

MISSISSIPPI'S UNIFIED LONG-RANGE TRANSPORTATION INFRASTRUCTURE PLAN



2035



MISSISSIPPI DEPARTMENT OF TRANSPORTATION

FINAL REPORT

APPENDIX O: CORRIDORS OF STATEWIDE SIGNIFICANCE

MAY 2011

Table of Contents

1. Introduction.....	1
1.1 What is a Corridor Approach and Why is it Important?.....	1
1.2 Defining Corridors of Statewide Significance.....	2
2. Corridor Profiles and Relationship with other MULTIPLAN Documents.....	4
2.1 I-10 Corridor	4
2.2 I-20 Corridor	5
2.3 I-55 Corridor	7
2.4 I-59 Corridor	8
2.5 I-69/Future I-269 Corridor.....	9
2.6 I-220 Connector Corridor	10
2.7 US-49 Corridor	11
2.8 US-78 Corridor	12
3. Methodology for Developing and Assessing Corridor Next Steps.....	13
4. Corridor Objectives.....	14
5. Stakeholder Coordination	17
5.1 Overarching Ideas Applying to All Corridors	17
5.2 Stakeholder Comments on Specific Corridors.....	17
6. High Level Corridor Strategies and Key Projects.....	19
6.1 General Corridor Strategies	19
6.2 Corridor Specific Strategies and Projects	19
6.2.1 The I-10 Corridor.....	19
6.2.2 The I-20 Corridor.....	21
6.2.3 The I-55 Corridor.....	23
6.2.4 The I-59 Corridor.....	25
6.2.5 The I-69/I-269 Corridor	27
6.2.6 The I-220 Connector Corridor	29
6.2.7 The US-49 Corridor	31
6.2.8 The US-78 Corridor	33
7. Assessment of Strategies and Projects with MULTIPLAN Goals	34
8. Next Steps for Corridor Approach.....	37

List of Tables

Table 1-1: Mississippi Corridors of Statewide Significance	2
Table 2-1: Base Physical Profile of I-10.....	4
Table 2-2: Base Physical Profile of I-110.....	4
Table 2-3: Base Physical Profile of I-20.....	6

Table 2-4: Base Physical Profile of I-55.....	7
Table 2-5: Base Physical Profile of I-59.....	8
Table 2-6: Base Physical Profile of I-69.....	10
Table 2-7: Base Physical Profile of I-220.....	11
Table 2-8: Base Physical Profile of US-49.....	11
Table 2-9: Base Physical Profile of US-78.....	12
Table 4-1: Potential Corridor Objectives.....	15
Table 6-1: I-10 Corridor Key Short-Term Projects.....	20
Table 6-2: I-20 Corridor Key Short-Term Projects.....	22
Table 6-3: I-55 Corridor Key Short-Term Projects.....	23
Table 6-4: I-59 Corridor Key Short-Term Project.....	25
Table 6-5: I-69/I-269 Corridor Key Short-Term Projects.....	27
Table 6-6: I-220 Connector Corridor Key Short-Term Projects.....	29
Table 6-7: US-49 Corridor Key Short-Term Projects.....	31
Table 6-8: US-78 Corridor Key Short-Term Project.....	33
Table 7-1: Comparison of Potential Corridor Strategies and Projects with MULTIPLAN Goals	35

List of Figures

Figure 1-1: Corridors of Statewide Significance.....	3
Figure 6-1: The I-10/I-110 Corridor.....	20
Figure 6-2: The I-20 Corridor.....	22
Figure 6-3: The I-55 Corridor.....	24
Figure 6-4: The I-59 Corridor.....	26
Figure 6-5: The I-69/I-269 Corridor.....	28
Figure 6-6: The I-220 Connector Corridor.....	30
Figure 6-7: The US-49 Corridor.....	32
Figure 6-8: The US-78 Corridor.....	34

1. INTRODUCTION

This Report provides a discussion the following topics relating to the development of a corridor approach within the Mississippi Statewide Long Range Transportation Plan process:

- What is a corridor approach within a statewide long range transportation plan and why it is important;
- Defining corridors of statewide significance;
- Corridor profiles and relationship with other MULTIPLAN 2035 documents;
- Methodology for developing and assessing corridor next steps;
- High level corridor strategies and key projects;
- Assessment of strategies and projects with MULTIPLAN goals; and
- Next steps for a corridor approach.

1.1 What is a Corridor Approach and Why is it Important?

A corridor approach is a multi-step approach for developing more detailed policy, infrastructure investment and coordination planning among agencies. A corridor approach recognizes the unique contribution and potential of each corridor in terms of its economic development, mobility in the communities it serves and multimodal connections that serve personal and commercial needs. It is a multimodal corridor analysis that encompasses all aspects of the planning process. The steps of the corridor approach used as part of MULTIPLAN 2035 were:

- Identify corridors of statewide significance;
- Provide in-depth profile of the corridors;
- Define corridor goals and objectives;
- Develop corridor strategies and key projects to meet goals and objectives;
- Evaluation of the effectiveness of strategies and key projects in meeting goals and objectives; and
- Identification of long-term steps needed to include a corridor approach in future planning efforts.

White Paper (WP) 10¹ introduced what a corridor approach is and why it is important. It included a discussion of the:

- Statewide Transportation Framework (STF)
 - STF Highway Component
- Key Freight Corridors
 - Commodity Flows
 - Primary Highway Connections
 - Primary Rail Connections

¹ White Paper 10: Proposed Corridors of Statewide Significance.

- Cargo Transportation Demand
- Freight Corridors
- Key MULTIPLAN 2035 Highway Corridors

1.2 Defining Corridors of Statewide Significance

For the purpose of conducting highway needs analyses for MULTIPLAN 2035, White Paper 10 proposed eight corridors of statewide significance, including six interstate related corridors and two U.S. routes. These corridors combined account for approximately 1,000 miles of highway.

All of these corridors were previously included in the 2002 Statewide Transportation Framework, while all six of the freight corridors identified in the Mississippi Goods Movement and Trade Assessment Study were also included.

The list of the corridors of statewide significance is provided in **Table 1-1**.

Figure 1-1 provides a map showing the location of the corridors of statewide significance along with other parallel key routes.

Table 1-1: Mississippi Corridors of Statewide Significance

Route	Description	Length (miles)	2002 STF Corridor	Freight Corridor
I-10	LA line to Gulfport, Biloxi, and Pascagoula; crosses the Biloxi River and Pascagoula River; and ends at the AL line. The corridor encompasses I-110 and US-90	77.2	Yes	Yes
I-20	LA line at Mississippi River; goes through Vicksburg, Jackson, and Meridian; ends at AL line	152.9	Yes	Yes
I-55	LA line then crosses US 98, US 84, I-20, US 82, and US 278 to TN line, via McComb, Brookhaven, Jackson, Canton, Grenada, and Southaven	289.8	Yes	Yes
I-59	LA line then crosses the Pearl River near Picayune and crosses US 98, US 49, and US 84 to I20 in Meridian, via Hattiesburg and Laurel	148.2	Yes	Yes
I-69/ I-269	I-55 to US 61 in De Soto County and the future connecting I-269 corridor from I-55 to the TN line	44.2	Yes	
I-220 Connector Corridor	I-55 north of Jackson to I-20 west of Jackson	11.4	Yes	
US 49	Starts at the Port of Gulfport and crosses I-55, US 98, and US 84 to I-20 in Jackson, via Hattiesburg and Covington	154.1	Yes	Yes
US 78	TN line then crosses MS 7 and US 45 to AL line, via Olive Branch and Tupelo - crosses Tennessee-Tombigbee River and Natchez Trace Parkway	118.1	Yes	Yes
	Total Length	995.9		

