

Appendix B

Section B1

Description of Study Area, Existing Interchanges and Frontage Roads

Section B2

History of Vicksburg

Section B1
Description of Study Area,
Existing Interchanges and Frontage Roads

Figure 1 depicts the study area and the interchanges beginning at the Mississippi River Bridge and extending east through the US 61 North/SR 27 Exit 5 Interchange. Based on the Vicksburg Convention and Visitors Bureau website entered on May 12, 2010, the following figures were developed to depict and/or identify most, but not all, of the nearby traffic generators that might interest the typical I-20 motorist traveling through the study area:

- **Figure 2** is a map of attraction sites;
- **Figure 3** is a map of lodging sites, (bed and breakfast and hotels are listed, but Figure 2 must be used to find the location of many bed and breakfast sites listed on Figure 3);
- **Figure 4** is a map of the food and drink sites;
- **Figure 5** is a map of the gaming/casino sites; and,
- **Figure 6** is a map of the recreation sites.

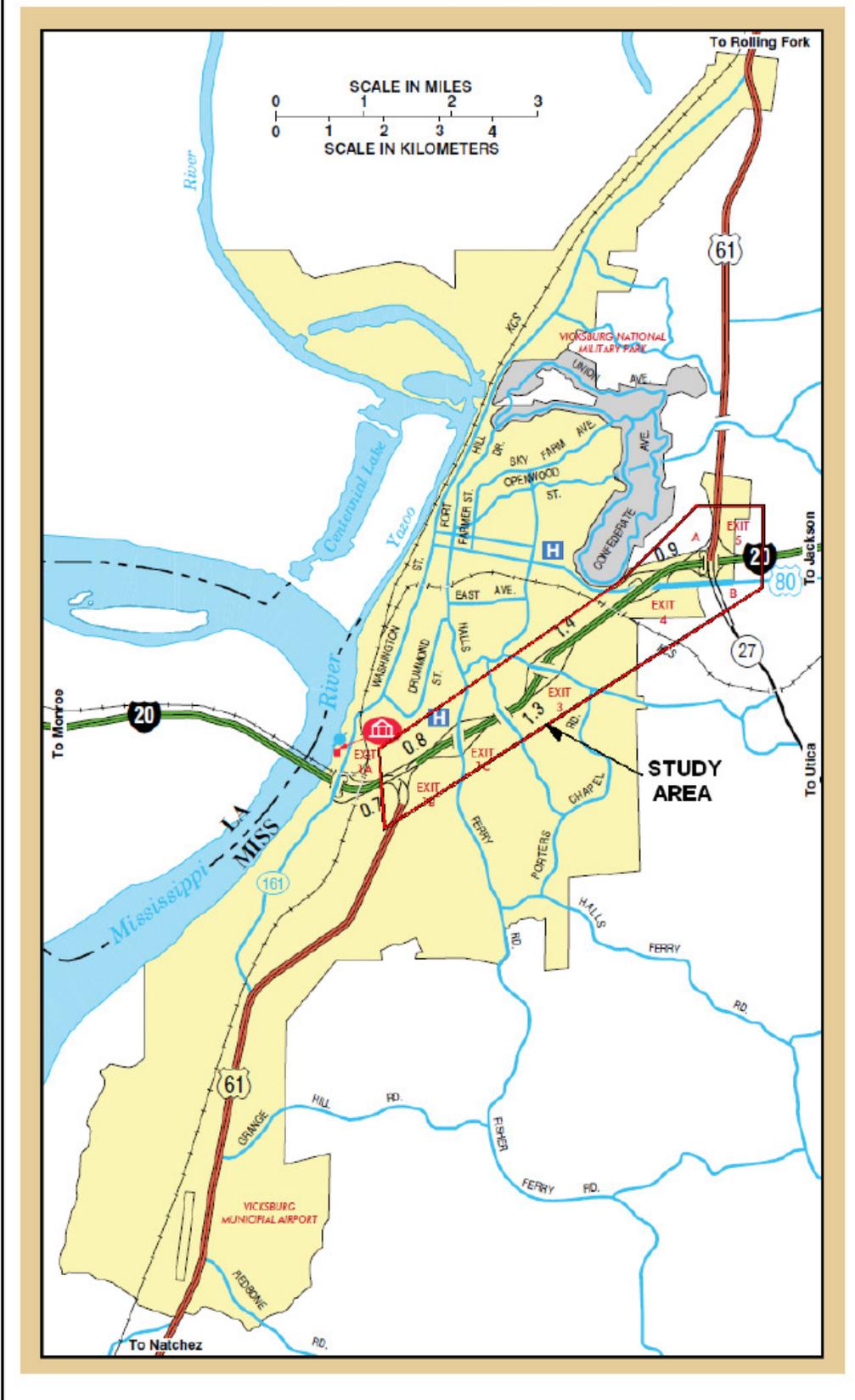
From the Mississippi River proceeding east, the first interchange is slightly east of the River at Exit 1A Washington Street/Warrenton Road (Old US 61). Washington Street north of the interchange, services Downtown Vicksburg, the historic area of Vicksburg located near the River, three of Vicksburg's five casino developments, the Vicksburg Railroad Yard, and some non-commercial traffic generated by the Port of Vicksburg. Warrenton Road south of I-20 is a two-lane facility servicing two casinos as well as scattered residential and commercial development. Warrenton Road also serves as a connector from Downtown Vicksburg to US 61 South.

