

Appendix O

Supplemental Information on the Public Hearing

P.O. Box 677577
Dallas, TX • 75267-7577
Billing questions - (866) 226-1897

**PROOF OF PUBLICATION
THE STATE OF MISSISSIPPI
HINDS COUNTY**



PASTE PROOF HERE

C58837
MDOT-ENVIRONMENTAL DIV (87-01),
0200412896
I-20 Improvements, Warren Co.

**LEGAL NOTICE FOR
OPEN PUBLIC HEARING**

INTERSTATE 20
(Between Louisiana State
Line and the US 61 N/SR
27 Interchange)

WARREN COUNTY

The Mississippi Department of Transportation (MDOT) has scheduled an open forum public hearing to discuss proposed improvements to Interstate 20 between the Louisiana State Line and the US Highway 61 North/State Route 27 Interchange in Warren County. The hearing will be held Thursday, August 23, 2012 from 4:00 to 7:00 p.m. at the Vicksburg Convention Center and Auditorium, 1600 Mulberry Street, Vicksburg, Miss. Citizens are invited to come and go as they please during the hours of the hearing to view the department's alternatives and to speak to MDOT representatives concerning design, right-of-way acquisition, and environmental issues. Citizens are encouraged to make written and/or taped comments that will become part of the hearing's permanent record.

A Preliminary Environmental Assessment document will be available for public inspection at the Mississippi Department of Transportation Office Administrative Building, Environmental/Location Division, 401 Northwest Street, Jackson, MS; the MDOT District Three Office, Yazoo City, MS; Vicksburg, MS; the Warren County Board of Supervisors, Vicksburg, MS; the Vicksburg Warren County Chamber of Commerce, Vicksburg, MS; the Mayor's Office, Vicksburg, MS; Warren County Public Library, Vicksburg, MS; Vicksburg National Military Park, Vicksburg, MS and the Federal Highway Administration, 686 North Street, Suite 105, Jackson, MS

Any individual who needs auxiliary aids or special accommodations to attend the hearing should call the MDOT Environmental Division at (601) 359-7920.

Kim Thurman
Environmental Division
Administrator
Miss. Dept. of
Transportation

August 8 and 15, 2012
0200412896-01

PERSONALLY appeared before me, the undersigned notary public in and for Hinds County, Mississippi,

ANN MIDDEKE

an authorized clerk of THE CLARION-LEDGER, a newspaper as defined and prescribed in Sections 13-3-31 and 13-3-32, of the Mississippi Code of 1972, as amended, who, being duly sworn, states that the notice, a true copy of which is hereto attached, appeared in the issues of said newspaper as follows:

8/8/2012
8/15/2012

Size: 339 words / 1.00 col. x 85.00 lines
Published: 2 time(s)
Total: \$86.58

Signed Ann Middleke
Authorized Clerk of
The Clarion-Ledger

SWORN to and subscribed before me on 8/15/2012.

Rick Tyler
Notary Public
RICK TYLER

Notary Public State of Mississippi at Large. Bonded thru
Notary Public Underwriters

(SEAL)



STATE OF MISSISSIPPI,
Warren County

Personally appeared before me, the undersigned Notary Public for Warren County, State of Mississippi, Louis P. Cashman, III, one of the publishers of the VICKSBURG POST, a newspaper published in Vicksburg, in the aforesaid County and State, who made oath that the notice of _____ Notice _____

a true copy of which is hereto attached, was published in said newspaper on the following dates:

- Wednesday, the 8th day of August, 2012
- Wednesday, the 15th day of August, 2012
- _____, the _____ day of _____, _____

Louis P. Cashman III

Sworn to and subscribed before me, the undersigned Notary Public, this 17th day of August, 2012.

Linda Oakes Martin
Notary Public.



LEGAL NOTICE FOR OPEN PUBLIC HEARING INTERSTATE 20 (Between Louisiana State Line and the US 61 N/SR 27 Interchange) WARREN COUNTY The Mississippi Department of Transportation (MDOT) has scheduled an open forum public hearing to discuss proposed improvements to Interstate 20 between the Louisiana State Line and the US Highway 61 North/State Route 27 Interchange in Warren County. The hearing will be held Thursday, August 23, 2012 from 4:00 to 7:00 p.m. at the Vicksburg Convention Center and Auditorium, 1600 Mulberry Street, Vicksburg, Miss. Citizens are invited to come and go as they please during the hours of the hearing to view the department's alternatives and to speak to MDOT representatives concerning design, right-of way acquisition, and environmental issues. Citizens are encouraged to make written and/or taped comments that will become part of the hearing's permanent record.

A Preliminary Environmental Assessment document will be available for public inspection at the Mississippi Department of Transportation Administrative Office Building, Environmental/Location Division, 401 Northwest Street, Jackson, MS; the MDOT District Three Office, Yazoo City, MS; Vicksburg, MS; the Warren County Board of Supervisors, Vicksburg, MS; the Vicksburg Warren County Chamber of Commerce, Vicksburg, MS; the Mayor's Office, Vicksburg, MS; Warren County Public Library, Vicksburg, MS; Vicksburg National Military Park, Vicksburg, MS and the Federal Highway Administration, 666 North Street, Suite 105, Jackson, MS. Any individual who needs auxiliary aids or special accommodations to attend the hearing should call the MDOT Environmental Division at (601) 359-7920. Kim Thuman Environmental Division Administrator Miss. Dept. of Transportation Publish: 8/7, 8/15 (2)



Open Forum

PUBLIC HEARING



INTERSTATE 20 WARREN COUNTY

The Mississippi Department of Transportation (MDOT) has scheduled an open forum public hearing to discuss proposed improvements to Interstate 20 between the Louisiana State Line and the US Highway 61 North/State Route 27 Interchange in Warren County. The hearing will be held Thursday, August 23, 2012 from 4:00 to 7:00 p.m. at the Vicksburg Convention Center and Auditorium, 1600 Mulberry Street, Vicksburg, Miss.

Citizens are invited to come and go as they please during the hours of the hearing to view the department's alternatives and to speak to MDOT representatives concerning design, right-of-way acquisition, and environmental issues. Citizens are encouraged to make written and/or taped comments that will become part of the hearing's permanent record.

THE PUBLIC IS ENCOURAGED TO ATTEND

Thursday, August 23, 2012 4:00-7:00 p.m.

**Vicksburg Convention Center and Auditorium
1600 Mulberry Street, Vicksburg, MS**

A Preliminary Environmental Assessment document will be available for public inspection at the Mississippi Department of Transportation Administrative Office Building, Environmental/Location Division, 401 Northwest Street, Jackson, MS; the MDOT District Three Office, Yazoo City, MS; Vicksburg, MS; the Warren County Board of Supervisors, Vicksburg, MS; the Vicksburg Warren County Chamber of Commerce, Vicksburg, MS; the Mayor's Office, Vicksburg, MS; Warren County Public Library, Vicksburg, MS; Vicksburg National Military Park, Vicksburg, MS and the Federal Highway Administration, 100 West Capitol Street, Suite 1062, Jackson, MS

Any individual who needs auxiliary aids or special accommodations to attend the meeting should advise MDOT of their needs by calling the Environmental Division at (601) 359-7920.

**STATE OF MISSISSIPPI,
Warren County**

Personally appeared before me, the undersigned Notary Public for Warren County, State of Mississippi, Louis P. Cashman, III, one of the publishers of the VICKSBURG POST, a newspaper published in Vicksburg, in the aforesaid County and State, who made oath that the notice of Public Hearing

a true copy of which is hereto attached, was published in said newspaper on the following dates:

Tuesday, the 14th day of August, 2012
Sunday, the 19th day of August, 2012
_____, the _____ day of _____, _____
_____, the _____ day of _____, _____

Louis P. Cashman III

Sworn to and subscribed before me, the undersigned Notary Public, this 20th
day of August, 2012.



Linda Oakes Martin

Notary Public.

Environmental Assessment

I-20 Through Vicksburg

Warren County, Mississippi

Welcome

The Mississippi Department of Transportation (MDOT) and the Federal Highway Administration (FHWA) welcome you to this public hearing. We are here to receive your input concerning the reconstruction of six miles of I-20, its interchanges and most of the frontage roads in the Vicksburg area between the Washington Street/Warrenton Road Exit 1A Interchange and the US 61 North/SR 27 Exit 5 Interchange.

MDOT and FHWA are conducting an Environmental Assessment (EA), or study, for this project. On July 10, 2012, a Preliminary EA was approved for presentation at this public hearing. The Preliminary EA addresses social, economic and environmental impacts of providing the reconstructed facility. Copies of the Preliminary EA are on display for viewing at today's public hearing and at locations in the Vicksburg area after the hearing.

A video being shown at periodic intervals in one of the public hearing rooms describes the proposed reconstruction and demonstrates the changes it would have in your driving patterns. Please take advantage of this video to become more familiar with the study.

For your review and comments, displays and educational materials about the study are provided in the other public hearing room. Exchanging opinions, information and ideas at this stage of the study helps ensure the best possible decisions are made. Your input is important for the successful completion of this study. If you have any questions, please feel free to ask one of the project team members in attendance at the hearing.

Purpose and Need

To improve safety and mobility for the traveling public and to prepare for future anticipated needs, MDOT is proposing a project to reconstruct the approximate six miles of I-20, its interchanges, and most of the frontage roads in the Vicksburg area between the eastern side of the Washington Street/Warrenton Road Exit 1A Interchange and the eastern side of the US 61 North/SR 27 Exit 5 Interchange.

The proposed project is needed to:

- Increase traffic capacity
- Improve sight distances
- Lengthen interchange entrance and exit ramps
- Increase vertical clearances at problem bridge crossings
- Address unsatisfactory traffic weaving sections



Open House Public Hearing

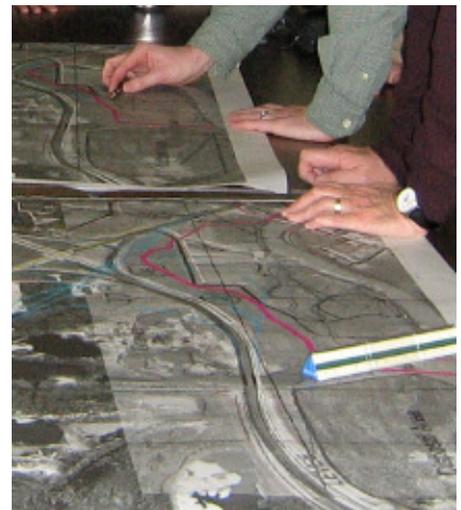
Thursday, August 23, 2012

4:00 p.m. - 7:00 p.m.