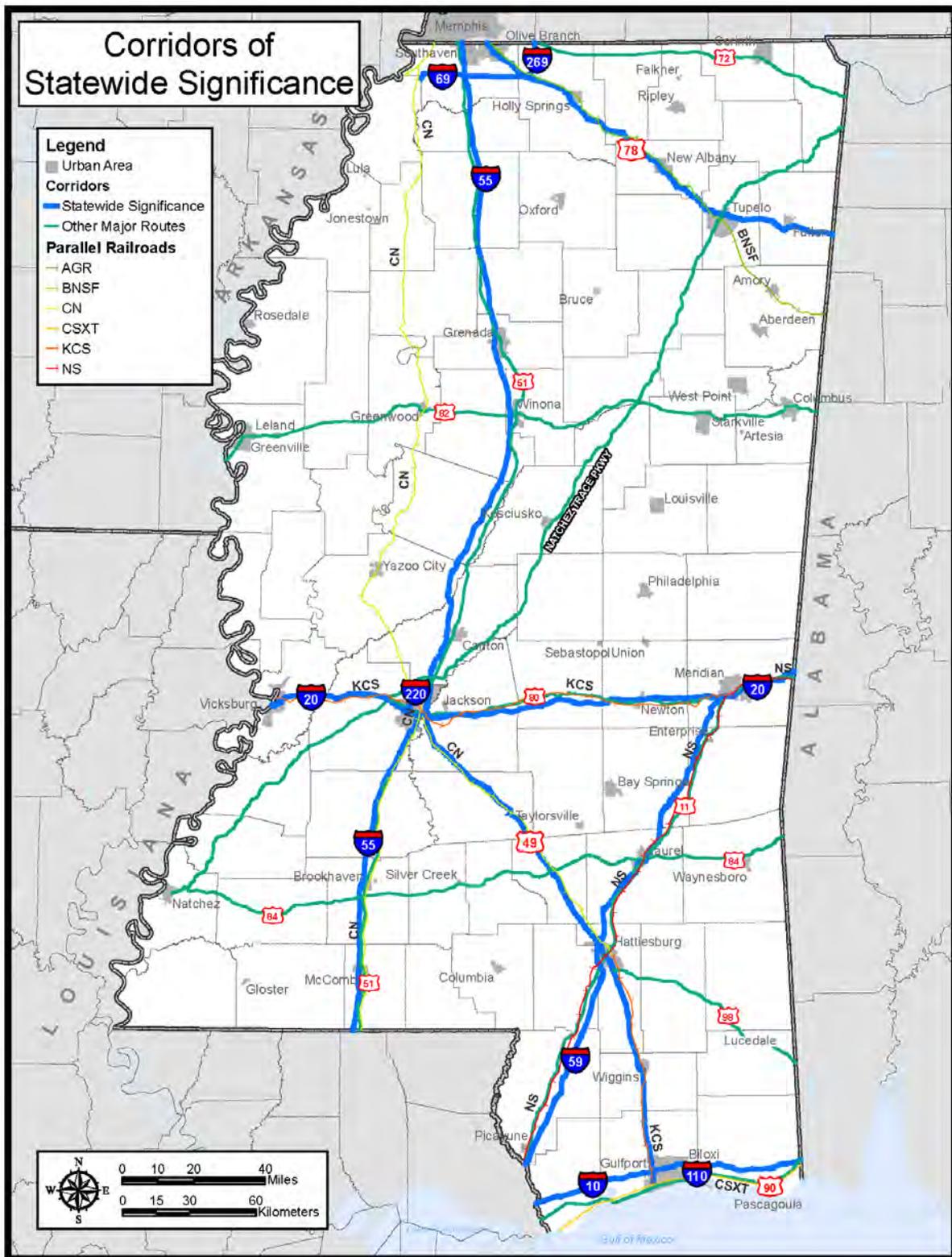


Figure 1-1: Corridors of Statewide Significance

2. CORRIDOR PROFILES AND RELATIONSHIP WITH OTHER MULTIPLAN DOCUMENTS

White Paper 11² provided individual profiles of each of the corridors of statewide significance. The following provides a brief summary of each profile.

2.1 1-10 Corridor

Interstate 10 is the major east - west corridor of statewide significance in southern Mississippi. I-10 runs along Mississippi’s Gulf Coast offering connectivity between four of the top 24 most populated cities in the state. The I-10 corridor runs the length of the southern edge of the state from the Alabama State Line on the east to the Louisiana State Line on the west, approximately 77 miles. The corridor includes I-110. I-110 connects US-90 in Biloxi with I-10 in D’Iberville in southeastern Mississippi. The purpose of the four mile north – south I-110 corridor is to provide connectivity from the major east-west interstate to the Gulf shore.

I-10 itself is an interstate facility with limited access occurring only at 18 interchange locations. **Table 2-1** provides the key physical attributes of I-10.

Table 2-1: Base Physical Profile of I-10

Physical Attribute	I-10 Attributes	Notes
Number of Lanes	4 to 6 through lanes	
Lane Widths	11 to 13 feet	Meets interstate standards
Posted Speeds	60 and 70 mph	60 mph speed in urban areas
Shoulder Widths	Right: 10 to 12 feet; Left: 4 to 12 feet	Meets interstate standards

Source: 2008 HPMS Database

I-110 is an interstate facility with limited access occurring only at four interchange locations. **Table 2-2** provides the key physical attributes of I-110.

Table 2-2: Base Physical Profile of I-110

Physical Attribute	I-110 Attributes	Notes
Number of Lanes	4 through lanes	
Lane Widths	11 to 12 feet	Meets interstate standards
Posted Speeds	55 mph	
Shoulder Widths	Right: 9 to 12 feet; Left: 4 to 8 feet	Meets interstate standards

Source: 2008 HPMS Database

The I-10 corridor serves seven communities with a population of 10,000 or more and runs through three counties. The population within 20 miles of the I-10 centerline was 188,328 in 2008 and is anticipated to grow to 241,907 by 2035³. In 2008, the average daily traffic along I-10

² White Paper 11: Corridor Profiles.

³ The population estimates for this and other corridors were generated using data from the Mississippi Statewide Model.

was 50,419 vehicles per day⁴. Congestion is moderately heavy as the average daily traffic uses 70 percent of the corridor’s capacity. In 2008, the average daily traffic along I-110 was 42,988 vehicles per day. Congestion is moderately heavy as the average daily traffic uses 51 percent of the capacity.

The I-10 corridor, including I-110 and US-90, has a high volume of freight through movements. Chemical products are the highest volume commodities shipped by rail, while petroleum accounts for the largest quantity of truck shipments. Overall freight volumes on the corridor are expected to increase by about 47% between 2010 and 2030.

There were over 780 crashes on I-10 in 2009; seven were fatal crashes. Jackson County had the most crashes of the counties along I-10. There were 110 crashes on I-110 in 2009, none were fatal crashes.

The land uses along I-10 are a mix of urban and rural. I-10 passes along the south side of the Mississippi Sandhill Crane National Wildlife Refuge and crosses several major rivers, of which several are wide floodplain crossings requiring substantial bridges and include large bayou complexes/wetland.

Concerns regarding environmental justice are more likely to occur at specific points along the corridor, most likely in the developed areas on the north sides of Gulfport and Biloxi, than on a corridor-wide basis.

2.2 I-20 Corridor

Interstate 20 is the major east – west corridor of statewide significance in Mississippi. I-20 bisects the state and offers connectivity to five of the top thirteen most populated cities in the state. The I-20 corridor is approximately 153 miles long. The Mississippi Department of Transportation (MDOT) has announced a \$150 million project to reconstruct I-20 through Vicksburg, improving interchanges, adding lanes, and a new bridge.

Throughout the state I-20 is an interstate facility with limited access occurring only at interchange locations. There are currently 20 interchanges on I-20 from the Alabama State Line to Brandon, 16 from Brandon to Clinton, and 14 from Clinton to the Louisiana State Line.

Table 2-3 provides the key physical attributes of I-20.

The I-20 corridor serves seven communities with a population of 10,000 or more and runs through six counties. The population within 20 miles of the I-20 centerline was 518,869 in 2008 and is anticipated to grow to 872,406 by 2035. In 2008, the average daily traffic along I-20 was

⁴ The average daily traffic estimates for this and other corridors were generated by using a weighted average of the average daily traffic in the corridor weighted by the length of each segment.

Table 2-3: Base Physical Profile of I-20

Alabama State Line to Brandon – 93.6 miles		
Physical Attribute	I-20 Attributes	Notes
Number of Lanes	4 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	60 and 70 mph	60 mph speed in urban areas
Shoulder Widths	Right: 10 to 12 feet; Left: 4 to 11 feet	Meets interstate standards
Brandon to Clinton (Jackson Metropolitan Area) – 26.3 miles		
Physical Attribute	I-20 Attributes	Notes
Number of Lanes	4 to 8 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	60 and 70 mph	60 mph speed in urban areas
Shoulder Widths	Right: 12 feet; Left: 4 to 12 feet	Meets interstate standards
Clinton to Louisiana State Line – 34.0 miles		
Physical Attribute	I-20 Attributes	Notes
Number of Lanes	4 lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	55 to 70 mph	55 mph speed in urban areas
Shoulder Widths	Right: 10 to 12 feet; Left: 3 to 10 feet	Meets interstate standards

Source: 2008 HPMS Database

24,327 vehicles per day from the Alabama State Line to Brandon, 63,828 from Brandon to Clinton, and 35,433 from Clinton to the Louisiana State Line. Congestion is moderately heavy in the Jackson Metropolitan Area (Brandon to Clinton) as the average daily traffic uses 70 percent of the corridor’s capacity and from Clinton to the Louisiana State Line (45 percent of capacity).

Chemicals and farm product are the most important inbound rail products, while chemicals and lumber/wood products are the most important outbound rail commodities. Nonmetallic minerals and secondary traffic are the top inbound truck commodities, while lumber and secondary traffic are the top outbound truck commodities. Freight grew little between 2006 and 2010 but is expected to grow more rapidly to 2030, increasing by about 46% over the 20 year time period.

There were over 1,100 crashes on I-20 in 2009; 17 were fatal crashes. Hinds County had the most crashes of any of the counties along I-20.

The I-20 corridor is predominantly forested between the Alabama State Line and Brandon. At Brandon the I-20 corridor becomes more suburban, predominantly residential. From Clinton to the Louisiana State Line the corridor is a mix of forested land, open space, and farm fields with scattered ponds. The corridor runs through Bienville National Forest and near Roosevelt State Park. It crosses the Pearl River and its floodplain at Jackson, the Big Black River at Vicksburg, and terminates at the Mississippi River.