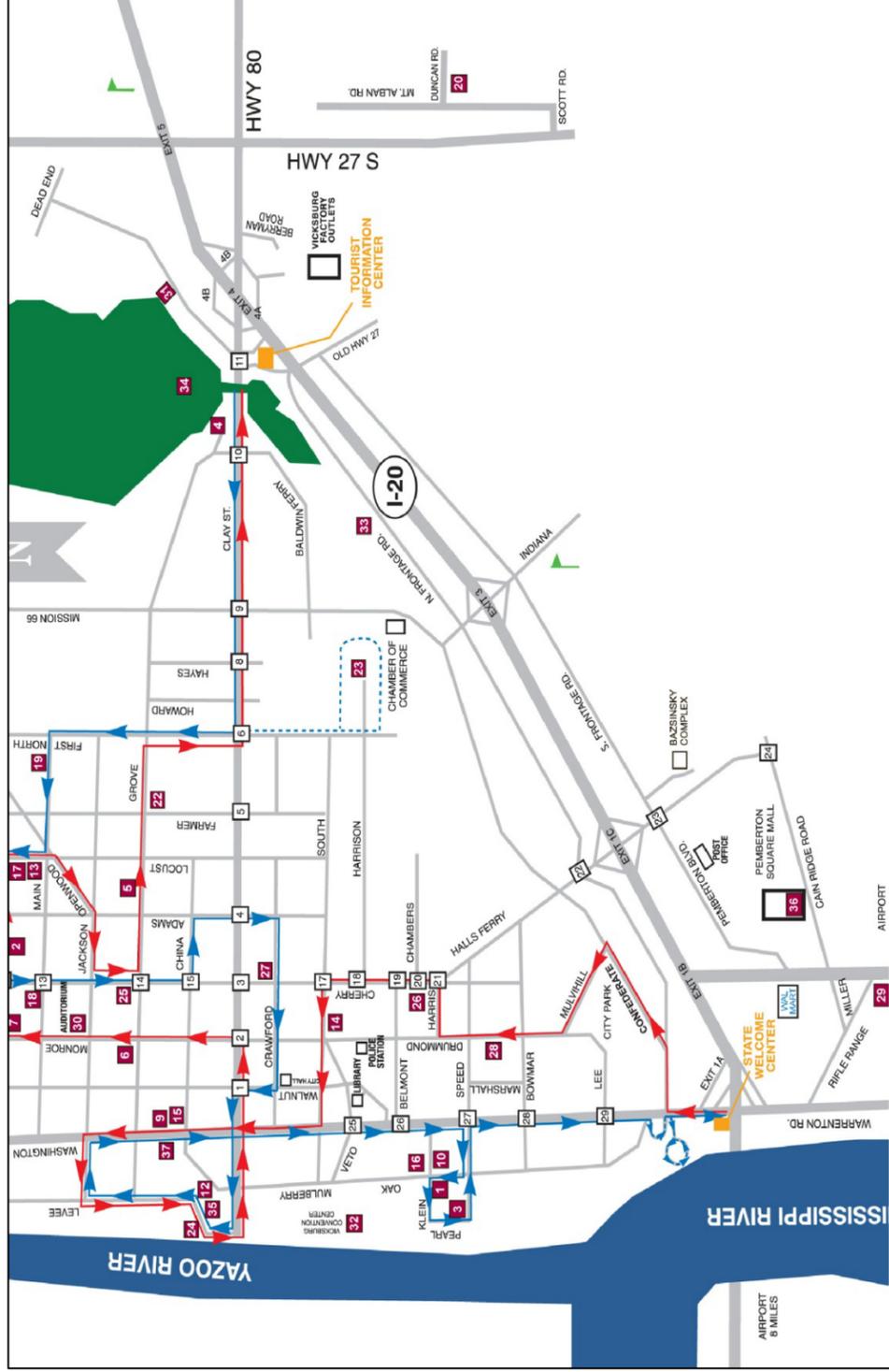
Vicksburg is serviced by two railroads, the Meridian Speedway and the Vicksburg Southern Railroad.

The Meridian Speedway is a 320-mile span of railroad track between Meridian, Mississippi, and Shreveport, Louisiana. The Meridian Speedway is owned by the Meridian Speedway LLC (MSLLC). The MSLLC is, in turn, owned by Kansas City Southern (KCS) (who has a majority interest) and Alabama Great Southern Railroad (a subsidiary of Norfolk Southern Railway, who has a minority interest).

On December 2, 2005, KCS and Norfolk Southern Railway announced an agreement to form a joint venture on KCS' Meridian Speedway between Meridian, Mississippi and

FIGURE 1. PROJECT STUDY AREA

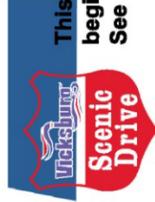




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DRAG SLIDER TO ZOOM



This scenic drive through Historic Vicksburg begins at the Mississippi Welcome Center. See page 20 for Scenic Tour details.

