frontage road could have substantial right of way impacts associated with businesses and residences located adjacent to the frontage road. Another challenge of increasing the loop radius is the impact that it would have on the connection for accommodating north bound SR 27 turning left to I-20 West via the interchange ramp. Increasing the loop radius would make providing the connection more difficult. Jimmy Shirley and John Reese discussed the possibility of eliminating the loop and routing the exiting loop traffic over the ramp in

the northeast quadrant of the interchange. A traffic signal would then be needed at the ramp intersection with US 61 North. That signalized intersection would also service the north bound SR 27 connection to I-20 West via the ramp in the northwest quadrant of the interchange. John Reese advised this needed further discussion with the FHWA.

- Discussion – A follow-up meeting is needed with Wilbur Smith and Associates to coordinate their MDOT design project for the extension of the I-20 South Frontage Road in the vicinity of Vicksburg Factory Outlets with this study.

Needed Action – The meeting needs to be scheduled by the MDOT Roadway Design Division.

Action Taken – The meeting was scheduled for 9:00 a.m. in the MDOT 4th Floor Roadway Design Division Library on February 19, 2009.

- Discussion – Ms. Shirley Rutland asked Mr. Jimmy Shirley if there were any available research studies containing criteria for permanently converting two-way urban interstate frontage roads to one-way operation and any methods for estimating the differences in performance that could be expected upon completion of the conversion to one-way operation. Mr. Shirley replied that such a search had not been made.

Needed Action – A search at the MDOT Research Division Library and other available sources needs to be made. Such action will assist the project team in preparing for possible future discussions with the public concerning the frontage roads.

Action Taken – Jimmy Shirley performed an internet search and explored two locations in more detail. One location is on I-35 in Norman, Oklahoma. The other location is on I-30 in Texarkana, Texas.

By contacting officials with the Oklahoma Department of Transportation (ODOT), Jimmy Shirley learned that ODOT intends to replace the existing interchange in Norman at Main Street with a Single Point Urban Interchange (SPUI). The reconstruction of the interchange does not require altering the frontage road traffic operations from two-way to one-way at their intersections with Main Street. Three public meetings have been conducted on the project. Currently, the ODOT is waiting for the

City of Norman to adopt a resolution supporting changing the frontage roads to one-way operation before altering the frontage roads to one-way operation under the SPUI contract. This project does not appear to be a good comparison to the reconstruction of I-20 at Vicksburg.

Mr. Kenny Icenhower, the Atlanta District Area Engineer with TXDOT, discussed the Texarkana project in a telephone conversation with Jimmy Shirley. The \$153 million project under construction at Texarkana has some similarities to I-20 at Vicksburg. The project will fill in gaps in the two-lane, two-way frontage roads, change the frontage roads permanently to one-way operation, and provide turnaround bridges for access between the one-way frontage roads. The current frontage roads are entirely separate facilities from the interchange ramps. Due to normal traffic growth and growth associated with commercial development, one diamond interchange in particular has very poor traffic operation. The interchange crossroad has four closely spaced signalized intersections. Both interchange ramp intersections are signalized and both frontage road intersections are signalized. The design used for that interchange is similar to the design used for the Indiana Avenue Interchange on I-20 at Vicksburg. At the conclusion of their conversation, Mr. Icenhower advised Mr. Shirley to contact him in the future if additional information is needed.

Mr. James Watkins of the MDOT Research Division assisted Jimmy Shirley in performing a literature search of research publications in the Research Division Library on conversions of two-way frontage roads to one-way operation. If a conversion analysis to one-way operation on the frontage roads is eventually needed for this study, Mr. Shirley determined one publication might be beneficial.

Because the presentation and discussion period of the meeting addressed the topics that were available for discussion during the open-forum portion of the meeting, the attendees did not express an interest in continuing with the open-forum portion of the

meeting. The discussion topics set aside for the open-forum portion of the meeting were:

- construction projects and their phasing;
- one-way, two-way frontage road options; and,
- access control, signing, and other issues.

None of the attendees opposed the concept being used by the Neel-Schaffer consultant team for the preliminary alternative. After the meeting with the FHWA and MDOT Bridge Division is held on February 20th, it should be possible to finalize a plan and estimated time for presenting the preliminary preferred alternative to Vicksburg Port Director Mr. Wayne Mansfield for input. Mr. Mansfield has a wide range of planning and economic development experience in the Vicksburg-Warren County area. A stakeholder meeting with Mr. Mansfield is proposed as the first step in a series of steps that will lead to presenting the preliminary alternative to the public for input.

This concludes the meeting summary and report of follow-up actions through February 12, 2009.

**MDOT Coordination Meeting
I-20 @ Vicksburg EA
Warren County
January 30, 2009**

Presentation Portion of Meeting from 2:00 to 3:30 p.m.

- 2:00 – 2:05 p.m.
Welcome and Introductions, Claiborne Barnwell of MDOT
- 2:05 – 2:15 p.m.
Opening Comments/Purpose and Need Overview,
Robert Walker of Neel-Schaffer (N-S)
- 2:15 to 2:25 p.m.
Aerial Photography Review of Existing Conditions (PC Projection),
Chad Wallace of MDOT
- 2:25 to 2:40 p.m.
Overview of Preliminary Ultimate Alternative (Wall Mounted Display),
Robert Walker
- 2:40 to 2:50 p.m.
**Overview of Preliminary Ultimate Alternative's Seven Proposed
Construction Projects (Wall Mounted Display and Handout)**,
Jimmy Shirley
- 2:50 to 2:55 p.m.
Overview of Proposed Access Control Changes (Wall Mounted Display),
Robert Walker
- 2:55 to 3:05 p.m.
**Overview of One-Way, Two-Way Frontage Road Comparison (Wall Mounted
Display, Table Display and Handout)**,
Jimmy Shirley

- 3:05 to 3:25 p.m.
Question and Comment Period, Robert Walker and Claiborne Barnwell
- 3:25 to 3:30 p.m.
Proposed Action Plan for Public Presentation,
Claiborne Barnwell and Robert Walker
- 3:30 p.m.
Adjourn First Portion of Meeting,
Claiborne Barnwell

Optional Open Forum Portion of Meeting from 3:30 to 4:00 p.m.

Construction Projects and Their Phasing Discussion Area

One-Way, Two-Way Frontage Road Options Discussion Area

Access Control, Signing, and Other Issues Discussion Area

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/WILBUR SMITH/NEEL-SCHAFFER
COORDINATION MEETING
MDOT ROADWAY DESIGN DIVISION LIBRARY
9:00 A.M. THURSDAY, FEBRUARY 19, 2009**

MEETING SUMMARY

Wilbur Smith Associates is preparing plans for the extension of the I-20 South Frontage Road between Old SR 27 and Clay Street/US 80. The work being performed by Wilbur Smith is inside the limits of this environmental and location study for the reconstruction of I-20 through Vicksburg. The purpose of the meeting was to coordinate the design work Wilbur Smith is performing with the environmental and location study.

The following representatives from the MDOT Bridge Division, the MDOT Roadway Design Division, the MDOT Environmental Division, the MDOT Third District, Wilbur Smith Associates, and Neel-Schaffer, Inc. were in attendance at the meeting:

- MDOT Bridge Division – Messrs. Keith Carr and Nick Altobelli;
- MDOT Roadway Design Division – Messrs. Keith Purvis, John Reese and Adam Boggan;
- MDOT Environmental Division – Mr. Chad Wallace;
- MDOT Third District – Messrs. Durwood Graham and Val DeVellis;
- Wilbur Smith Associates – Messrs. Ray Balentine, Stuart Healy, and Tom Tran ; and,
- Neel-Schaffer, Inc. – Messrs. Aubrey Kopf and Jimmy Shirley.

Mr. Keith Purvis made opening comments on the coordination that was needed between the projects. He advised Wilbur Smith is currently performing Phase A work for their

contract. Mr. Purvis stated it was uncertain if the Wilbur Smith work will be advanced to Phase B of their contract. If conditions allow, he commented acquiring the needed additional right of way for both projects would be a good goal.

Messrs. Aubrey Kopf and Jimmy Shirley updated the attendees on the status of the environmental and location study being performed by Neel-Schaffer. Mr. Stuart Healy then updated the group on the status of the work performed under the Wilbur Smith contract. The two consultant firms addressed the need for maintaining good coordination in the sharing of certain design files so that unnecessary additional work could be eliminated. Messrs. Kopf and Healy stated their willingness to share needed design files between the two consulting firms. Base line development and vertical alignment preparation were two areas that were identified where good coordination was needed between the two firms.

Mr. Nick Altobelli commented on the need for verifying the existing railroad right of way. He advised in the past the MDOT experienced problems performing work on the Kansas City Southern Railway (Meridian Speedway railroad) right of way. Mr. Altobelli stated Old SR 27 might need relocating to the west to avoid any impact to the railroad right of way. He also commented that whether or not the bridge column would be on railroad right of way needs addressing.

In response to the comments made by Mr. Altobelli, it was agreed that early coordination was needed with the railroad and that the Wilbur Smith project should have an initial goal of being able to construct the project in a manner that would not encroach on the railroad right of way.

Based on the status of the environmental and location study, Messrs. Kopf and Shirley advised the ultimate width of this frontage road bridge over the railroad must accommodate two lanes of exiting interstate traffic, a concrete barrier separating the frontage road traffic from the exiting interstate traffic, two lanes of frontage road traffic for one-way operation or three lanes of frontage road traffic for two-way operation. It was agreed that the MDOT will consider the options for the bridge width and let Wilbur Smith know what the MDOT wants to use for the Wilbur Smith design contract.

The railroad bridge will initially have two-way traffic. A left turn lane is required for west bound frontage road traffic desiring to turn left on the connection to Old SR 27. Therefore, the alignment and width of the roadway approaches must accommodate a minimum three lane width on both ends of the railroad bridge to provide a constant width across the bridge.

A discussion of the Phase A plan requirements for the Wilbur Smith contract ensued. The MDOT design representatives advised the horizontal and vertical alignment must be developed to a level sufficient enough to buy right of way under the Phase A plan requirement. The meeting concluded with a commitment from the MDOT and the two consultants of striving to maintain the needed coordination to not delay the development of Phase A plans by Wilbur Smith for their contract.

This concludes of summary of this coordination meeting.

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA COORDINATION MEETING
MDOT ROADWAY DESIGN DIVISION
4TH FLOOR CONFERENCE ROOM AT JACKSON
9:00 A.M. FRIDAY, FEBRUARY 20, 2009**

MEETING SUMMARY

The following were the goals of the Coordination Meeting:

- to review the status of the preliminary alternative development with the appropriate engineering staff members of the Federal Highway Administration (FHWA);
- to verify everyone is satisfied with the continued development of the preliminary alternative to an acceptable level for public presentation;
- to discuss the locations where the FHWA engineering staff needed to evaluate special design approvals or design exceptions; and,
- to prepare an action plan for addressing the location(s) where the FHWA engineering staff's determines special design approvals or design exceptions are needed.

The MDOT Bridge Division and the engineering staff of the Federal Highway Administration were unable to send any representation to the previous Coordination Meeting held at the MDOT on January 30, 2009. Therefore, the agenda, displays, and handouts used for the prior meeting were used for this meeting. Updates were provided on follow-up actions that had been taken in response to the previous meeting conducted on January 30th.

The following are the representatives who attended the meeting:

- FHWA – Mr. Bob Webster;
- MDOT Third District – Mr. Val DeVellis;
- MDOT Roadway Design Division – Mr. John Reese;
- MDOT Bridge Division – Mr. Nick Altobelli;
- MDOT Environmental Division – Messrs. Chad Wallace and Adam Johnson; and,
- Neel-Schaffer (NS) consultant team – Messrs. Robert Walker, Mark Sorrell, and Jimmy Shirley.

Mr. Wallace welcomed everyone to the meeting. He advised this meeting's primary purpose was to update and receive input from the appropriate members of the MDOT Bridge Division and the engineering staff of the FHWA who were unable to attend the prior meeting on January 30th. In response, Mr. Nick Altobelli of the MDOT Bridge Division advised he had been routinely updated by the project team on the study's status and that he was familiar with the study's status. From the FHWA's perspective, Mr. Bob Webster advised their engineering staff was unable to attend the prior meeting and that Mr. Jeff Schmidt was also unable to attend this meeting due to an emergency conflict. Mr. Webster advised that based on the discussions at this meeting another meeting may be needed with Mr. Schmidt.

Mr. Robert Walker made the opening comments for N-S and then provided a similar overview of the Draft Purpose and Need to that provided at the prior meeting on January 30th.

Mr. Chad Wallace used an aerial photography projection to aid Mr. Altobelli and Mr. Webster in visualizing the existing conditions and interchange operations. While Mr. Robert Walker was using the table display to provide an overview of the preliminary alternative, he referenced current conditions at particular locations. When that occurred, Mr. Wallace would display the location on the aerial photography projection.

Mr. Walker commented that the major change made in the development of the preliminary alternative is retaining the left exit for I-20 West traffic to US 61 South. He commented retaining the left exist provides a good location between the Halls Ferry Road and the Washington Street/Warrenton Road interchanges for dropping the lane

that will be added in the median for I-20 West traffic. He also added that reduced construction costs would be an additional benefit of retaining the left exit. Mr. Walker advised the FHWA's concurrence will be needed to retain this left exit. In response, Mr. Webster advised the FHWA's concurrence would need to be coordinated through Mr. Schmidt. Mr. Webster also commented that FHWA approval beyond the Jackson Office might also be necessary.

When Mr. Walker was providing his overview of the preliminary alternative, Mr. John Reese identified four interchange locations where FHWA concurrence of the proposed loop radii was needed. Those locations were in the northeast and southeast quadrants of the Halls Ferry Road Interchange and in the northwest and southeast quadrants of the SR 27/US 61 North Interchange. Mr. Webster was updated on the noteworthy discussions concerning these loop radii in response to the previous meeting held on January 30th. Mr. Webster responded with his opinion on the proposed radii, but advised Mr. Schmidt would have to provide or coordinate a final response.

The table display Mr. Walker used for reference depicted one-way frontage roads. He advised the basic preliminary alternative concept is applicable for either one-way or two-way frontage roads, and that the differences in the one-way and two-way frontage road treatments would be addressed in a later presentation.

Using the table display of the preliminary alternative for reference, Mr. Jimmy Shirley then discussed a plan that could accomplish the ultimate reconstruction by implementing seven separate construction projects. The proposed plan called for accomplishing the projects in numerical order. If adequate funding was available, Mr. Shirley advised some of the projects could be combined. He commented that the construction project sequencing appeared adaptable for either one-way or two-way ultimate frontage roads. During his presentation on the construction project sequencing and concerning the mainline interstate reconstruction between Halls Ferry Road and Old SR 27, Mr. Shirley stated that traffic signals would probably be needed at three locations where the mainline interstate traffic is detoured to the frontage roads. Using the table display for the preliminary preferred alternative, he identified the locations as: (1) Eastbound on I-20 slightly east of Halls Ferry Road at the gore intersection with the South Frontage Road; (2) Eastbound on I-20 slightly east of Indiana Avenue at the gore intersection with the

South Frontage Road; and, (3) Westbound on I-20 slightly west of Indiana Avenue at the gore intersection with the North Frontage Road. Mr. Webster advised his office would like to have a copy of the proposed construction project plan sequencing when another meeting is scheduled with Mr. Schmidt.

Using the table display for the one-way frontage road concept, the table display for the two-way frontage road concept, and some detailed plots on aerial photography of the one-way and two-way frontage road options at the Indiana Avenue interchange, Messrs. Walker and Shirley discussed the differences in access control for the preliminary alternative with one-way and two-way frontage roads. They advised the only access control changes that appeared needed at the present time were: at the Indiana Avenue Interchange; the North Frontage Road connector to Old SR 27; and US 61 North at the SR 27/US 61 North Interchange. The attendees were advised a follow-up meeting with MDOT Roadway Design Division personnel was held on February 6, 2009. The meeting was attended by Messrs. Adam Boggan and John Reese of the MDOT Roadway Design Division, Mr. Chad Wallace of the MDOT Environmental Division, and Messrs. Aubrey Kopf and Jimmy Shirley of the Neel-Schaffer consultant team. After reviewing and discussing the access control changes shown on the displays by the consultant team, the MDOT concurred in the access control changes as shown.

Using the wall mounted display for the one-way frontage road concept and the table display for the two-way frontage road concept, Mr. Shirley discussed the traffic operational differences. He advised a document comparing the two concepts was available as a handout at the conclusion of the meeting.

Mr. Webster was made aware of the follow-up meeting that was held with Wilbur Smith and Associates to coordinate their MDOT design project for the extension of the I-20 South Frontage Road in the vicinity of Vicksburg Factory Outlets with this study.

This concludes the meeting summary.

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**VICKSBURG/WARREN COUNTY
COORDINATION MEETING
VICKSBURG-WARREN
ECONOMIC DEVELOPMENT FOUNDATION OFFICE
1900 CHERRY STREET, VICKSBURG, MS
2:00 P.M. FRIDAY, APRIL 10, 2009**

MEETING SUMMARY

Mr. Wayne Mansfield is the Executive Director of the Vicksburg-Warren Economic Development Foundation. He attended Vicksburg-Warren County schools; he has economic development and planning experience in DeSoto County and Warren County, Mississippi; and, he was identified early in this study as the initial Vicksburg-Warren County stakeholder that the project team needed to consult for input on the preliminary alternative concept for reconstructing this section of I-20 through Vicksburg.

Before scheduling the meeting with Mr. Mansfield, it was necessary for the project team to agree on a preliminary alternative concept and for the project team to determine with a reasonable degree of confidence that the preliminary alternative could be constructed.

The following were the primary goals of the meeting with Mr. Mansfield:

- to receive his input on the status of the preliminary alternative development; and,
- to receive his input on presenting the preliminary alternative to other project stakeholders and eventually to the public.

In preparation for the meeting, the Neel-Schaffer consultant team developed the attached agenda that was approved by the MDOT Environmental Division. The

attendees at the meeting were: Mr. Mansfield; Mr. Kevin Magee, the MDOT Third District Engineer; Messrs. Claiborne Barnwell and Chad Wallace of the MDOT Environmental Division; and, Messrs. Robert Walker and Jimmy Shirley of Neel-Schaffer, Inc.

The project team representatives introduced themselves to Mr. Mansfield at the beginning of the meeting. During their opening comments, Messrs. Barnwell, Magee, and Mansfield agreed that working in a spirit of cooperation is vital for this study's success. During his opening comments, Mr. Mansfield made the project team aware that Channel 23 on Vicksburg's cable television system is a public education channel and could possibly be used for relaying study information to the public.

During Mr. Walker's overview of the Purpose and Need, Mr. Mansfield acknowledged the obvious need to reconstruct this section of interstate to meet the increased traffic demand and to improve the safety and operations at interchange locations where traffic is entering and exiting I-20 on substandard ramps and loops. A copy of the draft Purpose and Need was made available to Mr. Mansfield for his future reference.

The meeting was conducted around a large table in a conference room. When providing an overview of the preliminary alternative, Mr. Walker laid two aerial photography mapping displays of the alternative flat on the table. He explained the only difference in the two displays is the concept for the US 61 South Interchange. Mr. Walker advised one concept would eliminate the left exit for I-20 West traffic to US 61 South and the other concept would retain that left exit. He commented the concept that would retain the left exit would require the approval of the Federal Highway Administration (FHWA). Mr. Walker advised retaining that left exit would also require using the current I-20 east bound lanes, and that the FHWA would have to approve design speed exceptions for using those lanes. He commented that eliminating the left exit would reconstruct the current I-20 east bound lanes in a manner that should not require any design exceptions, but that eliminating the left exit would be the more expensive of the two options. He noted that a meeting would be scheduled in the near future with the FHWA to decide which of the two concepts would be used at the US 61 South Interchange. Mr. Walker also commented that the Federal Highway Administration's input and concurrence was needed for the radii of the interchange loop ramps proposed in the northwest and

southeast quadrants of the SR 27/US 61 North Interchange and the northeast quadrant of the Halls Ferry Road Interchange.

During his preliminary alternative presentation, Mr. Walker emphasized that a widened and improved frontage road system between Halls Ferry Road and Old SR 27, as well as a new collector-distributor road system between Old SR 27 and SR 27/US 61 North, would be used as a detour for the interstate traffic while the interstate is being widened and reconstructed. He commented that the frontage road and the collector-distributor road systems must be placed in one-way operation while being used as an interstate detour. Mr. Walker advised the frontage roads could be converted back to two-way operation after the interstate reconstruction is completed. However, he emphasized only three lanes are proposed for the ultimate frontage roads. Mr. Walker explained the major differences in the one-way and two-way frontage road concepts were the treatments at the Indiana Avenue Interchange and in the Vicksburg Factory Outlets quadrant of the Clay Street/US 80 Interchange.

Mr. Jimmy Shirley then used the table display for the preliminary alternative to present the proposed plan for implementing the construction in seven separate construction projects. If adequate funding became available, he advised some of the projects could be combined. He discussed the three locations when traffic signals would probably be required when the mainline interstate traffic is detoured to the one-way frontage road system.

Mr. Shirley then used other table displays for discussing the differences in the preliminary alternative with that alternative having ultimately two-way and one-way frontage roads.

Mr. Walker then used alternative mapping on an aerial photography background to discuss the differences in access control with the preliminary alternative having one-way and two-way frontage roads. He explained the main differences were at the Indiana Avenue Interchange and in the Vicksburg Factory Outlets quadrant of the US 80/Clay Street Interchange. For both the one-way and two-way frontage road systems, the preliminary alternative would eliminate all or most of the access to the convenience stores in the northwest and southeast quadrants of the Indiana Avenue Interchange, as

well as to the bank in the southwest quadrant of the Indiana Avenue Interchange. Mr. Mansfield responded that the two convenience stores generate a large amount of tax revenue and that the potential losses of these two stores without a convenient place for them to relocate are important concerns. He also expressed concern about the potential loss of the bank in the southwest quadrant of the interchange.

To keep the study moving, the attendees agreed to the following.