There are developed areas in Lauderdale (Meridian), Hinds (Jackson), and Warren (Vicksburg) counties. These are the most likely locations with concerns regarding future projects and environmental justice. Concerns may also occur at spot locations along the corridor.

2.3 I-55 Corridor

Interstate 55 is the major north – south corridor of statewide significance in Mississippi. I-55 bisects the state and offers significant connectivity to New Orleans, Louisiana and the Gulf of Mexico in the south and the Memphis, Tennessee metropolitan region to the north. The I-55 corridor is approximately 290 miles long from the Tennessee State Line on the north and the Louisiana State Line on the south.

Throughout the state I-55 is an interstate facility with limited access occurring only at interchange locations. There are currently five interchanges on I-55 from the Tennessee State Line to Exit 283, 29 from Exit 283 to Canton, 25 from Canton to Byram, and 24 from Byram to the Louisiana State Line. **Table 2-4** provides the key physical attributes of I-55.

Table 2-4: Base Physical Profile of I-55

Tennessee State Line to Exit 283 (South Memphis Area) – 11.8 miles		
Physical Attribute	I-55 Attributes	Notes
Number of Lanes	4 to 10 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	50 to 70 mph	
Shoulder Widths	Right: 8 to 12 feet; Left: 4 to 12 feet	Meets interstate standards
Exit 283 to Canton		
Physical Attribute	I-55 Attributes – 160.1 miles	Notes
Number of Lanes	4 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	70 mph	
Shoulder Widths	Right: 12 feet; Left: 8 to 12 feet	Meets interstate standards
Canton to Byram (Jackson Metropolitan Area) – 33.7 miles		
Physical Attribute	I-55 Attributes	Notes
Number of Lanes	4 to 8 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	55 to 70 mph	55 mph speed in urban areas
Shoulder Widths	Right: 9 to 12 feet; Left: 2 to 12 feet	Meets interstate standards
Byram to Louisiana State Line – 84.2 miles		
Physical Attribute	I-55 Attributes	Notes
Number of Lanes	4 lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	65 and 70 mph	55 mph speed in urban areas
Shoulder Widths	Right: 10 to 12 feet; Left: 8 to 10 feet	Meets interstate standards

Source: 2008 HPMS Database

The I-55 corridor serves 11 communities with a population of 10,000 or more and runs through 15 counties. The population within 20 miles of the I-55 centerline was 975,963 in 2008 and is anticipated to grow to 1,297,494 by 2035. In 2008, the average daily traffic along I-55 was

36,951 vehicles per day from the Tennessee State Line to Exit 283, 19,073 from Exit 283 to Canton, 65,776 from Canton to Byram, and 22,872 from Byram to the Louisiana State Line. Congestion is moderately heavy in the Jackson Metropolitan Area (Canton to Byram) as the average daily traffic uses 74 percent of the corridor’s capacity and from the Tennessee State Line to Exit 283 (54 percent of capacity).

Coal, farm products, and chemicals are the most important inbound rail commodities. Pulp and paper and lumber or wood products are important outbound rail commodities. Also important are outbound shipments of autos from the Nissan plant in Madison County. Nonmetallic minerals and secondary traffic are the most important sources of inbound truck traffic. Much of the inbound truck traffic originates in adjoining or nearby states. Secondary traffic, lumber or wood products, petroleum products, chemical products are important sources of outbound truck movements.

There were over 2,000 crashes on I-55 in 2009; 31 were fatal crashes. Hinds County had the most crashes of any of the counties along I-55.

The I-55 corridor has a diverse mix of urban, suburban, and rural land uses. The corridor crosses through approximately 12 miles of Holly Springs National Forest and a system of lakes/reservoirs in Tate County. The corridor also crosses the Coldwater River, the Black River and the Pearl River and its floodplain.

There are developed areas in Grenada (Grenada), Hinds (Jackson), and Pike (McComb) counties. These are the most likely locations with concerns regarding future projects and environmental justice. Concerns may also occur at spot locations along the corridor.

2.4 I-59 Corridor

Interstate 59 is a major north - south corridor of statewide significance in southeast Mississippi. I-59 cuts diagonally through southeast Mississippi and offers connectivity between New Orleans and three of the top 20 most populated cities in the state as well as the northeast United States. The I-59 corridor is approximately 148 miles long from Meridian, on the eastern state boundary to Picayune on the south.

I-59 is an interstate facility with limited access occurring only at 37 interchange locations.

Table 2-5 provides the key physical attributes of I-59.

Table 2-5: Base Physical Profile of I-59

Physical Attribute	I-59 Attributes	Notes
Number of Lanes	4 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	70 mph	
Shoulder Widths	Right: 10 to 12 feet; Left: 1 to 12 feet	Meets interstate standards

Source: 2008 HPMS Database

The I-59 corridor serves four communities with a population of 10,000 or more and runs through seven counties. The population within 20 miles of the I-59 centerline was 445,464 in 2008 and is anticipated to grow to 639,187 by 2035. In 2008, the average daily traffic along I-59 was 20,357 vehicles per day. Congestion is light to moderate with the average daily traffic using 31 percent of the corridor's capacity.

Much of both the rail and truck traffic on the I-59 corridor is through traffic. Seventy-six percent of the rail traffic is overhead to Mississippi and connects New Orleans and points beyond to the Southeast. Fifty-one percent of the truck traffic on the corridor is overhead to Mississippi. Nonmetallic minerals and secondary traffic are the top inbound commodities, while secondary traffic and nonmetallic minerals are the top outbound commodities. Freight on the corridor is expected to increase by 49% between 2010 and 2030.

There were over 650 crashes on I-59 in 2009; nine were fatal crashes. Jones County had the most crashes of any of the counties along I-59.

The land uses along I-59 are predominantly rural with pockets of urban land use at Laurel, Hattiesburg, and Picayune. The corridor passes through the Desoto National Forest. Water features include scattered lakes/ponds along the corridor. The corridor crosses several key rivers including the Chunky River, Lear River, Bowie River, and Black Creek.

Concerns regarding environmental justice are more likely to occur in the northern three counties. However few people live immediately adjacent to I-59 through these counties. Concerns may also occur at spot locations along the corridor, most likely in developed areas in Laurel and Hattiesburg.

2.5 I-69/Future I-269 Corridor

This corridor includes existing I-69 and the future proposed I-269 corridors, which meet at I-55. I-69 is an east - west corridor in the extreme northwest of Mississippi. I-69 connects US 61 to I-55 just south of Southaven in metropolitan Memphis. I-69 is part of the larger I-69 corridor proposed to connect through Tunica, Coahoma, and Bolivar Counties and into Arkansas, and eventually Louisiana, and Texas. The existing I-69 corridor is approximately 13 miles long.

I-269 is a proposed future corridor that provides a circumferential route around Memphis, Tennessee. The proposed corridor is approximately 30 miles long within Mississippi. As I-269 is a future corridor, the profile presented in Section 4.8 of WP 11 and summarized here is abbreviated and is based on the planned facility. I-269 is proposed as an interstate facility with limited access occurring only at interchange locations. The corridor is anticipated to consist of four through lanes and will have lane widths and shoulders that meet interstate standards. The corridor is anticipated to have a speed limit ranging between 55 mph and 70 mph.

Existing I-69 is an interstate facility with limited access occurring only at six interchange locations. **Table 2-6** provides the key physical attributes of I-69.

Table 2-6: Base Physical Profile of I-69

Physical Attribute	I-69 Attributes	Notes
Number of Lanes	4 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	55 or 70 mph	
Shoulder Widths	NA	

Source: 2008 HPMS Database

The I-69/Future I-269 corridor serves three Mississippi communities with a population of 10,000 or more and is primarily located in Desoto County with a small piece in Tunica County. Future I-269 extends into Marshall County. The population within 20 miles of the I-69 centerline was 194,833 in 2008 and is anticipated to grow to 332,478 by 2035. The population within 20 miles of the proposed I-269 centerline was 220,822 in 2008 and is anticipated to grow to 361,111 by 2035. In 2008, the average daily traffic along I-69 was 44,843 vehicles per day. Much of the traffic is commuters.

Projected to extend from Michigan to Texas, this roadway will provide a “NAFTA” corridor; an alternative to I-35.

There were 42 crashes on I-69 in 2009; one was a fatal crash.

The land use in the I-69 corridor is best described as suburbanizing rural. Proposed I-269 crosses mostly farmland and open land, as well as creeks, scattered woodlands and residences. It crosses the Coldwater River and associated wetlands twice. The Final EIS concluded that there would be no disproportionate or adverse impacts on Environmental Justice populations from the construction of I-269.

2.6 I-220 Connector Corridor

Interstate 220 is a corridor of statewide significance that connects I-20 in West Jackson with I-55 in North Jackson within the Jackson metropolitan area. The purpose of the 12 mile northeast – southwest corridor is to provide connectivity from the state’s primary east-west interstate to the state’s primary north – south interstate within the state’s transportation hub, metropolitan Jackson.

I-220 is an interstate facility with limited access occurring only at seven interchange locations. **Table 2-7** provides the key physical attributes of I-220.