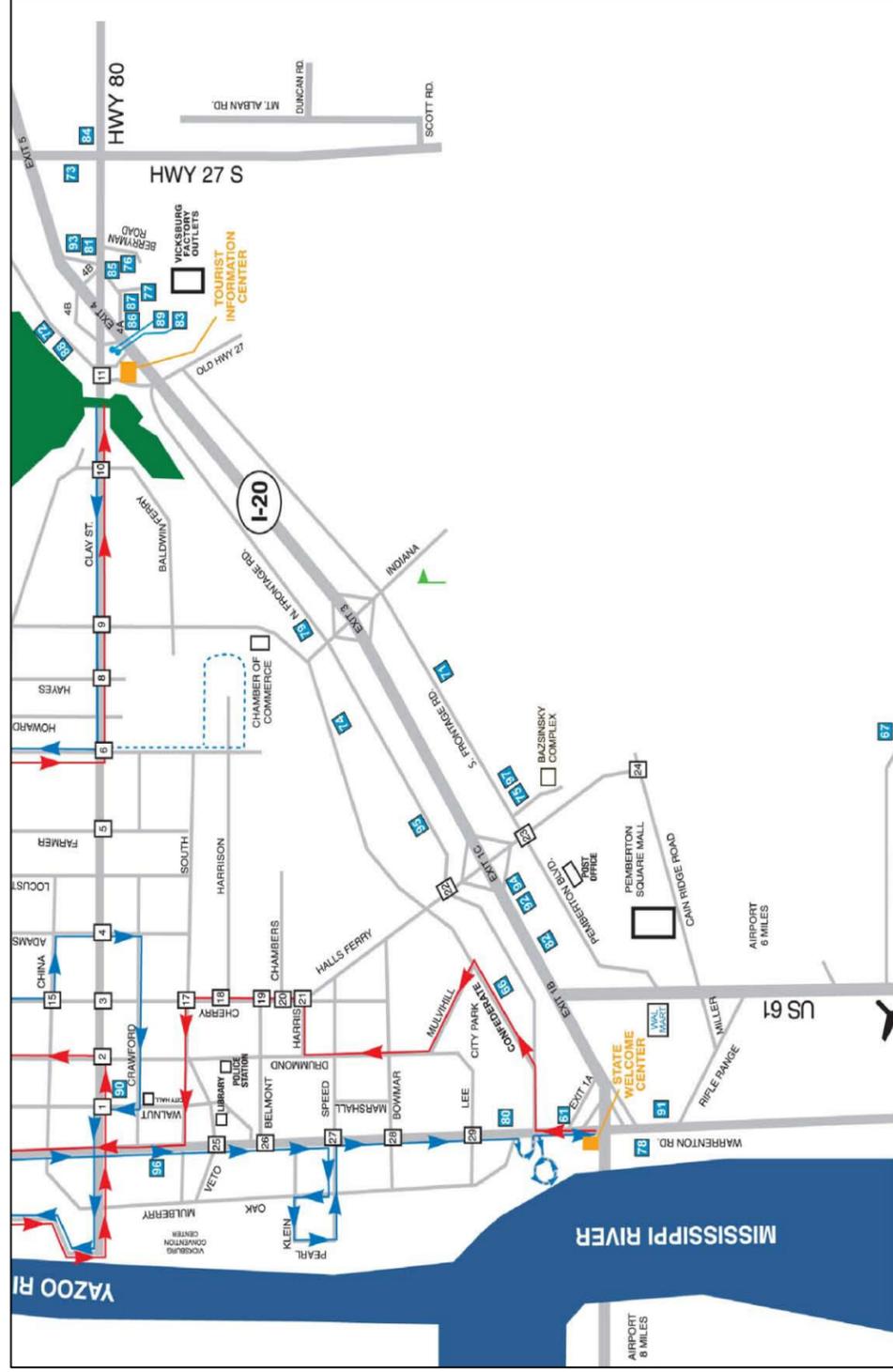


This scenic drive through Historic Vicksburg begins as you exit the Vicksburg National Military Park. See page 20 for Scenic Tour details.

ATTRACTIONS

- (1) Ahem's Belle of the Bends
- (2) Anchuca Historic Mansion & Inn
- (3) Annabelle
- (4) Anshe Chesed Cemetery
- (5) Baer House
- (6) Bazsinsky House
- (7) Bethel AME Church
- (8) Beulah Cemetery
- (9) Biedenharn Coca-Cola Museum
- (10) Cedar Grove Mansion-Inn
- (11) Cedar Hill Cemetery / Soldiers Rest
- (12) Children's Art Park at Catfish Row
- (13) Christ Episcopal Church
- (14) Church of the Holy Trinity
- (15) Corner Drug Store
- (16) The Corners Mansion & Inn
- (17) The Duff Green Mansion
- (18) George Washington Ball House
- (19) Jacqueline House African-American Museum
- (20) Linden Plantation Gardens
- (21) Margaret's Grocery
- (22) Martha Vick House
- (23) McRaven Tour Home
- (24) Mississippi River Tours
- (25) Old Court House Museum
- (26) Shlenger House-Cherry St. Cottages
- (27) Southern Cultural Heritage Complex
- (28) Stained Glass Manor-Oak Hall
- (29) The Tomato Place
- (30) Vicksburg Auditorium
- (31) Vicksburg Battlefield Museum
- (32) Vicksburg Convention Center
- (33) Vicksburg Historical Ghost Tours
- (34) Vicksburg National Military Park – U.S.S. Cairo
- (35) Vicksburg Riverfront Murals
- (36) Wilcox Theaters
- (37) Yesterday's Children Antique Doll and Toy Museum

Figure 2. Attractions Map



DRAG MAP TO MOVE
X: 100 Y: 100

DRAG SLIDER TO ZOOM
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This scenic drive through Historic Vicksburg begins as you exit the Vicksburg National Military Park. See page 20 for Scenic Tour details.

This scenic drive through Historic Vicksburg begins at the Mississippi Welcome Center. See page 20 for Scenic Tour details.

ACCOMMODATIONS

• BED AND BREAKFAST

- (1) Ahern's Belle of the Bends
- (2) Anchuca Historic Mansion & Inn
- (3) Annabelle
- (5) Baer House
- (6) Bazsinsky House
- (66) Bryn Rose Inn
- (10) Cedar Grove Mansion Inn
- (26) Cherry St. Cottages - Shienker House
- (16) The Corners Mansion & Inn
- (17) The Duff Green Mansion
- (18) George Washington Ball House
- (20) Linden Plantation Cottage
- (28) Stained Glass Manor
- (67) Wilsonwood Lodge

• HOTELS

- (71) America's Best Inn
- (61) Ameristar Casino / Hotel
- (72) Battlefield Inn
- (73) Beechwood Inn
- (74) Best Western Vicksburg Inn
- (75) Candlewood Suites
- (76) Comfort Suites
- (77) Courtyard by Marriott
- (78) Days Inn & Suites
- (79) Deluxe Inn
- (62) DiamondJacks Casino & Hotel
- (80) Dixiana Motel
- (81) Econo Lodge
- (82) Fairfield Inn by Marriott
- (83) Hampton Inn & Suites
- (84) Hillcrest Inn
- (85) Holiday Inn Express
- (63) Horizon Casino / Hotel
- (86) The Jameson Inn
- (87) La Quinta Inn & Suites
- (88) Motel 6
- (89) Quality Inn & Suites
- (64) Rainbow Hotel / Casino
- (90) Relax Inn - Downtown
- (91) Ridgeland Inn
- (65) Riverwalk Casino / Hotel
- (92) Rodeway Inn
- (93) Scottish Inn
- (94) Super 8 Motel
- (95) Travel Inn
- (96) The Ware House
- (97) Wingate Inn