Vicksburg Convention Center

1600 Mulberry Street

Vicksburg, MS



Your involvement in roadway planning is key in developing a product that meets the needs of all involved. Please take a moment to view the short video presentation available at this hearing and then let MDOT know your thoughts and ideas. The video provides graphic representation of the proposed I-20 improvements.

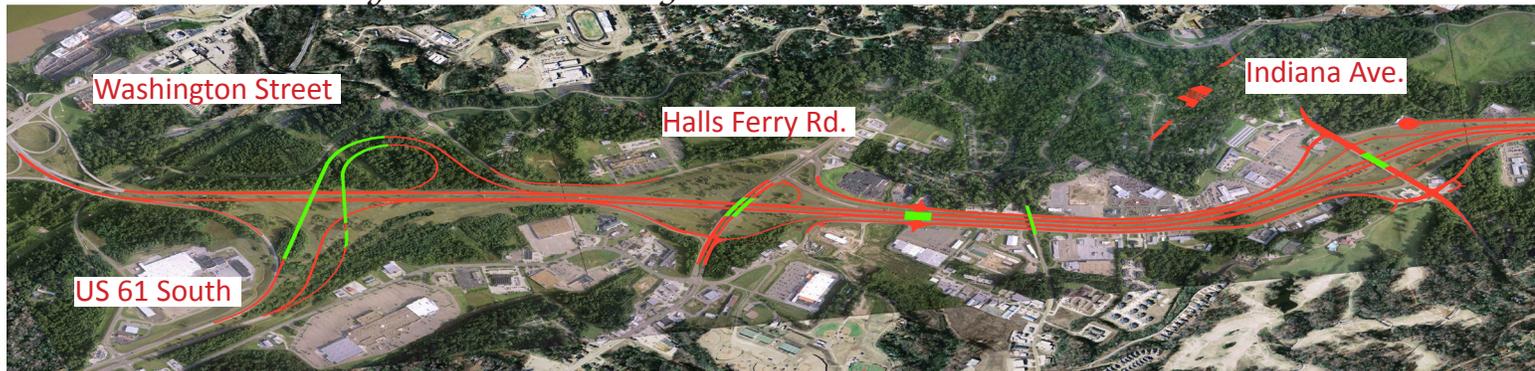


I-20 Environmental Assessment Study

Alternative B - One Way Ultimate Frontage Roads



Alternative C - Two Way Ultimate Frontage Roads



Project Background and Traffic

I-20 through Vicksburg was constructed by several projects between 1963 and 1973. A 50 mile per hour design speed and a projected average annual daily traffic volume of 18,080 vehicles in the Year 1989 were used for designing the projects between the Mississippi River Bridge and the Clay Street/US 80 Interchange.

Since these projects were completed, higher design standards have been adopted by the MDOT but major reconstruction to these standards has not occurred. A 60 mile per hour speed limit is currently posted on I-20 through Vicksburg. MDOT's average annual daily traffic for the Year 2011 varies from 24,000 vehicles at the River Bridge to 47,000 vehicles between the US 61 South Interchange and the US 61 North/SR 27 Interchange to 37,000 vehicles east of the US 61 North/SR 27 Interchange.

This section of I-20 has exceeded its design life. Major reconstruction is needed to meet current design standards and to accommodate the existing and the anticipated future traffic demand.

Proposed Alternatives

Three alternatives are being presented for your input at today's hearing. The alternatives are a No Build Alternative A, which would do nothing and does not meet the purpose and need of the study, and Build Alternatives B and C.

The build alternatives have similar concepts for reconstructing the mainline interstate, interchanges, and frontage roads. Both build alternatives require reconstructing the frontage roads and widening them to three lanes.

I-20 Environmental Assessment Study



Proposed Alternatives (Con't)

To reconstruct the interstate lanes for the build alternatives, one-way traffic operations would be implemented on the reconstructed and widened frontage roads and the interstate traffic would be temporarily detoured onto the frontage roads. Temporary traffic signals will be installed at the intersections where the detoured interstate traffic will be routed onto the frontage roads.

For Alternative B, frontage roads that functioned as the interstate detour will remain in one-way operation after the completed mainline interstate lanes are opened to traffic. For Alternative C, the frontage roads will be placed back in two-way operation.

Due to the complexity and costs of this reconstruction, MDOT recommends accomplishing the reconstruction in several phases or separate projects. To maintain the heavy traffic volumes, the projects are being planned in a sequence that will allow each project to function independently and maintain connectivity through the entire route.

Summary of Impacts for Build Alternatives B and C

The impacts of constructing the two build alternatives are summarized in a table that has been placed inside this handout.

I-20 Environmental Assessment Study

Frequently Asked Questions:

Q – How do I voice my opinion?

A- You can express your opinions in several ways. A designated area is available where you can verbally submit your opinions. If you would rather give your opinions in writing, complete a Comment Sheet and place it in the Comment Box. If you prefer, you can complete the Comment Sheet after the hearing and mail it to the address shown on the back of that form. You can also e-mail your comments to environmentalcomments@mdot.ms.gov.

Q – What happens to my comments?

A – Each comment is reviewed and carefully considered by the project development team. Your comments provide insight into the wants and needs of the community and are extremely valuable. All comments are made part of the official public hearing record.

Q – When will one alternative be selected and this environmental study completed?

A – After the comment period has elapsed and after all the comments received in response to the hearing are addressed, the hearing documentation will be compiled. It is anticipated that either Alternative B or Alternative C will then become the recommended Selected Alternative. The Preliminary EA will be updated to reflect the hearing documentation and follow-up actions. The updated Preliminary EA will then be processed to become an approved Environmental Assessment and Finding of No Significant Impact for the Selected Alternative. This would be accomplished by submitting the document to the Mississippi Transportation Commission with a recommendation that it be approved for processing to the Federal Highway Administration for final approval to complete the study.

Construction and Funding

Based on the Preliminary EA approved for presentation at this hearing, the estimated 2009 right of way and construction costs are \$221 Million for Alternative B and \$230 Million for Alternative C. In the Preliminary EA, a possible implementation plan is presented for accomplishing the ultimate completion of the Selected Alternative in eight separate construction contracts let between years 2014 and 2040.

Due to the current and projected foreseeable future economic conditions, it is difficult to predict when all of the proposed right of way will be acquired and when major construction will begin on the Selected Alternative. However, before using any Federal Funds for right of way activities or construction, an Environmental Assessment must be approved for the Selected Alternative. This approval is known as a Finding of No Significant Impact (FONSI). Since Federal Funds are obviously needed for the ultimate completion of a project of this magnitude, completing this study is very important.

The implementation plan presented in the preliminary EA at this hearing will be reevaluated, and possibly revised, for the selected alternative in the pending approval of this EA, also known as the FONSI. To update the implementation plan, MDOT will utilize the most currently available funding projections for interstate highway reconstruction and consider their priority for reconstructing this section of I-20 at Vicksburg when compared to other urban interstate segments in Mississippi. It is at that time when the best possible estimated dates for experiencing right of way and major construction impacts will be known by the citizens of the Vicksburg area.

Contacts:

Mississippi Department of Transportation

Kim Thurman, Director
Environmental Division
P. O. Box 1850
Jackson, MS 39215-1850
(601) 359-7920
environmentalcomments@mdot.ms.gov

Neel-Schaffer, Inc.

Robert Walker, Project Manager
P. O. Box 22625
Jackson, MS 39225-2625
(601) 948-3071
robert.walker@neel-schaffer.com



**I-20 at Vicksburg
Environmental Assessment**

**Public Hearing
August 23, 2012**

**Comparison of Alternative B's One-Way Ultimate Frontage Road System
with Alternative C's Two-Way Ultimate Frontage Road System**

General Advantages of Alternative B's One-Way Frontage Road System

- Provides more traffic capacity
- Is approximately \$9,000,000 (nine million dollars) cheaper
- Addresses long-term traffic demand
- Has less traffic conflicts at intersecting streets and driveways
- Provides more efficient operation at signalized intersections
- Does not require converting the traffic operations (pavement markings, traffic signs and signals) back to two-way after the mainline interstate construction is completed and the interstate traffic is removed from the frontage roads

Site Specific Advantages of Alternative B's One-Way Frontage Road System

- At the Hall's Ferry Road Interchange, the Halls Ferry Road ramp to I-20 East has a connection to the South Frontage Road which will reduce traffic at the Halls Ferry Road/Pemberton Boulevard Intersection.
- At the Indiana Avenue Interchange, the businesses adjacent to Indiana Avenue between the Country Club Drive – Old Indiana Ave intersection on the south side of the interchange and the Bugle Ridge Drive intersection on the north side of the interchange are allowed to remain, but any frontage road access these businesses have would be eliminated.
- At the Indiana Avenue Interchange, the shopping center parking lot is not reduced in the northwest quadrant of the Interchange.
- At the Indiana Avenue Interchange, access to Indiana Avenue from the east approach on the North Frontage Road will be maintained.
- At the Indiana Avenue Interchange, maintains the Indiana Avenue/Country Club Drive – Old Indiana Avenue Intersection.

- At the Clay Street/US 80 Interchange, having access to the I-20 east bound exit ramp provides the east bound traffic on the South Frontage Road better access to US 61 North and I-20 East.
- At the Clay Street/US 80 Interchange, having access to the I-20 east bound exit ramp provides the westbound traffic on the City of Vicksburg maintained frontage road an alternate access to Clay Street/US 80, US 61 North/SR 27, and I-20.
- At the frontage road circulation bridge location east of Halls Ferry Road, less right of way impacts occur.

General Advantages of Alternative C's Two-Way Frontage Road System

- For the I-20 motorist exiting to a destination that can be accessed from an interchange or adjacent interchanges, minimal planning is required to avoid out of direction travel to the desired destination.
- Does not create out of direction travel for motorists entering the frontage road from driveways and minor streets when they have a frontage road destination to the left of their entry point.
- Lower overall traffic speeds would be expected because only one through lane is provided for both directions of travel.

Site Specific Advantages of Alternative C's Two-Way Frontage Road System

- At the Indiana Avenue Interchange, the shopping center in the northwest quadrant of the interchange retains their eastern frontage road access.
- At the Clay Street/US 80 Interchange, not allowing any frontage road access to the I-20 East exit is safer.