- Another meeting with a select group of the Economic Development Foundation Board Members would be scheduled in the middle portion of June. A similar presentation to the one made at this meeting would be given.
- In preparation for the meeting in June, the project team would make more use of visualization techniques to aid the board members' understanding of the preliminary alternative and its impacts on residential and commercial relocations.
- As soon as possible in the study, Mr. Mansfield requested that an estimated time for construction be provided.
- As soon as possible, the meeting with the FHWA would be held to discuss eliminating or retaining the left exit for I-20 West traffic to US 61 South and the loop radii at the Halls Ferry Road and SR 27/US 61 North Interchanges.
- The project team would continue making preparations for a First Public Meeting sometime after the meeting is held in June with select members of the EDF Board.

This concludes the meeting summary.

**I-20 @ Vicksburg EA
Warren County**

**Agenda
Wayne Mansfield Meeting
April 10, 2009**

- 2:00 – 2:05 p.m., Opening Comments and Introductions,
Claiborne Barnwell and Kevin Magee of MDOT
Wayne Mansfield, Vicksburg-Warren County Economic Development Foundation
- 2:05 – 2:10 p.m., Purpose and Need Overview,
Robert Walker of Neel-Schaffer
- 2:10 to 2:25 p.m., Overview of Preliminary Preferred Alternative
(Wall Mounted Display),
Robert Walker of Neel-Schaffer
- 2:25 to 2:35 p.m., Prel. Preferred Alternative's 7 Proposed Construction Projects
(Wall Mounted Display and Handout),
Jimmy Shirley
- 2:35 to 2:45 p.m., Overview of One-Way, Two-Way Frontage Road Comparison
(Wall Mounted Display, Table Display and Handout),
Jimmy Shirley
- 2:45 to 2:50 p.m., Overview of Proposed Access Control Changes
(Wall Mounted Display and Table Display),
Robert Walker
- 2:50 to 2:55 p.m., Question and Comment Period for Mr. Mansfield,
Claiborne Barnwell, Robert Walker and Kevin Magee
- 2:55 to 3:00 p.m., Proposed Action Plan for Stakeholder and Public Involvement,
Robert Walker
- 3:00 p.m., Adjourn,
Claiborne Barnwell

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA COORDINATION MEETING
MDOT FIRST FLOOR AUDITORIUM AT JACKSON
1:30 P.M., WEDNESDAY, APRIL 29, 2009**

MEETING SUMMARY

The following were the goals of the Coordination Meeting:

- to review the status of the preliminary alternative development with Mr. Jeff Schmidt of the Federal Highway Administration (FHWA);
- to discuss the preliminary alternative's design controls at several locations where the MDOT had determined that Mr. Schmidt's input was needed; and,
- to verify everyone is satisfied with the continued development of the preliminary alternative to an acceptable level for public presentation.

Mr. Chad Wallace of the MDOT Environmental Division coordinated the scheduling of the meeting. In his e-mail invitations to the meeting, Mr. Wallace referred to information he had placed on the MDOT FTP Site concerning the Preliminary Alternative. The purpose of placing the information on the FTP Site was to assist prospective attendees in preparing for the meeting. The information placed on the FTP Site included the following:

- a scanned plot of the entire preliminary alternative depicting retaining the I-20 West left exit to US 61 South for traffic at the US 61 South Interchange;
- a scanned preliminary alternative plot of just the US 61 South Interchange depicting retaining the I-20 West left exit for traffic to US 61 South;

- a scanned plot of the entire preliminary alternative depicting eliminating the left exit and providing a new right exit for I-20 West traffic to US 61 South at the US 61 South Interchange;
- a scanned preliminary alternative plot of just the US 61 South Interchange depicting eliminating the left exit and providing a new right exit for I-20 West traffic to US 61 South;
- a scanned plot of the preliminary alternative between Halls Ferry Road and the western limit of the US 61 South Interchange, with the left exit retained for I-20 West traffic to US 61 South, depicting design speeds that would be expected or require reconstruction for the I-20 East and I-20 West lanes;
- a scanned plot of the preliminary alternative between Halls Ferry Road and the western limit of the US 61 South Interchange, with the left exit for I-20 West traffic to US 61 South replaced by a right exit and the I-20 East lanes reconstructed on new alignment, depicting design speeds that would be expected or require reconstruction for the I-20 East and I-20 West lanes;
- a scanned plot of the preliminary alternative, depicting the locations where additional right of way would be needed and the estimated amount of additional right of way that would be needed at those locations, for the MDOT Environmental Division to use in planning the cultural resource survey that they are required to perform under the scope of work for this study.

The attendees at the meeting were:

- FHWA – Mr. Jeff Schmidt;
- MDOT Third District – Messrs. Kevin Magee, Durwood Graham and Val DeVellis;
- MDOT Roadway Design Division – Messrs. Keith Purvis, John Reese, and Adam Boggan;
- MDOT Bridge Division – Mr. Nick Altobelli;
- MDOT Environmental Division – Messrs. Claiborne Barnwell, Wes Stafford, Chad Wallace, Bruce Gray, and John Underwood;
- MDOT Planning Division – Messrs. Jeff Altman and Sammy Holcomb;

- MDOT Traffic Engineering Division – Mr. Will O’Reilly;
- MDOT Right of Way Division – Mr. Meredith Pierce; and,
- Neel-Schaffer (NS) consultant team – Messrs. Robert Walker, Aubrey Kopf, and Jimmy Shirley.

At the beginning of the meeting, the attached agenda was distributed. After Messrs. Claiborne Barnwell and Kevin Magee made brief opening comments on the status of the study, Mr. Robert Walker briefly commented on the purpose and need.

Mr. Walker then provided his overview of the preliminary alternative. To provide this overview, Mr. Walker used a power point presentation and some of the previously mentioned displays of the preliminary alternative that Mr. Wallace had placed on the MDOT FTP Site prior to the meeting. Mr. Wallace provided technical assistance to Mr. Walker by operating a projector that displayed the images of the preliminary alternative on a screen at the front of the auditorium that all attendees could see.

While Mr. Walker provided the overview of the preliminary alternative, the following noteworthy comments or decisions were made:

- At the US 61 South Interchange, Mr. Schmidt advised the FHWA did not want to retain the I-20 West left exit to US 61 South. It was agreed the option that replaced this left exit with a right exit would be used.
- At the Washington Street/Warrenton Road Interchange slightly east of the Mississippi River Bridge, Mr. Schmidt requested that the I-20 West exit ramp and the I-20 East entrance ramp be reviewed and improved as needed to meet current design standards. It was agreed that this would be done.
- For the Indiana Avenue Interchange’s I-20 East exit ramp, the possibility of a traffic signal being provided at the exit ramp junction with the one-way east bound South Frontage Road was discussed. Mr. Jeff Altman requested that it be verified that adequate lanes and storage are provided to prevent the exiting ramp traffic stopped at such a signal from backing up onto the mainline interstate. It was agreed the design would be checked against the 2040 Design Year Traffic and modified as needed prior to the first public meeting to address Mr. Altman’s concern.

- For the Indiana Avenue Interchange traffic signal at the I-20 South Frontage Road/Indiana Avenue intersection with the frontage roads in one-way operation, Mr. Jeff Altman asked how many South Frontage Road approach lanes are proposed. Mr. Robert Walker responded that enough lanes would be provided to efficiently accommodate the traffic demand. Mr. Walker advised the bridge on Indiana Avenue over I-20 was being widened one lane to the east and that the widening would provide an opportunity of accommodating as many as two exclusive left turn lanes and one optional through/left turn lane for the I-20 South Frontage Road traffic turning north on Indiana Avenue at this intersection. It was agreed the approach lanes to the intersection would be reviewed against the 2040 Traffic Data and any needed changes would be made prior to the first public meeting.

During Mr. Walker's overview of the preliminary alternative, Mr. Schmidt addressed the next agenda item concerning the US 61 South Interchange options and the loop radii constraints. The following major design question goals of the meeting were made:

- As previously stated concerning the US 61 South Interchange, the left exit will be replaced by a right exit for I-20 West traffic to US 61 South. It was agreed that the right exit for I-20 East to US 61 South should meet a minimum 50 MPH Design Speed.
- Due to the right of way and relocation impacts that would occur if the loop radius was increased and because an acceleration lane was provided on I-20, the 175 feet radius was determined to be acceptable for the proposed loop in the northeast quadrant of the Halls Ferry Road Interchange.
- Because the exit is from a collector-distributor road and due to the right of way and relocation impacts that would occur if the loop radius was increased, the 300 feet to 200 feet to 300 feet radii was determined to be acceptable for the proposed loop in the southeast quadrant of the SR 27/US 61 North Interchange.
- Because the exit is from a collector-distributor road and due to the right of way and relocation impacts that would occur if the loop radius was increased, the 150 feet radius was determined to be acceptable for the

proposed loop in the northwest quadrant of the SR 27/US 61 North Interchange.

During their presentation of the next agenda item concerning the seven proposed construction projects for the preliminary alternative, Messrs. Walker and Shirley used a power point presentation for projects one through four. The power point presentation was the Neel-Schaffer consultant team first attempt at developing a visual simulation for possibly presenting the construction project plan sequencing to the public. The power point presentation presented the study area on an aerial photography background. The projects were then zoomed in on beginning with the first project. Each major construction phase of each project was identified and the construction that was occurring during that phase was designated in an orange color on the photography. When the project moved from one construction phase to the next construction phase, current construction phase conditions and the construction that was occurring during that construction phase were depicted on the image. For example, ramps, loops, and construction detours that were removed under the previous construction phase were not shown, but travel paths still operational and the construction occurring during the current phase were shown. After completing the power point presentation on projects one through four, Mr. Shirley provided a quick overview of projects five, six and seven.

In response to the power point presentation and relative to the manner for presenting the proposed preliminary alternative and possibly the construction plan to the public, the MDOT and FHWA representatives made the following noteworthy comments.

- The power point presentation used for this meeting reinforced the position that the preliminary alternative could be built.
- The power point presentation was okay for this MDOT/FHWA meeting, but it needed to be simplified for a public meeting.
- The possibility of using a video with voice over in the future was discussed. The video could be played in one or more separate viewing areas during an open forum type public meeting. The video would not address the various construction phases for each construction project. Tables and easel displays would also be available for the project team to address site specific issues with the public, such as construction phasing.

- The future video that Neel-Schaffer prepares needs to identify the boundaries of the Vicksburg National Military Property. The park boundary may also need to be shown on some of the table and easel displays.
- To better orient the viewing, the future video needs to have more labels identifying streets and other known features.
- The estimated time for constructing each project should be shown and/or made available to the public.

The meeting then addressed the agenda items relating to the one-way and two-way frontage road comparison and the access control changes. Tables displays used at previous MDOT/FHWA coordination meetings and the meeting with Mr. Mansfield were also used for updating Mr. Schmidt and other attendees on these two issues. At the conclusion of the discussion of these agenda items, Mr. Kevin Magee requested that the one-way and two-way frontage road options for the completed preliminary alternative be carried forward for presentation at the first public meeting.

The attendees were updated on the meeting held with Mr. Mansfield on April 10, 2009. It was agreed the first public meeting could be held in middle to late June. It was also agreed that the preliminary alternative with one-way and two-way frontage roads would be presented at that meeting for public input and comment. An agency meeting, a meeting with the National Park Service, and another meeting with Mr. Mansfield and some of his board members may be required prior to or on the day of the first public meeting. In the meantime, Neel-Schaffer will work with the MDOT Environmental Division in making the necessary preparations for presenting the preliminary alternative at upcoming meetings. The preparations will include developing one or more videos.

This concludes the meeting summary.

**I-20 @ Vicksburg EA
Warren County**

**Agenda
MDOT/FHWA Coordination Meeting
April 29, 2009**

- 1:30 – 1:35 p.m., Opening Comments and Introductions,
Claiborne Barnwell of MDOT
- 1:35 – 1:40 p.m., Purpose and Need Overview,
Robert Walker of Neel-Schaffer
- 1:40 to 1:55 p.m., Overview of Preliminary Preferred Alternative,
Robert Walker
- 1:55 to 2:15 p.m., US 61 South Interchange Options, and Loop Radii Constraints at the Halls Ferry Road and SR 27/US 61 North Interchanges,
Robert Walker, Aubrey Kopf and Jimmy Shirley of Neel-Schaffer
- 2:15 to 2:30 p.m., Prel. Preferred Alternative's 7 Proposed Construction Projects,
Robert Walker and Jimmy Shirley
- 2:30 to 2:45 p.m., Overview of One-Way, Two-Way Frontage Road Comparison and Proposed Access Control Changes,
Robert Walker
- 2:45 to 2:55 p.m., Question and Comment Period for FHWA,
Claiborne Barnwell, Robert Walker and Kevin Magee
- 2:55 to 3:00 p.m., Proposed Action Plan for Stakeholder and Public Involvement,
Robert Walker
- 3:00 p.m., Adjourn,
Claiborne Barnwell

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**VICKSBURG-WARREN COUNTY
ECONOMIC DEVELOPMENT FOUNDATION
STAKEHOLDERS MEETING**

**4:00 P.M., WEDNESDAY, SEPTEMBER 30, 2009
VICKSBURG-WARREN COUNTY
CHAMBER OF COMMERCE
VICKSBURG, MS**

MEETING SUMMARY

In response to a meeting with Mr. Wayne Mansfield on April 10, 2009, and a project development team meeting on April 29, 2009, this stakeholders meeting was held.

Mr. Mansfield is the Executive Director of the Vicksburg-Warren County Economic Development Foundation (EDF), a corporation and working arm of the Vicksburg-Warren County Chamber of Commerce. Mr. Mansfield coordinated the invitations to this meeting. The people invited included:

- some of the business owners who will be directly or indirectly impacted by the project;
- Board Members of the Vicksburg-Warren County EDF;
- representatives from the Vicksburg-Warren County Chamber of Commerce; and,
- officials with the City of Vicksburg.

The stakeholder attendees at the meeting were: Ms. Christi Kilroy and Messrs. Wayne Mansfield, John Moss, Forbes Grogan, Ronnie Andrews, Mark Buys, J.E. "Brother" Blackburn, and Dan Waring. The project development team attendees at the meeting were: Mr. Claiborne Barnwell of the Federal Highway Administration; Mr. Kevin Magee,

MDOT Third District Engineer; Mr. Chad Wallace of the MDOT Environmental Division; and, Messrs. Robert Walker and Jimmy Shirley of Neel-Schaffer, Inc.

The goals of the meeting were:

- to present the preliminary alternative, with its one-way and two-way frontage road concepts, to this stakeholder group for input; and,
- to determine from this group of stakeholders if there are any major issues that the project development team needs to address prior to presenting this alternative to others in the community, including the public.

The meeting followed the attached agenda. After opening comments were made by Messrs. Wallace, Magee, Mansfield and Barnwell, Mr. Robert Walker briefly discussed the draft Purpose and Need. During his remarks, Mr. Walker addressed questions on the status of the extension of the I-20 South Frontage Road to Vicksburg Factory Outlets and the traffic projections for the 2040 Design Year.

When providing the overview of the seven proposed projects for the preliminary alternative, Mr. Walker used a power point presentation. The power point presented the study area on an aerial photography background. For each project, the first image depicted the existing conditions. The second image for each project identified the proposed reconstruction's finished product. The proposed roadway construction was shown on the second image in an orange color and the proposed bridge construction was shown in a green color. Interchange ramps and loops that would be removed under a project were shown under the first image of existing conditions and not shown under the second image for each project. For each proposed project, Mr. Walker used the first image to identify how major traffic movements were made under existing conditions and the second image to identify how major traffic movements would be made upon the completion of the project's construction.

Due to time constraints, Mr. Shirley's presentation on the construction concept overview was shortened. However, he did briefly discuss the differences in the one-way and two-way frontage road concepts for the two versions of the preliminary alternative. During Mr. Walker's previous presentation, the proposed access control changes at Indiana

Avenue were mentioned. The proposed access control changes at Indiana Avenue were addressed in more detail during Mr. Shirley's presentation.

The following were typical of the discussions that occurred during the question and comment period.

- Several stakeholders expressed their appreciation for the work that had been accomplished to present an alternative for reconstructing this section of interstate in a manner that could accommodate either one-way or two-way ultimate frontage roads.
- Most of the stakeholders were very concerned about the alternatives proposed access control for the reconstructed Indiana Avenue Interchange. The major impacts that the proposed access control will have on some existing businesses led to this concern.
- The stakeholders did not present another plan for reconstructing the mainline interstate or the interchanges. However, one of the stakeholders suggested another frontage road option that would restore the frontage roads to two-way traffic operations after the interstate is reconstructed; and, if ever warranted, allow the frontage roads to be converted later to one-way traffic operations. In response, the project development team identified two problems in implementing such an alternative. The first problem is the frontage road circulation bridges are only proposed for the one-way frontage road option. Potential traffic operational problems and design issues do not make the circulation bridges feasible for the two-way frontage road option. These circulation bridges are located east of Halls Ferry Road and west of Old SR 27. The second problem is the proposed dead-ending of the North Frontage Road at Indiana Avenue for the two-way frontage road alternative. The dead-ending of the frontage road is required because relocating the frontage road to the north to intersect Indiana Avenue opposite the other relocated North Frontage Road approach cannot be accomplished without impacting Vicksburg National Military Park property, which is a 4(f) issue
- The stakeholders wanted to know an estimated cost. In response, they were advised a cost estimate would be computed later after the final alternatives are selected for study in the EA.

- The stakeholders wanted to know an estimate for when construction would begin and how long before the entire project would be completed. In response, they were advised that was dependent upon the MDOT's available funding and priorities, and that at the present time no major work on the interstate is programmed beyond this environmental and location phase.

This concludes the meeting summary.

**I-20 @ Vicksburg EA
Warren County**

**Agenda
Vicksburg-Warren County
Economic Development Foundation
Stakeholder Meeting
September 30, 2009**

- **4:00 – 4:15 p.m., Opening Comments and Introductions
Chad Wallace and Kevin Magee of MDOT
Wayne Mansfield, Vicksburg-Warren County Economic Development
Foundation**
- **4:15 – 4:20 p.m., Purpose and Need Overview
Robert Walker of Neel-Schaffer**
- **4:20 to 5:00 p.m., Preliminary Build Alternative Overview
Robert Walker**
- **5:00 to 5:30 p.m., Construction Concept Overview
Jimmy Shirley of Neel-Schaffer**
- **5:30 to 5:55 p.m., Question and Comment Period
Chad Wallace, Robert Walker and Kevin Magee**
- **5:55 to 6:00 p.m., Closing Comments and Adjourn
Chad Wallace**

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**VICKSBURG-WARREN COUNTY
LOCAL OFFICIALS COORDINATION MEETING**

**1:30 P.M., MONDAY, OCTOBER 5, 2009
VICKSBURG MAYOR PAUL WINFIELD'S OFFICE
VICKSBURG, MS**

MEETING SUMMARY

The goals of the meeting were:

- to present the preliminary alternative, with its one-way and two-way frontage road concepts, to the local officials; and,
- to determine from the local officials if there are any major issues that the project development team needs to address prior to presenting this alternative to the public.

The local officials attending the meeting included: Mayor Paul Winfield, City of Vicksburg; Ms. Marie Thompson, Director of Policy – City of Vicksburg; Mr. Bubba Rainer, Public Works Director – City of Vicksburg; Mr. Sid Beauman, South Ward Alderman – City of Vicksburg; Mr. Walter Osborne, City Clerk's Office – City of Vicksburg; Mr. Doug Whittington, Street Department – City of Vicksburg; Mr. Richard George, District 5 Supervisor – Warren County Board of Supervisors President; and, Mr. Wayne Mansfield, Executive Director – Vicksburg Warren County Economic Development Foundation. The project development team representatives in attendance were: Mr. Chad Wallace of the MDOT Environmental Division; Mr. Durwood Graham, MDOT Assistant Third District Engineer; Mr. Keith Purvis, MDOT Assistant Chief Engineer over Preconstruction; and, Messrs. Robert Walker and Jimmy Shirley of Neel-Schaffer. Ms. Kim Thurman had a conflict that prevented her from attending.

The meeting followed the attached agenda. After opening comments were made by Mr. Wallace, Mayor Winfield, Mr. Graham and Supervisor George, Mr. Robert Walker briefly discussed the draft Purpose and Need.

When providing the overview of the seven proposed projects for the preliminary alternative, Mr. Walker used a power point presentation. The power point presented the study area on an aerial photography background. For each project, the first image depicted the existing conditions while the second image identified the proposed reconstruction's finished product. The proposed roadway construction was shown on the second image in an orange color. Proposed bridge construction was shown in a green color. Interchange ramps and loops that would be removed under a project were shown under the first image of existing conditions and not shown under the second image. For each proposed project, Mr. Walker used the first image to identify how major traffic movements were made under existing conditions while the second image was used to identify how major traffic movements would be made upon the completion of the project's construction.

During Mr. Shirley's presentation on the construction concept overview, the differences in the one-way and two-way frontage road concepts for the two versions of the preliminary alternative were discussed. During Mr. Walker's previous presentation, the proposed access control changes at Indiana Avenue were mentioned. These access control changes were addressed in more detail during Mr. Shirley's presentation.

The following noteworthy discussions occurred during the question and comment period or during the meeting's presentations.

- One of the local officials advised preliminary discussions had occurred concerning providing a future River Walk on Warrenton Road. In response, the project development team advised the minimal improvements that might be made along Washington Street and Warrenton Road under this proposed plan should not impact a future River Walk.
- The local officials wanted to know the status of the project that would extend the I-20 South Frontage Road to Vicksburg Factory Outlets. In response, Mr. Keith Purvis provided an update on that project's status.

- Several officials expressed their appreciation for the work that had been accomplished to present an alternative for reconstructing this section of interstate in a manner that could accommodate either one-way or two-way ultimate frontage roads.
- The officials were concerned about the alternatives proposed access control for the reconstructed Indiana Avenue Interchange. The major impacts that the proposed access control will have on some existing businesses led to this concern.
- The officials did not present another plan for reconstructing the mainline interstate or the interchanges.
- The officials wanted to know an estimated cost. In response, the project development team advised a cost estimate would be computed later after the final alternatives are selected for study in the EA.
- The officials wanted to know an estimate for when construction would begin and how long before the entire project would be completed. In response, the project development team advised that was dependent upon the MDOT's available funding and priorities, and that at the present time no major work on the interstate is programmed beyond this environmental and location phase.
- The proposed project will require adjusting or relocating utilities located on existing MDOT right of way. Utilities located on private right of way will also have to be adjusted or relocated because of this proposed project. The MDOT policy was discussed concerning the responsible party for making the required utility adjustment or relocation under these two scenarios. The City of Vicksburg is typically responsible for relocating utilities currently located on MDOT right of way under a permit. The MDOT is typically responsible for adjusting or relocating impacted utilities currently located on private right of way that will become MDOT right of way under the proposed project. This is an important issue for the local officials.