The I-220 corridor serves three communities with a population of 10,000 or more and is located in Hinds and Madison Counties. The population within 20 miles of the I-220 centerline was 461,050 in 2008 and is anticipated to grow to 611,913 by 2035. In 2008, the average daily traffic

along I-220 was 49,755 vehicles per day. Congestion is heavy as the average daily traffic uses 83 percent of the corridor’s capacity.

Table 2-7: Base Physical Profile of I-220

Physical Attribute	I-220 Attributes	Notes
Number of Lanes	4 to 6 through lanes	
Lane Widths	12 feet	Meets interstate standards
Posted Speeds	70 mph	
Shoulder Widths	Right: 12 feet; Left: 9 feet	Meets interstate standards

Source: 2008 HPMS Database

No freight oriented multi-modal infrastructure is directly associated with the connector. Though by providing connectivity between the Southaven-Macomb and the Vicksburg-Meridian-Near Alabama Border Corridors, traffic associated with ports, e.g. Vicksburg, and the airport would be expected to heavily utilize this roadway.

There were 151 crashes on I-220 in 2009, none were fatal crashes. Hinds County had the most crashes of the two counties along I-220.

The land uses next to I-220 are a mix of rural, urban, and suburban development. There are no major river crossings and only a few scattered ponds and small lakes in the corridor.

Concerns regarding environmental justice are more likely to occur at isolated points along the corridor, particularly the residential neighborhoods near the corridor in Hinds County.

2.7 US-49 Corridor

United States Route 49 is a north-south corridor of statewide significance in southeastern Mississippi. US-49 bisects the southern half of the state offering connectivity between three of the states four largest cities; Gulfport, Hattiesburg, and Jackson. The US-49 corridor is approximately 153 miles long.

US-49 is a full access facility at most locations. **Table 2-8** provides the key physical attributes of US-49.

Table 2-8: Base Physical Profile of US-49

Physical Attribute	US-49 Attributes	Notes
Number of Lanes	4 to 6 through lanes	
Lane Widths	11 to 13 feet	Meets standards
Posted Speeds	35 to 65 mph	Lower speeds in urban areas
Shoulder Widths	Right: 10 to 12 feet; Left: 1 to 12 feet	Meets standards

Source: 2008 HPMS Database

The US-49 corridor serves six communities with a population of 10,000 or more and runs through six counties. The population within 20 miles of the US-49 centerline was 948,779 in

2008 and is anticipated to grow to 1,298,105 by 2035. In 2008, the average daily traffic along US-49 was 22,589 vehicles per day. Congestion is moderate with the average daily traffic using 52 percent of the corridor’s capacity.

The US-49 corridor has the heaviest truck volumes of any non-interstate corridor examined. Perhaps because of the high volumes, the relative highway performance on the corridor is poor, with almost a quarter of the road’s segments experiencing average truck speeds less than 50 mph. Freight volumes declined slightly between 2008 and 2010 but show a 49% overall increase between 2010 and 2030.

There were over 2,000 crashes on US-49 in 2009; 16 were fatal crashes. Harrison County had the most crashes of the counties along US-49.

The land uses along US-49 are a mix of urban and rural. One of these rural areas is the Desoto National Forest. There are significant wetland constraints at the southern and northern ends of the US-49 corridor. In addition, there are numerous small lakes and ponds found along US-49.

Concerns regarding environmental justice are more likely to occur at specific points along the corridor than on a corridor-wide basis.

2.8 US-78 Corridor

United States Route 78 (proposed as Interstate 22) is a corridor of statewide significance that runs northwest to southeast in the northeast corner of Mississippi. US-78 offers connectivity between Memphis, Tennessee through Tupelo (the seventh largest city in the state) and into Alabama. The US-78 corridor is approximately 118 miles long within Mississippi.

US-78 is an interstate type facility with limited access only at 31 interchange locations.

Table 2-9 provides the key physical attributes of US-78.

Table 2-9: Base Physical Profile of US-78

Physical Attribute	US-78 Attributes	Notes
Number of Lanes	4 to 8 through lanes	
Lane Widths	11 to 12 feet	Meets standards
Posted Speeds	60 to 70 mph	
Shoulder Widths	Right: 10 to 12 feet; Left: 1 to 12 feet	Meets standards

Source: 2008 HPMS Database

The US-78 corridor serves three communities with a population of 10,000 or more and runs through seven counties. The population within 20 miles of the US-78 centerline was 411,994 in 2008 and is anticipated to grow to 571,969 by 2035. In 2008, the average daily traffic along US-78 was 17,652 vehicles per day. Congestion is light to moderate as the average daily traffic uses 33 percent of the corridor’s capacity.

The US-78 corridor has the second highest portion of rail traffic of the corridors analyzed. The BNSF Birmingham Subdivision carries mostly coal, intermodal traffic, and metallic ores, and traffic are overwhelmingly overhead to Mississippi (96 percent). No segments of US-78 were found to have average truck speeds less than 50 miles per hour, suggesting that the corridor is relatively free of bottlenecks. Freight on the corridor is expected to increase by 48% between 2010 and 2030.

There were 365 crashes on US-78 in 2009; six were fatal crashes. Desoto County had the most crashes of the counties along US-78.

The land uses along US-78 are almost entirely rural with scattered development near interchanges. US-78 passes through the Holly Springs National Forest and there are significant wetland constraints near Olive Branch and Tupelo. US-78 crosses the Tennessee-Tombigbee Waterway.

Concerns regarding environmental justice are most likely to occur at specific points along the corridor than on a corridor-wide basis.

3. METHODOLOGY FOR DEVELOPING AND ASSESSING CORRIDOR NEXT STEPS

The following steps and inputs were used to develop a list of strategies and next steps for the corridors of statewide significance and the assessment of these strategies regarding the goals of the plan and individual corridor objectives.

- Adaptation of Plan Strategies and Goals – The study team assessed the plan strategies and goals presented in Appendix A⁵ and developed a list of those that make sense for specific adaptation for each of the corridors.
- Incorporation of Corridor Specific Strategies from Multimodal Assessments – The study team incorporated ideas from the multimodal reports developed within MULTIPLAN 2035 into the draft strategies and next step items for each corridor as applicable.
- The 2035 Statewide Travel Demand Model Committed Project List and Model Analysis – For each corridor, the study team incorporated the committed projects from the 2035 statewide model into the analysis for that corridor. In addition, volume to capacity ratios from the 2035 model as well as corridor growth rates were analyzed for key potential bottleneck segments along each corridor.
- MPO Plan Project Lists and Strategies Coordination – The analysis of strategies incorporated the projects and strategies developed as part of the three MPO plans completed as part of MULTIPLAN 2035.

⁵ Appendix A: MULTIPLAN 2035 Goals.

- Incorporation of Stakeholders – The applicable ideas and strategies from the stakeholder meetings were incorporated into the corridor analysis.
- Refinement of Existing and New Corridor Strategies – The study team developed a potential list of priority strategies and key high level projects as applicable for each corridor. These strategy/project lists were reviewed for consistency with plan goals, potential synthesis or groupings of strategies, and any conflicts between strategies and projects that need to be resolved. The result was a refined list of strategies and high level projects for each corridor.
- Development of Short-term Key Projects List – As part of the development of the strategies for each corridor, a list of key short-term projects were described on a high level, concept basis.
- Overarching Corridor Policies Summary – Cross-cutting strategies that should apply to all of the corridors of statewide significance and are not project or corridor specific were identified.
- Assessment of Strategies against Goals and Objectives – For each corridor, the study team developed a matrix assessment of the proposed strategies and high level projects against the goals of MULTIPLAN 2035 and the objectives for each corridor.
- Final Strategies Map and List – A strategies map, a list of priority strategies/high level projects, and a list of next steps for implementing a corridor approach were developed for each corridor (Section 8).
- Documentation – The compilation of strategies, synthesis and initial assessment of strategies and high level projects were documented in White Paper 13⁶. The final strategies prioritization, maps, and recommendations are included in this Report.

4. CORRIDOR OBJECTIVES

The evaluation of strategies and next steps for a corridor approach required the identification of potential objectives for each corridor that are tied to the overall goals of MULTIPLAN.

Table 4-1 provides a matrix of the corridors and MULTIPLAN goals and identifies an initial set of potential corridor-specific objectives.

⁶ White Paper 13: Corridor Analysis.