This completes the comparison of Alternative B's one-way and Alternative C's two-way frontage road systems.

Summary of Build Alternatives' Potential Impacts

Category	Alternative B	Alternative C
Land Use (acres)	585	598
Existing Public Maintained Land (acres)	403 of the 585	403 of the 598
Prime Farmlands (acres)	0	0
Residences Assumed Relocated	7	7
Residents Assumed Relocated	9	9
Total Business Assumed Relocated	24	32
Businesses Assumed Relocated due to Apparent Right of Way Encroachment	14 of the 24	17 of the 32
Total Employees Assumed Displaced	106	190
Employees Assumed Displaced Due to Apparent Right of Way Encroachment	63 of the 106	79 of the 190
Noise Receptors Including Relocations	35 of 117 Examined Sites	38 of the 117 Examined Sites
Noise Receptors Excluding Relocations	31 of the 117 Sites	32 of the 117 Sites
Wetlands Crossed (acres)	0	0
Waters of the U.S. Streams (linear feet)	10,917	11,557
Waters of the U.S. Pond (acres)	0.67	0.67
Floodplain crossed (acres)	12.06	12.06
Federally-Listed Species of Concern	Southeastern myotis	Southeastern myotis
State-Listed Species of Concern	Southeastern myotis and Southern Redbelly Dace	Southeastern myotis and Southern Redbelly Dace
Hazardous Waste Sites (number of sites and their potential impact)	52 (32 Low Risk, 16 Moderate Risk and 4 High Risk)	52 (29 Low Risk, 17 Moderate Risk and 6 High Risk)
Estimated 2009 Design, Right of Way and Construction Costs	\$221,000,000	\$230,000,000



Public Hearing

COMMENT SHEET

August 23, 2012 Vicksburg, MS

PROJECT BEING CONSIDERED

Interstate 20 (Vicksburg)

Environmental Division FAX Number: 601-359-7355

E-mail: environmentalcomments@mdot.ms.gov

www.goMDOT.com

Name _____ Telephone _____

Address _____

City _____ State _____ Zip _____

Which best describes your primary interest?

- | | |
|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> Affected | <input type="checkbox"/> Resident |
| <input type="checkbox"/> Concerned | <input type="checkbox"/> Business |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> Landowner |
| | <input type="checkbox"/> Other _____ |

What are the major issues?

- | | |
|---|------------------------------------|
| <input type="checkbox"/> Relocations | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Wetlands | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Wildlife | <input type="checkbox"/> Social |
| <input type="checkbox"/> Traffic Volume | <input type="checkbox"/> Economics |
| <input type="checkbox"/> Other _____ | |

MDOT is interested in your comments about the proposed project. Please indicate:

The alternative you like best and why: _____

Issues and/or concerns about the project: _____

Recommendations for the project: _____

PLEASE SUBMIT AT THE MEETING OR MAIL TO ADDRESS ON REVERSE SIDE WITHIN 10 DAYS OF THE PUBLIC MEETING

Visit us on the web at www.goMDOT.com, or e-mail environmentalcomments@mdot.ms.gov

- The alternative you like best and why.
 - Issues and concerns about the project.
 - Recommendations for the project.
- MDOT is interested in your comments about the proposed project. On the reverse side, please indicate:

Comment Sheet



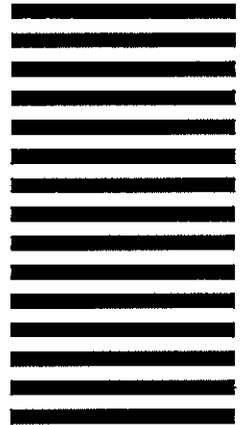
PLEASE FOLD FOR MAILING



Mississippi Department of Transportation
 Environmental Division (87-01)
 P.O. Box 1850
 Jackson, MS 39215-1850



NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES



BUSINESS REPLY MAIL
 FIRST-CLASS MAIL PERMIT NO. 20 JACKSON, MS

POSTAGE WILL BE PAID BY ADDRESSEE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
 ENVIRONMENTAL DIVISION (87-01)
 P O BOX 1850
 JACKSON MS 39215-9947

FUEL SWITCH

Kangaroo changing suppliers to Valero



EMPIRE SHOOTING

2 dead, 8 injured at NYC landmark

The Vicksburg Post.

FRIDAY, AUGUST 24, 2012 • 50¢

WWW.VICKSBURGPOST.COM

EVERY DAY SINCE 1883

WORLD



ISAAC KEEPS ISLANDS ALERT

Tropical storm heads to Hispaniola

A5

WEATHER

Tonight:

partly cloudy, chance of rain, lows in the upper 60s

Saturday:

mostly cloudy, chance of rain, highs in the lower 90s

Mississippi River:

0.19 feet

Fell: 0.11 foot

Flood stage: 43 feet

A7

DEATHS

- Bruce Lyle Edwards Jr.
- Sherman C. Hull III
- Ryan Fedell Maddox

A7

TODAY IN HISTORY

A.D. 79: Long-dormant Mount Vesuvius erupts, burying the Roman cities of Pompeii and Herculaneum in volcanic ash; an estimated 20,000 people die.

1932: Amelia Earhart embarks on a 19-hour flight from Los Angeles to Newark, N.J., making her the first woman to fly solo, non-stop, from coast to coast.

1981: Mark David Chapman is sentenced in New York to 20 years to life in prison for murdering John Lennon.

1992: Hurricane Andrew smashes into Florida, causing \$30 billion in damage; 43 U.S. deaths are blamed on the storm.

2007: James Ford Seale, a reputed Ku Klux Klansman, is sentenced to three life terms for his role in the 1964 abduction and murder of two black teenagers in southwestern Mississippi. (Seale died in 2011.)

INDEX

- Business A5
- Classifieds..... B6
- Comics..... A6
- Puzzles..... B5
- Dear Abby B5
- Editorial..... A4
- People/TV..... B4

CONTACT US

Call us

Advertising ...601-636-4545
 Classifieds..... 601-636-SELL
 Circulation.....601-636-4545
 News.....601-636-4545

E-mail us

See A2 for e-mail addresses

ONLINE

www.vicksburgpost.com

VOLUME 130
 NUMBER 237
 2 SECTIONS



Highway preview draws 150 to see plans

MDOT offers three proposals: 1-way frontage, 2-way, do nothing

By Danny Barrett Jr.
 dbarrett@vicksburgpost.com

Freddie Thompson, one of about 150 people who went to the Vicksburg Convention Center Thursday evening to be briefed and comment on three plans for changes on Interstate 20 through Vicksburg, knows she's been down the same road before.

"They bought me out when Baxter Wilson went in and moved over here," said Thompson, 67, pointing nervously at yellow lines on maps depicting the multimillion-dollar project's spread through her house.

"Then, here came MP&L again and bought some land," she said. "I just want to know when the Department of Transportation is going to come to my house and tell me to get out."

Thompson's house is on Capri Drive, near the River Region Medical Center West campus on North Frontage Road — with access from Confederate Avenue — which is near enough to the highway to put it on the edge of rights of way lines that mark the Mississippi Department of Transportation's plan to rebuild the left-handed U.S. 61 South exit from near Halls Ferry Road.

The preliminary assessment assumes the project to widen the highway will be broken into eight construction contracts let between 2014 and 2040.

But Central District Commissioner Dick Hall doubted that time frame will hold.

"With the way federal allocations are going, it won't

start in two years," Hall said. "Six years, maybe."

About \$12.3 million has been spent so far on design and environmental phases on the project, now expected to cost between \$221 million and \$230 million.

MDOT will select one of three plans, two of which would widen lanes and improve exits.

The first plan leaves the interstate as is; another returns two-way traffic to the frontage roads after construction; the final keeps North Frontage Road westbound and South Frontage Road eastbound.

Additional federal money for the entire project depends on whether the Federal Highway Administration finds no significant environmental impact with a selected alternative. Public comments accepted by MDOT through Sept. 2 will be factored into that.

The heart of the project, which has little opposition, is to widen the interstate to six lanes between the Washington Street/Warrenton Road exit and the U.S. 61 North/Mississippi 27 exit and expand lanes at each exit.

MDOT expects most comments to focus on the frontage roads, both vital commercial corridors.

In the plan that returns the traffic flow to two ways, both frontage roads would move outward at Indiana Avenue, creating longer ramps to and from the interstate, and would prompt the state to buy out and eliminate Kangaroo gas stations on both sides of the interchange, a BancorpSouth branch and a

To comment

Visit the Mississippi Department of Transportation website, www.gomdot.com, or e-mail environmentalcomments@mdot.ms.gov. Comment cards may be mailed to Mississippi Department of Transportation, Environmental Division,(87-01), P.O. Box 1850, Jackson, MS 39215-9947.

Online

Video from hearing: www.vicksburgpost.com



BRENDEAN NEVILLE-THE VICKSBURG POST



Vicksburg resident Freddie Thompson motions to proposed right of way marks running through her property on a map of proposed changes to Interstate 20 in Vicksburg. At left, some of the 150 who attended the public hearing study maps at the Vicksburg Convention Center.

KFC outlet.

Part of North Frontage would dead-end just east of Indiana Avenue because it would run into national park

land, protected from development. It's also the more expensive option, according to summaries distributed Thursday by MDOT.

"We've met with them before," said Bobby Hannon, who owns KFC locations on

See MDOT, Page A7.

Barges continue crawl up, down river

By Danny Barrett Jr.
 dbarrett@vicksburgpost.com

More barges floated past the Mississippi River bridges in Vicksburg on Thursday and early this morning as a bottleneck south of Greenville began to ease.

Still, low-water restrictions remain in effect along an 11-mile stretch of the river at Greenville until further notice, the Coast Guard said.

"The water is still low in that area," spokesman Lt. Ryan Gomez said. "It'll be restricted until we get more ideal water conditions."

All southbound tows were cleared to pass through a 5-mile safety zone on Thursday and about 20 waited this morning to go north, Gomez said. Up to 105 barges were stranded Tuesday when the



ELI BAYLIS-THE VICKSBURG POST

Barges are moved south on the Mississippi at Vicksburg Thursday as others wait in line to make the curve near Lee Street.

river closed briefly after barges ran aground on sand bars brought on by the drought-lowered river.

Stages in Vicksburg were

0.19 feet this morning, down almost a tenth since Thursday. The record low in the city is minus 7 feet in 1940.