At the conclusion of the meeting, the local officials gave their concurrence to scheduling a public meeting. This concludes this meeting's summary.

**I-20 @ Vicksburg EA
Warren County**

Agenda

**Vicksburg-Warren County Local Officials
Coordination Meeting
October 5, 2009**

- **1:30 – 1:45 p.m., Opening Comments and Introductions**
Kim Thurman and Durwood Graham of MDOT
Mayor Paul Winfield, City of Vicksburg
Richard George, Warren County Board of Supervisors President
- **1:45 – 1:50 p.m., Purpose and Need Overview**
Robert Walker of Neel-Schaffer
- **1:50 to 2:20 p.m., Preliminary Build Alternative Overview**
Robert Walker
- **2:20 to 2:30 p.m., Construction Concept Overview**
Jimmy Shirley of Neel-Schaffer
- **2:30 to 2:55 p.m., Question and Comment Period**
Kim Thurman, Robert Walker and Durwood Graham
- **2:55 to 3:00 p.m., Closing Comments and Adjourn**
Kim Thurman

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**RESOURCE AGENCIES AND VICKSBURG NATIONAL MILITARY PARK
SCOPING MEETING**

**1:30 P.M., TUESDAY, NOVEMBER 17, 2009
VICKSBURG CONVENTION CENTER
VICKSBURG, MS**

MEETING SUMMARY

The goals of the meeting were:

- to present the preliminary alternative, with its one-way and two-way frontage road concepts, to the appropriate representatives of the resource agencies and the Vicksburg National Military Park; and,
- to solicit views from representatives of the resource agencies and the Vicksburg National Military Park which by law, interest, or expertise can assist the project planners with the timely identification of economic, social and environmental opportunities and constraints within the study area.

Prior to the meeting, invitation letters were mailed to the MDOT contacts with the following agencies: Mississippi Department of Wildlife, Fisheries and Parks; Mississippi Department of Environmental Quality; Mississippi Department of Archives and History; Vicksburg National Military Park; U.S. Department of Interior, Bureau of Land Management; U.S. Department of Agriculture, Natural Resources Conservation Service; U.S. Fish and Wildlife Service; and, the U.S. Army Corps of Engineers.

The attendees at the meeting represented the Mississippi Department of Wildlife, Fisheries and Parks; the Vicksburg National Military Park; the U.S. Fish and Wildlife

Service; the U.S. Army Corps of Engineers; the Mississippi Department of Transportation (MDOT); the Federal Highway Administration (FHWA); and, the Neel-Schaffer (N-S) Inc. consultant team.

Mr. Robert Walker of N-S welcomed the attendees to the meeting. At his request, the attendees stated their name and affiliation with the project. Agencies with one representative attending the meeting were the Mississippi Department of Wildlife, Fisheries and Parks, the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers. The Vicksburg National Military Park had five representatives attending the meeting. Two FHWA representatives, nine MDOT representatives and three N-S representatives attended the meeting.

A copy of the agenda for the meeting is attached. After the introductions, Mr. Walker provided a project overview addressing the study area, purpose and need, study approach, public involvement and proposed schedule. The following are some of the comments Mr. Walker made during his project overview.

- The study alternatives would stay within existing MDOT right of way as much as possible.
- The existing interstate has problem weaving sections, short interchange exit and entrance ramps, some left exiting and entering interchange ramps, and numerous sections with poor vertical alignment.
- The existing interstate needs reconstructing to meet current design criteria, existing traffic demand and anticipated future traffic demand.
- The study approach was to conduct a design level survey of the entire corridor to aid in determining the anticipated additional right of way needs.
- The first public meeting will be held later in the day.
- It is hoped that a public hearing will be held in the fall of 2010.

When providing the overview of the seven proposed projects for the preliminary alternative, Mr. Walker used a power point presentation. The power point presented the study area on an aerial photography background. He explained that the same video, but with voice over, would be used when playing the video for the public at the meeting later in the day. For each project, the first image depicted the existing conditions while the second image identified the proposed reconstruction's finished product. The proposed

roadway construction was shown on the second image in an orange color. Proposed bridge construction was shown in a green color. Interchange ramps and loops that would be removed under a project were shown under the first image of existing conditions and not shown under the second image. For each proposed project, Mr. Walker used the first image to identify how major traffic movements were made under existing conditions while the second image was used to identify how major traffic movements would be made upon the completion of the project's construction.

The attendees then viewed aerial photography mapping displays of the preliminary alternative with a one-way ultimate frontage road concept and a two way ultimate frontage road concept. The mapping displays were placed flat on tables and separate displays were provided for the two frontage road concepts. When viewing and discussing the displays, the representatives of the Vicksburg National Military Park and the resource agencies made the following major comments.

- The Vicksburg National Military Park directly administers the Military Park property located east of Indiana Avenue. The preliminary alternative with the two-way frontage road concept would relocate the west approach on the North Frontage Road to Indiana Avenue to the north so that the spacing between the Indiana Avenue intersections with the interchange ramps and the frontage road could be increased to an acceptable level. Any relocation to the north of the east approach on the North Frontage Road at the Indiana Avenue intersection can not be accomplished without impacting Military Park property and a 4(f) issue. Therefore, the proposed two-way frontage road concept would dead-end the North Frontage Road slightly east of Indiana Avenue.
- The Vicksburg National Military Park has turned over the administration of the Military Park property west of Indiana Avenue to the City of Vicksburg. Proposed changes in use of that Military Park property must be submitted to the City of Vicksburg and approved. Then, the proposed change in use must also be approved by the Vicksburg Military Park.
- The representative of the Mississippi Department of Wildlife, Fisheries and Parks advised the Southern Redbelly Dace, an endangered species, could be located in the study area.

While the attendees were viewing the mapping displays, the representatives of the agencies and the Vicksburg National Military Park received the two color copies of the handout pertaining to project background information that would be distributed to the public meeting attendees later in the day.

The meeting went well and there were no objections expressed to continuing the development of the preliminary alternative with the two frontage road concepts. This concludes the meeting summary.

**I-20 at Vicksburg
Environmental Assessment**

**Resource Agencies and Vicksburg National Military Park
Scoping Meeting
November 17, 2009**

AGENDA

- Welcome and Introductions
- Project Overview
 - Study Area
 - Purpose and Need
 - Study Approach
 - Public Involvement
 - Proposed Schedule
- Group Discussion of Questions and Comments
- Closing

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA COORDINATION MEETING
MDOT ENVIRONMENTAL DIVISION
EIGHT FLOOR AUDITORIUM AT JACKSON
2:00 P.M., WEDNESDAY, JANUARY 27, 2010**

MEETING SUMMARY

The goals of the meeting were: to discuss the actions taken in response to the First Public Meeting; and, to resolve any issues preventing scheduling follow-up meetings in Vicksburg with the local officials and the Indiana Avenue stakeholders.

In preparation for the meeting, representatives of Neel-Schaffer (N-S) provided Mr. Chad Wallace of the MDOT Environmental Division files depicting the proposed one-way and two-way alternatives in their entirety. N-S also provided Mr. Wallace detail drawings for the proposed one-way and two-way alternatives at key locations where discussion topics would be placed on the meeting's agenda. The drawings were scanned by Mr. Wallace so that they could be presented using a video projection at the meeting.

The project development team representatives at the meeting included:

- MDOT Environmental Division – Ms. Kim Thurman, Mr. Wes Stafford, and Mr. Chad Wallace;
- MDOT Roadway Design Division – Mr. John Reese and Ms. Amy Mood;
- MDOT Bridge Division – Mr. Nick Altobelli;
- MDOT Planning Division – Messrs. Sammy Holcomb and James Warren;
- MDOT Third District – Messrs. Kevin Magee and Val DeVellis;
- FHWA – Messrs. Claiborne Barnwell and Mike Cribb; and,

- Neel-Schaffer – Messrs. Robert Walker, Aubrey Kopf, Mark Sorrell, and Jimmy Shirley.

The meeting followed the attached agenda. After the welcoming and introductory comments were made, Messrs. Robert Walker and Jimmy Shirley updated the group on N-S actions taken in response to the first public meeting. The following decisions were made in response to overview provided by N-S.

- The changes made in the Indiana Avenue Access Control for the one-way frontage road alternative were acceptable. The changes moved the shared intersections of the interchange ramps and frontage roads at Indiana Avenue to the location of the current interchange ramp intersections with Indiana Avenue. Implementing this change allows the current Indiana Avenue access to remain for the convenience stores in the northwest and southeast quadrants of the Interchange, the bank in the southwest quadrant of the interchange, the residence in the northeast quadrant of the interchange and the Kentucky Fried Chicken in the southeast quadrant of the interchange. The bank, the convenience stores and the residence would still lose their access rights to the frontage roads.
- The Indiana Avenue bridge width requirements at I-20 for the two alternatives were discussed based on not being able to remove the raised curbed island in the middle of the bridge as a control. With the island remaining, the bridge would need widening two lanes to the east and one lane to the west for the one-way frontage road alternative. For the two-way frontage road alternative with the island remaining, the bridge would need widening one lane to the east and one lane to the west.
- The attendees appeared to recognize that keeping the 17 feet wide raised island across the Indiana Avenue Bridge over I-20 makes it more difficult to transition the pavements markings from the widened bridge to the two-lane, two-way markings on Indiana Avenue north and south of I-20. They also appeared to recognize the pavement marking transition would be easier if the median across the bridge could function as a left turn lane. The median could then be marked as an exclusive left turn lane at the north end of the bridge for left turning traffic to the west and as an

exclusive left turn lane at the south end of the bridge for left turning traffic to the east.

- The attendees supported providing two frontage road circulation bridges at the same locations for the one-way and two-way frontage road alternatives. One bridge would be located east of Halls Ferry Road and the other would be located west of Old SR 27. For the two-way frontage road alternative and if roundabouts will safely and efficiently accommodate the traffic demand, the attendees supported the concept of using roundabouts for the intersections on the north and south frontage roads with the connections underneath the circulation bridges. For the circulation bridge slightly west of Old SR 27 on the south side of I-20, the attendees supported providing a connection from Porters Chapel Road to the South Frontage Road for both the one-way and two-way frontage road alternatives.
- For the two-way frontage road alternatives at the roundabouts on both sides of the interstate, the attendees discussed whether or not access should be allowed to the roundabout opposite the connection between the two frontage roads. For the circulation bridge west of Old SR 27, it was agreed that the access would not be allowed to the North Frontage Road and that the access would be allowed for the Porters Chapel connector to the South Frontage Road. For the circulation bridge east of Halls Ferry Road, it was agreed that for the present time access would be allowed to the shopping center property on the South Frontage Road and to the old skating rink property on the North Frontage Road.
- For the two-way frontage road alternative on the north side of I-20 between Old SR 27 and the circulation bridge west of Old SR 27, the attendees supported the concept of not allowing any access. The attendees also supported extending the no access limit west of the roundabout to the North Frontage Road access provided for the church and residential property.
- The attendees concurred in the concept at the Halls Ferry Road Interchange for the one-way frontage road alternative of providing a connector to the South Frontage Road from the I-20 East on-ramp. Slightly east of the gore between the connector and the I-20 East on-

ramp for the one-way frontage road alternative, the attendees concurred in the concept of turning the two-way city maintained frontage road into the above mentioned connector at an intersection where traffic on the connector could either proceed east to the South Frontage Road or turn right to the city maintained frontage road. Traffic from the city maintained frontage road would only be allowed to turn right onto the connector. For safety concerns due to potential conflicting traffic movements, the connector would not be provided to the South Frontage Road from the I-20 East on-ramp at this interchange for the two-way frontage road alternative.

- The attendees supported the proposed concept as presented that allows the two-way alternative to be retrofitted at some point to an alternative very similar to the one-way alternative. The retrofit could convert the two-way, three lane frontage roads to a one-way, three-lane frontage road type system with frontage road circulation bridges slightly east of Halls Ferry Road and slightly west of Old SR 27. As proposed under the current one-way alternative, the retrofit would combine the ramps and frontage roads intersections with Indiana Avenue on the north side of the interchange to one intersection. However, unlike the current one-way alternative, the retrofit on the south side of this interchange would have separate ramp and frontage road intersections with Indiana Avenue.
- The attendees recognized and supported the importance of using the same North Collector Distributor Road/Old SR 27 connector design for the two-way and one-way frontage road alternatives.

The following decisions were made in response to the discussion items shown on the agenda.

- If the raised curbed island on the Indiana Avenue Bridge over I-20 cannot be removed, Mr. Nick Altobelli and Mr. John Reese agreed that the bridge should be replaced for the one-way and two-way frontage road alternatives.
- As previously stated, the attendees support the concept of providing the circulation bridges for the two-way and one-way frontage road alternatives in a manner that allows the two-way frontage road alternative

to be retrofitted in a manner similar to the one-way frontage road alternative. If the two-way frontage road alternative is selected, this approach would drastically reduce the cost of a possible future conversion to one-way frontage roads.

- After discussing the width requirements of the South Frontage Road Bridge over the Kansas City Southern Railroad (Meridian Speedway) near Old SR 27, the status of the active Wilbur Smith Design Contract for the design of this bridge was discussed. The MDOT representatives advised a field review of the Wilbur Smith prepared right of way plans is scheduled for February 18, 2010. The MDOT representatives advised the Wilbur Smith design files need checking to verify they are compatible with the N-S design files. The MDOT will coordinate this effort.
- During the reconstruction of the mainline interstate between the Halls Ferry Road Interchange and the Clay Street/US 80 Interchange, the I-20 West traffic will be detoured to the North Frontage Road/Collector Distributor Road and the I-20 East traffic will be detoured to the South Frontage Road/Collector Distributor Road via temporary connections. Traffic signals are proposed at three locations where the temporary connections join the frontage roads. The locations are: I-20 East at the South Frontage Road slightly east of the Halls Ferry Road Interchange; I-20 East slightly east of the Indiana Avenue Interchange at the South Frontage Road; and, I-20 West slightly west of the Indiana Avenue Interchange at the North Frontage Road. Frontage Road driveways exist within the limits of some of these three signal locations. Some of the driveways may need closing, temporary frontage road access might need to be considered at some locations via a service road, or a traffic signal might be needed at a driveway location as a last resort. Existing driveways might cause some safety concerns at three locations where the detoured interstate traffic will leave the frontage road system to re-enter I-20 via a temporary connection. Those locations are: I-20 West at the North Frontage Road slightly east of the Halls Ferry Road Interchange; I-20 East at the South Frontage Road slightly west of the Indiana Avenue Interchange; and, I-20 West slightly east of the Indiana Avenue Interchange. At some locations, frontage road traffic too close to the gore

of the frontage road/temporary connection intersection may attempt to enter the temporary connection for quick access to the mainline interstate. At the conclusion of the meeting, Mr. John Reese reviewed the locations with Mr. Shirley. It was agreed that prior to the public hearing these driveway locations would be reviewed to determine if any special treatments were needed during the construction phases when interstate traffic will be detoured to the frontage road/collector distributor road system.

The following decisions were made in response to agenda items concerning closing comments, questions and follow-up actions.

- Mr. Claiborne Barnwell wanted to know if any current military park property, or former military park property that has been turned over to the City of Vicksburg for administering, was impacted at the proposed US 61 South Interchange. He also wanted to know if the project would require any military monuments to be relocated. If so, he wanted to know how the monument relocation would be coordinated with the military park personnel. To address Mr. Barnwell's concerns at the US 61 South Interchange, it was agreed a determination should be made of the impacted property ownership at the US 61 South Interchange and that a coordination meeting should be scheduled with the Vicksburg National Military Park personnel.
- When discussing Mr. Barnwell's comments on the US 61 South Interchange's possible impacts to existing or former military park property, Mr. Jimmy Shirley commented that the military park has not provided a response to the one-way and two-way alternatives presented to them at the Scoping Meeting held on November 17, 2009. In particular, the option taken by the project team for the two-way frontage road alternative to dead-end the North Frontage Road east of Indiana Avenue and avoid any 4(f) issues associated with impacting the military park. The dead-ending option was used instead of the option having 4(f) impacts associated with relocating the east North Frontage Road approach to the north across military park property to intersect Indiana Avenue opposite the relocated North Frontage Road west approach to the intersection. It

was agreed the possibility of obtaining a response from the military park personnel on the refined alternatives would be discussed with them at the upcoming coordination meeting.

- The MDOT concurred in scheduling follow-up meetings at Vicksburg with the local stakeholders and officials. The goals of the meetings are: to update them on the changes made in the alternatives since the public meeting; and, to receive their input on the project development team's desire to advance the study to a public hearing.
- The MDOT concurred in scheduling the coordination meeting with the Vicksburg National Military Park personnel as soon as possible.

This concludes the summary of the coordination meeting.

AGENDA

MDOT and FHWA COORDINATION MEETING

JANUARY 27, 2010

Introductions and Opening Comments by MDOT Environmental Division

Follow-up Actions since First Public Meeting Overview by Neel-Schaffer

- Indiana Avenue Access Control for One-Way Frontage Road Alternative
- Indiana Avenue Bridge Width Requirements at I-20 for One-Way and Two-Way Frontage Road Alternatives
- Indiana Avenue Pavement Marking Concepts at I-20 for One-Way and Two-Way Frontage Road Alternatives
- Frontage Road Circulation Bridge Concepts for One-Way and Two-Way Frontage Road Alternatives for Bridge east of Halls Ferry Road and Bridge west of Old SR 27
- Halls Ferry Road Connection to South Frontage Road for One-Way and Two-Way Frontage Road Alternatives
- Ability of Two-Way Frontage Road Alternative to be Changed in Future to One-Way the North and South Frontage Roads
- North Frontage Road Access to Old SR 27 for One-Way and Two-Way Frontage Road Alternatives

Discussion Items by MDOT, FHWA and Neel-Schaffer

- Widening Existing Indiana Avenue Bridge at I-20 or Replacing it for the One-Way and Two-Way Alternatives
- One-Way and Two-Way Frontage Road Alternatives Circulation Bridge Concepts
- Two-Way Frontage Road Alternative Bridge Width Requirements on South Frontage Road over Railroad near Old SR 27
- Frontage Road Driveway Impacts During Reconstruction of Adjacent Mainline Lanes of I-20

Closing Comments, Questions and Follow-up Actions

Adjourn

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**VICKSBURG-WARREN COUNTY
LOCAL OFFICIALS AND STAKEHOLDERS MEETINGS**

**VICKSBURG-WARREN COUNTY CHAMBER OF COMMERCE OFFICE
9:30 AND 10:00 A.M., THURSDAY, FEBRUARY 11, 2010**

MEETING SUMMARY

The goals of the meetings were to discuss with the local officials and stakeholders actions taken in response to the First Public Meeting and to resolve issues preventing the completion of a Preliminary Environmental Assessment so that a public hearing could be scheduled.

In preparation for the 10:00 a.m. meeting, representatives of Neel-Schaffer (N-S) provided Mr. Chad Wallace of the MDOT Environmental Division files depicting the proposed one-way and two-way alternatives in their entirety. N-S also provided Mr. Wallace detail drawings for the proposed one-way and two-way alternatives at key locations where discussion topics would be placed on the meeting's agenda. The drawings were scanned by Mr. Wallace so that they could be presented using a video projection at the meeting.

At approximately 9:30 a.m., Mr. Jimmy Shirley met at the Chamber's Office with Mr. Edley Jones, the owner of the residence located in the northeast quadrant of the Indiana Avenue interchange between the North Frontage Road and Bugle Ridge Drive. The meeting was held at the request of Mr. Jones because he was unable to attend the 10:00 a.m. scheduled meeting with the other stakeholders. After briefing Mr. Jones on the changes made in the one-way alternative at Indiana Avenue and advising him that the two-way alternative at Indiana Avenue had basically not changed, Mr. Jones

commented that he still supports the two-way alternative. During their discussions, Mr. Shirley emphasized to Mr. Jones that the alternatives were subject to change after the meeting with the Vicksburg-Warren County officials and stakeholders and the meeting with the Vicksburg National Military Park officials. Mr. Jones responded that he understood. In case Mr. Jones wanted to know the status of the study at any time prior to the public hearing, Mr. Shirley advised Mr. Jones that he would be willing to give him an update. So that Mr. Jones would know how to contact him, Mr. Shirley gave his business card to Mr. Jones. At the conclusion of their meeting, Mr. Jones expressed his appreciation for the update.

The project development team representatives at the 10:00 a.m. scheduled meeting included:

- MDOT Environmental Division – Mr. Chad Wallace;
- MDOT Third District – Messrs. Kevin Magee, Durwood Graham and Val DeVellis;
- MDOT Right of Way Division – Mr. Meredith Pierce;
- MDOT Central District Transportation Commissioner's Office – Mr. Michael Arnemann
- FHWA – Mr. Claiborne Barnwell; and,
- Neel-Schaffer – Messrs. Robert Walker and Jimmy Shirley.

The Vicksburg-Warren County officials attending the 10:00 a.m. scheduled meeting included:

- City of Vicksburg – Mayor Paul Winfield, Ms. Kenya Burks and Mr. Lee Thames
- Warren County – District One Supervisor David McDonald; and,
- Vicksburg-Warren County Chamber of Commerce – Ms. Christi Kilroy.

The Vicksburg-Warren County Stakeholders attending the 10:00 a.m. scheduled meeting included: Messrs. John Moss, Ronnie Andrews, Dan Waring, Richard Waring, Howard Waring, Brother Blackburn and Mark Buys.

The meeting with the Vicksburg-Warren County officials and stakeholders began at approximately 10:15 a.m. and followed the attached agenda. After the welcoming and

introductory comments by Kevin Magee, Mayor Winfield and Chad Wallace, Robert Walker and Jimmy Shirley updated the group on N-S actions taken in response to the first public meeting. The following summarizes the update and the discussions held in response to the update.