Table 4-1: Potential Corridor Objectives

	Accessibility and Mobility	Safety	Maintenance and Preservation	Environmental Stewardship	Economic Development	Awareness, Education and Cooperative Processes	Finance
I-10/I-110	<ul style="list-style-type: none"> • Maintain and enhance accessibility and mobility to and from Gulf Coast Communities • Provide continued accessibility and mobility to New Orleans and Alabama • Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> • Enhance safety through modernization where applicable • Reduce crash rates • Continue as a key hurricane evacuation route 	<ul style="list-style-type: none"> • Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> • Ensure all projects address and mitigate for impacts to Gulf Coast resources, particularly bayou and wetlands • Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> • Ensure strong freight and passenger connections and access to the Ports of Gulfport, Bienville, and Pascagoula • Maintain and enhance corridor as a strong southern freight and passenger connection • Coordinate corridor improvements to enhance Gulf Coast redevelopment opportunities 	<ul style="list-style-type: none"> • Ensure cooperative education and communication processes with the Gulf Regional Planning Commission and local communities 	<ul style="list-style-type: none"> • Seek opportunities to leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
I-20	<ul style="list-style-type: none"> • Maintain and enhance east-west accessibility and mobility across central Mississippi • Provide continued accessibility and mobility to outside destinations such as Birmingham, Atlanta, and Dallas • Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> • Enhance safety through modernization where applicable • Reduce crash rates • Continue as a key hurricane evacuation route 	<ul style="list-style-type: none"> • Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> • Ensure all projects address and mitigate for impacts to environmental resources, particularly widespread forested lands along the corridor • Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> • Ensure strong freight and passenger connections including in the Jackson area and Port of Vicksburg • Maintain and enhance corridor as a strong central freight and passenger connector • Coordinate corridor improvements to enhance opportunities in the state’s largest urban area (Jackson) 	<ul style="list-style-type: none"> • Ensure cooperative education and communication processes with the Central Mississippi Planning and Development District and local communities 	<ul style="list-style-type: none"> • Seek opportunities to leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
I-55	<ul style="list-style-type: none"> • Maintain and enhance north-south accessibility and mobility across central Mississippi • Provide continued accessibility and mobility to outside destinations such as Memphis and New Orleans • Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> • Enhance safety through modernization where applicable • Reduce crash rates • Continue as a key hurricane evacuation route south of Jackson 	<ul style="list-style-type: none"> • Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> • Ensure all projects address and mitigate for impacts to environmental resources, particularly widespread forested lands along the corridor • Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> • Ensure strong freight and passenger connections including in the Jackson area and south Memphis • Maintain and enhance corridor as a strong north-south freight and passenger connector • Coordinate corridor improvements to enhance opportunities in the state’s largest urban area 	<ul style="list-style-type: none"> • Ensure cooperative education and communication processes with the Central Mississippi Planning and Development District, the HPFL MPO, the Memphis Urban Area MPO, and local communities 	<ul style="list-style-type: none"> • Seek opportunities to leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
I-59	<ul style="list-style-type: none"> • Maintain and enhance north-south accessibility and mobility across southeast Mississippi • Provide continued accessibility and mobility to outside destinations such as New Orleans and Birmingham • Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> • Enhance safety through modernization where applicable • Reduce crash rates • Continue as a key hurricane evacuation route 	<ul style="list-style-type: none"> • Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> • Ensure all projects address and mitigate for impacts to environmental resources, particularly widespread forested lands along the corridor • Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> • Ensure strong freight and passenger connections including to New Orleans. • Maintain and enhance to corridor as a strong north-south freight and passenger connector 	<ul style="list-style-type: none"> • Ensure cooperative education and communication processes with the Central Mississippi Planning and Development District, the HPFL MPO and local communities 	<ul style="list-style-type: none"> • Seek opportunities to leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships

Table 4-1: Potential Corridor Objectives (continued)

	Accessibility and Mobility	Safety	Maintenance and Preservation	Environmental Stewardship	Economic Development	Awareness, Education and Cooperative Processes	Finance
I-69/I-269	<ul style="list-style-type: none"> Enhance access within the growing south Memphis area Provide a key connection as part of the overall I-69 trade corridor Enhance opportunities for transit and other transportation modes 	<ul style="list-style-type: none"> Monitor crash rates on new corridor 	<ul style="list-style-type: none"> Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> Ensure all projects address and mitigate for impacts to environmental resources, particularly farmland and wetland areas along the corridor 	<ul style="list-style-type: none"> Completion of key link for trade as part of NAFTA trade corridor Coordinate corridor improvements to enhance opportunities in the south Memphis area 	<ul style="list-style-type: none"> Ensure cooperative education and communication processes with the Memphis Urban Area MPO, and local communities 	<ul style="list-style-type: none"> Seek opportunities for leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
I-220 Connector	<ul style="list-style-type: none"> Maintain and enhance accessibility and mobility in the northeastern Jackson area Enhance opportunities for transit and other transportation modes 	<ul style="list-style-type: none"> Enhance safety through modernization where applicable Reduce crash rates 	<ul style="list-style-type: none"> Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> Ensure all projects address and mitigate for impacts to environmental resources along the corridor Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> Coordinate corridor improvements to enhance opportunities in the state's largest urban area (Jackson) 	<ul style="list-style-type: none"> Ensure cooperative education and communication processes with the Central Mississippi Planning and Development District and local communities 	<ul style="list-style-type: none"> Seek opportunities for leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
US-49	<ul style="list-style-type: none"> Maintain and enhance north-south accessibility and mobility across southeast Mississippi Provide a key connection between the Gulf Coast and Jackson areas Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> Enhance safety through modernization where applicable Address opportunities to reduce at-grade conflict points Reduce crash rates Continue as a key hurricane evacuation route 	<ul style="list-style-type: none"> Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> Ensure all projects address and mitigate for impacts to environmental resources, particularly widespread forested lands and wetlands along the corridor Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> Ensure strong freight and passenger connection and access to the Port of Gulfport Improve freight and passenger movement on the state's highest volume non-interstate corridor Coordinate corridor improvements to enhance opportunities in the state's largest urban area (Jackson) and Gulf Coast area 	<ul style="list-style-type: none"> Ensure cooperative education and communication processes with the Memphis Urban Area MPO, and local communities 	<ul style="list-style-type: none"> Seek opportunities for leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships
US-78	<ul style="list-style-type: none"> Continue process of conversion to I-22 Maintain and enhance east-west mobility across northeast Mississippi Provide key connection between Memphis area and Birmingham Enhance opportunities for transit and other transportation modes in urban areas 	<ul style="list-style-type: none"> Enhance safety through modernization where applicable Reduce crash rates 	<ul style="list-style-type: none"> Ensure adequate maintenance to 2035 and beyond 	<ul style="list-style-type: none"> Ensure all projects address and mitigate for impacts to environmental resources, particularly widespread forested lands and wetlands along the corridor Address corridor environmental justice concerns as needed during project implementation 	<ul style="list-style-type: none"> Ensure strong freight and passenger connections in northeast Mississippi and to Memphis 	<ul style="list-style-type: none"> Ensure cooperative education and communication processes with the local communities 	<ul style="list-style-type: none"> Seek opportunities for leverage funds from traditional funding sources and to pursue all appropriate avenues for non-traditional funding and public-private partnerships

5. STAKEHOLDER COORDINATION

Several stakeholder meetings have been held to-date including:

- Stakeholder and public meetings for Central Mississippi Transportation and Development District;
- Stakeholder and public meetings for the Hattiesburg/Petal/Forrest/Lamar MPO,
- Stakeholder and public meetings for Gulf Coast Regional Planning Commission including three county public meetings;
- An MDOT Stakeholders Summit in Jackson;
- A Statewide Transportation Stakeholders Summit in Jackson; and,
- Individual discussions with stakeholders for different modes of transportation and freight.

The input received at these meetings and summits relating to the corridors of statewide significance have been analyzed and a summary is presented below.

5.1 Overarching Ideas Applying to All Corridors

- General need for rail crossing improvements at many locations for safety and flow of freight
- Repair and maintenance of main highways
- More public transit options
- Safety barriers to prevent lane departures
- Shoulder improvements on highways
- Identify opportunities to reduce vehicle miles traveled
- Connectivity between modes of transportation
- Expanding the major controlled access highway system was not viewed as effective as improving existing highway and arterial road operations

5.2 Stakeholder Comments on Specific Corridors

I-10/I-110

- I-110 exit to I-10 E cited as a location where improvements are needed
- I-10 in Harrison County cited as a location where improvements are needed
- US-90 at Ocean Springs, Dunbar, and Highway 603 cited as locations where improvements are needed
- Proposal for bicycle path/motorized wheelchair path along US-90 from Bay St. Louis to Louisiana State Line
- Proposal to make sidewalks along US-90 more useable for cyclists and people with disabilities
- Proposal for chip seal shoulder for US-90 statewide

- Proposal for park and ride facilities along I-10

I-20

- Improved exits/on-ramps needed in Jackson area, such as I-20 E/Highway 18/I-220 N
- Address settlement issues on I-20 bridge over the Mississippi River
- Proposal to improve access at I-20 near Clay Street in Vicksburg so that the frontage road connects to a nearby mall
- Proposal to widen I-20 to six lanes (add a lane in each direction between Jackson and Vicksburg)

I-55

- Proposal to extend Reunion Parkway to I-55 interchange in Madison
- Proposal to widen I-55 S to six lanes (add a lane in each direction) from Jackson to Crystal Springs.
- Proposal to construct another interchange on I-55 S of Byram

I-59

- Proposal for more rest areas
- Proposal for reconfiguring I-59 and US-98 interchange
- Proposal for an outer loop bypassing US-49 and I-59 in Hattiesburg

I-69/I-269

- Support for investment in I-269 corridor

I-220

- Proposal for bicycle trail along Natchez Trace between Ridgeland and Clinton

US-49

- US-49 at Dedeaux Road (Orange Grove) cited as a location where improvements are needed
- Along US-49 in Harrison County cited multiple times with concerns for surface conditions, needed turn lanes, bicycle lanes, and sign ordinances
- Proposal for a bicycle path from US-90 to I-10
- Proposal for more rest areas
- Proposals to rebuild US-49 as limited access from Jackson to the Gulf Coast
- Improve appearance of US-49 entering and leaving Hattiesburg
- Proposal for an outer loop bypassing US-49 and I-59 in Hattiesburg
- Proposal for environmental assessments for improvements/investments to upgrade US-49

US-78

- No specific public/stakeholder proposals

6. HIGH LEVEL CORRIDOR STRATEGIES AND KEY PROJECTS

Potential strategies and key short-term projects were developed for each of the corridors of statewide significance as a part of Working Paper 13, Corridor Analysis. That report presented the potential strategies for each corridor along with the goals and objectives they potentially met and the key agencies involved in implementation. The strategies can be divided into two categories. The first category consists of more policy oriented strategies that generally apply to each corridor. The second contains more corridor specific strategies. This section includes a list and discussion of the overarching strategies that apply for all corridors along with a list of the more corridor specific strategies and projects for each corridor.