At Greenville, the river fell

another tenth overnight, to 7.49 feet. In Memphis, the river was minus 9.3 feet this

See River, Page A7.

Hospitality collections leveling out

By John Surratt
 jsurratt@vicksburgpost.com

Vicksburg's hospitality tax collections remained above last year's, but the August report showed collections dropped from previous months, the Vicksburg Convention and Visitors Bureau Board of Directors was told Thursday.

Executive director Bill Seratt also said the July occupancy rate was down by 11.1 percent, from 68.8 percent in 2011 to 57.7 percent this year.

Seratt said the August tax

See VCVB, Page A7.

Gunman kills 1, wounds 8 at Empire State Building

NEW YORK (AP) — A recently fired store worker this morning shot a former colleague to death and then randomly started shooting others near the Empire State Building before he was shot by police officers, law enforcement officials said.

Eight other people were hit by gunfire when the shooting

started at about 9 a.m. on the Fifth Avenue side of the building, but those injuries were not believed to be life threatening, police said.

The two law enforcement officials said the gunman previously worked at a store inside the landmark skyscraper.

Crowds of tourists and people on their way to work gathered

along 34th Street, which was shut down by police. Police helicopters buzzed overhead and swarms of officers were gathered around the crime scene.

Queens resident Rebecca Fox, 27, said she saw people running down the street and initially thought it was a celebrity sighting, but then saw a

woman shot in the foot and a man dead on the ground.

"I was scared and shocked and literally shaking," she said. "It was like CSI, but it was real."

Hassam Cissa, 22, of the Bronx, said he saw two bodies on the ground, and police applying a white cloth to a man's stomach wound.

Gunshots so close to one of the city's leading tourist attractions immediately prompted fears of terrorism, but federal officials said that wasn't the case, and a guard at skyscraper said it didn't involve the parts of the building where tourists gather to visit the skyscraper.

WLBT 3 PRECISION FORECAST

BY CHIEF METEOROLOGIST BARBIE BASSETT

TONIGHT  **68°**

SATURDAY  **92°**

Partly cloudy tonight, chance of rain, lows in the upper 60s; mostly cloudy Saturday, chance of rain, highs in the lower 90s

WEATHER

This weather package is compiled from historical records and information provided by the U.S. Army Corps of Engineers, the City of Vicksburg and The Associated Press.

LOCAL FORECAST

SATURDAY-SUNDAY
Mostly cloudy Saturday night, chance of rain, lows in the upper 60s; partly sunny Sunday, chance of rain, highs in the lower 90s

STATE FORECAST

TONIGHT
Partly cloudy tonight, chance of rain, lows in the upper 60s

SATURDAY-SUNDAY
Mostly cloudy Saturday night, chance of rain, lows in the upper 60s; partly sunny Sunday, chance of rain, highs in the lower 90s

ALMANAC

HIGHS AND LOWS
High/past 24 hours.....90°
Low/past 24 hours.....62°
Average temperature.....76°
Normal this date.....81°
Record low.....55° in 1891
Record high.....100° in 1983

RAINFALL
Recorded at the Vicksburg Water Plant
Past 24 hours.....0.0 inch
This month.....2.42 inches
Total/year.....38.18 inches
Normal/month.....2.37 inches
Normal/year.....35.81 inches

SOLUNAR TABLE
Most active times for fish and wildlife Saturday:
A.M. Active12:11
A.M. Most active6:26
P.M. Active12:40
P.M. Most active6:55

SUNRISE/SUNSET
Sunset today7:37
Sunset tomorrow7:36
Sunrise tomorrow6:33

RIVER DATA

STAGES
Mississippi River at Vicksburg
Current: 0.19 | Change: -0.11
Flood: 43 feet
Yazoo River at Greenwood
Current: 9.1 | Change: -0.2
Flood: 35 feet
Yazoo River at Yazoo City
Current: 6.1 | Change: -0.5
Flood: 29 feet
Yazoo River at Belzoni
Current: 6.7 | Change: -0.5
Flood: 34 feet
Big Black River at West
Current: 3.1 | Change: -0.6
Flood: 12 feet
Big Black River at Bovina
Current: 8.2 | Change: -0.6
Flood: 28 feet

STEELE BAYOU
Land69.2
River49.4

MISSISSIPPI RIVER FORECAST

Cairo, Ill.
Saturday7.7
Sunday7.6
Monday7.3
Memphis
Saturday9.3
Sunday9.4
Monday9.5
Greenville
Saturday7.2
Sunday6.9
Monday6.8
Vicksburg
Saturday0.1
Sunday0.1
Monday0.3

MDOT

Continued from Page A1.

Indiana Avenue and on Clay Street. Hannon didn't attend Thursday's presentation, but had spoken with MDOT multiple times about the highway work. "We thought they could find a way around it. I guess we'll have to talk to them again."

On an impact summary posted beside aerial photos of the plan, MDOT estimated 24 businesses would be approached for rights of way on the one-way frontage road plan. It would mean 14 businesses and seven homes would have to move.

On the two-way plan, the

agency estimated it would need property from 32 businesses. Seventeen businesses and nine homes would have to be moved.

Chuck Tate, a volunteer firefighter in the Culklin district in Warren County, said the one-way frontage roads could cut the risk for accidents when vehicles turn left onto each one.

"I'm just saying, from an emergency vehicle standpoint, it would improve access to the interstate and be better."

In both sets of plans to build, underpasses would

connect north and south frontage roads just east of Halls Ferry Road and at Porters Chapel Road. Lanes would be expanded on overpasses at Indiana and at Clay Street. Both would extend South Frontage Road over rail tracks near the Outlets at Vicksburg and create more access lanes from Mississippi 27 and U.S. 80.

More signal lights would be built at Indiana Avenue in each alternative.

A two-way frontage road system that requires eliminating businesses is the toughest sell, said Central

District Engineer Kevin Magee.

"It's not the most desirable deal, but that's what it is," Magee said.

I-20 through Vicksburg was completed in 1973 after a decade of several small-phase construction projects designed for 50 mph, according to agency literature. A 60 mph limit is posted on the highway through Vicksburg. Daily traffic averaged 47,000 in 2011 at its busiest point, between Indiana Avenue and Clay Street.

"This section of I-20 has exceeded its design life,"

a study summary noted.

"Major reconstruction is needed to meet current design standards and to accommodate the existing and the anticipated future traffic demand."

The plan to extend South Frontage, via a raised road over rail tracks, to the Outlets at Vicksburg is a separate project from the proposed I-20 project. So, highway officials have said, that project will stay on the construction schedule to begin possibly in 2013.

VCVB

Continued from Page A1.

report showed tax collections were about \$97,284, up about \$2,607 from the \$94,677 reported in August 2011.

The VCVB is supported by a 1 percent sales tax assessed by hotels and restaurants in Vicksburg and Warren County on all rooms and food and beverages. The August figures represent taxes collected in June.

"I believe we are slowly getting back to normal," Seratt said after the meeting,

adding the August 2011 tax figure was close to the average collection for June.

Hospitality taxes and Vicksburg area hotel occupancy rates received a boost when the Grand Gulf Nuclear Station's outage began in January. The project, which ended in June, employed about 4,000 contract workers, most of whom stayed in Vicksburg hotels.

The hospitality tax report for March, which reflected

January collections, was \$103,424, and subsequent tax collection reports showed collections in excess of \$100,000.

The June report, which represented April tax collections, was \$108,605. The July report, which reflected May collections, was \$109,232.

Seratt said the July occupancy rate may have dropped because people decided not to travel to the area because hotel rates

were still up from the outage. He said the hotels' average daily rate, how much they charge per day for a room, remains up. He said the 68.8 percent rate for July 2011 is about average for July.

"I believe our numbers are going to remain up for the rest of the year," he said. "And next year (with the Sesquicentennial of the Siege of Vicksburg) it will be phenomenal."

In other action, the board:

- Discussed the opening of the U.S. Army Corps of Engineers Lower Mississippi River Museum and Riverfront Interpretive Site.

- Learned three new travel counselors have been hired for the visitors centers.

- Received a copy of the VCVB's fiscal 2012 audit for review.

River

Continued from Page A1.

morning, up a tenth.

Dredging crews are active along the river in several states, trying to keep open a navigable channel. Weather forecasters say the Mississippi could remain low until October.

Four Corps-owned and four

contract vessels continued to dredge the river between St. Louis and Vicksburg, including the Vicksburg-based Jadwin south of Greenville.

Today, the Corps expects to award a \$6.1 million contract to Illinois-based Great Lakes Dredge and Dock Co.

to clear parts of east banks of the river starting about Sept. 7. The Butcher, a contract dredge, will work near Lake Providence, where barges have collected due to low water, until mid-September.

The Corps' Vicksburg District awarded a second phase

of flood control worth \$5.6 million on the Steele Bayou channel in the mid-Delta, according to a news release Thursday.

To relocate the channel, Jackson-based Tri-County Contractors Inc. will excavate about 1.72 miles of new

channel, raise 3.6 miles of existing earthen levees, build 3,800 feet of new levee and move 1,476 feet of a county-maintained gravel road in the Yazoo National Wildlife Refuge in Washington County, the release said.

Bruce Lyle Edwards Jr.

BILOXI — Bruce Lyle "Buzzy" Edwards Jr., age 66, of Biloxi, passed away Aug. 21, 2012, in Biloxi.

He was preceded in death by his father, Bruce Lyle Edwards Sr.; and his maternal grandparents, Effie B. Keenum and Zollie L. Branton.

He is survived by his loving wife of 34 years, Becky Edwards of Biloxi; his mother, Yvonne Edwards Strangi Henry of Gulfport; his three children, Stephanie Edwards of Gulfport, Yvette Hickman of Biloxi and Chris Schlicht (Beth) of Dallas; five siblings, Tommy Strangi (Jo-Ellen) of Gulfport, Karen Buehler (Chrissy Hansen) of Ocean Springs and Marty Edwards, Cheri Hensen and Traci Edwards, all of Flint, Mich.; five grandchildren, Shayne Hannah, Trae Hickman, Jessica Ellzey, Lauren Schlicht and Camden Schlicht; one great-grandchild, Skylar Hannah; and two aunts, Myra B. Wright of Gulfport and Billie B. Milligan of Oklahoma City, Okla.

Born in Gulfport, he was a graduate of Biloxi High School and attended Mississippi State University. He was a veteran of the U.S. Army and Army National Guard. He worked for the Corps of Engineers in Vicksburg and South Central Bell and retired from civil service after 14 years.