- The changes made in the Indiana Avenue Access Control for the one-way frontage road alternative generally received favorable comments. The changes moved the shared intersections of the interchange ramps and frontage roads at Indiana Avenue to the location of the current interchange ramp intersections with Indiana Avenue. Implementing this change allows the current Indiana Avenue access to remain for the convenience stores in the northwest and southeast quadrants of the Interchange, the bank in the southwest quadrant of the interchange, the residence in the northeast quadrant of the interchange and the Kentucky Fried Chicken in the southeast quadrant of the interchange. The bank, the convenience stores and the residence would still lose their access rights to the frontage roads. During the discussions of this topic, Mr. Kevin Magee commented that the project development team recognized having only one access to Indiana Avenue might present some challenges for fuel and possibly other deliveries to the convenience stores that could remain in the northwest and southeast quadrants of the interchange and that more discussions with the convenience store owners might be needed after they have been given ample time for reviewing the concept.
- During the discussions of the two-way alternative at the Indiana Avenue Interchange, the project development team provided the attendees background information on the alternative currently avoiding 4(f) issues relating because it does not directly impact property owned by the Vicksburg National Military Park. The 4(f) discussion was needed to explain why the North Frontage Road for the two-way alternative is currently dead-ended east of Indiana Avenue instead of continuing west across Military Park property. A continuation of the frontage road across the military property would enable the North Frontage Road approach to the Indiana Avenue intersection from the east to intersect Indiana Avenue opposite the relocated North Frontage Road approach from the west.

Thus, allowing the North Frontage Road to be continuous through the Indiana Avenue intersection. The current dead-ending of the North Frontage Road to the east of the Indiana Avenue creates an undesirable gap in the North Frontage Road and is a disadvantage of the current two-way alternative. Some of the attendees expressed their dissatisfaction in the project team not more actively pursuing the relocation and extension of the North Frontage Road east approach to the Indiana Avenue intersection across the military park property.

- The raising and widening of the Indiana Avenue Bridge over I-20 for the two alternatives was briefly discussed. The attendees appeared to understand this had to be done and that it could be accomplished under several construction project scenarios.
- The reconstruction and widening of the frontage roads to three lanes was briefly discussed. The attendees recognized the improvements must be made to the frontage roads so that the frontage roads can be placed in one-way operation and function as interstate detours while the adjacent east bound and west bound lanes on I-20 are reconstructed.
- The attendees supported providing two frontage road circulation bridges at the same locations for the one-way and two-way frontage road alternatives. One bridge would be located east of Halls Ferry Road and the other would be located west of Old SR 27. For the two-way frontage road alternative, the attendees did not express any objections to using roundabouts for the intersections on the north and south frontage roads with the connections underneath the circulation bridges. For the circulation bridge slightly west of Old SR 27 on the south side of I-20, the attendees did not express any objections to providing a connection from Porters Chapel Road to the South Frontage Road for both the one-way and two-way frontage road alternatives.
- For the two-way frontage road alternative on the north side of I-20 between Old SR 27 and the circulation bridge west of Old SR 27, the attendees did not object to the concept of not allowing any access. The attendees also did not object to extending the no access limit west of the roundabout to the North Frontage Road access provided for the church and residential property.

- The attendees did not object to the concept at the Halls Ferry Road Interchange for the one-way frontage road alternative of providing a connector to the South Frontage Road from the I-20 East on-ramp. Slightly east of the gore between the connector and the I-20 East on-ramp for the one-way frontage road alternative, the attendees did not object to the concept of turning the two-way city maintained frontage road into the above mentioned connector at an intersection. Traffic on the connector at the intersection could either proceed east to the South Frontage Road or turn right to the city maintained frontage road while traffic from the city maintained frontage road would only be allowed to turn right onto the connector. For the two-way frontage road alternative and due to safety concerns related to potential conflicting traffic movements, the attendees appeared to recognize that the connector would not be provided to the South Frontage Road from the I-20 East on-ramp.
- The attendees appeared to support the proposed concept as presented that allows the two-way alternative to be retrofitted at some point to an alternative very similar to the one-way alternative. The retrofit would convert the two-way, three lane frontage roads to a one-way, three-lane frontage road type system with frontage road circulation bridges slightly east of Halls Ferry Road and slightly west of Old SR 27. As proposed under the current one-way alternative, the retrofit would combine the ramps and frontage roads intersections with Indiana Avenue on the north side of the interchange. However, unlike the current one-way alternative, the retrofit on the south side of this interchange would have separate ramp and frontage road intersections with Indiana Avenue.
- The attendees did not object to using the same North Collector Distributor Road/Old SR 27 connector design for the two-way and one-way frontage road alternatives.
- Several attendees requested a status report on the project that would extend the I-20 South Frontage Road between Old SR 27 and the Vicksburg Factory Outlets by providing a bridge over the KCS (Meridian Speedway) railroad. The MDOT project development team

representatives responded that a field review of the Wilbur Smith prepared right of way plans is scheduled for the following week.

- Due to time constraints, the snapshot of the refined one-way and two-way alternatives was not discussed.

Since there was not sufficient time for any additional questions and comments, the meeting moved to the closing comments. The following noteworthy comments were made before the meeting adjourned.

- Mayor Winfield advised another meeting might be needed to address site specific questions, comments or concerns. In response, Chad Wallace advised that he would be the contact for scheduling such meetings.
- Robert Walker informed the attendees that the goal was to finalize these two alternatives as soon as possible so that the Preliminary Environmental Assessment could be completed and approved for presentation at a public hearing by sometime in the early summer of 2010.

At approximately 11:30 a.m., the meeting adjourned. This concludes the summary of these two meetings at the Vicksburg-Warren County Chamber of Commerce Office.

AGENDA

VICKSBURG/WARREN COUNTY LOCAL OFFICIALS AND STAKEHOLDERS MEETING

VICKSBURG-WARREN COUNTY
CHAMBER OF COMMERCE
10:00 A.M., FEBRUARY 11, 2010

10:00 to 10:15 a.m., Introductions and Opening Comments –

Kevin Magee, MDOT Third District Engineer

Paul Winfield, Mayor of Vicksburg

Richard George, Warren County Board of Supervisors President

Chad Wallace, MDOT Environmental Division Location Engineer

10:15 to 11:00 a.m., Major Actions Taken since First Public Meeting Overview –

Robert Walker, Neel-Schaffer Project Manager

- Indiana Avenue Access Control for One-Way Frontage Road Alternative
- Frontage Road Circulation Bridge Concepts for One-Way and Two-Way Frontage Road Alternatives for Bridge east of Halls Ferry Road and Bridge west of Old SR 27
- Halls Ferry Road Connection to South Frontage Road for One-Way and Two-Way Frontage Road Alternatives
- North Frontage Road Access to Old SR 27 for One-Way and Two-Way Frontage Road Alternatives
- Ability of Two-Way Frontage Road Alternative to be Changed in Future to One-Way the North and South Frontage Roads
- Snapshot of Refined One-Way and Two-Way Alternatives in their Entirety

11:00 to 11:20 a.m., Questions, Comments and Anticipated Follow-up Actions –

Chad Wallace, Kevin Magee and Robert Walker (Facilitators)

11:20 to 11:30 a.m., Closing Comments

Kevin Magee, Mayor Winfield, Supervisor George and Chad Wallace

11:30 a.m., Adjourn

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

VICKSBURG NATIONAL MILITARY PARK MEETING

**VICKSBURG NATIONAL MILITARY PARK OFFICE
2:00 P.M., THURSDAY, FEBRUARY 11, 2010**

MEETING SUMMARY & FOLLOW-UP

The goals of the meetings were to discuss with the military park officials actions taken in response to the First Public Meeting and to resolve issues preventing the completion of a Preliminary Environmental Assessment so that a public hearing could be scheduled.

In preparation for the meeting, representatives of Neel-Schaffer (N-S) provided Mr. Chad Wallace of the MDOT Environmental Division files depicting the proposed one-way and two-way alternatives in their entirety. N-S also provided Mr. Wallace detail drawings for the proposed one-way and two-way alternatives at key locations where discussion topics would be placed on the meeting's agenda. The drawings were scanned by Mr. Wallace so that they could be presented using a video projection at the meeting.

The project development team representatives at the meeting included:

- MDOT Environmental Division – Messrs. Wallace and John Underwood;
- MDOT Third District – Mr. Kevin Magee;
- FHWA – Mr. Claiborne Barnwell; and,
- Neel-Schaffer – Messrs. Robert Walker and Jimmy Shirley.

Mr. Mike Madell was selected as the new Superintendent of Vicksburg National Military Park effective January 17, 2010. Therefore, he did not attend the prior scoping meeting conducted with the agencies on November 17, 2009, or the public meeting that was conducted that same day. In addition to Mr. Madell, the Military Park officials attending the meeting were Ms. Virginia DuBow, Mr. Terry Winschel and Mr. Jerrel Cooper.

Although the meeting was informal, it roughly followed the attached agenda. During Mr. Magee's opening comments, Mr. Madell advised he had read the handout that was developed for the prior scoping meeting and public meeting to become more familiar with the study for reconstructing I-20 through Vicksburg. Mr. Madell also asked a few questions concerning existing and projected traffic volumes, and the purpose and need for the study. During Mr. Madell's opening comments, he mentioned his knowledge of NEPA and the Regional Environmental Coordinator position that he had formerly held with the National Park Service. After Mr. Wallace completed his opening comments, Robert Walker used the projector display of the snapshot of the one-way and two-way alternatives to update the Military Park officials on the changes that were made in the two alternatives since the public meeting and scoping meeting held on November 17, 2009. Particular attention was given by Mr. Walker during the update to locations where the alternatives border current military park property and former military park property whose administration has been turned over to the City of Vicksburg.

The following are some of the noteworthy questions asked or comments that were made by the Military Park personnel during the review of the two alternatives.

- At the proposed US 61 South reconstructed interchange for both alternatives, Mr. Terry Winschel expressed concern about the location of proposed flyover for west bound I-20 traffic to US 61 South relative to the right of way for Iowa Boulevard. He advised the National Park Service (NPS) has turned administration of this former park property over to the City of Vicksburg. However, as part of the administration of this property there is a clause that the City of Vicksburg agrees to maintain a buffer of 25 feet beyond the former military park property where no construction is allowed. After the attendees reviewed the flyover, they determined that it appears there is one point where the construction would be inside the 25 foot buffer, but not encroaching on the former military park property. Jimmy Shirley commented that the one location is within the limits of a proposed bridge and that the MDOT had recommended that the alignment for this bridge be developed to meet a 50 mph Design Speed. Due to the design constraints, Jimmy Shirley commented that it might be difficult to adjust the alignment so that the construction would be outside

the 25 foot buffer and still meet the 50 mph Design Speed. However, it was agreed the project development team would try to make such an adjustment. If the desired adjustment can't be made, Mr. Winschel advised there is a procedure for obtaining a variance that would allow a construction encroachment within the 25 foot buffer.

- Mr. Winschel advised there is also former park property that has been turned over to the City at the north end of the Wisconsin Avenue Bridge over I-20. He asked if the alternatives would impact that property. The project development team responded that the current plans for the widening of the frontage road would not require any reconstruction of this bridge or the approaches on Wisconsin Avenue to the bridge.
- Considerable time was spent reviewing the one-way and two-way frontage road alternatives in the northeast quadrant of the Indiana Avenue Interchange. For the one-way alternative, Mr. Winschel advised there may be former military park property adjacent to the frontage road or nearby the residence owned by Mr. Edley Jones. During the discussions of the two-way alternative at the Indiana Avenue Interchange, the project development team advised the alternative currently avoids 4(f) issues because it does not directly impact property owned by the Vicksburg National Military Park. The project development team explained this is why the North Frontage Road for the two-way alternative is currently dead-ended east of Indiana Avenue instead of continuing west across Military Park property. They advised a continuation of the frontage road across the military property would enable the North Frontage Road approach to the Indiana Avenue intersection from the east to intersect Indiana Avenue opposite the relocated North Frontage Road approach from the west. Thus, allowing the North Frontage Road to be continuous through the Indiana Avenue intersection. The project development team commented that the current dead-ending of the North Frontage Road to the east of the Indiana Avenue creates an undesirable gap in the North Frontage Road, requires acquiring the motel adjacent to the Military Park property to create a place for a cul-de-sac to accommodate u-turn maneuvers at the dead-end, and is a disadvantage of the current two-way alternative. To explore the possibility of a future

land swap that could possibly increase the Military Park buffer, the park officials asked the project development team to provide them an alternate concept to the existing concept that dead-ends the North Frontage Road east of Indiana Avenue. The alternate concept would minimally impact the park property by extending and relocating the east approach on the North Frontage Road to intersect Indiana Avenue opposite the opposing relocated North Frontage Road approach from the west. After the project team prepares this concept, Mr. Winschel will be provided a copy.

- Mr. Madell was reassured that the study will maintain I-20 access at all times to and from the Military Park.
- Mr. Madell's asked a few questions and made a few comments about potential construction and noise impacts on the Military Park. Messrs. Wallace, Barnwell and Walker addressed how the alternatives could address these impacts in the Environmental Assessment.

After brief closing comments, the meeting then adjourned.

In e-mail correspondence to Mr. Winschel dated March 8, 2010, Mr. Robert Walker addressed the park officials request for a concept that could relocate and align the east approach on the North Frontage Road at Indiana Avenue with the proposed relocated west approach on the North Frontage Road. The concept impacted military park property, but did not require the relocation of the motel. Therefore, the concept did not open the possibility of a land swap with the NPS obtaining the motel property in exchange for the land the NPS would give up for relocating the frontage road.

In a March 8, 2010, e-mail response to Mr. Walker, Mr. Terry Winschel advised he had received the drawings; highlighted the park boundary and markers on the drawing that might be impacted by the frontage road relocation; and, forwarded the information to Mr. Madell for review and comment. Due to a family emergency that was going to keep Mr. Winschel out of the office for an unknown time frame, he advised Mr. Madell or Ms. DuBowy would make a response if it was deemed necessary after Mr. Madell's review.

This concludes the meeting summary.

AGENDA

VICKSBURG NATIONAL MILITARY PARK MEETING

MILITARY PARK VISITOR CENTER 2:00 P.M., FEBRUARY 11, 2010

2:00 to 2:10 p.m., Introductions and Opening Comments –

Kevin Magee, MDOT Third District Engineer

Mike Madell, Park Superintendent

Chad Wallace, MDOT Environmental Division Location Engineer

2:10 to 3:00 p.m., Major Actions Taken since First Public Meeting Overview –

Robert Walker, Neel-Schaffer Project Manager

- Snapshot of Refined One-Way and Two-Way Alternatives in their Entirety
- US 61 South Interchange Concept for Both Alternatives
- Indiana Avenue Interchange Concept for One-Way Alternative
- Indiana Avenue Interchange Concept for Two-Way Alternative
- Frontage Road Circulation Bridge Concepts for One-Way and Two-Way Frontage Road Alternatives for Bridge east of Halls Ferry Road and Bridge west of Old SR 27
- North Frontage Road Access to Old SR 27 for One-Way and Two-Way Frontage Road Alternatives
- Ability of Two-Way Frontage Road Alternative to be Changed in Future to One-Way the North and South Frontage Roads

3:00 to 3:20 p.m., Questions, Comments and Anticipated Follow-up Actions –

Chad Wallace, Kevin Magee and Robert Walker (Facilitators)

3:20 to 3:30 p.m., Closing Comments

Kevin Magee, Chad Wallace and Mike Madell

3:30 a.m., Adjourn

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/NEEL-SCHAFFER COORDINATION MEETING
MDOT ROADWAY DESIGN DIVISION
FOURTH FLOOR SMALL CONFERENCE ROOM AT JACKSON
9:00 A.M., THURSDAY, APRIL 29, 2010**

SUMMARY OF MEETING AND FOLLOW-UP ACTIONS

This meeting concerned the proposed North Collector Distributor Road Exit to I-20 West located between Old SR 27 and the Distributor Road/Frontage Road Circulation Bridge. The goals of the meeting were: to discuss the design constraints at the current location of the exit; and, to discuss an alternate location plan for the exit ramp.

The project development team representatives at the meeting included: Mr. John Reese, the MDOT Roadway Design Division Engineer; and Messrs. Aubrey Kopf and Jimmy Shirley of Neel-Schaffer, Inc. Mr. Adam Boggan of the MDOT Roadway Design Division and Mr. Chad Wallace of the MDOT Environmental Division were unable to attend the meeting due to conflicts in their schedule.

Messrs. Kopf and Shirley discussed the differences in elevation that are occurring between the North Collector Distributor Road traffic lanes and the interstate lanes at the current proposed exit location. Near the western limit of the proposed Clay Street/US 80/US 61 North/SR 27 Interchange, bridges are proposed at similar elevations over the Kansas City Southern Railway (Meridian Speedway) and Old SR 27. The Collector Distributor Road/Frontage Road corridors become concurrent slightly west of Old SR 27. Slightly west of where these corridors become concurrent a circulation bridge is proposed to provide access underneath I-20 between the frontage roads/collector distributor roads. Therefore, substantial differences in the pavement elevations of the

North Collector Distributor Road/North Frontage Road and I-20 occur between Old SR 27 and the Frontage Road Circulation Bridge. The relatively short distance between the I-20 West and the North Collector Distributor Road traffic lanes, along with their differences in pavement elevations, do not allow the exit to meet the required design standards at the location currently proposed.

Between Clay Street/US 80 and the bridges over the Kansas City Southern Railway (Meridian Speedway), Messrs. Kopf and Shirley advised Mr. Reese a two-lane exit to I-20 West from the North Collector Distributor Road is now being proposed and the previous exit to I-20 West between Old SR 27 and the Distributor Road/Circulation Bridge would be eliminated.

Messrs. Kopf and Shirley then used a plot for discussing the alternate location plan and the benefits of moving the ramp to the alternate location. The alternate plan would eliminate the diamond type ramp to the west of Clay Street/US 80 on the north side of I-20 and have all the Clay Street/US 80 traffic enter the North Collector Distributor Road on the opposite side of Clay Street through a loop type ramp. The new loop would form a common intersection with Clay Street where a traffic signal is already proposed for the East Clay Street - US 80 Exit ramp intersection from the North Collector Distributor Road. There is more projected design year traffic north bound on Clay Street - US 80 to I-20 West than south bound on Clay Street to I-20 West. Therefore, the proposed new loop ramp better addresses traffic demand.

At the proposed new exit location from the North Collector Distributor Road, Messrs. Kopf and Shirley advised the North Collector Distributor Road exit lane closer to I-20 would be an exit only lane and continue as an I-20 West added lane to the US 61 South Interchange. The middle lane on the North Collector Distributor Road would be an optional lane that could either exit to I-20 West and be dropped downstream or continue along the North Collector Distributor Road until it becomes concurrent with the North Frontage Road. The proposed new I-20 West two-lane exit would provide interstate access for traffic entering the North Collector Distributor Road from both Clay Street/US 80 and US 61 North/SR 27. Since low design year traffic volumes are projected to be proceeding west on the North Collector Distributor Road where the I-20 West two-lane

exit occurs, the proposed new I-20 West exit is projected to perform at a Level of Service B.

After receiving the briefing, Mr. Reese gave his concurrence to the plan. However, he advised the concurrence of the Federal Highway Administration was also needed.

Later in the day, Messrs. Jimmy Shirley and Chad Wallace met on another matter. After Mr. Shirley provided Mr. Wallace with a summary of the earlier meeting with Mr. Reese and after Mr. Wallace reviewed the plot of the proposed plan, Mr. Wallace sent Mr. Jeff Schmidt an e-mail with the plan attached requesting FHWA approval of the plan. A copy of Mr. Wallace's e-mail is attached.

This concludes the summary of this meeting and follow-up actions.

Jimmy Shirley

From: Wallace, Chad [rcwallace@mdot.state.ms.us]
Sent: Thursday, April 29, 2010 10:54 AM
To: Schmidt, Jeff
Cc: claiborne.barnwell@dot.gov; jimmy.shirley@neel-schaffer.com; Thurman, Kim; Reese, John; Boggan, Adam
Subject: Clay St from Downtown to I-20 WB ramp - modifications since public hearing
Attachments: Clay Street to I-20 West Modifications Crop with Traffic info - 20100429.jpg; ATT00034.txt

Jeff,

Neel-Schaffer has been looking at this interchange. There are some geometrical challenges that would not allow us to put a ramp in the west/northwest quadrant of this interchange where the motel is. Originally, we had planned to put this ramp for traffic coming from Clay Street to I-20 WB around the motel, but that does not appear feasible at this point. It is now being suggested that this traffic movement be relocated to the quadrant on the opposite side Clay Street. This would allow the predominate movement from Clay Street (coming from the south/southeast) to take a right turn onto I-20 WB, and would also eliminate the grade challenges with the ramp in its previously considered location. The LOS for this location for 2040 traffic is "B". Please see the attachment.