Figure 3. Accommodations Map



DRAG MAP TO MOVE
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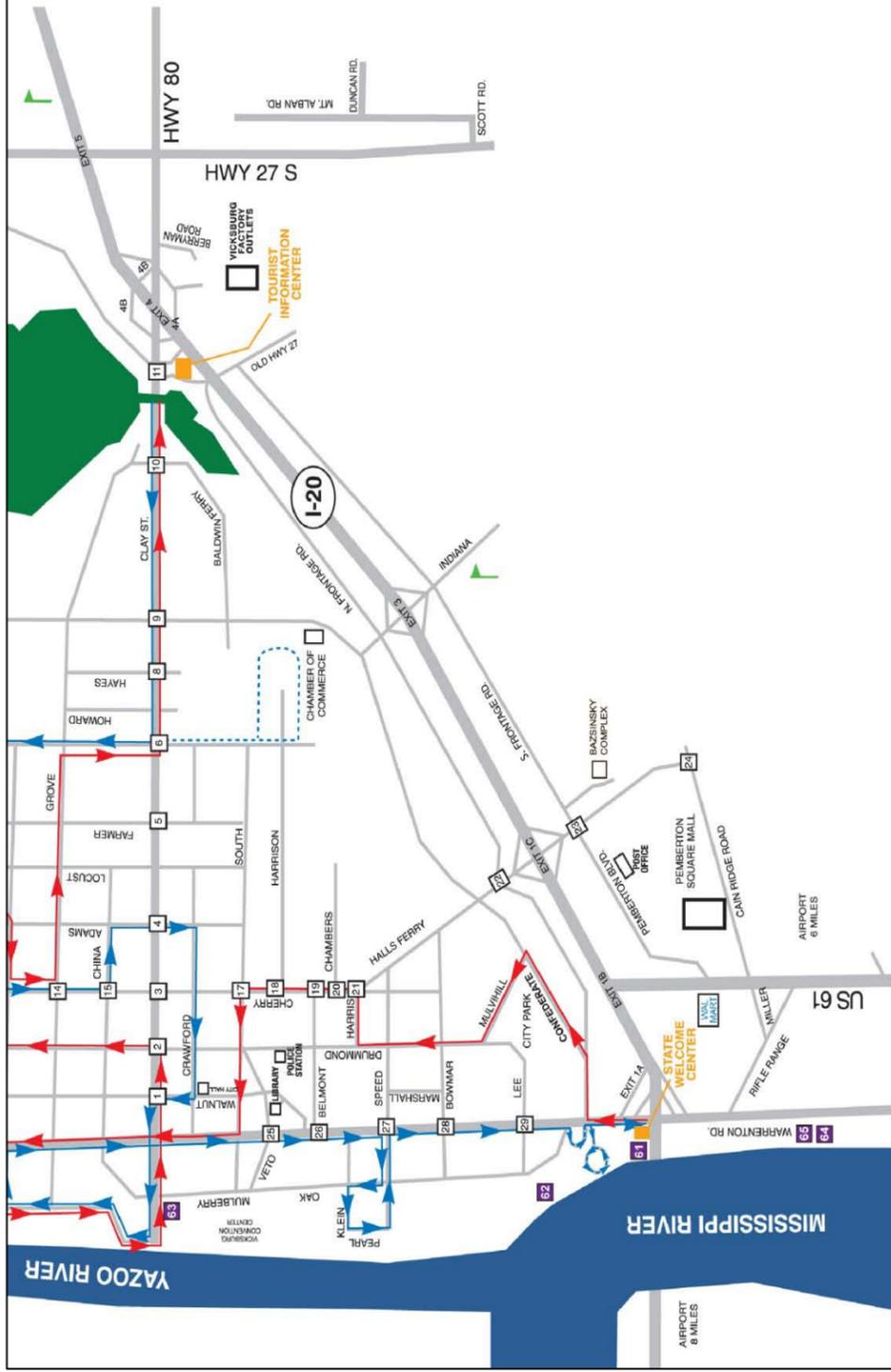
Vicksburg Scenic Drive
This scenic drive through Historic Vicksburg begins as you exit the Vicksburg National Military Park. See page 20 for Scenic Tour details.

Vicksburg Scenic Drive
This scenic drive through Historic Vicksburg begins at the Mississippi Welcome Center. See page 20 for Scenic Tour details.

FOOD & DRINK

- (168) Beechwood Restaurant
- (161) Billy's Italian Restaurant
- (77) The Bistro @ the Courtyard by Marriott
- (108) Borrello's
- (61) Bourbon's Restaurant, Ameristar Casino
- (167) Bumpers
- (148) Burger King
- (107) Burger Village
- (2) Café Anchuca
- (133) Captain D's
- (10) Cedar Grove Mansion Inn & Restaurant
- (163) China Buffet of Vicksburg
- (150) China King Chinese Restaurant
- (157) Church's Chicken
- (174) Country Junction
- (162) Cracker Barrel Old Country Store
- (64) Crossroads Deli at Rainbow Casino
- (122) Cuzz's Bar-B-Que
- (111) Daddio's Bistro
- (61) DellILUX, Ameristar Casino
- (156) Della's Delight
- (62) DJ's Seafood & Steak House, Diamond Jacks Casino
- (123) Domino's (2)
- (121) El Rancho Mexican Restaurant
- (141) El Sombrero
- (171) Fox's Pizza Den
- (125) Garfield's Restaurant
- (136) Goldie's Express
- (143) Goldie's Trail Bar-B-Que
- (169) Gregory's Kitchen
- (144) Heavenly Ham
- (61) Heritage Buffet, Ameristar Casino
- (105) Highway 61 Coffee House
- (138) Horse Face Harry's Café
- (110) The Hot Dog Man
- (113) The Hut Restaurant
- (160) Jacque's Café
- (100) Jeff's Restaurant
- (63) Josh's, Horizon Casino
- (146) Kentucky Fried Chicken (2)
- (101) Klondyke
- (106) LD's Kitchen
- (137) Lael's
- (62) Legends Buffet, DiamondJacks Casino & Hotel
- (62) Legend's Field Sports Bar
- (96) The Lobby in The Warehouse
- (65) Magnolia Hill Buffet, Riverwalk Casino Hotel
- (103) Main Street Market
- (63) Market Buffet, Horizon Casino Hotel
- (165) McAlister's Gourmet Deli
- (124) McDonald's (3)
- (104) Monsour's at the Biscuit Company
- (116) Panda Buffet Susi and Chinese
- (61) Pearl's Oyster Bar, Ameristar Casino
- (128) Pizza Hut (2)
- (164) Pizza Inn
- (135) Popeye's Chicken
- (64) Riverview Buffet, Rainbow Casino
- (145) Roca Restaurant & Bar
- (166) Rowdy's Family Catfish Shack
- (102) Rusty's Riverfront Grill
- (132) Shoney's
- (170) Sol Azteca
- (109) Solly's Hot Tamales
- (147) Sonic Drive-In (2)
- (114) Subway (3)
- (151) Sun Koon Restaurant
- (129) Taco Bell
- (131) Taco Casa (2)
- (142) The Tamale Place
- (173) T'Beaux's
- (29) The Tomato Place
- (152) Toney's Restaurant
- (149) Toot's Grocery
- (112) Unique Impressions
- (115) Waffle House (3)
- (155) Walnut Hills Restaurant
- (172) Wayne's Bistro Subs N Suds
- (96) Warehouse Sports Bar & Grill
- (130) Wendy's (2)
- (134) Whataburger
- (127) Wingo's
- (126) The Wok