An avid Mississippi State Bulldog fan, he enjoyed fishing, boating and scouting. He loved being with his grandchildren.

The funeral service will be at 2 p.m. Saturday, Aug.

25, 2012, at Riemann Family Funeral Home, 274 Beauvoir Road in Biloxi, with a visitation from noon until 2 p.m. As Buzzy would have liked, please dress casually. Burial will follow at Southern Memorial Park, Biloxi.

Memorial donations may be made to the American Foundation for the Blind, No. 2 Penn Plaza Suite 1102, New York, NY 10121, attn. Audrey Taylor.

An online obituary may be viewed and memories shared at www.riemannfamily.com.

Sherman C. Hull III

Sherman C. Hull III died Wednesday, Aug. 22, 2012, at River Region Medical Center.

He was 56.

Mr. Hull was born Aug. 6, 1956, in Vicksburg. He was a resident of Jackson. He was employed at The Home Depot, where he was a flooring specialist. He graduated from Cooper High School in Vicksburg and then attended the University of Southern Mississippi. He was a member of First Baptist Church of Vicksburg.

Sherman was extremely proud of his five grandchildren and used every opportunity to brag about them. Sherman loved to dance and play cards with his family. He loved to take his grandchildren to Geyser Falls or swimming and boating at Eagle Lake.

Survivors include his wife, Jan Eastburn Hull of Jackson; two daughters, Gina F. Hull Nelson of Brandon and Alesia Hull Cowart of Vicksburg; his father, Sherman C. Hull Jr. of Vicksburg; his mother, Ollie Sykes Hull of

Vicksburg; a brother, Steven Earl Hull of Millington, Tenn.; and five grandchildren, twins Katie and Claire Cowart, Emily R. Lavern and J. Wesley Barrett, all of Vicksburg, and Danny Nelson of Brandon.

Services will be at 2 p.m. Saturday at Glenwood Funeral Home with the Rev. Jeff Sykes of Delhi, Sherman's first cousin, officiating. Burial will follow at Cedar Hill Cemetery. Visitation will be Saturday from noon until the service at the funeral home.

Pallbearers will be Lonnie "Randy" Campbell, Nathan Hull, Robert Henry, Richard Sykes, Marcus Hull, Billy R. Sykes and Xavier Simmons.

Memorials may be made to French Camp Academy, French Camp, MS 39745-9703.

DEATHS

Ryan Fedell Maddox

Services for Ryan Fedell Maddox will be at 2 p.m. Saturday at First Baptist Church in Hermanville with the Rev. Johnny Hudge officiating. Burial will follow at Hermanville Cemetery under the direction of W.H. Jefferson Funeral Home.

Mr. Maddox died Thursday, Aug. 9, 2012. He was 37.

He was a self-employed lawn care service operator. He was a member of St. Elmo M.B. Church of Hermanville.

He was preceded in death by his maternal grandfather, Charlie Maddox Jr.; and his paternal grandparents, James Willie Sr. and Ethel Mae Jackson.

He is survived by a son, Devin Flowers of Vicksburg; two daughters, Briantea Maddox of Southaven and

Kimberly Mobley of Vicksburg; his parents, Webbie Jackson of Seattle and Joyce Maddox of Dallas; five brothers, Gregory Jackson and Anthony Jackson, both of Seattle, Bryant Maddox and Jermaine Maddox, both of Houston, Texas, and Eric Maddox of Dallas; four sisters, Trestina Maddox of Vicksburg, Catina Maddox of Dallas, Dana Jackson of Seattle and Tomeka Maddox of Houston; maternal grandmother, Lorene McNeal Maddox of Port Gibson; a grandchild; and nieces, nephews, cousins and other relatives.

Riles
FUNERAL HOME
• VICKSBURG •

"Our business is not so much about death but Celebrating the Wonders of Life"
— Charles Riles

5000 Indiana Avenue
601-629-0000
www.charlesrilesfuneralhome.com

Frank J. FISHER
FUNERAL HOME

Continuing the Tradition of Quality Service with Affordable Choices

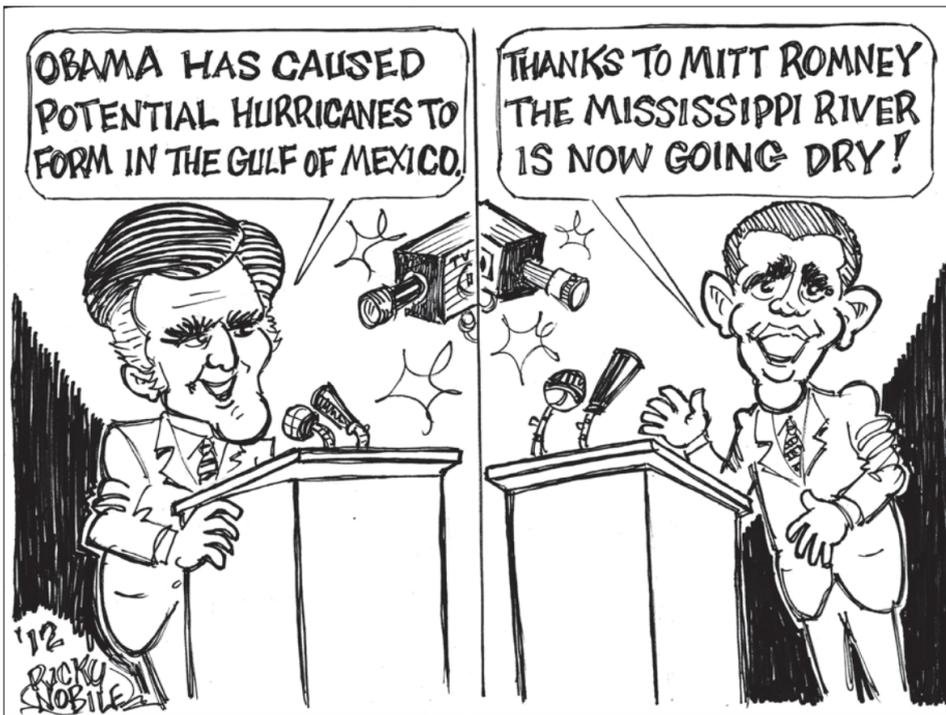
601-636-7373
1830 CHERRY STREET
www.fisherfuneralhome.net

GLENWOOD FUNERAL HOMES
• VICKSBURG • ROLLING FORK • PORT GIBSON • UTICA • TALLULAH, LA

• Vicksburg •
Mr. Sherman Hull III
Service
2 p.m. Saturday, August 25, 2012
Glenwood Chapel
Interment
Cedar Hill Cemetery
Visitation
Noon Saturday until the hour of service
Mrs. Mary O'Bannon
Friends and Family invited to meet at Christ Episcopal Church
2 p.m. Sunday, August 26, 2012
Mrs. Elizabeth J. Hutton
Graveside Service
11 a.m. Monday, August 27, 2012
Greenlawn Gardens Cemetery
Visitation
9 a.m. Monday until the hour of service at Glenwood Funeral Home
www.GlenwoodFuneralHomes.com
601-636-1414 45 Highway 80

THE VICKSBURG POST EDITORIAL

Founded by John G. Cashman in 1883 Louis P. Cashman III, Editor & Publisher • Issued by Vicksburg Printing & Publishing Inc., Louis P. Cashman III, President
Karen Gamble, managing editor | E-mail: kgamble@vicksburgpost.com | Tel: 601.636.4545 ext 123 | Letters to the editor: letters@vicksburgpost.com or The Vicksburg Post, P.O. Box 821668, Vicksburg, MS 39182



OUR OPINION

City Hall

Bond woes are inexcusable

The revelation last week that the City of Vicksburg has been without a bond rating for six months is the result of obvious fiscal mismanagement.

Moody's Investors Services pulled the bond rating on Feb. 15, questioning the city's creditworthiness because Vicksburg had not completed its 2008, 2009 and 2010 audits.

The penalty didn't come to light until the city tried to refinance its balances on two old bond issues. Obviously city officials were embarrassed about the situation, and rightly so.

Until Vicksburg is re-evaluated and given a rating, it will be hamstrung without the ability to borrow money or refinance loans, a common practice

among state and local governments to finance large projects — from expanding public works infrastructure to major road improvements.

The revenue a city collects is rarely enough to get the job done today, and officials must turn to loans or bond issues to make ends meet.

Now Vicksburg is just like an individual with bad credit. Banks and bond agencies are afraid to lend the city money, fearing the risk is too high.

Since the city's rating was dropped, two of the audits have been completed, likely meaning the city will be rated again.

The re-rating exercise itself, however, is expected to cost taxpayers

\$9,500, Mayor Paul Winfield says.

We say that's inexcusable. It's kind of like paying an overdraft fee at a bank — take care of business, avoid the penalties.

It's also inexcusable for a city the size of Vicksburg to go six months with no bond rating.

Like any responsible individual, the only way to receive a high credit rating is to pay the bills and perform basic fiscal duties in a timely manner. Anything less is unacceptable, especially when it's taxpayers' money.

Vicksburg should make good fiscal management one of its highest priorities. And residents should expect that and accept nothing less.

The good and bad of MDOT's grand I-20 plans

The Mississippi Department of Transportation's bold plan for Interstate 20 through Vicksburg has some valid points, but it is filled with solutions looking for problems.

What needs to be done:

- The on-ramps for entering and exiting U.S. 61 North and South are troubling and must be fixed.
- The I-20 on-ramp at East Clay and the off-ramp at 61 North are packed too tightly. Their juxtaposition presents a safety hazard, forcing traffic to dart across two lanes of interstate to get to the 61 North ramp. Similarly, the left exit onto 61 South from Halls Ferry is a race against 18-wheelers. In this, we agree with MDOT's plans for flyovers.

- On- and off-ramps are too short in places, especially getting onto I-20 west from Clay Street. The ramp is uphill, woefully short and has no

emergency pull-off except a ravine with railroad tracks. What's amazing is that more wrecks have not been reported at the ramp.

- South Frontage Road needs to be extended over rail tracks for easier access to the Outlets at Vicksburg. The current access is a mishmash of turns that centers on one way in and one way out.

Following are parts of the plan we think need to be rethought:

- Making frontage roads one way is a wrong move. Larger cities have frontage roads with feeder roads under highways. It's just not necessary here. Too many businesses occupy the frontage roads, and the majority are opposed to one-way flow. As one business owner said, rightfully, "It's just a horrendous expense for a problem that's not there." If anything, adding designated turn lanes to

the frontage roads might be a positive step, but reducing them to one way is unnecessary.