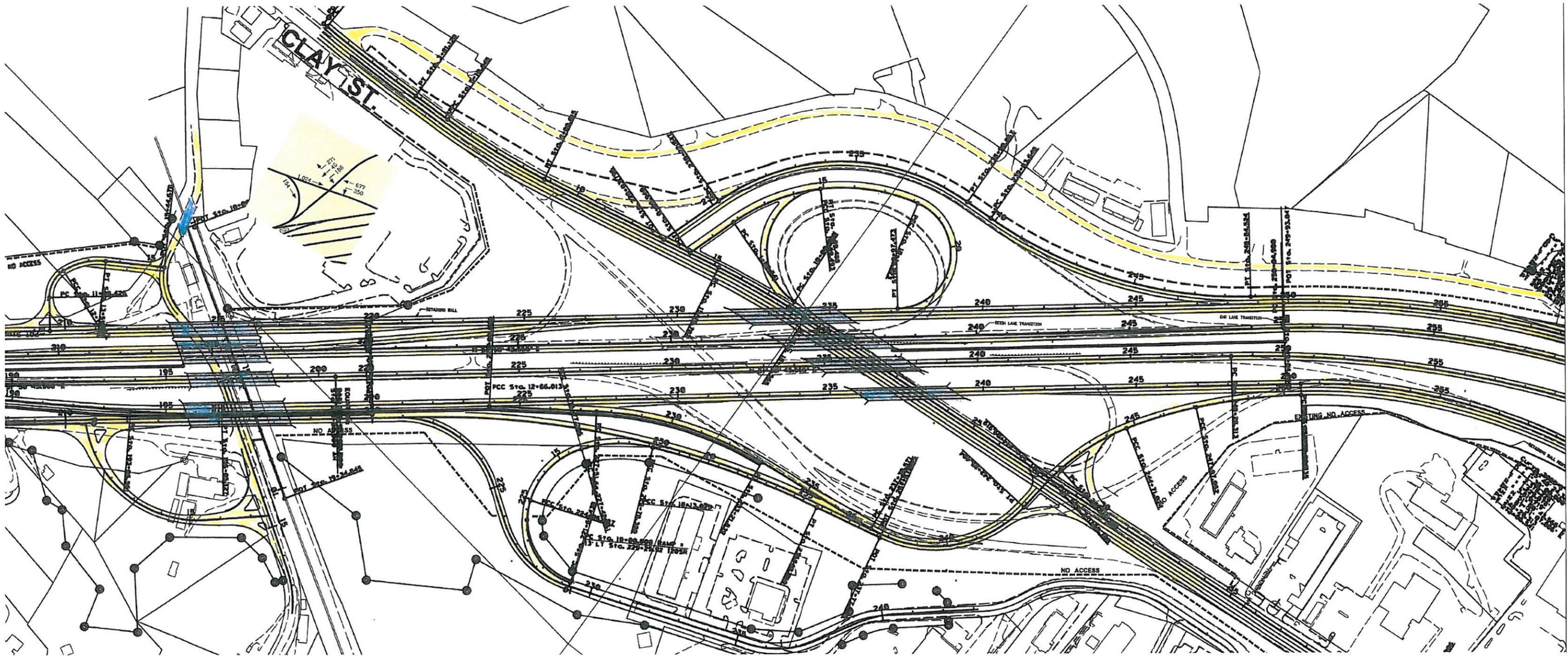
Please let me know if there are any concerns to be addressed prior to your being able to accept this change, or any questions or comments necessary to give us such guidance.

Thanks for your assistance,
chad

**Mississippi Department
of Transportation**



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



ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/NEEL-SCHAFFER COORDINATION MEETING
MDOT ROADWAY DESIGN DIVISION LIBRARY
9:00 A.M., TUESDAY, AUGUST 3, 2010**

SUMMARY OF MEETING AND FOLLOW-UP ACTIONS

The meeting concerned: reviewing the existing plan for making the Riley Road connection to US 61 North at the proposed Clay Street/US 80/US 61 North/SR 27 Interchange; discussing an alternate plan proposed by Neel-Schaffer; and, determining whether or not the MDOT concurred in changing to the alternate plan.

The project development team representatives at the meeting included: Mr. John Reese, the MDOT Roadway Design Division Engineer; Mr. Adam Boggan, a MDOT Roadway Design Division Section Engineer; and, Mr. Jimmy Shirley of Neel-Schaffer, Inc. Due to a conflict, Mr. Chad Wallace of the MDOT Environmental Division was unable to attend the meeting.

At the beginning of their meeting, the attendees discussed: the existing Riley Road intersection with US 61 North; and, the existing traffic generators between the US 61 North intersections with Riley Road and Keystone Circle. The following were some of the items discussed.

- Riley Road presently serves as a locally maintained frontage road in the northeast quadrant of the US 61 North/SR 27 North Interchange.
- The Riley Road median opening is the first allowable access point at the northern limits of the interchange.
- Riley Road forms an east side road type intersection with US 61 North.

- A convenience store/truck stop is located in the northeast quadrant of the Riley Road/US 61 North Intersection.
- The convenience store/truck stop has three driveway access points to US 61 North and one driveway access point to Riley Road.
- Two businesses are located on the southern portion of the parcel located to the north and adjacent to the property containing the convenience store/truck stop. 61 North Super Lube is located closer to US 61 North in the southwest portion of this parcel than the Bad Boy Buggies located in the southeast portion of the parcel. The quick oil change business and the all terrain vehicle sales and service business share a driveway access to US 61 North. These two businesses also have a connecting driveway to the northern US 61 North driveway servicing the convenience store/truck stop.
- The parcel of property containing 61 North Super Lube and Bad Boy Buggies is located in the southeast quadrant of the US 61 North/Keystone Circle side road intersection.
- Keystone Circle provides US 61 North access to a planned development that contains one active business and several undeveloped commercial properties.
- Keystone Circle does not have a median opening at US 61 North.
- The undeveloped northern portion of the parcel containing 61 North Super Lube and Bad Boy Buggies has driveway access to Keystone Circle.
- To the west, Beechwood Drive roughly parallels US 61 North between the Riley Road median opening and Keystone Circle. The short distance between Beechwood Drive and US 61 North and their differences in elevation have prevented development from occurring.

The attendees then reviewed the plan presented at the First Public Meeting for:

- closing the existing Riley Road median opening;
- extending Riley Road to the north roughly parallel to US 61 North across the convenience store/truck stop property onto the southern portion of the parcel containing the 61 North Super Lube and Bad Boy Buggies businesses;

- providing a new US 61 North/Riley Road Intersection with a median opening slightly south of Keystone Circle; and,
- not allowing any access to both sides of US 61 North between I-20 and the new US 61 North/Riley Road Intersection.

Since the First Public Meeting, the design of the interchange was modified slightly to provide three lanes on US 61 south bound for the exit to I-20 West slightly south of Keystone Circle. The outside lane would be an exit only to I-20 West, the middle lane would be an optional lane that could exit to I-20 West or continue south and the inside lane would be a lane that continues south. Providing two possible exit lanes to I-20 West for US 61 South traffic moved the exit gore closer to the proposed relocated US 61 North/Riley Road median opening. It also required the proposed new outside lane on US 61 South to be added north of the proposed new US 61 North/Riley Road median opening. The attendees recognized a traffic signal might eventually be warranted and needed at the proposed new US 61 North/Riley Road Intersection, and that the proposed extension of Riley Road does not provide the design needed for the safe and efficient operation of a signalized intersection. Therefore, the attendees agreed other options needed exploring.

The attendees then discussed the option now being recommended of:

- extending Riley Road farther north across the entire parcel containing the 61 North Super Lube and Bad Boy Buggies businesses to intersect Keystone Circle approximately 200 feet east of US 61 North;
- having the first allowable access point north of I-20 at a new US 61/Keystone Circle median opening;
- improving the Keystone Circle intersection with US 61 North to efficiently accommodate a possible future traffic signal;
- continuing the access control on the east side of US 61 from the northern limits of the reconstructed Keystone Circle intersection to the property containing the Sonic; and,
- continuing the access control on the west side of US 61 to the church property north of Keystone Circle.

The attendees agreed that the best design for the build alternatives was the option of extending Riley Road to Keystone Circle. Jimmy Shirley was to coordinate making the necessary changes and provide a file to the MDOT depicting the agreed upon revisions.

On September 1, 2010, Jimmy Shirley sent the attached requested correspondence to the MDOT by e-mail.

This concludes the summary of this meeting and follow-up actions.

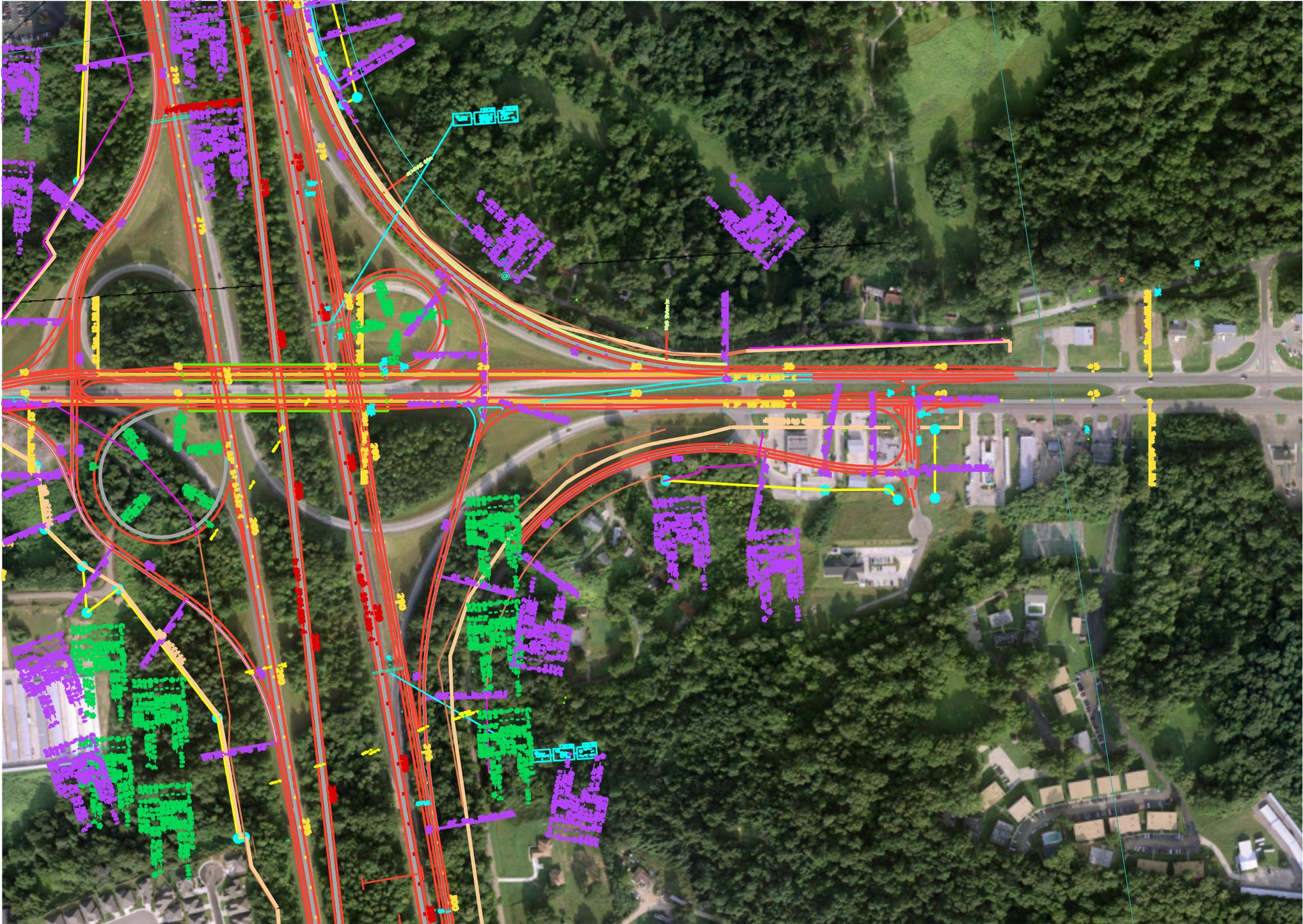
Jimmy Shirley

From: Jimmy Shirley [jimmy.shirley@neel-schaffer.com]
Sent: Wednesday, September 01, 2010 3:42 PM
To: 'Reese, John'; 'aboggan@mdot.state.ms.us'
Cc: 'Wallace, Chad'; 'Robert Walker'; 'aubrey.kopf@neel-schaffer.com'
Subject: I-20 at Vicksburg EA, Riley Road Extension to Keystone Circle at US 61 North
Attachments: Riley Rd Keystone Circle August 2010.pdf; Riley Road Keystone Circle August 2010 Detail.pdf

John and Adam,

Based on our recent meeting, attached is the file depicting the proposed extension of Riley Road to Keystone Circle and the proposed median opening at US 61 North and Keystone Circle. The proposed Keystone Circle median opening would be the first allowable access point north of the interchange. The files also depict the extension of the no access limits on the west side of US 61 North to the church property and beginning the new outside lane for south bound US 61 traffic farther north. The scale for the file covering the smaller area and depicting more detail is an inch to 100 feet, while the scale for the file covering the larger area is one inch to 400 feet. If anything needs to be added or changed, let us know. Thank you for your help.

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>



35
3° 55' 26.807" E

35
3° 55' 26.883" E

40

40

PROPOSED NO ACCESS

STO. PT Sta. 105-09.643

PC Sta. 103-41.817

POT Sta. 100+00.000

STOP KEYSTONE CR

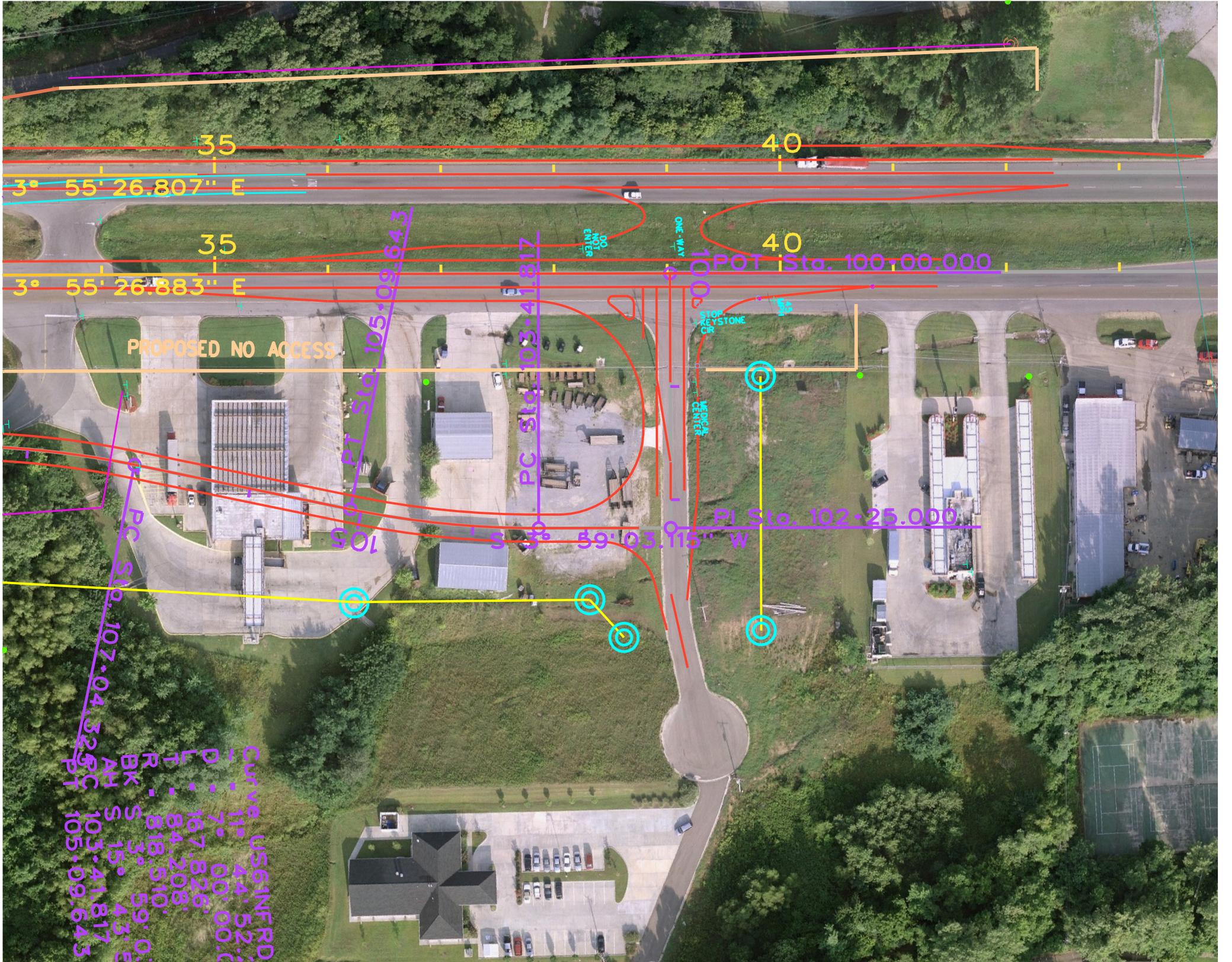
WATER

PI Sta. 102-25.000

S 16° 59' 03.115" W

PC Sta. 107+04.325
PT 105+09.643

Curve US61NERD
D 11° 44' 52.000"
R 7° 00' 00.000"
L 167.826'
J 84.208'
I 818.510'
R 35° 59' 03.115"
BK S 15° 43' 03.115"
AH 103-41.817
C 105-09.643



ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA/NEEL-SCHAFFER COORDINATION MEETING
MDOT ENVIRONMENTAL DIVISION CONFERENCE ROOM
9:00 A.M., TUESDAY, OCTOBER 18, 2010**

MEETING BACKGROUND AND SUMMARY

Meeting Background

The Code of Ordinances for the City of Vicksburg contains an Appendix-A Zoning with eleven articles. The Article IV Regulations portion of Appendix-A Zoning has twelve sections numbered Sections 400 through 411.

Section 404.11 addresses a Buffer Zone for Vicksburg National Military Park and states, "Around the perimeter of the Vicksburg National Military Park, there shall be established a twenty-five foot minimum buffer in which building or construction or parking is prohibited. Any proposed development occurring on property bordering the Vicksburg National Military Park properties or former Vicksburg Military Park properties held in title by the mayor and alderman of the City of Vicksburg shall be presented to the building official for site plan review and approval in order to mitigate potential for any adverse effects. Subject to impact of proposed development, the city may require a developer to landscape the buffer zone between the proposed development and the park property or former park property. The minimum allowable buffer zone shall be twenty-five (25) feet."

The Article V Administration portion of Appendix-A Zoning has seven sections numbered Sections 500 through 506. Section 503.3 pertains to Variances, conditions, governing application procedures. Therefore, means are available to apply for a variance from the

minimum allowable 25 foot buffer zone between the proposed construction for the build alternatives and current or former park property.

Meeting Summary

The goals of this MDOT/FHWA/N-S coordination meeting were:

- to review locations apparently covered under the City Ordinance where the build alternatives are within 25 feet of current or former Vicksburg National Military Park property;
- to review locations where input is needed on the adjacent property ownership from officials with the City of Vicksburg or the Vicksburg National Military Park to assist the project development team in determining whether or not the build alternatives are within 25 feet of current or former Vicksburg National Military Park property apparently covered under the City Ordinance;
- to develop an action plan for scheduling a follow-up joint meeting with Vicksburg Public Works Director Bubba Rainer and Vicksburg National Military Park officials or separate meetings with Mr. Rainer and the Vicksburg National Military Park officials.

The project development team representatives at the meeting included: Ms. Kim Thurman, the MDOT Environmental Division Administrator; Mr. Claiborne Barnwell, the Project Development Team Leader for the Federal Highway Administration; and, Messrs. Robert Walker and Jimmy Shirley of Neel-Schaffer, Inc. Due to an illness, Mr. Chad Wallace of the MDOT Environmental Division was unable to report to work, but he participated in the meeting via a conference call.

Based on the property ownership records available to N-S electronically, no current or former military park property is believed to be needed for additional right of way. Using aerial photography maps of the build alternatives, the attendees reviewed the following locations with respect to the 25 foot buffer City Ordinance for current and former military park property.

1. The proposed reconstructed US 61 South Interchange where the build alternatives are the same and the additional right of way needed at two

locations is within 25 feet of the former military park property right of way for Iowa Boulevard.

2. The proposed reconstructed North Frontage Road slightly east of the bridge on Wisconsin Avenue over the interstate where the build alternatives are the same and additional right of way is shown to be needed. This is a concern because Mr. Terry Winschel of the Vicksburg National Military Park advised at a previous meeting there was nearby military park property on the north end of the bridge.
3. The North Frontage Road between Indiana Avenue and Old SR 27 where: the existing right of way is adjacent to current military park property; no additional right of way is needed for the build alternatives; and, the construction limits at some locations for reconstructing the frontage road will be within 25 feet of the current military park property.
4. The North Frontage Road between Indiana Avenue and Old SR 27 where additional right of way is needed for the build alternatives from private properties located between the frontage road and current military park property. At some of the locations, the additional needed right of way will be within 25 feet of the current military park property.
5. The northwest quadrant of the US 61 North/SR 27 Interchange where the build alternatives are the same, no additional right of way is needed for the reconstructed Clay Street/US 80/US 61 North/SR 27 Interchange, and the existing right of way might be within 25 feet of current military park property.
6. The northwest quadrant of the US 61 North/SR 27 Interchange where the build alternatives are the same, additional right of way is needed for the reconstructed Clay Street/US 80/US 61 North/SR 27 Interchange, and the additional needed right of way might be within 25 feet of current military park property.

Concerning Item 1 shown above, the plot for the proposed reconstructed US 61 South Interchange depicts two locations along the former military park eastern right of way line for Iowa Boulevard within the 25 foot buffer. The interchange design could be modified slightly by making an eastward shift in the eastern limit of the interchange. If such an adjustment was made, none of the right of way for the proposed reconstructed

interchange would be within the 25 foot buffer. Making such an adjustment would change the angle and possibly the location of the bridge crossings over I-20. The alignment for the interchange loop and most of the interchange ramps would then have to be reworked. Since design standards might change and become more stringent by the time final right of way and construction plans are actually prepared, Mr. Barnwell believes the environmental/location process would best be served by not making the adjustment and affording the designers as much flexibility as possible. Therefore, Mr. Barnwell recommends pursuing a variance from the 25 foot buffer ordinance for the former military park property north of I-20 forming the eastern right of way line for Iowa Boulevard. If approved, the requested variance would establish the eastern former military park right of way line for Iowa Boulevard as the western right of way line for the reconstructed US 61 South Interchange and allow construction anywhere on the new right of way.

Concerning Item 2 shown above and according to the MDOT property maps, the present I-20 West lanes in the vicinity of Wisconsin Avenue were a two-lane, two-way facility known as Old US 80 prior to the construction of I-20. At that time, Wisconsin Avenue intersected Old US 80 at-grade slightly east of the present Wisconsin Avenue Bridge over I-20. When I-20 was constructed, a North Frontage Road was added to the north of Old US 80, Old US 80 was converted to the I-20 West lanes, two I-20 East lanes and a South Frontage Road were added to the south of Old US 80, and the bridge was provided on Wisconsin Avenue over I-20. To construct the North Frontage Road in the vicinity of the US 80 at-grade intersection with Wisconsin Avenue, the bridge on Wisconsin Avenue over I-20, and to remove the Wisconsin Avenue north approach to Old US 80, required the purchase of additional right of way on the northeast side of the bridge. According to the MDOT property maps, the right of way tie points at the north end of the Wisconsin Avenue Bridge are to current or former military park property. The construction for this common portion of the build alternatives would not be within 25 feet of the current or former military park tie points. Therefore, the proposed construction of the build alternatives at this location does not appear to have a military park property issue covered under the city's ordinance. It was agreed the city and military park officials should be appropriately updated and their concurrence of this finding is needed.