Figure 4. Food and Drink Map



DRAG MAP TO MOVE
X: 100 Y: 100

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DRAG SLIDER TO ZOOM

This scenic drive through Historic Vicksburg begins as you exit the Vicksburg National Military Park. See page 20 for Scenic Tour details.



This scenic drive through Historic Vicksburg begins at the Mississippi Welcome Center. See page 20 for Scenic Tour details.



- GAMING / CASINOS**
- (61) Ameristar Casino
 - (62) DiamondJacks Casino
 - (63) Horizon Casino Vicksburg
 - (64) Rainbow Casino
 - (65) Riverwalk Casino

Figure 5. Gaming Map



DRAG MAP TO MOVE
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DRAG SLIDER TO ZOOM



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RECREATION FACILITIES

- (41) Audubon Society
- (54) Chotard Landing Resort
- (43) Clear Creek Golf Club
- (44) DeSoto Outfitters, LLP
- (45) Eagle Lake Lodge
- (46) Riverfront Park
- (47) Tara Wildlife, Inc.
- (48) Vicksburg City Park and Pavilion
- (49) Vicksburg Country Club

CAMPGROUNDS

- (53) Ameristar RV Park
- (54) Chotard Landing Resort
- (55) Clear Creek Campground
- (56) Magnolia RV Park
- (57) River Town Campground

Figure 6. Recreation Map

Shreveport, Louisiana. This rail line is an important direct rail connection moving rail traffic between the Southeast and Southwest parts of the United States. The joint venture involved the contribution of KCS' 320-mile line between Meridian and Shreveport, to the joint venture company and a Norfolk Southern Railway investment of \$300 million in cash, substantially all of which will be used for capital improvements to increase capacity and improve transit times over the line. The transaction was subject to regulatory review from the U.S. Surface Transportation Board, which was completed April 10, 2006. On May 1, 2006, KCS and the Norfolk Southern Railway closed on the deal. By September 2007, about \$135 million had been spent on the improvements. Since the completion of the first round of improvements, approximately 45 trains per day traverse the line.

The Kansas City Southern is headquartered in Kansas City, Missouri. Annual revenues as of 2007 were US\$1.7 billion with 6,485 employees, and a market cap of roughly US\$5 billion.

On November 21, 2005, the Kansas City Southern Railway (KCSR) Company, a subsidiary of the KCS, announced their leasing to Watco Companies, Inc. (Watco) of the approximately 21.5 mile long KCSR's Redwood Branch between Cedars in the south part of Vicksburg and Redwood north of Vicksburg. In addition to the Harbor Industrial Lead, the lease includes the locomotive facilities buildings and seven tracks within the Vicksburg yard, which is located adjacent to the east side of the Mississippi River along Washington Street in Downtown Vicksburg. Under the lease, these lines began receiving rail service from Watco's Vicksburg Southern Railroad, Inc. – instead of the KCSR – on January 8, 2006. The Vicksburg Southern Railroad is a Class III Railroad.

Detailed information on the Port of Vicksburg will be provided under the description of the traffic generators served by the US 61 North/SR 27 Interchange

Approximately one-half mile east of the Washington Street/Warrenton Road Interchange, I-20 has a directional interchange with US 61 South at Exit 1B. US 61 south of Vicksburg provides access to a number of residential and commercial areas, including the Pemberton Mall to the east and a Wal-Mart Super Center to the west. US 61 South also provides access to the Vicksburg Municipal Airport. No highway or local facility

accesses this interchange from the north. However, a two-lane, two-way frontage road – the western portion of which is Old US 80 – borders the north side of I-20 between the US 61 South Exit 1B Interchange and the Halls Ferry Road Exit 1C Interchange. The approximate one-half mile of the frontage road bordering I-20 between US 61 South and Halls Ferry Road is maintained by the MDOT. To the west of US 61 South, the two-lane, two-way frontage road (Old US 80) is maintained by the City of Vicksburg as it extends to the northwest for approximately three-quarters of a mile until intersecting Washington Street approximately one-half mile north of I-20.

The Vicksburg Municipal Airport and the Vicksburg – Tallulah Regional Airport provide general aviation air service to the Vicksburg area. Neither airport provides passenger loadings for commercial aircraft or generates a substantial amount of freight requiring a transfer to ground transportation. The Vicksburg Municipal Airport is located on US 61 approximately six miles south of I-20. It has a runway length of 5,000 feet, width of 100 feet, and generates approximately 7,300 operations a year. An operation is considered a takeoff or a landing. The Vicksburg-Tallulah Regional Airport is located off I-20 approximately 20 miles west of Vicksburg in Tallulah, Louisiana. It has a runway length of 5,002 feet, width of 100 feet, and generates approximately 7,700 operations a year.

With the exception of a short section at Port Gibson, US 61 to the south of Vicksburg has been widened to four lanes to the Louisiana State Line. Along the approximately 111 miles between Vicksburg and the Louisiana State Line, US 61 provides access to the cities of Port Gibson, Fayette, Natchez, and Woodville. Highways intersecting US 61 between Vicksburg and the Louisiana State Line include SR 18 at Port Gibson, SR 552 which provides access to Alcorn State University, SR 28 and SR 33 at Fayette, US 84 at Natchez, and SR 24 at Woodville. The most southern bridge crossing of the Mississippi River occurs on US 84 at Natchez.