- Making the six-mile stretch from Washington Street to U.S. 61 North six lanes also should be examined more thoroughly. Does Vicksburg have a traffic problem? On days when there is a wreck or bridge construction, maybe, but on a normal day, traffic flows freely in both directions. Rush hour is non-existent. The work would create a logistical nightmare for years of construction — and after. The estimated price tag has risen to \$230 million and the project might not be complete until 2040.

MDOT makes valid points and many of its proposals should be considered, but also let's solve what needs to be solved and leave alone that which is fine as it is. As has been said many times, "If it ain't broke, don't fix it."

State's ranking on giving a testament to its people

Mississippi tops the national rankings in most things lousy. We are the fattest, the poorest and the least-educated in just about every national poll that gets released.

On Monday, a study by the Chronicle of Philanthropy found that the poorest state in the nation is also near the top of the list of most generous when it comes to charitable giving. The study found that Mississippians gave \$1.1 billion to charity. That ranks 32nd in raw dollars, but per capita, it is second to only Utah as the most generous. Overall income levels, the average contribution for Mississippians came in at 7.2 percent of earned income. Utah's average was 10.4 percent.

Warren County residents gave \$20.9 million, according to the study, which

ranks us No. 783 out of 3,115 counties in total giving. Vicksburg residents gave \$14 million, which ranks the city in the top 9 percent nationally in contributions.

For the poorest state in the nation to also be the second most generous is a credit to those who live here. This study exemplifies why Mississippians, on the whole, love this state. The people are genuine, caring and giving. We look out for one another and are always the first to answer the call when a need is apparent.

Mississippi also is a convenient punching bag for the rest of the country that notice it for being tops in everything bad and a past we cannot seem to escape. Go ahead and punch if you want. We know better.

For all of its problems, Mississippi is

a fine place to live. The landscape has it all — forests, delta, sand and hills. The natural resources are abundant.

The people, though, are what separate us from the rest. Their hearts and spirit of giving are unmatched.

Mississippi, the state with the least to give, is ranked high, and we should all feel proud of that. It brings us back to the story of the widow's mites in the Bible. In the story, a widow donates two small coins, while wealthy people donate much more. Jesus explained to his disciples that the small sacrifices of the poor mean more to God than the extravagant donations of the rich.

In our case, the state with the least gives the most.

Just as it should be.

“

For pure intellectual horsepower, Polk had few equals not just in the literary world but in the world at large.

”

Some of Noel Polk's best writing was his letters to the editor

STARKVILLE — The death of Noel Polk — professor, literary scholar, writer, world traveler and arguably the world's pre-eminent scholar on the writings of fellow Mississippian and Nobel Prize winner William Faulkner — should be remembered as the death of one of this state's most brilliant and beautiful minds.

For pure intellectual horsepower, Polk had few equals not just in the literary world but in the world at large. But unlike many who are blessed with that kind of intellect, Polk did not choose to live a cloistered life surrounded by his books and his ideas.



**SID
SALTER**

with Hannah.

All of them were extremely kind to my daughter, Kate, when she was growing up. While a student at Ole Miss, Kate was fortunate to come to know Hannah as one of her English professors. She came into Noel Polk's orbit at Mississippi State while earning her master's degree in English at State, where she now teaches English Composition.

"Dr. Polk was at all times a teacher, whether in the classroom or in the aisle of a grocery store," Kate told me this week after Polk lost his battle with cancer. "He was very opinionated, but always had respect for the opinions of others. He was loved and respected by his students and his colleagues in the MSU English Department."

After a long and distinguished 27-year career at the University of Southern Mississippi, Polk joined the faculty at MSU in 2004 as a professor of English and editor of *The Mississippi Quarterly*.

Unlike Morris, Grisham or Hannah, some of Noel Polk's best and most passionate writings were not published in books or popular magazines. And despite Polk's status as a renowned scholar of the works of Faulkner, Eudora Welty or Robert Penn Warren, his writings were reserved solely for books of literary criticism or for the pages of the literary journals he edited.

Noel Polk, literary scholar, also was an inveterate writer of letters to the editors of newspapers. Polk offered letters sharing his opinions on the issues of the day in countless Mississippi newspapers, but most often in *The Clarion-Ledger* or *The Starkville Daily News*. Like the rest of his work, Polk's letters were incisive, thoughtful, and pointed.

On most issues, Polk was an unabashed liberal and he enjoyed thrashing his conservative targets in print. In the process, Polk supported public education, tolerance, diversity, public health care, religious freedom, academic freedom and respect and equal rights for women. He opposed mixing politics and religion, former USM president Shelby Thames in his battles with the faculty there, and the use of cellphones on airplanes.

To say that I liked and admired Noel Polk would be an understatement. We disagreed on many matters of politics, but I admired his willingness to get in the public arena, state his beliefs forcefully and then await the storms that were certain to come.

Gentle yet abrasive, brilliant yet accessible, and always analytical, Noel Polk is the kind of professor who students remember and appreciate more and more with the passing of the years. I will greatly miss his enlightened, passionate and reasoned rants on the editorial pages as much as the literary world will miss his respected and unparalleled criticisms.

Sid Salter is a syndicated columnist. Contact him at 601-507-8004 or sidsalter@sidsalter.com