6.1 General Corridor Strategies

The following strategies apply to all of the corridors and would address one or more MULTIPLAN goals if implemented as part of incorporating a corridor approach into long-range transportation planning. Individual specific corridor strategies are discussed in Section 8.2.

1. Continue to improve work zone and workplace safety along the corridor and other corridor roads.
2. Complete rehabilitation of any deficient segments of the corridor over time. Prioritize mileage along the corridor with pavement condition categorized as non-acceptable.
3. Partner with Federal and State Resource Agencies and conservation organizations to further promote mutual understanding of their and MDOT’s goals.
4. Promote context sensitive solutions/design including implementing flexibility in highway design criteria in the corridor to gain better acceptance of projects by communities and resource agencies.
5. Continue development and implementation of highway improvements in the corridor in a coordinated manner with economic development efforts.
6. Promote a balanced freight transportation system in the corridor that takes advantage of the inherent efficiencies of each mode.
7. Elevate public involvement in transportation plans for the corridor by identifying transportation customers and facilitate improved/formalized methods for communication between them. Implement proactive public involvement programs for corridor projects and consider all public comments.

6.2 Corridor Specific Strategies and Projects

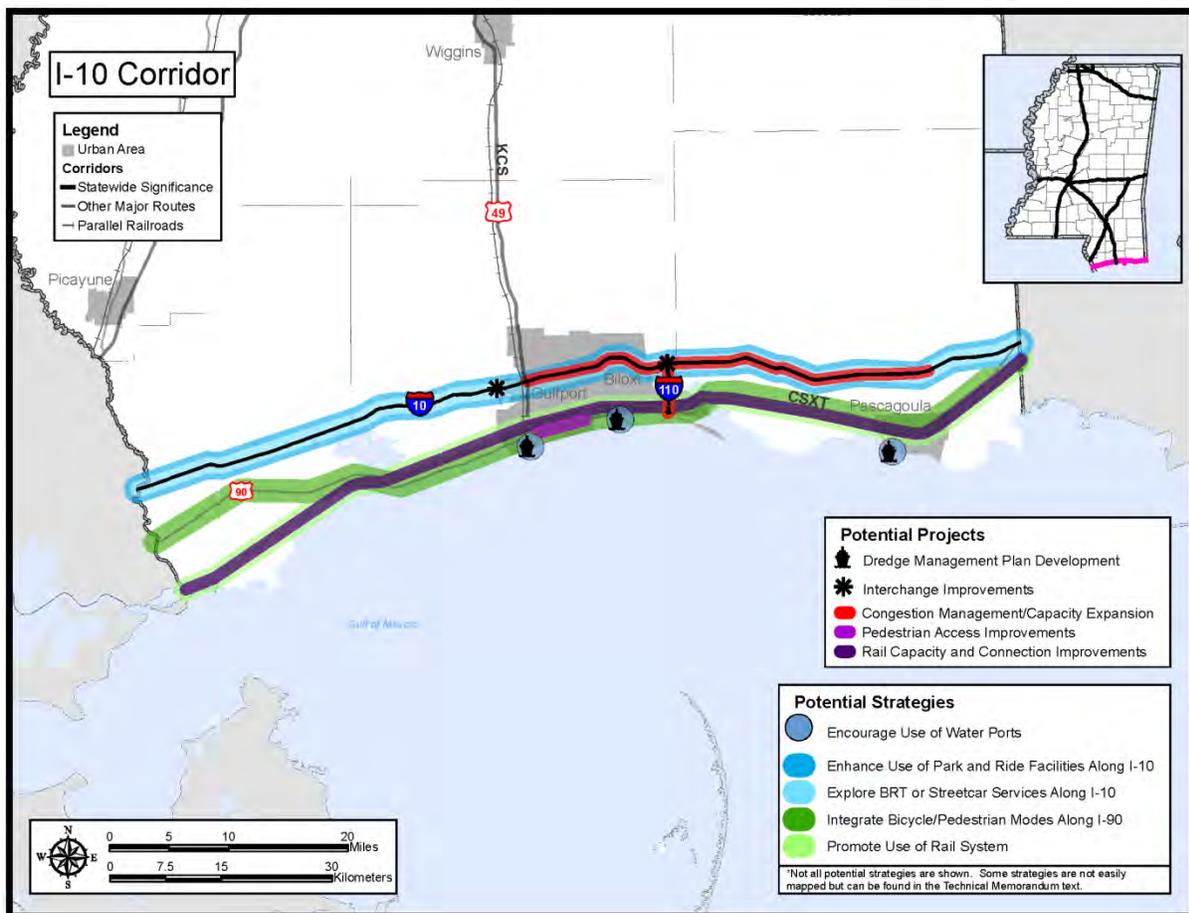
6.2.1 The I-10 Corridor

Corridor specific strategies for the I-10 corridor are listed below. These strategies are in addition to the overarching corridor strategies described above. Potential short-term projects identified for the I-10 corridor are included in **Table 6-1**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-1**.

Table 6-1: I-10 Corridor Key Short-Term Projects

Project	Timeframe
Development of a plan to improve existing rail service and connectivity between the ports in the Gulf Coast areas and other rail carriers	2011 to 2015
Develop Long-Term Dredge Management Plans for the Ports in the Corridor	2011 to 2015
Congestion management/capacity expansion study on I-10 from US-49 to I-110	2011 to 2015
Widening to add one through lane in each direction on I-10 between I-110 and Highway 609 (Ongoing Project)	2011
Congestion management/capacity expansion study on I-110 including interchange at US-90	2011 to 2015
Reconstruction of I-10/I-110 and MS 67 interchange to include ramp improvements, additional ramps at Old Highway 15 and Lamey Bridge Road and collector-distributor roads	2011 to 2020
Improvements to existing I-10 interchange at Canal Road including ramp and intersection relocations to allow for the completion of Highway 601 (ongoing)	2011 (initial phase) and 2011 to 2020
Construction of new pedestrian walkway in US-90 corridor, along seawall from Thornton Avenue in Gulfport to Southern Circle	2011 to 2015

Figure 6-1: The I-10/I-110 Corridor



1. Promote increased use of the state’s freight and passenger rail system: Address potential for passenger rail and freight rail improvements in I-10 corridor.
2. Encourage continued use of the Gulf Coast’s water ports through promoting highway and rail access to port facilities along the I-10 corridor through the Intermodal Connector Improvement Program. Investigate the potential for a dedicated truck corridor between the Port of Gulfport and I-10.
3. Develop a plan to investigate and enhance the use of park and ride facilities along the I-10 corridor, in coordination with Coast Transit Authority.
4. Further investigate the potential for bus rapid transit or streetcar services along the corridor to relieve future congestion along I-10, I-110, and US-90 and enhance overall mobility.
5. Complete safety studies in key locations, such as along I-10 in Harrison County and along I-110, to address ways of reducing higher rates of crash occurrence.
6. Support corridor improvements to rail crossings and along corridors.
7. Continue maintenance of I-10 as an east-west hurricane evacuation route and I-110 as an evacuation connector. Ensure future improvements take these roles into account.
8. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
9. Consider access to ports, airports, and industrial projects in highway project programming in the corridor. The needs of emerging businesses/industry clusters should continue to be evaluated to ensure that the corridor’s transportation assets continue to meet their needs.
10. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

6.2.2 The I-20 Corridor

Corridor specific strategies for the I-20 corridor are listed below. Potential short-term projects identified for the I-20 corridor are included in **Table 6-2**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-2**.