On I-20 approximately 0.8 mile to the east of the US 61 South Exit 1B directional interchange on I-20 is an interchange at Exit 1C Halls Ferry Road. Halls Ferry Road to the south of the interchange serves large residential areas, the Pemberton Mall to the west and surrounding commercial development. The U.S. Army Corps of Engineers Waterways Experiment Station is located on Halls Ferry Road south of the I-20 Interchange. Halls Ferry Road north of the interchange provides access to strip type

commercial development, residential development, Civil War battle positions associated with the Siege of Vicksburg, and Downtown Vicksburg. Halls Ferry Road has a two-lane section on both approaches to the interchange. However, slightly north and south of the interchange limits in the heavily built up areas, Halls Ferry Road has been widened to a three or five-lane section with right turn lanes at some of the major intersections. A four-lane divided section exists on Halls Ferry Road within the limits of the interchange.

At the northern limit of the Halls Ferry Road Exit 1C Interchange, a traffic signal controls the traffic at the crossroad intersection of Halls Ferry Road with the MDOT maintained North Frontage Road. To efficiently accommodate the traffic demand and the signal operation, additional lanes are provided on both North Frontage Road approaches to the Halls Ferry Road intersection. Outside the limits of the North Frontage Road intersection with Halls Ferry Road, the North Frontage Road borders I-20 as a two-lane, two-way facility to the east to and west of Halls Ferry Road. To the east of Halls Ferry Road, the North Frontage Road remains continuous as an MDOT maintained facility through and beyond the Indiana Avenue Exit 3 Interchange to Old SR 27. To the west of Halls Ferry Road, the North Frontage Road and Old US 80 routing to Washington Street was previously addressed in the description of the US 61 South Interchange.

At the southern limit of the Halls Ferry Road Exit 1C Interchange, a City of Vicksburg maintained frontage road intersects Halls Ferry on the east opposite Pemberton Drive, a City of Vicksburg maintained street. Pemberton Drive is a multilane facility that services the Pemberton Mall and other strip commercial businesses. Pemberton Drive borders I-20 to the south and it continues to the west to intersect US 61 at the southern limit of the Exit 1B Interchange. As the City of Vicksburg maintained two-way frontage road continues to the east and north looping around the southeast quadrant of the Halls Ferry Road Interchange, the frontage road transitions to a two-lane facility and the MDOT begins maintenance of the frontage road near the point at which the frontage road becomes parallel to I-20. The MDOT maintained two-lane, two-way South Frontage Road continues east paralleling I-20 though and beyond the Indiana Avenue Exit 3 Interchange to Old SR 27.

Approximately 1.3 miles east of the Halls Ferry Road Interchange, I-20 has an Exit 3 Interchange at Indiana Avenue. South of the Exit 3 Interchange, Indiana Avenue

services primarily residential development. North of the interchange, Indiana Avenue also services residential development until intersecting Mission 66 at the Civil War Battlefield Site. Within the limits of the interchange, a four-lane divided section exists on Indiana Avenue. North of the interchange a four-lane undivided section is maintained on Indiana Avenue over a relatively short distance to the Mission 66 intersection. South of the interchange, Indiana Avenue quickly transitions to a two-lane section.

The frontage road system on the north and south side of the interstate between the Halls Ferry Road Interchange and the Indiana Avenue Interchange contains heavy adjacent commercial strip development. Traffic signals control the traffic on both sides of I-20 at the frontage road intersections with Indiana Avenue. On the north and south sides of I-20, the frontage road approaches to their intersections with Indiana Avenue have been widened to a minimum of three-lanes to efficiently accommodate the traffic demand and operation of their traffic signals.

As the North and South Frontage Roads continue east from Indiana Avenue to Old SR 27 as two-lane, two-way facilities, there is scattered adjacent commercial and residential development. A large tract of the Vicksburg National Military Park property is located slightly north of the North Frontage Road between Indiana Avenue and Old SR 27. Portions of this large tract of military park property adjoin the MDOT right of way at several locations along the North Frontage Road. Therefore, the military park property adjacent to the North Frontage Road limits opportunities for future development. The terrain on the North and South Frontage Roads between Indiana Avenue and Old SR 27 is more severe than the terrain between Halls Ferry Road and Indiana Avenue. The terrain has contributed to the scattered development adjacent to the South Frontage Road between Indiana Avenue and Old SR 27.

Approximately 1.5 miles east of the Indiana Avenue Interchange, there is an interchange at Clay Street/US 80 Exit 4. Clay Street to the northwest of the interchange is maintained by the City of Vicksburg while Clay Street to the southeast of the interchange is maintained by the MDOT. Within the limits of the interchange, Clay Street has a four-lane divided type section. Clay Street northwest of the interchange transitions to a four-lane undivided section that extends to Downtown Vicksburg. Left turn lanes are provided at a few of the major signalized intersections on Clay Street in Downtown

Vicksburg. Clay Street services the Vicksburg National Military Park and Visitor Center for the Civil War Battlefield Site, a City of Vicksburg Welcome Center, heavy strip commercial development, and heavy residential development in the historic portion of Downtown. Clay Street to the southeast of this interchange to the SR 27/US 80 intersection has been recently widened to five-lanes. Between the interchange and the SR 27/US 80 intersection, Clay Street provides access to the Vicksburg Factory Outlets, the U.S. Army Corps of Engineers Vicksburg District Headquarters, heavy strip commercial development and minor residential development. Clay Street ends at the SR 27/US 80 intersection where Clay Street aligns with US 80.

At the southwestern limits of the Clay Street/US 80 Exit 4 Interchange, the Meridian Speedway rail line crosses underneath I-20. At this crossing point, Old Highway 27 borders the rail line to the west. Therefore, the I-20 bridges on the westbound and eastbound lanes cross over both the Meridian Speedway and Old Highway 27. Near the Old Highway 27 intersection with the North Frontage Road, Old Highway 27 curves to the north and a bridge is provided to take Old Highway 27 over the rail crossing. After the rail crossing, Old Highway 27 continues to the north to intersect Clay Street opposite the entrance to the Vicksburg National Military Park.