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Tisu	Comment Sheet	Affected Landowner & Business	Relocations & Economics	B	I think one-way ultimate frontage roads would be better in long run.	Having to move my business and three other businesses in my building.	Keep him informed as far in advance as possible so he can find a new location. Wants to know if there is any idea when MDOT will be making offers on properties to be acquired.
Jiho	Comment Sheet	Affected Landowner	Traffic Volume Safety and Economics	C	One-way ultimate frontage roads will ruin the values of the frontage road properties.	None Stated	None Applicable
Suha	Recorded Comment	Affected Resident	Inconvenience	C	My travel patters to my residence on Highland Drive will not change.	She is very much opposed to Alternative B with its one-way ultimate frontage roads. Progress is understood by her, but she thinks in Jackson, where they have one-way frontage roads, there is a background of roads and streets that enable drivers to take alternate routes. She stated that is not the case in Vicksburg. She lives on a dead-end street with the South Frontage Road providing the only access. She also believes one-way frontage roads are a handicap to emergency vehicles.	None Applicable
Flov	Comment Sheet	Concerned Resident	Relocations, Wildlife, Traffic Volume, Noise, Safety Economics	C	Believes it will work best for our area and it has worked for years.	Cost and how may years construction will take.	Try to update people about starting dates of right of way and construction phases.
Lysp	Comment Sheet	Resident	None Stated	C	More convenient and time saving	Cost and how long construction will take	None Stated
Hiha	Comment Sheet	Affected Concerned Resident	Noise and Safety	None in its entirety	Does not provide Noise Wall for Bugle Ridge Road residences	She noticed on the displays that the area north of I-20 on Indiana Avenue where Vicksburg has many wrecks is not changed. Noise is disturbing now to residents on Bugle Ridge Road; when two more interstate lanes are added and the frontage road is reconstructed noise will increase; and, the noise during the reconstruction will make noise to the eight to ten homes on Bugle Ridge Road unbearable.	Place a Sound Barrier on North Frontage Road between the motel and the intersection at Indiana Avenue.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Taho 1	Comment Sheet	Affected Concerned Resident Business Landowner	Relocations Traffic Volume Noise, Safety Drainage	B	With the dead-end of the North Frontage Road east of Indiana Avenue, Alternative C would drastically alter the western access to our business and would damage our ability to stay in business provided we are not relocated by the construction.	As a dual use residential and commercial facility, the effects our home, our rental and our personal business. One exhibit relocates us and one exhibit does not.	Need more research and clarity on how we will be effected
Taho 2	Recorded Comment	Affected Concerned Resident Business Landowner	Relocations Drainage	B	With the dead-end on the North Frontage Road east of Indiana Avenue and the frontage road circulation bridge east of our business, Alt. C would kill the traffic coming past our business	We are located at 3201 North Frontage Road btw the Church of Christ and the Sun Koon Restaurant. We own a 6,300 square foot building that's heated and cooled. We have a business, a hair salon in one end of the business that generates income, & we also have rental property at the other end of the building. We have about a 1,700 square foot residence upstairs, which is our primary residence We are understanding that there could be a loss of parking between the frontage road and our facility. Maintaining draining between our facility and the frontage road would be an issue and we would have very limited parking or no parking whatsoever, which would actually kill our business. We have reviewed the Preliminary Environmental Assessment and reviewed the information at the hearing and received conflicting information on whether or not we would be a relocation.	Would like additional studies made so we can have some clarity on how this would affect us personally and business on our property.
Heho	Comment Sheet	Affected Concerned Resident Landowner	Relocations Traffic Volume Noise, Safety Economics, & Possible	B	One-way ultimate frontage roads are better for our business. Alternative C's two-way ultimate frontage roads would cut off through traffic and cut off our business.	Concerned that this project would adversely affect our business at 3201 North Frontage Road, could cause it to close, and possibly bankruptcy could occur. We have received conflicting reports on whether or not we would be a relocation.	Would like further studies made in and near our property and would like to be considered for relocation
Roan	Comment Sheet	Affected Business Landowner	Relocations	None in its entirety	Alt B does not provide access road to his business that would preventing him from being a relocation	It looks to him like whether Alt B or Alt C is used his business at 2640 South Fronage Road will have to relocate based on the current plans.	For Alternative B, build a two-way access road from the South Frontage Road that would dead-end before reaching Indiana Avenue and allow his business to remain.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Majo	e-mailed letter	Affected Concerned Resident Landowner	Relocations Economics	A No Build	Her residence would not be relocated and she would be able to sell her home.	Her residence is located off the South Frontage Rd The proposed expansion of the existing right of way vacates her from her home, stigmatizes and devalues any potential sale of her property. As a full-time realtor, she has checked and verified when selling this property she is required to disclose her awareness of any rights-of-way, easements, eminent domain proceedings or similar atters which may negatively impact her ownership in the residence. The residence was built approximately 20 years ago, and she has raised 3 sons here. She is a single mother and the residence is her largest asset. Her plan had been to sell the home and property within the next two years. She is concerned that what is now a lovely home and private yard will become a house setting on the edge of a hill with an unobstructed view of the interstate and frontage roads. The hearing displays indicate her carport, shed and driveway will be needed for additional right of way leaving her with on access to her home, no carport, no storage and a house with no privacy. She understands that was why she was shown as a relocation. This project with its uncertainty about when the MDOT would acquire the property and residence destroys any future sale by her of the property.	She wants to be bought out immediately at the fair market value for her home and property.
Frth	News Article & P. Hearing Talk with J. Shirley	Affected Concerned Resident & Landowner	Relocation	A No Build	Her residence would not be a relocation	Her residence is located on a hill where Capri Dr. dead-ends slightly north of Old US 80 near the US 61 South Interchange. The westbound lanes of I-20 require reconstruction and regrading in this area. A temporary construction detour is needed to maintain westbound I-20 traffic & this traffic's exit to US 61 South. The detour would be placed on the north side of I-20 and the south side of Old US 80. To maintain traffic on Old US 80 while the detour is operational, Old US 80 must be relocated to the north requiring relocation of this residence at the extreme western end of the Old US 80 relocation.	Develop a concept that allows her residence to remain and hopefully does not require any additional right of way from her or let her know as soon as possibly when she will be bought out.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Maha	Comment Sheet	Affected Concerned Resident Landowner	Relocations	A No Build	Her residence would not be a relocation and everthing could stay the same for the adjacent family members' property	80 Rodenbaugh Drive has been her residence for 51 years. She is 83 years old and adverse to being removed from her home for any reason.	Consider construction of a retaining wall to prevent her from being a relocation. She wants any Civil War artifacts found on her property and to retain the mineral rights to her property. She expects access east/west from Rodenbaugh and Old Hwy 27
Drha	Comment Sheet	Affected Landowner	Acquisition Issues	A No Build	everything could stay same for his property and adjacent family members' property	Negative impacts to property between Rodenbaugh Drive and Old SR 27	Obtain additional cross sections and make a more detailed evaluation of the impacts. Consider a cost/benefity analysis for a retaining wall option. More carefully evaluate the no access limits. Allow property owners to retain ownership of Civil War and other type artifacts. Determine if the owner of an x-deed behind no access limits can get access to explore for minerals, oil or gas.
Drha for Prha	Comment Sheet	Affected Landowner	Acquisition Issues	A No Build	everything could stay same for his property and adjacent family members' property	Negative impacts to property between Rodenbaugh Drive and Old SR 27	Obtain additional cross sections and make a more detailed evaluation of the impacts. Consider a cost/benefity analysis for a retaining wall option. More carefully evaluate the no access limits. Allow property owners to retain ownership of Civil War and other type artifacts. Determine if the owner of an x-deed behind no access limits can get access to explore for minerals, oil or gas.
Pahmc	Comment Sheet	Concerned for family who are affected especially the elderly	Relocations Noise, Safety, and Economics	A No Build	everything could stay same for Harris Family estate's property	Negative impacts to property between Rodenbaugh Drive and Old SR 27	Obtain additional cross sections to evaluate amount of land that would be taken from owners. Protect resident on Rodenbaugh who has been in residence 51 years by considering a retaining wall to prevent her from becoming a relocation. Provide east/west access from Rodenbaugh to Old SR 27.
Elpa	Comment Sheet	Landowner	Relocations Economics	A No Build	everything could stay same for Harris Family estate's property	Negative impacts to other family members property between Rodenbaugh Drive and Old SR 27. The no access line proposed across the entire length of this property. Mineral and gas rights of property owners.	Obtain more cross section to evaluate impacts on property. Evaluate maintaining access to the properties.
Chma	Comment Sheet	Landowner		A No Build	everything could stay same for his property and Harris Family estate's property	Loss of access to his property between Rodenbaugh Drive and Old SR 27	Wants to maintain access to his property; wants a better map showing how much additional land is needed for the construction; wants to keep all Civil War artifacts found on his property; and wants to know if his oil and gas rights will be retained by him.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Doha	Comment Sheet	Affected Concerned Landowner	Economics	A No Build	Prefer to leave things as they are	Loss of access to her property between Rodenbaugh Drive and Old SR 27. Her property's mineral and gas rights.	Wants to maintain access to her property. Wants to know why do all these changes. Wants to know if MDOT acquires her property, will she retain the mineral and gas rights? Wants to retain any Civil War artifacts discovered.
Gima	Comment Sheet	Affected Resident		None in its entirety	improvements to US 61 South Nobody he had talked to likes the one-way frontage idea	Improvements needed to I-20 at US 61 South Nobody he has talked to likes the one-way frontage road idea	None
Gast	Comment Sheet	Concerned Resident		None in its entirety	On and off ramps should be improved Six interstate lanes unnecessary and one-waying frontage roads is unnecessary	One-waying the frontage roads would be bad for the many businesses located on the frontage roads. Six traffic lanes do not appear necessary between Washington Street and US 61 North. Why spend millions for unnecessary construction? Individuals are trespassing on private property from the parking area east of US 61 North near the eastern limit of this proposed project.	On and off ramps should be improved. One-waying the frontage roads is unnecessary. Six traffic lanes does not appear necessary for I-20 traffic from Washington Street to US 61 North. While changes are being made the parking area on I-20 east of US 61 North should be eliminated or closed immediately due to undesirable activities.
Sadi	Comment Sheet	Affected Resident Business	Relocations Traffic Volume Economics	None in its entirety	Extend South Frontage Road to Outlet Mall, rework the I-20 West on-ramp from US 80 and do nothing else.	This is a waste of money and we do not have the traffic to merit six lanes.	Extend the South Frontage Road to the Outlet Mall, rework the I-20 West on-ramp from Highway 80 and do nothing else. Businesses will suffer if the frontage roads do not remain two-way.
Vicksburg Post	Editorial 8/26/2012	Affected Business Landowner	Economics	None in its entirety	See adjacent columns to right	The proposed plan has some valid points, but it is filled with solutions looking for problems. Some parts of the plan need to be done and some parts of the plan need to be rethought.	The on-ramps for entering and exiting US 61 North and South are troubling and need to be fixed. The I-20 on-ramp at East Clay Street and the off-ramp at US 61 North are packed too tightly. Similarly, the left exit onto US 61 South from Halls Ferry is too close. On and off-ramps are too short in places, especially getting onto I-20 West from Clay Street. The South Frontage Road needs to be extended over the railroad tracks to the Outlets at Vicksburg. The following are parts of the plan that need rethinking. Making frontage roads one-way is a wrong move and unnecessary. If anything, adding designated turn lanes to the frontage roads might be a positive step, but reducing them to one-way is unnecessary. Making the six-mile stretch between Washington Street and US 61 North six lanes should be examined more thoroughly.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Vipa 1	Comment Sheet	Concerned Business Landowner	Economics	A No Build	Would maintain two-way frontage road access to his motel	His motel is located on the North Frontage Road slightly east of Halls Ferry Road and slightly west of the proposed frontage road circulation bridge. His concern is that one-way ultimate frontage roads will make it more inconvenient to access his business and put him out of business.	See below under his recorded comments
Vipa 1	Recorded Comment	Concerned Business Landowner	Economics	A No Build	Would maintain two-way frontage road access to his motel	His motel is located on the North Frontage Road slightly east of Halls Ferry Road and slightly west of the proposed frontage road circulation bridge. His concern is that one-way ultimate frontage roads will make it more inconvenient to access his business and put him out of business.	Wants to know the difference in elevation between his motel and the reconstructed I-20 westbound lanes to determine if his predominant direction of customer traffic will be able to see his motel.
Stco	Comment Sheet	Affected Concerned Resident Business	Wildlife Traffic Volume Safety	A No Build	Not needed when compared to other needs	There are more projects and needs in Vicksburg and along I-20 more pressing and unfinished projects to start another project at the moment.	Public Open Forum for citizens to openly express concerns and thoughts regarding more pressing issues versus a new highway.

SUMMARY OF COMMENTS

Name	Comment Submittal Process	Described Primary Interest(s)	Stated Major Issue(s)	Indicated Alternative Liked Best	Why Indicated Alternative is Liked the Best	Issues and/or Concerns About Project	Recommendations for the Project
Gldo	Recorded Comment	Affected Concerned Resident	Traffic Volume Safety Economics	A No Build	Vicksburg does not need project right now.	She lives on Highland Dr. and the South Frontage Road between Indiana Avenue and Porters Chapel Road provides the only access to her neighborhood. She is against having interstate traffic detoured to the frontage road and the impact that could have on Highland Drive traffic. She is concerned about the relocations. She is also concerned about the project cost during these difficult economic times.	
Frdr	Recorded Comment	Unknown	Traffic Volume Safety Economics	A No Build	No improvements are needed except possibly one more short turn lane at Indiana Avenue.	Notification of the public hearing was not sufficient. A letter should have been mailed to every property owner along the line. She is against having interstate traffic detoured to the frontage rd and the impact that could have on Highland Dr. traffic. She is concerned about the relocations and believes Vicksburg does not need the project right now. She is also concerned about the project cost during these difficult economic times.	
Done	e-mailed letter	Affected Concerned Resident Landowner	Safety Economics Relocations Traffic Volume Noise	None in its entirety	Based on his review of the proposal and the many undesirable consequences	Project is ambitious and expensive with probable implementation delays and cost overruns. Detouring I-20 mainline traffic to frontage roads is costly and creates safety concerns. Vicksburg is unlikely to ever grow into the metropolis that would warrant the need for the proposed frontage road project by 2040 or forever. The relocation impacts of Options B and C will debilitate the local economy on the frontage roads to no documented benefit. Build Alternative B will increase frontage road traffic and require drivers to travel 4 and 8 mile loops to arrive at their destinations and be a challenge for locating motels and businesses. Option C proposes to dead-end the No. Frontage Road east of Indiana. It seems the MDOT is unable to relocate the Frontage Road through a small slice of the National Park or get an easement from Congress for this purpose. How can that frontage road be used as a detour and ultimately dead-end? Why is this an Issue? The frontage road traffic volumes have only one congested location and that is for 15 to 20 minutes	The highway 20 improvements need to be made a separate and self-contained projects that keeps traffic on the highway during construction. This project has been thoroughly reviewed by all concerned parties over a period of three or more years. It is time to put the proposed frontage road changes and this part of the project to bed permanently.