Concerning Item 3 shown above, the MDOT is the adjacent property owner at those locations on the North Frontage Road where no additional right of way is needed and the construction limits for the build alternatives will be within 25 feet of the adjacent military park property. The need for obtaining a variance from the City Ordinance at those locations will be further discussed with the city and military park officials.

Concerning Item 4 shown above, it was agreed the need for obtaining a variance from the City Ordinance should be discussed with the city and military park officials for the North Frontage Road locations where additional right of way is required and the construction would be within 25 feet of military park property.

Concerning Items 5 and 6 shown above, it was agreed the city and/or military park would be contacted to determine if there is any current or former military park adjacent to or within 25 feet of the existing or proposed additional needed right of way in the northwest quadrant of the US 61 North/SR 27 Interchange.

At the conclusion of the meeting, it was decided a meeting would be scheduled as soon as possible to discuss these issues described above with City of Vicksburg Public Works Director Bubba Rainer. Based on Mr. Rainer's input, any needed follow-up actions would be taken to enable scheduling a meeting with the military park officials. If Mr. Rainer was willing to attend the meeting with the military park officials, everyone agreed that might expedite the process. The project development team also agreed that the existing and proposed right of way for the build alternatives, construction limits for the build alternatives and the adjacent property ownership, should be reviewed and/or researched so that as accurate information as possible would be available for discussions at the meeting with the military park officials.

This concludes the background and summary of this meeting.

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**CITY OF VICKSBURG/NEEL-SCHAFFER COORDINATION MEETING
VICKSBURG CITY HALL ANNEX
10:00 A.M., THURSDAY, OCTOBER 21, 2010**

MEETING SUMMARY

Meeting Background

The City of Vicksburg, Code of Ordinances, Appendix-A Zoning, Regulations Section 404.11 addresses a Buffer Zone for Vicksburg National Military Park and states, "Around the perimeter of the Vicksburg National Military Park, there shall be established a twenty-five foot minimum buffer in which building or construction or parking is prohibited. Any proposed development occurring on property bordering the Vicksburg National Military Park properties or former Vicksburg Military Park properties held in title by the mayor and alderman of the City of Vicksburg shall be presented to the building official for site plan review and approval in order to mitigate potential for any adverse effects. Subject to impact of proposed development, the city may require a developer to landscape the buffer zone between the proposed development and the park property or former park property. The minimum allowable buffer zone shall be twenty-five (25) feet."

The Article V Administration portion of Appendix-A Zoning has seven sections numbered Sections 500 through 506. Section 503.3 pertains to Variances, conditions, governing application procedures. Therefore, means are available to apply for a variance from the minimum allowable 25 foot buffer zone between the proposed construction for the build alternatives and current or former park property.

Meeting Summary

The goals of this coordination meeting with the City of Vicksburg officials were:

- to review locations apparently covered under the City Ordinance where the build alternatives are within 25 feet of current or former Vicksburg National Military Park property;
- to review locations where input is needed on the adjacent property ownership from officials with the City of Vicksburg to assist the project development team in determining whether or not the build alternatives are within 25 feet of current or former Vicksburg National Military Park property apparently covered under the City Ordinance; and,
- to determine if the City of Vicksburg officials want to attend a follow-up meeting with the Vicksburg National Military Park officials.

Vicksburg Public Works Director Bubba Rainer and City Engineer Garnet Van Norman were the City of Vicksburg Officials present at this meeting with Mr. Jimmy Shirley of Neel-Schaffer, Inc.

Using aerial photography maps of the build alternatives, the attendees reviewed the following locations with respect to the 25 foot buffer City Ordinance for current and former military park property.

1. The proposed reconstructed US 61 South Interchange where the build alternatives are the same and the additional right of way needed at two locations is within 25 feet of the former military park property right of way for Iowa Boulevard.
2. The proposed reconstructed North Frontage Road slightly east of the bridge on Wisconsin Avenue over the interstate where the build alternatives are the same and additional right of way is shown to be needed.
3. The North Frontage Road between Indiana Avenue and Old SR 27 where: the existing right of way is adjacent to current military park property; no additional right of way is needed for the build alternatives; and, the construction limits at some locations for reconstructing the frontage road will be within 25 feet of the current military park property.

4. The North Frontage Road between Indiana Avenue and Old SR 27 where additional right of way is needed for the build alternatives from private properties located between the frontage road and current military park property. At some of the locations, the additional needed right of way will be within 25 feet of the current military park property.
5. The northwest quadrant of the US 61 North/SR 27 Interchange where the build alternatives are the same, no additional right of way is needed for the reconstructed Clay Street/US 80/US 61 North/SR 27 Interchange, and the existing right of way might be within 25 feet of current military park property.
6. The northwest quadrant of the US 61 North/SR 27 Interchange where the build alternatives are the same, additional right of way is needed for the reconstructed Clay Street/US 80/US 61 North/SR 27 Interchange, and the additional needed right of way might be within 25 feet of current military park property.

Concerning Item 1 shown above, the plot for the proposed reconstructed US 61 South Interchange depicts two locations within the 25 foot buffer. The interchange design could be modified slightly by making an eastward shift in the eastern limit of the interchange. If such an adjustment was made, none of the right of way for the proposed reconstructed interchange would be within the 25 foot buffer. However, since design standards might change and become more stringent by the time the final right of way and construction plans are actually prepared, the Federal Highway Administration (FHWA) believes the environmental/location process should afford the designers as much flexibility as possible. Therefore, they are recommending pursuing a variance from the 25 foot buffer ordinance with the City of Vicksburg for all the former military park property north of I-20 defined by the eastern right of way line for Iowa Boulevard. The proposed western right of way line for the reconstructed US 61 South Interchange north of I-20 is the eastern right of way line for Iowa Boulevard. The requested variance from the 25 foot buffer ordinance would allow construction anywhere on the additional right of way. After Messrs. Rainer and Van Norman discussed the proposed design and the FHWA desires for pursuing a variance in the City Ordinance at this location, Mr. Rainer advised the variance could probably be granted. However, Mr. Rainer stated coordination and concurrence would be needed with the military park officials.

Concerning Item 2 shown above and according to the MDOT property maps, the present I-20 West lanes in the vicinity of Wisconsin Avenue were a two-lane, two-way facility known as Old US 80 prior to the construction of I-20. At that time, Wisconsin Avenue intersected Old US 80 at-grade slightly east of the present Wisconsin Avenue Bridge over I-20. When I-20 was constructed, a North Frontage Road was added to the north of Old US 80, Old US 80 was converted to the I-20 West lanes, two I-20 East lanes and a South Frontage Road were added to the south of Old US 80, and the bridge was provided on Wisconsin Avenue over I-20. To construct the North Frontage Road in the vicinity of the US 80 at-grade intersection with Wisconsin Avenue, to construct the bridge on Wisconsin Avenue over I-20, and to remove the Wisconsin Avenue north approach to Old US 80, required the purchase of additional right of way on the northeast side of the bridge. According to the MDOT property maps, the right of way tie points at the north end of the Wisconsin Avenue Bridge are to current or former military park property. Messrs. Rainer and Van Norman agreed that the construction for this common portion of the build alternatives would not be within 25 feet of the current or former military park tie points; and, that the proposed construction of the build alternatives at this location does not have a military park property issue covered under the city's ordinance. At the follow-up meeting with the military park officials, it was agreed the park officials would be updated on this finding and asked to concur that the construction at this location does not require a variance in the city's ordinance.

Concerning Item 3 shown above, the MDOT is the adjacent property owner at those locations on the North Frontage Road where no additional right of way is needed and the construction limits for the build alternatives will be within 25 feet of the adjacent military park property. Messrs. Rainer and Van Norman agreed the need for variances at those locations should be further discussed at the follow-up meeting with the military park officials.

Concerning Item 4 shown above, Messrs. Rainer and Van Norman agreed that the need for obtaining a variance from the City Ordinance should be discussed at the follow-up meeting with the military park officials for the North Frontage Road locations where additional right of way is required and the construction would be within 25 feet of military park property.

Concerning Items 5 and 6 shown above, Messrs. Rainer and Van Norman advised there is no current or former military park adjacent to or within 25 feet of the existing or proposed additional needed right of way in the northwest quadrant of the US 61 North/SR 27 Interchange. Therefore, the city ordinance does not apply to properties impacted by the construction in the northwest quadrant of the US 61 North/SR 27 Interchange.

At the conclusion of the meeting, it was decided that Mr. Rainer and possibly Mr. Van Norman would attend the follow-up meeting with the military park officials. To assist Messrs. Rainer and Van Norman in preparing for the follow-up meeting, Mr. Shirley advised them the major discussion items planned for the follow-up meeting were: the impacts of the construction on the military park; and, developing an action plan for addressing variances from the city ordinance for the locations where the MDOT is requesting that construction be allowed to occur within 25 feet of current or former military park property.

This concludes the background and summary of this meeting.

ENVIRONMENTAL ASSESSMENT

**I-20 AT VICKSBURG BETWEEN THE
LOUISIANA STATE LINE AND US 61 NORTH
WARREN COUNTY, MISSISSIPPI**

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**MDOT/FHWA/N-S COORDINATION MEETING
MDOT ENVIRONMENTAL DIVISION CONFERENCE ROOM
1:30 P.M., TUESDAY, NOVEMBER 23, 2010**

MEETING SUMMARY

The goals of this Mississippi Department of Transportation/Federal Highway Administration/Neel-Schaffer Inc. Coordination Meeting were:

- to update the Federal Highway Administration, the MDOT Environmental Division, the MDOT Roadway Design Division and the MDOT Third District on the current status of the study;
- to review the format and presentation that N-S is proposing for a meeting scheduled with the Vicksburg National Military Park officials for November 29, 2010;
- to prepare unified project development team responses to possible questions that might be asked or comments that might be made by the military park officials at the meeting on November 29th; and,
- to determine if any additional preparations are needed for the meeting with the Vicksburg National Military Park officials on November 29th.

The attendees at the meeting were: MDOT Environmental Division representatives Ms. Kim Thurman and Messrs. Chad Wallace, Bruce Gray and John Underwood; MDOT Third District representative Val DeVellis; MDOT Roadway Design Division representative Adam Boggan; Federal Highway Administration representative Claiborne Barnwell, and Neel-Schaffer, Inc. representatives Robert Walker and Jimmy Shirley.

Prior to the meeting, representatives of Neel-Schaffer provided Mr. Chad Wallace of the MDOT Environmental Division several electronic files for images that Neel-Schaffer

wanted available for use during their presentation. In response to a request made by Mr. Shirley, Mr. Wallace agreed to load the following images on a projector and operate the projector at the meeting:

- a map without aerial photography depicting Alternative B, the one-way ultimate frontage road alternative;
- a map on aerial photography background of Alternative B depicting Project One, Project Three, and Project Four;
- a map on aerial photography background of Alternative B depicting Project Two;
- a map on aerial photography background of Alternative B depicting Project Five and Project Seven;
- a map on aerial photography background of Alternative B depicting Project Six and Project Eight;
- a word document for a portion of the Preliminary Draft Environmental Assessment containing the revised Section 3.6 Project Sequencing for Build Alternatives and the partially complete revised Section 3.7 Cost Estimates and Project Implementation Plan for the Build Alternatives;
- a word document summarizing the eight proposed construction projects for Build Alternative B; and,
- a word document summarizing the cost estimate computations and construction phasing for Build Alternative B.

The meeting opened with Mr. Shirley commenting that the construction project plan sequencing for implementing the ultimate completion of the build alternatives had been changed from seven projects to eight. He advised that Projects One through Five have not changed, but the additional project at the Clay Street Interchange was needed to separate into two projects the costs of accomplishing the reconstruction of the interstate and interchanges between the east side of Indiana Avenue and the east side of Clay Street. He commented that the additional Clay Street project, which is referred to as Project Six, would: provide some of the north and south collector distributor roads and bridges between Old SR 27 and the eastern side of Clay Street; retain the existing I-20 West exit maneuver to the Vicksburg National Military Park and Downtown Vicksburg; modify, but retain, the I-20 East exit maneuvers to the military park, downtown, and US 80; retain for both directions of travel on Clay Street the access to I-20 West; and

relocate the Clay Street from Downtown Vicksburg access to I-20 West to the US 61 North/SR 27 Interchange.

Mr. Shirley continued by making the following additional comments on the presentation format and the build alternatives:

- the estimated construction costs for the two build alternatives are similar, but have only been computed for Alternative B, the one-way ultimate frontage road alternative;
- for this coordination meeting, only images for Build Alternative B were loaded on the projector;
- based on the outcome of this coordination meeting, appropriate actions will be taken to add or change any needed images for Build Alternative B before it is presented at the meeting with the military park officials;
- based on the outcome of this coordination meeting, appropriate images will be prepared for presenting Build Alternative C at the agency meeting with the military park officials;
- for the portions of the frontage roads that parallel I-20 between the Halls Ferry Road Exit 1C Interchange and Old SR 27, Build Alternative B has one-way, three-lane ultimate frontage roads while Build Alternative C has two-way, three-lane ultimate frontage roads;
- the proposed ultimate construction plans for both build alternatives are similar and would be accomplished in eight construction projects;
- the major differences in the construction plans involve the frontage road intersections at the Indiana Avenue Exit 3 Interchange and the traffic control at the frontage road intersections on both sides of the interstate at the two proposed frontage road circulation bridges;
- plots of Build Alternatives B and C on an aerial photography background are available at the meeting for reviewing the locations where the build alternatives differ.

Mr. Shirley then updated the attendees on his October 21, 2010, meeting with Vicksburg Public Works Director Bubba Rainer and City Engineer Garnet Van Norman when the locations of the build alternatives were reviewed with respect to the 25 foot buffer City Ordinance for current and former military park property. The projector mapping displays

for Alternative B were used to identify the locations during the update. The following summarizes the update that Mr. Shirley provided.

- As long as no former military property is needed for additional right of way at the US 61 South Interchange, the Vicksburg officials believe a variance from City Ordinance could be granted for construction within the 25 foot buffer. However, Messrs. Rainer and Van Norman advised concurrence would be needed from the Vicksburg National Military Park officials.
- The Vicksburg officials agreed with the MDOT property maps that the MDOT right of way tie points at the north end of the Wisconsin Ave. Bridge are to current or former military park property and that the construction for this common portion of the build alternatives should not be within 25 feet of the current or former military park tie points. Therefore, the construction of the build alternatives at this location does not have a military park property issue covered under the city's ordinance.
- On the portion of the North Frontage Road between Indiana Avenue and Old SR 27 where the existing or proposed MDOT right of way is adjacent to the military park and construction of the build alternatives would be within 25 feet of the military park, the Vicksburg officials believe a variance from the City Ordinance is needed and could be granted. However, Messrs. Rainer and Van Norman advised concurrence would be needed from the Vicksburg Military Park officials.
- At the US 61 North/SR 27 Interchange, the Vicksburg officials advised there is no current or former military park property within 25 feet of the existing or proposed right of way for the build alternatives.

As N-S provided the update on the status of the study and the report of the meeting with the City of Vicksburg officials, the following noteworthy comments were made concerning the goals of the coordination meeting.

- At the US 61 South Exit 1B Interchange, the project developed team discussed the need of providing fencing at the following locations north of I-20: along the portion of the proposed new interchange right of way line that is concurrent with the existing former military property eastern right of way line for Iowa Boulevard; and, along the portion of the proposed new interchange right of way line that is concurrent with the existing southern

right of way line for Old US 80. It was agreed that Adam Boggan would look into this issue and report his findings to the project development team prior to the meeting with Vicksburg National Military Park officials.

- For the upcoming meeting with Vicksburg National Military Park officials, it was agreed the projector mapping images used for presenting Alternative B were acceptable and that similar projector mapping images should be prepared for presenting Alternative C.
- At a previous meeting, the Vicksburg National Military Park officials expressed concerns about the project possibly having construction, noise and maintenance of traffic impacts. Their maintenance of traffic concerns were a desire for the interstate motorist to have access to and from the park's Clay Street visitor center at all times during this interstate reconstruction project. At the previous meeting the park officials also made the project development team aware of the 25 foot buffer City Ordinance for current and former military park property. For the upcoming meeting with military park officials, the project development team members agreed they obviously need to be prepared to address these concerns expressed at the prior meeting.
- The major goals of the upcoming meeting with the Vicksburg Military Park officials are: to update them on the status of the study; to receive their input on the locations where variances are needed from the 25 foot buffer City of Vicksburg Ordinance involving current and former military park property; and, to receive any other comments and questions they have on the project. The project development team agreed the focus of the upcoming meeting with the park officials would be addressing the major goals of the meeting in a cooperative manner. Follow-up action in response to the upcoming meeting is anticipated to be needed by the project development team to address pursuing the variances to the 25 foot buffer City Ordinance. The project development team also agreed they might need to take additional actions to address other questions or comments made by the military park officials at the upcoming meeting.

This concludes the summary of this coordination meeting.

ENVIRONMENTAL ASSESSMENT

I-20 AT VICKSBURG BETWEEN THE LOUISIANA STATE LINE AND US 61 NORTH WARREN COUNTY, MISSISSIPPI

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**VICKSBURG NATIONAL MILITARY PARK AGENCY MEETING
OLD SUPERINTENDENT'S HEADQUARTERS AT MILITARY PARK
2:00 P.M., MONDAY, NOVEMBER 29, 2010**

MEETING SUMMARY AND FOLLOW-UP ACTIONS

The goals of this agency meeting with the Vicksburg National Military Park officials were:

- to update the military park officials on the status of the study;
- to receive input from the military park officials on the locations where variances are needed from the City of Vicksburg Ordinance that establishes a 25-foot construction free buffer for current and former military park property;
- to receive questions and comments from the military park officials on the status report they receive at the meeting; and,
- to determine the action plan for processing the 25-foot buffer City Ordinance variance requests to the City of Vicksburg.

The attendees that registered their attendance at the meeting were:

- Vicksburg National Military Park representatives Ms. Virginia DuBowy and Messrs. Michael Madell, Terry Winschel, and Jerrel Cooper;
- City of Vicksburg representative Mr. Bubba Rainer;
- MDOT Environmental Division representatives Ms. Kim Thurman and Messrs. Chad Wallace, Bruce Gray and John Underwood;
- MDOT Third District representative Messrs. Kevin Magee, Durwood Graham, and Val DeVellis;
- Federal Highway Administration representative Mr. Claiborne Barnwell; and,

- Neel-Schaffer, Inc. representatives Messrs. Robert Walker and Jimmy Shirley.

Prior to the meeting, representatives of Neel-Schaffer provided Mr. Chad Wallace of the MDOT Environmental Division several electronic files for images that Neel-Schaffer wanted available for viewing at the meeting with the military park officials. Mr. Wallace agreed to load the following images on a projector and operate the projector at the meeting:

- a map without aerial photography depicting Alternative B, the one-way ultimate frontage road alternative;
- a map without aerial photography depicting Alternative C, the two-way ultimate frontage road alternative;
- a map on aerial photography background of Alternative B depicting Project One, Project Three, and Project Four;
- a map on aerial photography background of Alternative C depicting Project One, Project Three, and Project Four;
- a map on aerial photography background of Alternative B depicting Project Two;
- a map on aerial photography background of Alternative C depicting Project Two;
- a map on aerial photography background of Alternative B depicting Project Five and Project Seven;
- a map on aerial photography background of Alternative C depicting Project Five and Project Seven;
- a map on aerial photography background of Alternative B depicting Project Six and Project Eight;
- a map on aerial photography background of Alternative C depicting Project Six and Project Eight;
- a word document for a portion of the Preliminary Draft Environmental Assessment containing the revised Section 3.6 Project Sequencing for Build Alternatives and the partially complete revised Section 3.7 Cost Estimates and Project Implementation Plan for the Build Alternatives;

- a word document summarizing the eight proposed construction projects for Build Alternative B;
- a word document summarizing the cost estimate computations and construction phasing for Build Alternative B; and,
- a copy of the preliminary noise study's summary table and figures identifying noise receptor locations.

Most of the meeting was spent doing the following:

- reviewing the locations for the build alternatives where variances are needed in the City Ordinance that prevents construction within a 25-foot buffer for current and former military park property;
- receiving input from the military park officials on the locations where variances from the 25-foot buffer ordinance are needed;
- addressing questions or comments from the military park officials; and,
- developing an action plan for processing the request for variances to the 25-foot buffer City Ordinance.

The meeting opened with introductions. Using the mapping projector images for Alternative B and Alternative C that do not contain aerial photography, Mr. Jimmy Shirley of Neel-Schaffer reviewed the following locations with nearby current or former military park property and advised whether or not the construction of the build alternatives at the following locations necessitates pursuing a variance to the 25-foot buffer City Ordinance.

- On the north side of I-20 at the proposed US 61 South Interchange, the western right of way line for the additional needed right of way bordering Iowa Boulevard is the same for the build alternatives and concurrent with the former military park eastern right of way line for Iowa Boulevard. A fence is currently installed on the north side of I-20 to control access and define the right of way/no access limits. To control access and protect the former military park property east of Iowa Boulevard, a fence will probably need to be installed along all or a portion of the right of way line for the reconstructed US 61 South Interchange that is concurrent with the former military park eastern right of way line for Iowa Boulevard. Therefore, the MDOT desires to pursue a variance to the ordinance

allowing construction north of I-20 to the former military park eastern right of way for Iowa Boulevard.