To the east of the Indiana Avenue Interchange, the North and South Frontage Roads end at intersections with Old Highway 27. At the South Frontage Road intersection with Old Highway 27, the Meridian Speedway rail line is located slightly east of Old Highway 27 and approximately 15 feet lower than Old Highway 27.

The MDOT previously commissioned an environmental and location study for eliminating the gap in the I-20 South Frontage Road between Old SR 27 and Clay Street/US 80. The environmental and location study eliminated the gap by providing a bridge over the Meridian Speedway rail line to extend the Frontage Road east and connect the extended Frontage Road with an existing City of Vicksburg maintained frontage road that currently provides access to US 80 at the Clay Street/US 80 Exit 5 Interchange. A Finding of No Significant Impact (FONSI) was issued in May of 2007 for the Environmental Assessment performed on the frontage road extension study.

The City of Vicksburg assumes maintenance of Clay Street from the MDOT on the Downtown Vicksburg side of the Exit 4 Interchange slightly southeast of the first allowable access point. The first allowable access point where this change in maintenance occurs is at a median opening servicing a City of Vicksburg maintained frontage road. The frontage road of approximately three-quarters of a mile in length provides access to scattered commercial and residential property bordering the Vicksburg National Military Park in the northeast quadrant of the Clay Street/US 80 Exit 4 Interchange.

Approximately a mile northeast of the Clay Street/US 80 Exit 4 Interchange, I-20 has an Exit 5 Interchange at SR 27/US 61 North. A four-lane divided section exists on US 61 North for approximately 10 miles to an interchange with SR 3 at Redwood. The segment of US 61 North within and near the urban limits of Vicksburg services strip commercial development, a regional hospital, a school, considerable residential development, and the Port of Vicksburg.

Riley Road intersects US 61 North on the east side at the northern limit of the SR 27/US 61 North Interchange. It curves around the northeast quadrant of the interchange before proceeding east parallel to I-20 for approximately one-half mile and dead-ending. Riley Road is maintained by the MDOT. When I-20 was constructed, Riley Road was built as an access road to some minor land-locked local roads and property. Minor development has occurred along Riley Road and roads intersecting Riley Road.

Beechwood Drive is a two-lane, two-way locally maintained road that dead-ends in the northwest quadrant of the US 61 North/SR 27 Interchange. As Beechwood Drive extends north, it roughly parallels US 61 for approximately one-half mile before turning northwest for approximately one-quarter mile and intersecting Culkin Road.

The Port of Vicksburg is one of six Mississippi River Ports. In addition to the Vicksburg Southern Railroad Inc, surface transportation access to the port is provided by I-20 via US 61 North to the local road network. For the waterside access to the port, the mean depth of channel is 12 feet; the mean depth at berth is 12 feet; the turning basin maximum length is one mile and the maximum width is 300 feet; and, tow boats, small oceangoing vessels, and river barges are the largest vessels that can be

accommodated. Port cargo includes: steel sheets in coils, steel products, corn/wheat screenings, wheat or rice bran, fertilizer (lime), and paper products. Facilities available at the port are: a four acre hard surface loading area, a gantry crane, a mobile crane, a conveyor loader, a truck scale, a direct dump ramp, and palletized load handling. Services provided at the port include: mooring assistance, stevedore, cargo handling equipment, towing, drayage, repairs, fresh water at berth, fuel, divers, customs broker, pilots, and Chandler.

As previously stated, US 61 north of Vicksburg has been widened to four lanes over the approximately 10 miles between I-20 and SR 3 at the Redwood community near the Yazoo River. Over the approximately 71 miles between SR 3 and US 82 at Leland, US 61 is a two-lane highway. The approximately 127 miles of US 61 between US 82 at Leland and the Tennessee State Line has been widened to four lanes. The major cities serviced by US 61 north of Leland are Cleveland, Clarksdale, and Tunica. Delta State University is located on SR 8 at Cleveland. US 61 between Vicksburg and US 82 at Leland, provides access to the Mississippi Delta towns of cities of Rolling Fork and Hollandale. Highways intersecting US 61 between Vicksburg and Leland include SR 3 at Redwood, SR 1 at the Onward community, SR 14 West at Rolling Fork, SR 14 East at the Town of Anguilla, SR 12 at Hollandale, and SR 438 at the Town of Arcola. US 82 to the west of Leland provides access to the City of Greenville. A new four-lane bridge over the Mississippi River was recently completed and opened to traffic on US 82 southwest of Greenville. This is the first bridge crossing of the Mississippi River north of Vicksburg.

SR 27 to the south of the interchange services US 80, some commercial development, a branch of Hinds Community College, and a large school complex containing Warren Central High School to the east of SR 27 and Beechwood Elementary School to the west. The MDOT has plans to widen SR 27 to four-lanes from south of the US 80 intersection to I-55 near Crystal Springs in Copiah County. At the southern limits of the US 61 North/SR 27 Interchange, SR 27 forms a crossroad intersection with Clay Street to the west and US 80 to the east, where a traffic signal has been installed. As previously stated, Clay Street has a five-lane section to the west of the SR 27 intersection. To the east of the SR 27 intersection, US 80 transitions from a five-lane to a two-lane section and the two-lane section is maintained on US 80 to the east to near

the next I-20 interchange at Bovina. There is considerable residential development adjacent to and nearby US 80 between the SR 27 intersection and the Bovina Interchange.

The Clay Street/US 80 Interchange comprises a large amount of land due to the angle of the I-20 crossing and the use of an extremely wide median on the crossroad to create a flyover entrance ramp in the interchange's southeast quadrant for southbound Clay Street traffic to I-20 East. The right entry merge ramp from the flyover onto I-20 East occurs so close to the eastbound I-20 exit ramp at the SR 27/US 61 North Interchange that these two interchanges basically overlap. Due to the short distance between I-20 and the SR 27 intersection with US 80, no access is allowed to SR 27 between the interchange and US 80.

Because of the short distance along I-20 between the Clay Street/US 80 and the SR 27/US 61 North interchanges, the short distance along SR 27 between US 80 and I-20, the terrain between the interchanges, and the development adjacent to the north side of US 80, providing a South Frontage Road connecting US 80 to SR 27 is not practical or needed.