Letter Of Transmittal



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

TO Mr. David McDonald
607 Beechwood Road
Vicksburg, MS 39183

Date November 16, 2012
 Project Name I-20 at Vicksburg EA
Warren County
 N-S Proj. No. NS.06562.042
 Client Proj. No. IMD-0020-01(181)/100367 002000

WE ARE SENDING YOU THE FOLLOWING:

Submittal No.	<input checked="" type="checkbox"/>	Attached		Separately via:
Shop Drawings		Plans		Specifications
Copy of Letter		Change Order		Other: _____

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>O=</td><td>Original</td></tr> <tr><td>PC=</td><td>Photocopy</td></tr> <tr><td>PR=</td><td>Print</td></tr> <tr><td>R=</td><td>Reproducible</td></tr> </table>	O=	Original	PC=	Photocopy	PR=	Print	R=	Reproducible	These are transmitted as checked below: <input type="checkbox"/> As Requested <input type="checkbox"/> For Approval <input type="checkbox"/> For Review & Comment <input checked="" type="checkbox"/> For Use/Information
O=	Original								
PC=	Photocopy								
PR=	Print								
R=	Reproducible								

No.	Type	Date	Description
1		8-23-12	Copy of a very preliminary plan profile sheet depicting the relocation of Old US 80 to keep Old US 80 open while the detour for the I-20 West traffic is operational and the current I-20 West lanes are being reconstructed.

REMARKS: THE AREA SHOWN IN YELLOW ON THE ATTACHED SHEET ESTIMATES THE LAND WE DISCUSSED IN OUR TELEPHONE CONVERSATION THIS MORNING THAT WOULD BE NEEDED FROM Ms. THOMPSON, YOU AND THE OLD HOSPITAL FOR ADDITIONAL RIGHT OF WAY. THIS IS PROBABLY MORE THAN I INDICATED IN OUR CONVERSATION. THIS MORNING WE ALSO DISCUSSED POSSIBLY CLOSING OLD US 80 WHILE THE I-20 WEST DETOUR IS OPERATIONAL AND PROVIDING EASTERN ACCESS ONLY TO THE PROPERTY FROM HALLS FERRY ROAD. WITH THE PROPER COORDINATION BETWEEN ALL PARTIES INVOLVED, INCLUDING THE CITY, THIS COULD BECOME THE BEST AND MOST COST EFFECTIVE OPTION. CALL IF YOU HAVE QUESTIONS.

Copy: File _____ NEEL-SCHAFFER, INC.
B Johnson, MDOT Env Div _____
 _____ By: Jimmy Shirley

If enclosures are not as noted, please notify us at once.

Curve DETOUR3-1
 $\Delta = 47^\circ 54' 32.710''$ (LT)
 $D = 8^\circ 00' 00.010''$
 $L = 598.863'$
 $T = 318.191'$
 $R = 716.197'$
BK S $71^\circ 05' 06.581''$ E
AH N $61^\circ 00' 20.709''$ E
PC $73+78.883$
PT $79+77.747$

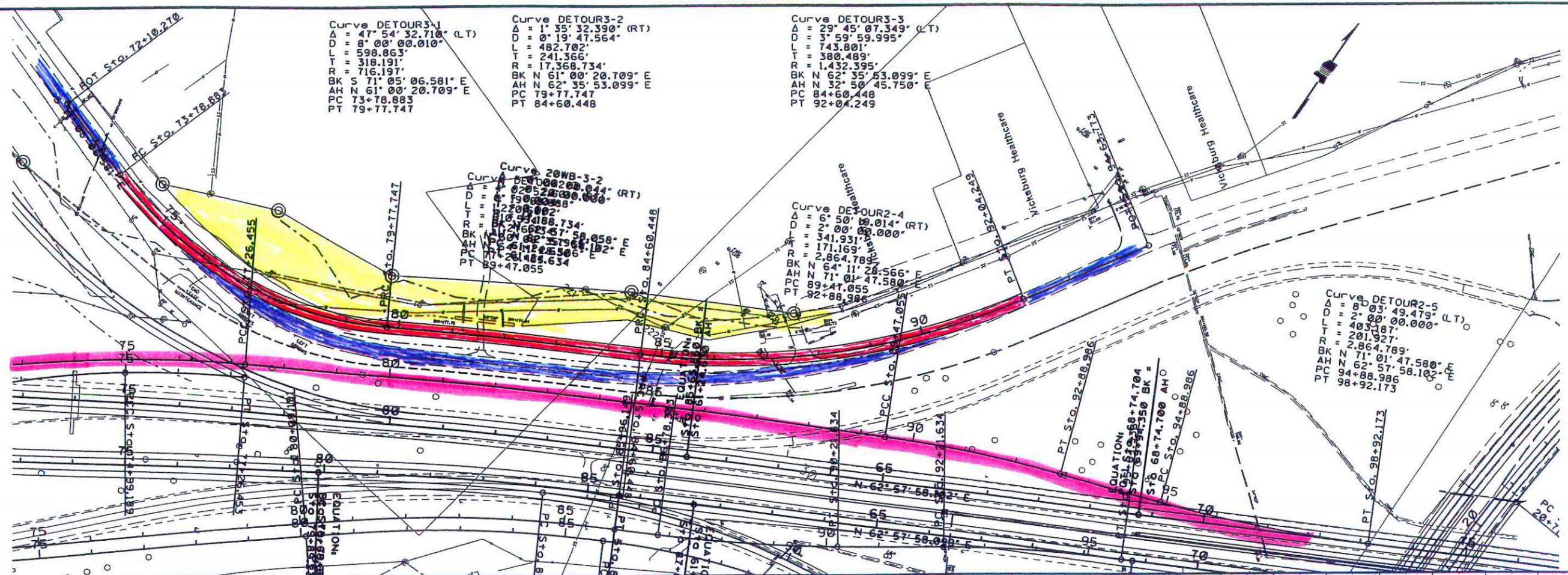
Curve DETOUR3-2
 $\Delta = 1^\circ 35' 32.390''$ (RT)
 $D = 0^\circ 19' 47.564''$
 $L = 482.702'$
 $T = 241.366'$
 $R = 17,368.734'$
BK N $61^\circ 00' 20.709''$ E
AH N $62^\circ 35' 53.099''$ E
PC $79+77.747$
PT $84+60.448$

Curve DETOUR3-3
 $\Delta = 29^\circ 45' 07.349''$ (LT)
 $D = 3^\circ 59' 59.995''$
 $L = 743.801'$
 $T = 380.489'$
 $R = 1,432.395'$
BK N $62^\circ 35' 53.099''$ E
AH N $62^\circ 50' 45.750''$ E
PC $84+60.448$
PT $92+04.249$

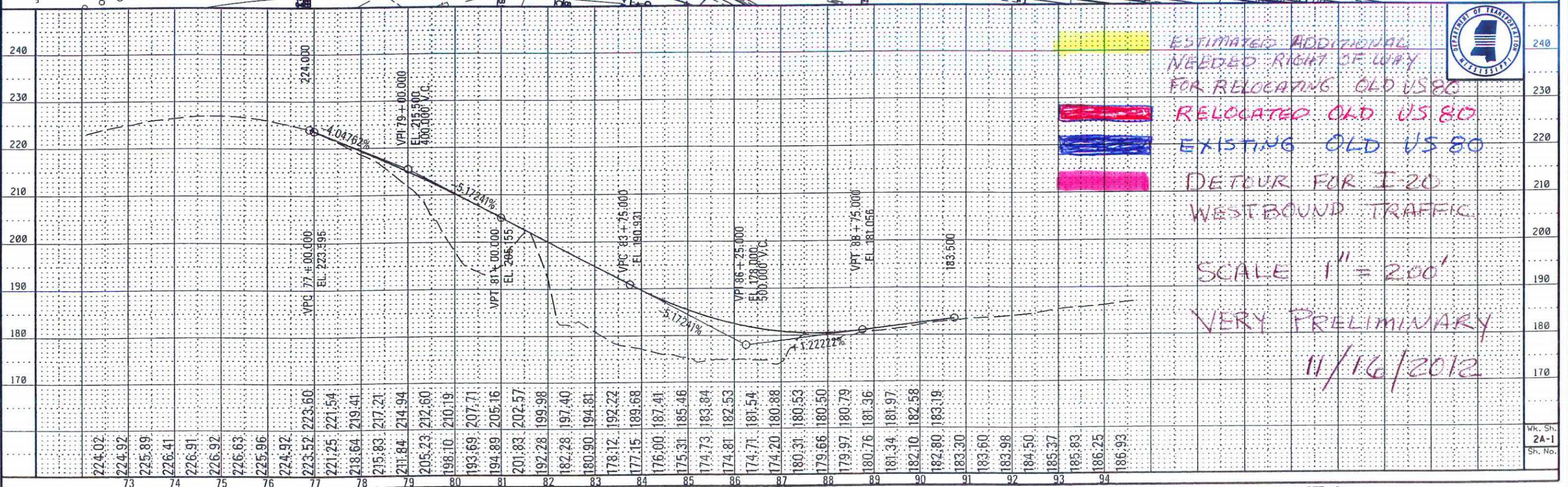
Curve 20WB-3-2
 $\Delta = 0^\circ 00' 00.000''$ (RT)
 $D = 0^\circ 00' 00.000''$
 $L = 0.000'$
 $T = 0.000'$
 $R = 0.000'$
BK N $61^\circ 00' 20.709''$ E
AH N $62^\circ 35' 53.099''$ E
PC $79+77.747$
PT $84+60.448$

Curve DETOUR2-4
 $\Delta = 6^\circ 50' 00.014''$ (RT)
 $D = 2^\circ 00' 00.000''$
 $L = 341.931'$
 $T = 171.169'$
 $R = 2,864.789'$
BK N $64^\circ 11' 28.566''$ E
AH N $71^\circ 01' 47.580''$ E
PC $89+47.055$
PT $92+88.986$

Curve DETOUR2-5
 $\Delta = 8^\circ 03' 49.479''$ (LT)
 $D = 2^\circ 00' 00.000''$
 $L = 403.187'$
 $T = 201.927'$
 $R = 2,864.789'$
BK N $71^\circ 01' 47.580''$ E
AH N $62^\circ 57' 58.102''$ E
PC $94+88.986$
PT $98+92.173$



2/18/2011 08:01:32 DETOUR3-1.DGN MISSISSIPPI DEPARTMENT OF TRANSPORTATION



ESTIMATED ADDITIONAL
NEEDED RIGHT OF WAY
FOR RELOCATING OLD US80

RELOCATED OLD US 80

EXISTING OLD US 80

DETOUR FOR I-20
WESTBOUND TRAFFIC

SCALE 1" = 200'

VERY PRELIMINARY

11/16/2012