- On the north side of I-20 for both build alternatives, the reconstruction of the North Frontage Road will not require replacing the Wisconsin Avenue Bridge. The frontage road construction also will not be within 25 feet of the military park that begins on Wisconsin Avenue near the north end of the bridge and borders both sides of Wisconsin Avenue north of the bridge. Therefore, a variance from the ordinance is not needed for the North Frontage Road reconstruction at this location.
- On the northern side of I-20 for Build Alternative B between Indiana Avenue and Vicksburg Honda, the reconstruction of the North Frontage Road will be accomplished within existing MDOT right of way. The Jones Family residential property is located in the northeast quadrant of the North Frontage Road/Indiana Avenue Intersection. Extending to the east along the northern side of the North Frontage Road, current military park property is located adjacent to the frontage road between the Jones Family residential property and the Deluxe Inn, as well as between the Deluxe Inn and Vicksburg Honda. For Alternative B, most of the construction required for the North Frontage Road will be within 25 feet of the adjacent military park property. Therefore, for Alternative B between Indiana Avenue and Vicksburg Honda, excluding the Deluxe Inn property, the MDOT would need to pursue a variance to the ordinance allowing construction on the northern side of the North Frontage Road to southern edge of the military park property. On the northern side of I-20 for Build Alternative C between Indiana Avenue and Vicksburg Honda, the reconstruction of the North Frontage Road requires the acquisition of the Deluxe Inn property to create a cul-de-sac for dead-ending the North Frontage Road east of Indiana Avenue. The military park property is adjacent to the Deluxe Inn property. To the east and west of the Deluxe Inn property, the reconstruction of the North Frontage Road for Alternative C will be accomplished within existing MDOT right of way. For Alternative C, most of the construction required on the northern side of the North Frontage Road between the Jones Family residential property and Vicksburg Honda will be within 25 feet of the southern military park

property line. Therefore, for Alternative C between Indiana Avenue and Vicksburg Honda, including the Deluxe Inn property, the MDOT would need to pursue a variance to the ordinance allowing construction on the northern side of the North Frontage Road to southern edge of the military park property. On the northern side of the North Frontage Road between Indiana Avenue and Vicksburg Honda, the MDOT does not presently know whether Alternative B or Alternative C will eventually become the Selected Alternative. It is in the best interest of all parties that a variance to the ordinance be pursued that would allow the selection of either alternative. Therefore, for the build alternatives on the northern side of the North Frontage Road between the Jones Family residential property and Vicksburg Honda, the MDOT desires to pursue a variance to the ordinance allowing construction to the southern edge of the military park property.

While Mr. Shirley was using the mapping projector images for Alternative B and Alternative C that do not contain aerial photography and advising whether or not the locations with nearby current or former military park property necessitate pursuing a variance to the 25-foot buffer City Ordinance, he identified other locations where additional right of way was needed in the vicinity of the military park property. These identified additional right of way locations were obviously not impacting the 25-foot buffer ordinance.

During and after Mr. Shirley's presentation, the following are some of the questions that were addressed and comments that were made.

- Even though fencing will probably have to be provided north of I-20 at the proposed US 61 South Interchange to control access and protect the former military park property along the proposed new right of way line that would be concurrent with the former military park eastern right of way line for Iowa Boulevard, the MDOT can commit to staying off the former military park property and seek to minimize the construction limits.
- At the proposed US 61 South Interchange north of I-20, the proposed new right of way and the southern right of way line for Old US 80 are concurrent. Fencing or other devices to prevent access between the two

facilities may have to be installed at locations where the ramp and Old US 80 are close and about the same elevation.

- At the proposed US 61 South Interchange north of I-20 where additional right of way is needed to the existing eastern right of way line for Iowa Boulevard and the existing southern right of way line for Old US 80, the land needed for the additional right of way and the access rights would be purchased.
- At previous meetings, the military park officials made the project development team aware of the military park property along Wisconsin Avenue that begins near the northern limits of the Wisconsin Avenue Bridge over I-20. When the Wisconsin Avenue Bridge over I-20 was provided and I-20 was constructed, the project development team learned that additional right of way was required on the north side of I-20 and the east side of the bridge. The additional right of way was needed to construct the bridge and remove an at-grade intersection of Wisconsin Avenue with Old US 80. The proposed North Frontage Road reconstruction for the build alternatives can be accomplished inside that formerly acquired additional right of way and not within the 25-foot buffer ordinance for park property.
- For Build Alternative B at Indiana Avenue, there is one shared intersection on the northern side of I-20 for the North Frontage Road and the interchange ramps. The shared intersection is at the approximate location of the existing diamond interchange ramp intersection at Indiana Avenue. Currently, there is a crossroad intersection on Indiana Avenue for the North Frontage Road that is slightly north of the crossroad interchange ramp intersection. For Build Alternative B, the North Frontage Road crossroad intersection with Indiana Avenue would be eliminated. The military park officials made the project development team aware that for Alternative B some of the former military park property that the military park donated as right of way when the North Frontage Road east approach to the existing crossroad frontage road intersection with Indiana Avenue was originally constructed might no longer be needed for MDOT right of way. The military park officials advised the deed contains wording similar to, if all or a portion of the donated military park property

ceases to be needed for transportation purposes, the no longer needed property will be returned to the military park. The MDOT agreed to conduct the appropriate research and advise the military park officials of the findings. If needed, the appropriate commitment would then be made in the Environmental Assessment.

- For Build Alternative C, the North Frontage Road east of Indiana Avenue would be dead-end. As was the case with Build Alternative B, the dead-ending might also make some former military park property donated for the original construction of I-20 eligible for return to the military park. The MDOT agreed to conduct the appropriate research and advise the military park officials of the findings. If needed, the appropriate commitment would then be made in the Environmental Assessment.
- The project development team commented several times that efforts were made to minimize the additional needed right of way for the build alternatives and to keep the construction of the build alternatives off current or former military park property.
- Relative to the locations where the MDOT wants to pursue variances to the 25-foot buffer ordinance for current and former military park, Park Superintendent Mr. Mike Madell commented that he has no issues from a strict land use perspective. City of Vicksburg Public Works Director Mr. Bubba Rainer commented that he does not believe the variances are big issues because the areas will not have a major affect on the citizens of Vicksburg.
- When asked if the City of Vicksburg had a preference on the build alternatives, Mr. Rainer replied they did not.
- MDOT Third District Engineer Mr. Kevin Magee commented on the design changes that have been made since the build alternatives were last shown to the public. To lessen the additional right of way requirements, he also reminded the attendees that the lane being added on the frontage roads is located next to the interstate.
- The military park officials and Mr. Rainer did not state any objections when Mr. Robert Walker of Neel Schaffer suggested that the project development team process the request for variances to the city ordinance

to Mr. Rainer for him to address in accordance with their established procedures.

- Mr. Madell restated there were no real land uses. Concerning 4(f), he advised his possible Constructive Use comments relating to noise and seismic impacts were preliminary.
- Mr. Madell's preliminary comments on possible seismic impacts concerned nearby military park monuments. On Iowa Boulevard near the proposed US 61 South Interchange, he referenced a monument with iron tablets that could possibly be impacted by the construction. Union Avenue east of Indiana Avenue north of the North Frontage Road is another location Mr. Madell referenced where concrete monuments might have seismic impacts.
- Mr. Madell's comments on noise impacts referenced an active natural sound program study being conducted at select sites in the Vicksburg National Military Park by the National Park Service office in Fort Collins. After some brief discussions comparing the procedures being used for the Fort Collins study with those used by the project development team for the noise study in their Environmental Assessment, it was agreed that further discussions were needed to determine the accuracy of comparing the two studies results and how best to compare the results.
- When Mr. Madell was making his comments about noise impacts, Mr. Robert Walker addressed Mr. Madell's question about the design year for the traffic data by responding the data is for the 2040.
- When discussing the 2040 design year traffic projections and the noise impacts in the 2040 design year for the build alternatives, Mr. Madell asked if the Environmental Assessment could indicate that the traffic generating the noise is not getting any closer to the impacted sites. Mr. Kevin Magee responded that most of the traffic generating the noise for the build alternatives would not be traveling any closer to the receptors than the traffic for the no build alternative. The response from Mr. Magee was based on the project team efforts to develop build alternatives that provide increased traffic capacity while limiting the additional right of way footprint. Mr. Magee commented that the one additional lane for the I-20 East traffic and the one additional lane for the I-20 West traffic would be

constructed in the median between the proposed US 61 South Interchange and the proposed Clay Street/SR 80/US 61 North/SR 27 Interchange. He commented that the additional lanes on the north and south frontage roads paralleling the interstate would be constructed in the median between the Halls Ferry Road Exit 1C Interchange and Old SR 27. Even though the build alternatives provide the desired increased traffic capacity in a limited additional right of way footprint, Mr. Madell was advised there are a few locations where the traffic generating the noise for the build alternatives would be closer to the impacted sites than for the no build alternative. However, those locations are related to performing the reconstruction to the required design standards and maintaining traffic during the reconstruction.

- Mr. Madell asked to what extent will increasing the traffic capacity affect the noise expected in this area. In response, it was generally agreed that the noise study for the Environmental Assessment and comparing the results of the noise study EA with the military park's Fort Collins project should address this concern expressed by Mr. Madell.
- When asked if a Preferred Alternative had been chosen, the project development team responded no; but, that one might be chosen before the public hearing.
- Mr. Madell asked to what extent the interstate access to Clay Street and the military park will be affected, and if the interstate traffic will be able to access the park well? In response, Mr. Jimmy Shirley briefly explained the construction project sequencing plan giving particular emphasis to proposed projects five, six, seven and eight. During the response, Mr. Shirley assured Mr. Madell that the interstate traffic access to Clay Street and the military park would be maintained at the current level through project six and at a comparable or better level after project six. He explained that traffic leaving the park on Clay Street and traffic approaching I-20 from Downtown Vicksburg on Clay Street would not be able to enter I-20 West during one of the construction phases for project seven. During that project seven construction phase, Mr. Shirley explained this traffic would be detoured to I-20 West over the North

Collector Distributor Road and the North Frontage Road to the Indiana Avenue Interchange.

- While addressing Mr. Madell's comments about access to Clay Street and the military park during the reconstruction of the interstate, the project development team assured Mr. Madell that adequate guide signing for the military park would be maintained and relocated as needed throughout reconstruction of the interstate. The project development team advised Mr. Madell the assurance will be documented as a commitment in the Environmental Assessment.
- The project development team and Mr. Madell agreed to communicate further on comparing the results of the EA noise study with the Fort Collins noise study. The project development team also advised Mr. Madell that the results of the comparison would be made available to the public at the hearing for feedback.

After these discussions concluded, a few of the attendees made brief closing comments and the meeting adjourned. This concludes the summary of the agency meeting with the Vicksburg National Military Park officials.

**FOLLOW-UP ACTIONS TO
VICKSBURG NATIONAL MILITARY PARK AGENCY MEETING
BETWEEN NOVEMBER 30, 2010 AND DECEMBER 22, 2010**

Following the meeting, Mr. Robert Walker and the military park officials communicated by telephone and e-mail on the noise study comparison for the two noise studies. Some receptor locations in the military park study were added to the noise study being prepared for this EA. Members of the project development team also participated in a conference telephone call with the Fort Collins group preparing the noise study for the military park. As soon as the noise study for this EA is completed, the project team will be providing a copy of the noise study to the military park.

Mr. Jimmy Shirley and Vicksburg Public Works Director Bubba Rainer had a telephone conversation following the meeting concerning the submittal of the request for variances

to the City Ordinance. Mr. Chad Wallace of the MDOT Environmental Division then submitted the request by two separate e-mails to Mr. Rainer on December 17, 2010.

The project development team asked the MDOT Right of Way Division to provide a copy of the instrument for the former military park property acquired as right of way at the Indiana Avenue Interchange for the original construction of I-20. A portion, or portions, of that formerly acquired military park property may no longer be needed for transportation purposes for the build alternative eventually becoming the selected alternative for reconstructing I-20 under this EA. If so, the military park officials advised the project development team at the agency meeting that the property no longer needed for transportation purposes could be returned to the military park. The project development team verified the military park officials were correct and an appropriate commitment will be made in this EA. Attached are copies of the e-mail correspondence documenting actions taken on this issue between December 17 and December 22, 2010.

This concludes the documentation of follow-up actions to the military park agency meeting through December 22, 2010.

Jimmy Shirley

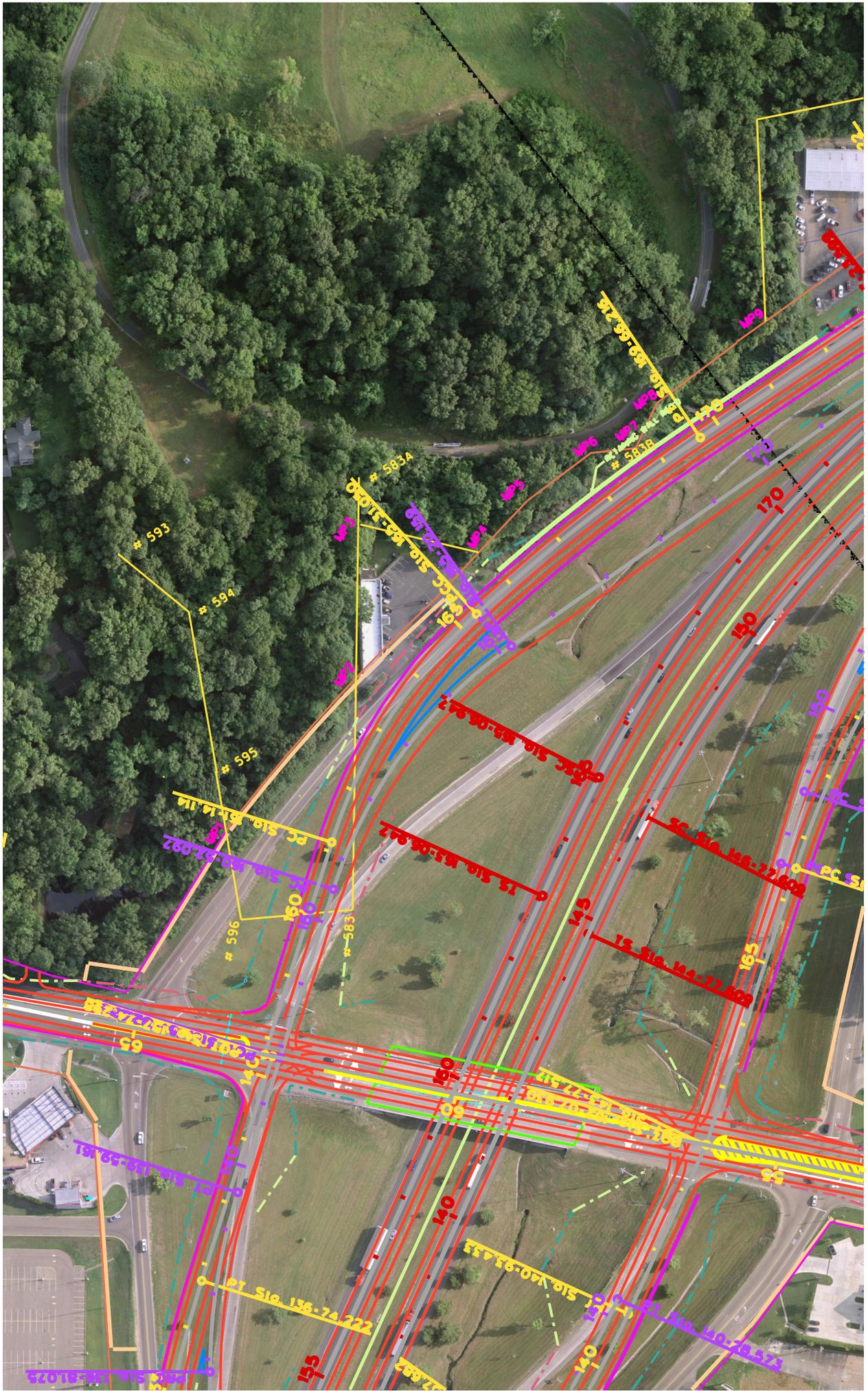
From: Jimmy Shirley [jimmy.shirley@neel-schaffer.com]
Sent: Wednesday, December 22, 2010 10:44 AM
To: 'Michael_Madell@nps.gov'; 'Terrence_Winschel@nps.gov'
Cc: 'robert walker'; 'Wallace, Chad'
Subject: I-20 at Vicksburg EA, Possible Turn-Back of Former Military Park Property at the Indiana Avenue Interchange
Attachments: email attachment.pdf

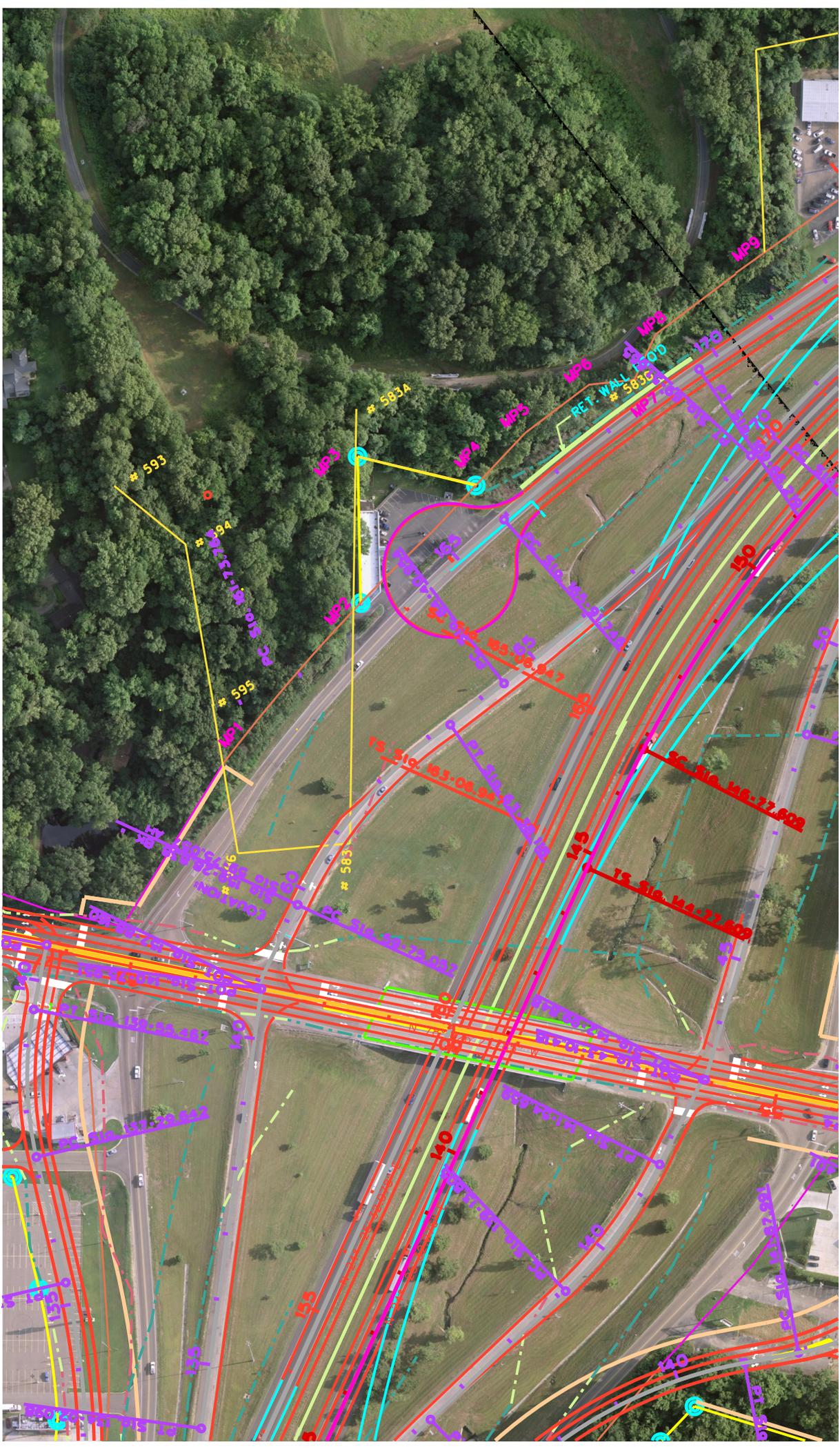
Mr. Madell and Mr. Winschel,

Mr. Winschel advised the project development team at the recent meeting that the instrument for the former military park property acquired for the original construction of the Indiana Avenue Interchange contained wording such as: if previously acquired military park property is determined to be no longer needed for transportation purposes, the property no longer needed would be returned to the military park. The attached instrument verifies that is the case. Since both build alternatives for the EA currently being prepared under this environmental and location project contain some former military park property that could be returned, an appropriate commitment will be made in the EA. The exact amount of property that could be returned to the park will not be known until under a subsequent project when the right of way plans are prepared for the selected alternative. Thank you for bringing this to our attention. If you have any questions, let us know.

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>





Jimmy Shirley

From: Greer, Wiley G. [wgreer@mdot.state.ms.us]
Sent: Tuesday, December 21, 2010 4:16 PM
To: Pierce, Meredith; Burns, Carter
Cc: carl.middleton@neel-schaffer.com; jimmy.shirley@neel-schaffer.com; robert walker
Subject: RE: I-20 at Vicksburg EA, Former Military Park Property at Indiana Avenue
Attachments: 20101221170836929.pdf

The deed from the U.S.A. to the Mississippi State Highway Commission is attached.

From: Pierce, Meredith
Sent: Monday, December 20, 2010 4:50 PM
To: Greer, Wiley G.
Subject: Fw: I-20 at Vicksburg EA, Former Military Park Property at Indiana Avenue

Can I get title to locate this deed?

From: Carl Middleton <carl.middleton@neel-schaffer.com>
To: Pierce, Meredith
Cc: 'Jimmy Shirley' <jimmy.shirley@neel-schaffer.com>
Sent: Fri Dec 17 14:18:51 2010
Subject: FW: I-20 at Vicksburg EA, Former Military Park Property at Indiana Avenue

Meredith,

We would like to request your assistance on a couple of right-of-way matters associated with the reconstruction of I-20 through Vicksburg.

One is detailed in the below email to me from Jimmy Shirley with reference to the attached pdf files. If possible we would like a copy of the instrument with the reversionary clause donating the Park property to the Highway Commission. If not contained in the instrument, we would like to know the procedure for giving a portion of the property back to the Park.