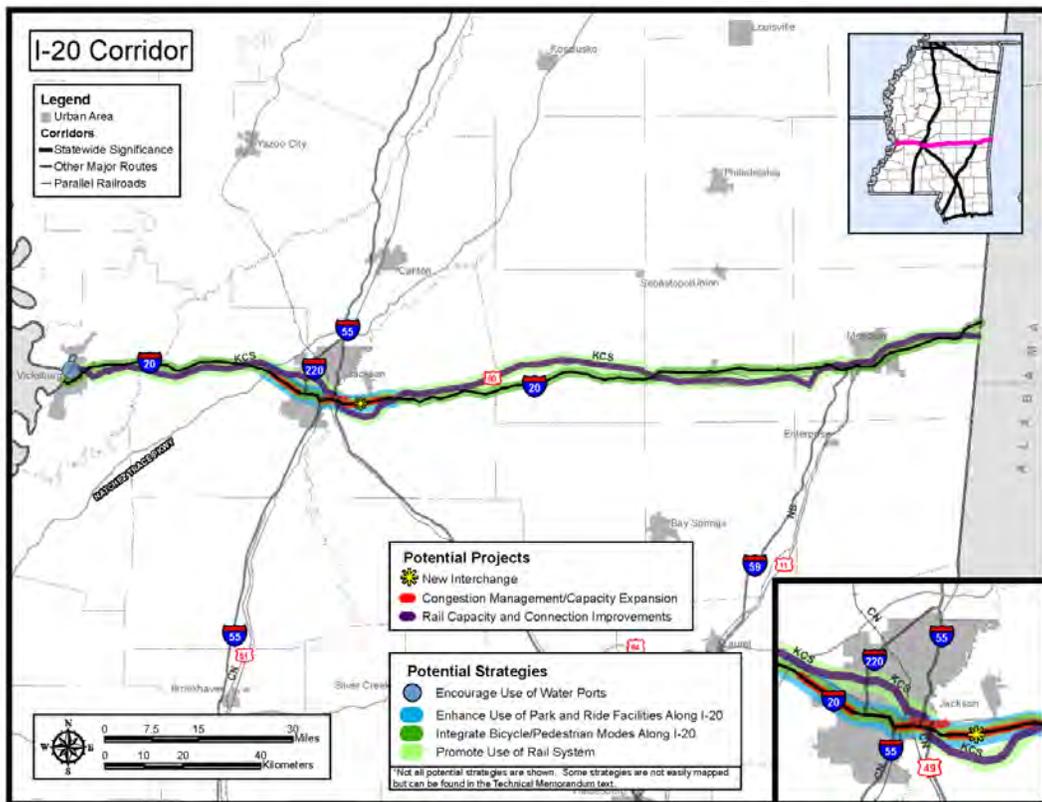
1. Promote increased use of the state’s freight and passenger rail system: Address potential for passenger rail and freight rail improvements in I-20 corridor.
2. Encourage continued use of the Port of Vicksburg through promoting highway and rail access to port facilities along the I-20 corridor through the Intermodal Connector Improvement Program.
3. Develop a plan to investigate and enhance the use of park and ride facilities and commuter routes along I-20 corridor in the Jackson Area, in coordination with JATRAN.
4. Complete safety studies in key locations, such as along I-20 in the Jackson area, to address ways of reducing higher rates of crash occurrence.
5. Support corridor improvements to rail crossings and along corridors.
6. Continue maintenance of I-20 as an east-west hurricane evacuation route. Ensure future improvements take this role into account.

7. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
8. Consider access to ports, airports, and industrial projects in highway project programming in the corridor. The needs of emerging businesses/industry clusters should continue to be evaluated to ensure that the corridor’s transportation assets continue to meet their needs.

Table 6-2: I-20 Corridor Key Short-Term Projects

Project	Timeframe
I-20 Improvements in Rankin County from MS 468 to MS 475 – 3.6 miles of four lane to six lane (under construction)	2011
I-20 improvements in Rankin County from MS 475 to Brandon Crossgates Exit (Greenfield Road) – 2.2 miles of four lane to six lane (under construction)	2011
I-20 improvements in Hinds County from Clinton/Raymond Road Exit to MS 18 – 6.1 miles of four lane to six lane	2013 to 2020
I-20 improvements in Hinds and Rankin Counties from I-55 south to US-49 – 3.0 miles of four lane to six lane	2013 to 2020
Rail Capacity and Improvement Study along the I-20 Corridor	2013 to 2020
Pirates Cove new interchange	2013 to 2020

Figure 6-2: The I-20 Corridor



6.2.3 The I-55 Corridor

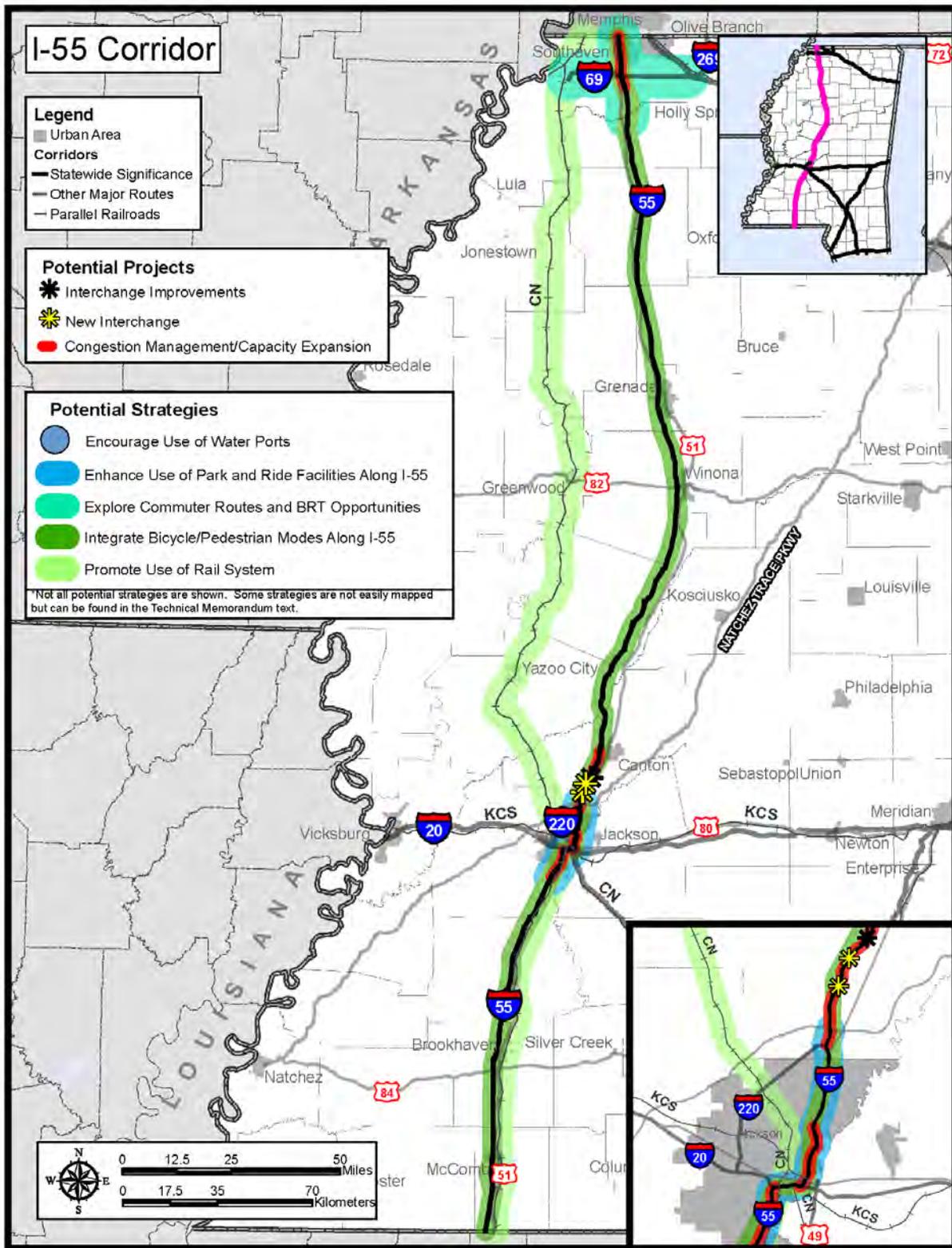
Corridor specific strategies for the I-55 corridor are listed below. Potential short-term projects identified for the I-55 corridor are included in **Table 6-3**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-3**.

1. Promote increased use of the state’s freight and passenger rail system: Address potential for passenger rail and freight rail improvements in I-55 corridor.
2. Develop a plan to investigate and enhance the use of park and ride facilities and commuter routes along I-55 corridor in the Jackson Area, in coordination with JATLAN.
3. Continue with studies to explore potential commuter Routes and BRT in Desoto County in conjunction with I-69/I-269 as well as I-55.
4. Complete safety studies in key locations along I-55 as it has the highest crash rates of any of the interstate corridors.
5. Support corridor improvements to rail crossings and along corridors.
6. Continue maintenance of I-55 as a north-south hurricane evacuation route, south of I-20. Ensure future improvements take this role into account.
7. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
8. Consider access to ports, airports, and industrial projects in highway project programming in the corridor.
9. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-3: I-55 Corridor Key Short-Term Projects

Project	Timeframe
I-55 improvements in Desoto County from Hernando to MS 302 – 2.2 miles of four lane to eight lane and 9.8 miles of four lane to six lane (ongoing project)	2015-2018
I-55 improvements in Hinds and Madison Counties from Old Agency Road to MS 463 – 2.9 miles of four lane to six/eight lane plus new interchange	2012
I-55 improvements in Hinds and Madison Counties from I-220 to Old Agency Road – 1.4 miles of four lane to six lane	2013 to 2020
I-55 improvements in Hinds County from I-20 south to Siwell Road – 7.0 miles of widen to six lanes	2013 to 2020
Gluckstadt Road Interchange improvements	2013