Beechwood Drive provides adequate access to property in the northwest quadrant of the SR 27/US 61 North Interchange. The City of Vicksburg maintained frontage road provides adequate access to property in the northeast quadrant of the Clay Street/US 80 Interchange. The City of Vicksburg maintained frontage road ends at an intersection with a local road and a minor unpaved access road. The minor access road continues around the north side of I-20 providing access to utilities and mostly undeveloped properties before it dead-ends in the northwest quadrant of the SR 27/US 61 North Interchange. Eliminating the gap in access on the north side of I-20 between these two interchanges would require constructing a frontage type road to the required design standards. The construction of such a road would result in some relocation of residences, increase the traffic volumes nearby the Vicksburg National Military Park, does not appear needed, and is not being recommended.

Section B2
History of Vicksburg

First claimed by the French in 1680, along with every foot of land drained by the Mississippi River, the area was later transferred to Spain by King Louis XV. Spain in turn sold the land to the United States in 1795. In 1798, Congress bought the Georgia claims and created the territory of Mississippi. Warren County was organized in 1809. Vicksburg, "America's River Port City," was founded in 1819 on the plantation of William Vick and John Lane, and by 1825 was a thriving frontier settlement. From this time until the Civil War, the community continued to grow and Vicksburg was a well ordered and prosperous city by 1861.

Vicksburg's role during the days when civil strife scarred the nation is historic. The Confederates, surrounded and with few supplies, little ammunition, and no prospects of reinforcement, were finally starved out and forced to surrender the city to Union General Ulysses S. Grant on July 4, 1863.

Reconstruction was a trying period for the city and civic progress was slow. The pre-eminence of the packet boat as transport, coupled with the city's location, defined Vicksburg as a center for steamboat trade, and made it possible for the community to prosper.

On April 26, 1876, the Mississippi River cut across the DeSoto peninsula, breaking DeSoto Point and destroying what was left of the Vicksburg, Shreveport and Texas railroad terminal and ferry. This break effectively cut off the east-west rail line. More importantly, it left the river port of Vicksburg with no river. The economic effect on the city was devastating.

The change in the river course helped change the future of Vicksburg. In 1873, a Vicksburg office of the Army Corps of Engineers was established to coordinate federal and local river management and flood control efforts. The city still enjoys the pleasure of serving as "home" to the Corps.

In 1878, the city appealed to the government for assistance in restoring its port area. An extensive study of port restoration by the Corps of Engineers resulted in a massive undertaking that diverted the Yazoo River south through the former bed of the Mississippi River. The Yazoo River Diversion Project, along with other stabilization projects, took 25 years to complete. On

January 7, 1903, the city of Vicksburg officially opened the diversion canal and started to reassert itself as a river city.

Set high on a bluff overlooking the mighty Mississippi River, Vicksburg is a diverse business and tourism destination with a prosperous economy. The grandeur of historic homes and 19th century architecture, the excitement of river casinos, the allure of shops and boutiques, the pleasure of dining, the appeal of museums and galleries and the reverence of the Vicksburg National Military Park make Vicksburg a major tourist destination. Vicksburg is a unique blend of old and new in a city that offers plenty to see and do. From the specialty shops of historic downtown, to the modern Pemberton Mall, and on to the outlet mall, shoppers experience a relaxed atmosphere and friendly people. The Vicksburg National Military Park captures a piece of American history while the Waterways Experiment Station beckons you to encounter tomorrow's engineering marvels up close.

Vicksburg National Military Park was established by Congress on February 21, 1899, to commemorate one of the most decisive battles of the American Civil War. Considered by many to be one of America's most beautiful national memorials, the battlefield at Vicksburg is in an excellent state of preservation. It includes 1,325 historic monuments and markers, 20 miles of reconstructed trenches and earthworks, a 16-mile tour road, 144 emplaced cannons, the restored Union gunboat-USS Cairo, and the Vicksburg National Cemetery. The National Cemetery is the final resting place for 17,000 Union soldiers, 13,000 of whom are unknown.

The following are some of Vicksburg's many historical homes and museums:

- the Linden Plantation Gardens: a past location of a former Vick family home, now eight acres of lovely gardens;
- the Vicksburg Battlefield Museum: the largest exhibit of Civil War gunboat models and a dramatic diorama of 2,500 miniature soldiers portraying the Siege of Vicksburg;
- Pemberton's Headquarters: built in 1835 and now owned by the National Park Service, this Greek Revival house, also called the Willis-Cowan House, was used as the headquarters of Lieutenant General John C. Pemberton throughout the

Siege of Vicksburg. It was at this house on July 3, 1863, that the inevitable decision to surrender Vicksburg to the Union invaders was made;

- Martha Vick House: built for the unmarried diva of Vicksburg society in 1830, this is the last standing Vick family home in Vicksburg;
- the Art Park at Catfish Row: features steamboat relics, a splashing water fountain and smoke stacks, and is now standing by for the art work. The Southern Cultural Heritage Foundation and The Vicksburg Art Association will be using the entire park as a vacant canvas to make the park wild and interactive.

The Waterways Experiment Station (WES) is headquarters for the U.S. Army Engineer Research and Development Center (ERDC). Part of the Department of Defense laboratory system, the ERDC has as its mission to conceive, plan, study and execute engineering investigations and research and development studies in support of the civil and military missions of the Corps of Engineers and other federal agencies. Four of seven ERDC laboratories are located at the WES site in Vicksburg, Miss. — Coastal and Hydraulics, Geotechnical and Structures, Environmental, and Information Technology.

The U.S Army Corps of Engineers' Vicksburg District is one of 41 Corps districts worldwide and one of six districts in the Corps' Mississippi Valley Division (MVD). The City of Vicksburg is home to the Corps' MVD, the Engineer Research and Development Center, the 412th Engineer Command of the U.S. Army Reserve, and the 168th Engineer Group of the Army National Guard. The Corps' Vicksburg District provides a full range of water resource products and services, covering 68,000 square miles in Arkansas, Louisiana, and Mississippi. The District has a work force of 1,500 people.