The other issue concerns the attached statute from the Mississippi Code of Law. During our studies for the I-20 reconstruction, we have found apparent encroachments upon existing right-of-way by several businesses. Most of these encroachments consist of parking areas and, in most instances, no additional right-of-way will be necessary at these sites, but use of all of the existing right-of-way may be needed. We have determined that due to the loss of parking most of these businesses will no longer be able to operate and we have designated them to be displacements with no compensation. The attached statute only addresses encroachments that have occurred subsequent to July, 1988. Are encroachments that occurred or existed prior to that date addressed in a different manner, and what would be the nature of a civil action filed by the offending party as referenced in the statute? Basically, are we correct in assuming that the offending party would receive no compensation even if their business could no longer successfully operate after removal of the encroachment? We believe this will be an issue we will have to be prepared to address at a public meeting or hearing.

Your assistance in this matter is greatly appreciated.

If I don't see you before Christmas, I wish you and your family a Merry Christmas and a Happy New Year!

Thanks,

Carl B. Middleton

Neel-Schaffer, Inc.
P.O. Box 22625 / 39225-2625
125 South Congress Street
Suite 1100
Jackson, MS 39201
Phone: (601) 948-3071
Fax: (601) 948-3178

From: Jimmy Shirley [mailto:jimmy.shirley@neel-schaffer.com]
Sent: Friday, December 17, 2010 9:38 AM
To: carl.middleton@neel-schaffer.com
Cc: 'Robert Walker'
Subject: I-20 at Vicksburg EA, Former Military Park Property at Indiana Avenue

Carl,

As a follow-up to our conversation this morning, the files for Alternative B and Alternative C are attached. Alternative B is the one-way ultimate frontage road alternative. Alternative C is the two-way ultimate frontage road alternative. The property depicted on the files by connecting # 583, # 596, MP1 and MP2 to form a four-sided figure is roughly the former military park property that the park donated for the original construction of I-20. At a recent meeting with the Vicksburg Military Park officials, they advised the deed for the military park donated property contains wording that roughly states, if all or part of the property that is acquired ever ceases to be used for transportation purposes, the property no longer needed will be returned to the military park. We advised the military park officials that we would look into the possible turn-back, advise them of our findings, and, if needed, make the appropriate commitment in the Environmental Assessment. Please investigate this so that we can respond to the military park officials.

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>

CONFIDENTIALITY NOTICE This e-mail and any files or attachments may contain confidential and privileged information.

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

LBPafai11a:b,jd-ca,j 10/21/69

THIS DEED, made this 13th day of September, 1969, by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, BUREAU OF PUBLIC ROADS, hereinafter referred to as the DEPARTMENT, and the MISSISSIPPI STATE HIGHWAY COMMISSION, hereinafter referred to as the STATE:

W I T N E S S E T H :

WHEREAS, the STATE has filed application under the provisions of the Act of Congress approved August 27, 1958 (Title 23, United States Code, Section 107(d), 72 Stat. 319) for the transfer, to the STATE, of certain lands and interests in lands hereinafter described, located within the Vicksburg National Military Park, Warren County, Mississippi, under the control of the Department of the Interior (National Park Service); and

WHEREAS, the Director of Public Roads has determined that the lands and interests in lands covered by the application are reasonably necessary in connection with the construction of Mississippi Interstate Highway Project I-IG-20-1(24)0; and

WHEREAS, this transfer is further authorized under the provisions of the Act of Congress approved October 15, 1966 (Section 6(a)(1)(A), 80 Stat. 931, 937); and

WHEREAS, the Secretary of the Interior has authorized the DEPARTMENT to transfer the land and interests in lands to the STATE.

NOW, THEREFORE, the DEPARTMENT as authorized by law, and in compliance with all requirements imposed by or pursuant to Title 15 - Commerce and Foreign Trade, Subtitle A, Part 8, Code of Federal Regulations (15 C.F.R. 8.1-8.15) (1965), pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d-2000d-4), which Regulations were adopted, affirmed and continued in effect by the Federal Highway Admini-

strator pursuant to the authority delegated to him by the Secretary of Transportation and in accordance with Section 12(a) of the said Act of Congress of October 15, 1966 (80 Stat. 931, 949), does hereby appropriate, remise, release, quitclaim and transfer unto the STATE the lands and interests in lands described in Exhibit "A" and shown on Exhibit "B", both attached hereto and made parts hereof; together with all existing, future or potential common law or statutory abriders' rights or easements of access to, from and between the right-of-way of the public indentified as Mississippi Interstate Highway Project I-IG-20-1(24)0, and all of the adjoining real property owned by the United States of America; excepting and reserving to the United States of America the right of access to the Frontage Road designated at the end of the Parcel description in said Exhibit "A".

TO HAVE AND TO HOLD, the above-mentioned lands unto the STATE for so long a time as such are needed for highway purposes upon the express condition that if, at any time, the need for highway purposes shall no longer exist, notice of the fact shall be given by the STATE to the DEPARTMENT and such lands and interests in lands shall immediately revert to the United States of America and to the control of the Department of the Interior as such control existed prior to this instrument; and subject to the covenants, conditions, restrictions and reservations herein contained as follows, which shall remain in effect for the period during which said real property and structures thereon are used for a purpose for

which Federal assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the STATE, its successors and assigns:

1. The STATE, in consideration of the conveyance of said lands and interests in lands does hereby covenant and agree for itself, its successors and assigns that (a) no member of the traveling public and business users of the Federally-assisted highway shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in their access to and use of said highway or their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation, and vehicle servicing) constructed on, over, or under the right-of-way of the highway constructed upon the land hereby transferred, (b) that the STATE shall use the said lands and interests in land so transferred, in compliance with all other requirements imposed pursuant to said Title VI of the Civil Rights Act of 1964.
2. That in the event of breach of any of the above-mentioned nondiscrimination conditions, the DEPARTMENT shall have the right to re-enter said land and facilities on said land, and the above-described lands shall thereupon revert to the United States of America and to the control of the Department of the Interior, as such control existed prior to this instrument.

IN WITNESS WHEREOF, I, Fletcher Krause, Assistant Chief Counsel, pursuant to delegations of authority from the Secretary of Transportation, the Federal Highway Administrator, and the Chief Counsel, Federal Highway Administration, in me vested by law, have hereunto subscribed my name as of the day and year first above written.

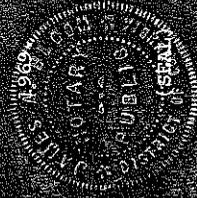
UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By *Fletcher Krause*
Fletcher Krause
Assistant Chief Counsel

UNITED STATES OF AMERICA)
DISTRICT OF COLUMBIA)

I, *James A. Bloom*, a Notary Public in and for the District of Columbia, do hereby certify that on this the 13 day of November, 1969, before me personally appeared Fletcher Krause, being to me personally well known and known by me to be the Assistant Chief Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of November 13, 1969, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Assistant Chief Counsel, Federal Highway Administration.

Witness my hand and seal this 13 day of November



James A. Bloom
James A. Bloom
Notary Public

My Commission Expires _____
My Commission Expires 11-13-1973

In compliance with the conditions set forth in the foregoing deed the MISSISSIPPI STATE HIGHWAY COMMISSION, certifies and, by the acceptance of this deed, accepts the right-of-way over certain lands herein described and agrees for itself, its successors and assigns forever to abide by the conditions set forth in said deed.

MISSISSIPPI STATE HIGHWAY COMMISSION

BY *John R. Fabb*

STATE OF MISSISSIPPI }
COUNTY OF HINDS }

I, JOHN R. FABB, a Notary Public in and for said County and State, hereby certify that D. B. McCae whose name as DIRECTOR is signed to the foregoing conveyance and who is known to me, acknowledged before me on this day that, being informed of the contents of the conveyance, he in his capacity as such DIRECTOR executed the same voluntarily on this day.

Given under my hand and seal of office this 21 day of November, 1969.

John C. Smith
 Notary Public

(SEAL)

MISSISSIPPI STATE BAR EXAMINATION
 EX OFFICIO NOTARY PUBLIC UNDER CHAPTER 302
 MISS. LAWS OF 1924.

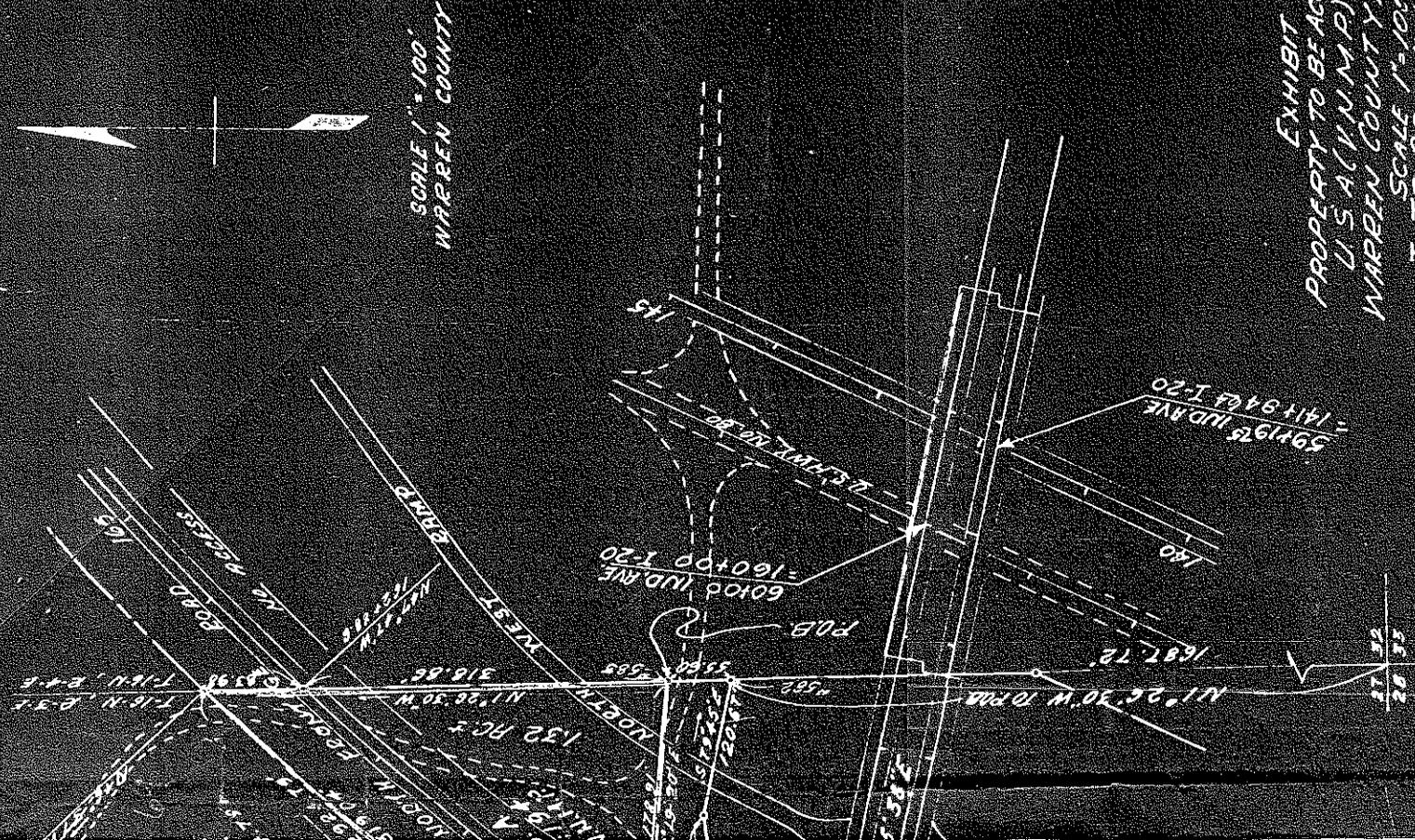
My Commission Expires _____

-5-

EXHIBIT "A"

beginning at Vicksburg National Military Park Marker No. 383, said point being 174.30 feet North 1° 26' 30" West from the Southwest Corner of Section 27, Township 16 North, Range 3 East, thence North 1° 26' 30" West, a distance of 319.86 feet to the center line of the North frontage road as shown on plans for Federal Aid Project No. 1-10-20-1 (2A) 0 at Station 162 + 88.6; thence continue North 1° 26' 30" West, a distance of 83.98 feet to a point (the center of the next mentioned circle bears South 46° 37' East, a distance of 2,924.79 feet from this point); thence Southwesterly along the circumference of a circle to the left bearing radius of 2924.79 feet, a distance of 319.04 feet, thence South 14° 18' East, a distance of 152.56 feet to Vicksburg National Military Park Marker No. 396; thence South 86° 19' 20" East, a distance of 178.91 feet to the point of beginning, containing 1.32 acres, more or less, and being situated in Section 27, Township 16 North, Range 3 East, Warren County, Mississippi.

Together with any and all abutters rights of access in and to said highway appurtenant to Grantee's remaining property, including any and all existing rights of access, except that such remaining property shall have access to frontage road which will be connected to said highway only at points established by public authority.



SCALE 1" = 100'
WARREN COUNTY

EXHIBIT "B"
PROPERTY TO BE ACQUIRED FROM
U.S.A. (V.N.M.P.)
WARREN COUNTY, MISS.
SCALE 1" = 100'
T 16-20-1840

STATE OF MISSISSIPPI
Warren County

I, J. L. HUDGINS, Clerk of the Chancery Court of said County, hereby certify that the foregoing instrument of writing was filed in my office for record on the 11 day of Nov, 1969 at 9:15 o'clock A.M., and duly recorded in Deed Book No. 463, Page 413.

WITNESS my hand and Seal of said Court, this 11 day of Nov, 1969

By J. L. Shuard
L. HUDGINS, Clerk



ENVIRONMENTAL ASSESSMENT

I-20 AT VICKSBURG BETWEEN THE LOUISIANA STATE LINE AND US 61 NORTH WARREN COUNTY, MISSISSIPPI

**FEDERAL-AID PROJECT NUMBER
IMD-0020-01(181) / 100367 002000**

**CITY OF VICKSBURG COORDINATION MEETING
PUBLIC WORKS DIRECTOR'S OFFICE AT VICKSBURG
1:30 P.M., MONDAY, JANUARY 24, 2011**

MEETING SUMMARY AND FOLLOW-UP ACTIONS

The goals of this meeting with the City of Vicksburg officials were to finalize a plan for addressing the locations where variances or exceptions would be needed from the City Ordinance preventing construction within 25 feet of current or former military park property.

The City of Vicksburg officials at the meeting were: Mr. Bubba Rainer, the Public Works Director, who supervises the Engineering Department; Mr. Garnet Van Norman, who works in the Utility Department; and, Messrs. Victor Gray-Lewis and Dalton McCarty, who work in the Inspection Department. Messrs. Chad Wallace of the MDOT Environmental Division and Mr. Jimmy Shirley of Neel-Schaffer, Inc., were the project development team representatives attending the meeting.

Mr. Rainer had attended several coordination meetings with the project development team and some of the project development team agency meetings with the Vicksburg National Military Park officials. Therefore, Mr. Rainer was well aware of the project's status and that the construction of the build alternatives would require variances or exceptions to the city ordinance. Due to his attendance with Mr. Rainer at some of the prior coordination meetings, Mr. Van Norman was generally aware of the project's status. Messrs. Gray-Lewis and McCarty had not attended any of the prior coordination meetings with the City of Vicksburg officials or any of the agency meetings with the Vicksburg National Military Park officials. Although Messrs. Gray-Lewis and McCarty

had minimal knowledge about the status of the project, their attendance and input at this coordination meeting was very important because they are the contacts with the City of Vicksburg who will administer the processing of the MDOT's requests for variances or exceptions to the city ordinance.

In preparation for the meeting and for the benefit of Messrs. Gray-Lewis and McCarty, Mr. Shirley prepared a handout consisting of the following:

- a Word File Document the project development team had prepared requesting variances or exceptions to the city ordinance;
- a Word File Document the project development team had prepared providing background information on the variance or exception requests to the city ordinance;
- two PDF File Documents of maps with one map depicting the interchange reconstruction concept proposed for the US 61 South Exit 1B Interchange that is the same for both build alternatives and the other map depicting the former military park property bordering Iowa Boulevard where one or more variances or exceptions from the city ordinance would be needed;
- a PDF File Document of a map depicting the proposed reconstruction concept for Build Alternative B relative to current military park property bordering or nearby the North Frontage east of the Indiana Avenue Exit 3 Interchange where one or more variances or exceptions from the city ordinance would be needed;
- a PDF File Document of a map depicting the proposed reconstruction concept for Build Alternative C relative to current military park property bordering or nearby the North Frontage Road east of the Indiana Avenue Exit 3 Interchange where one or more variances or exceptions from the city ordinance would be needed;
- scanned copies of the property map and property ownership records for the property bordering the former military park property eastern right of way line for Iowa Boulevard common to both build alternatives that must be acquired by the MDOT for the proposed reconstruction of the US 61 South Exit 1B Interchange where one or more variances or exceptions from the city ordinance would be needed;

- scanned copies of the property maps and property ownership records for property bordering the northern right of way line of the North Frontage Road east of Indiana Avenue where one or more variances or exceptions from the city ordinance will be needed for the build alternatives (since the construction concepts for the build alternatives are different, the number of variances or exceptions required from the city ordinance for the build alternatives will be different);
- copies of information obtained from the City of Vicksburg website on their city ordinances and procedures for addressing variances or exceptions to the city ordinances; and,
- a copy of the 25-foot construction free buffer city ordinance for current and former military park property.

Mr. Shirley opened the meeting by providing a brief overview of the study and the status of the study. He then used the attached maps from the handout to identify the location bordering Iowa Boulevard south of Old US 80 and the location along the North Frontage Road from slightly east of Indiana Avenue to the Honda dealership where the project development team wanted to discuss the possibilities or obtaining variances or exceptions to the 25-foot construction free buffer from the City of Vicksburg. Mr. Shirley advised the requested variance or exception at the US 61 South Exit 1B Interchange would allow construction within the entire 25 feet of the 25-foot construction free buffer. He also commented that a similar variance or exception was being requested allowing construction within the entire 25 feet of the 25-foot construction free buffer for the current military park property along the North Frontage Road from slightly east of Indiana Avenue to the Honda dealership.

When an adjacent property owner makes a request for a variance or exception to the 25-foot construction free buffer, Messrs. Gray-Lewis and McCarty advised the adjacent property owner is required to provide a survey, legal description and/or site plan of the property depicting the area of the encroachment within the 25-foot buffer. In response, Messrs. Wallace and Shirley advised this study will result in one alternative being selected for the reconstruction of this section of I-20 through Vicksburg. A subsequent project or projects would then be implemented to acquire any needed additional right of way bordering the current or former military park property. Messrs. Wallace and Shirley

commented that it would be during the subsequent design projects when the actual construction limits inside the 25-foot buffer would be determined. The attendees then agreed that the request for variances or exceptions to the military park ordinance should not be addressed until the MDOT becomes the adjacent property owner for all locations where variances or exceptions to the ordinance are needed and the MDOT can provide the City of Vicksburg their desired survey description for the locations where the construction will encroach within 25 feet of the current and former military park property.

The City of Vicksburg officials discussed the good relationship they have with the Vicksburg National Military Park officials and their history of cooperation in approving reasonable requests for variances or exceptions to the ordinance. The attendees then discussed the possibility and need of scheduling another joint meeting with the military park and city officials. Possible goals discussed for scheduling such a meeting were: to obtain a formal type concurrence from the City of Vicksburg and the military park concerning the two alternatives chosen for detail study in this Environmental Assessment; and, to obtain a formal type commitment that the City of Vicksburg and the military park would cooperate with the MDOT during the subsequent right of way projects in approving reasonable requests for variances or exceptions to the military park ordinance.

This concludes the summary of the meeting.

**FOLLOW-UP ACTIONS TO
CITY OF VICKSBURG MEETING
BETWEEN JANUARY 25, 2011 AND FEBRUARY 17, 2011**

Following the meeting, Mr. Claiborne Barnwell of the Federal Highway Administration was made aware of the discussions that were held at the meeting with the City of Vicksburg officials on January 24, 2011. After Mr. Barnwell had communicated separately on several occasions with Mr. Chad Wallace of the MDOT and Mr. Michael Madell, the Vicksburg National Military Park Superintendent, Mr. Barnwell sent Mr.

Madell an e-mail dated February 17, 2011. The following summarizes the content of the e-mail.

- Mr. Barnwell expressed his appreciation to Mr. Madell concerning their recent discussions on the status of the study.
- Mr. Barnwell provided Mr. Madell a copy of the noise study, expanded to include values for sites within the military park as requested by Mr. Madell.
- Mr. Barnwell provided Mr. Madell a copy of the recently completed Cultural Resources Study Report and advised Mr. Madell the report would be sent to the federally recognized Tribes for review and comment.
- Mr. Barnwell referenced several meeting the project development team had with Mr. Madell and the City of Vicksburg officials concerning the 25-foot construction free buffer for current and former military park property. Mr. Barnwell commented that the MDOT and FHWA have worked to assure that the design avoids the acquisition of any current or former military park property and that the design minimizes conflicts with the park property. Mr. Barnwell commented there have been no indications that there will be problems with gaining the needed variances or exceptions from the City of Vicksburg for any unavoidable encroachments within the 25-foot buffer adjacent to current or former military park property as long as the Park Service concurs. Mr. Barnwell attached a copy of the variance proposal prepared by the project development team and used as a portion of the handout at the recent meeting the City of Vicksburg officials. Mr. Barnwell advised, as there are multiple landowners involved in the necessary right of way, the request for variances or exceptions to the military park ordinance is being held pending selection of the build alternative and advancement of the final design.
- Mr. Barnwell assured Mr. Madell the final environmental document will include a commitment from the MDOT and the FHWA that the construction will not encroach on the former or current military park property.
- Mr. Barnwell concluded by committing to respond to any concerns or issues expressed to him by Mr. Madell in response to the proposal contained in the e-mail.

Based on the last meeting with the City of Vicksburg officials and the follow-up communications between Messrs. Barnwell and Mr. Michael Madell of the Vicksburg National Military Park, the MDOT and FHWA decided that a project development team joint meeting with the City of Vicksburg and Vicksburg National Military Park officials was not needed and that the Preliminary Environmental Assessment would be prepared and approved for presentation at a Public Hearing as soon as possible.