Figure 6-3: The I-55 Corridor



6.2.4 The I-59 Corridor

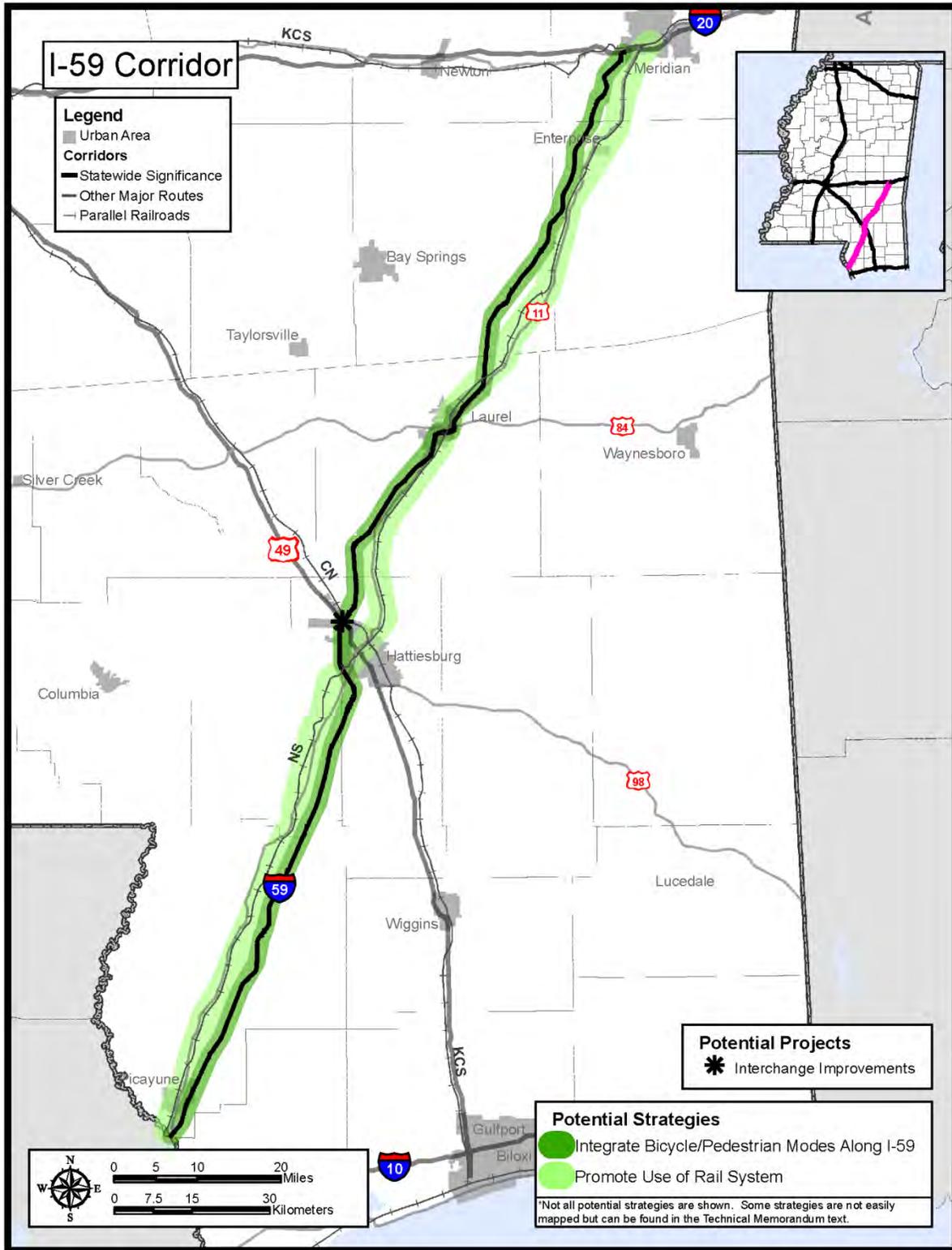
Corridor specific strategies for the I-59 corridor are listed below. A potential short-term project identified for the I-59 corridor is included in **Table 6-4**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-4**.

1. Promote increased use of the state’s freight and passenger rail system: Address potential for passenger rail service enhancements and freight rail improvements in the I-59 corridor.
2. Support corridor improvements to rail crossings and along corridors.
3. Continue maintenance of I-59 as a north-south hurricane evacuation route. Ensure future improvements take this role into account.
4. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
5. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-4: I-59 Corridor Key Short-Term Project

Project	Timeframe
SR 42 Interchange redesign/replacement	2012

Figure 6-4: The I-59 Corridor



6.2.5 The I-69/I-269 Corridor

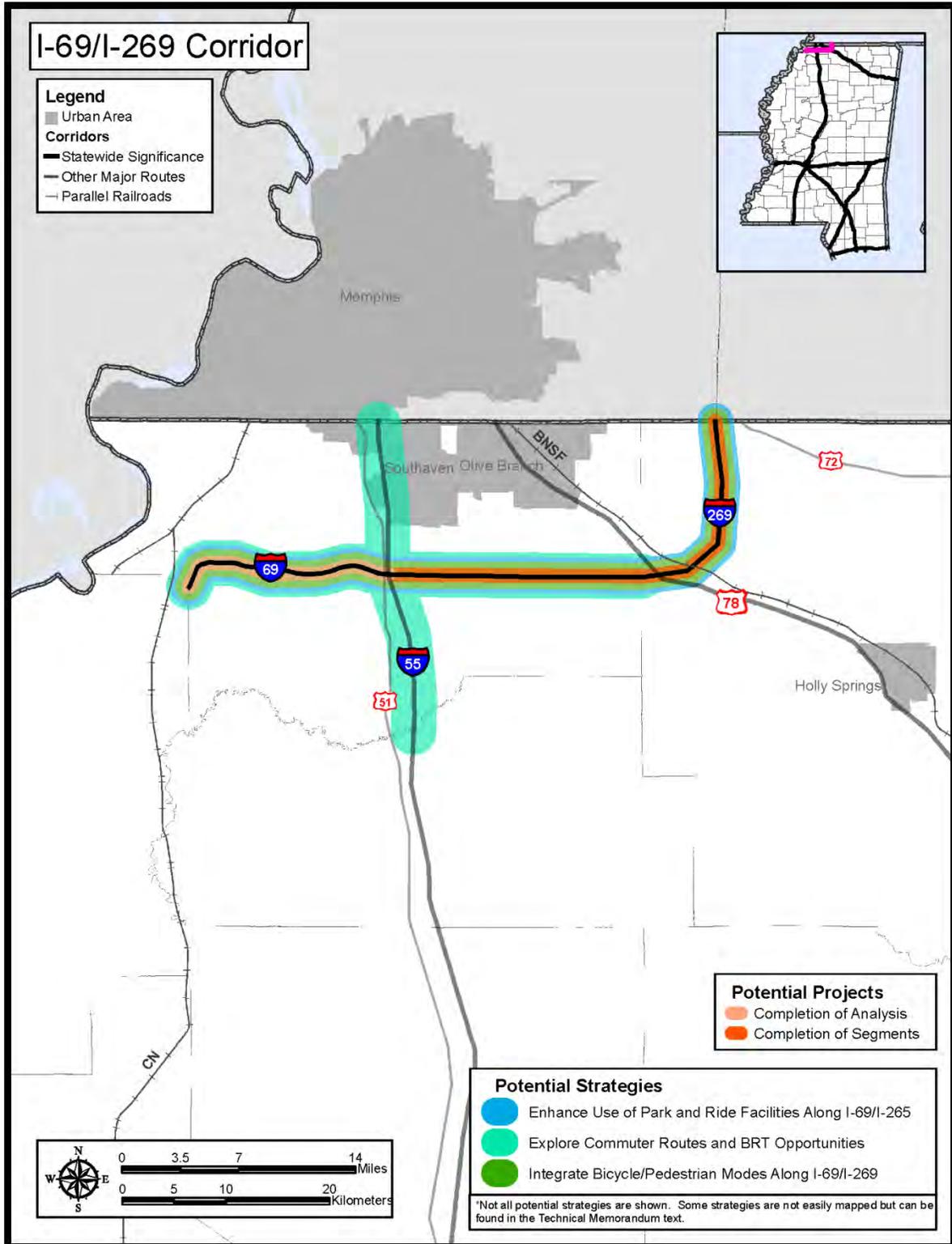
Corridor specific strategies for the I-69/Future I-269 corridor are listed below. Potential short-term projects identified for the I-69/I-269 corridor are included in **Table 6-5**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-5**.

1. Develop a plan to investigate and enhance the use of park and ride facilities and commuter routes along I-69 and Future I-269 corridor in coordination with transit agencies.
2. Continue with studies to explore potential commuter Routes and BRT in Desoto County in conjunction with I-69/I-269 as well as I-55.
3. Pursue completion of the I-69/I-269 corridor for its local importance and its role as part of a NAFTA trade corridor.
4. Consider access to ports, airports, and industrial projects in highway project programming in the corridor.
5. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-5: I-69/I-269 Corridor Key Short-Term Projects

Project	Timeframe
Completion of I-269 Segments	2020
Completion on I-69 Transit Alternative Analysis (on-going)	2011

Figure 6-5: The I-69/I-269 Corridor



6.2.6 The I-220 Connector Corridor

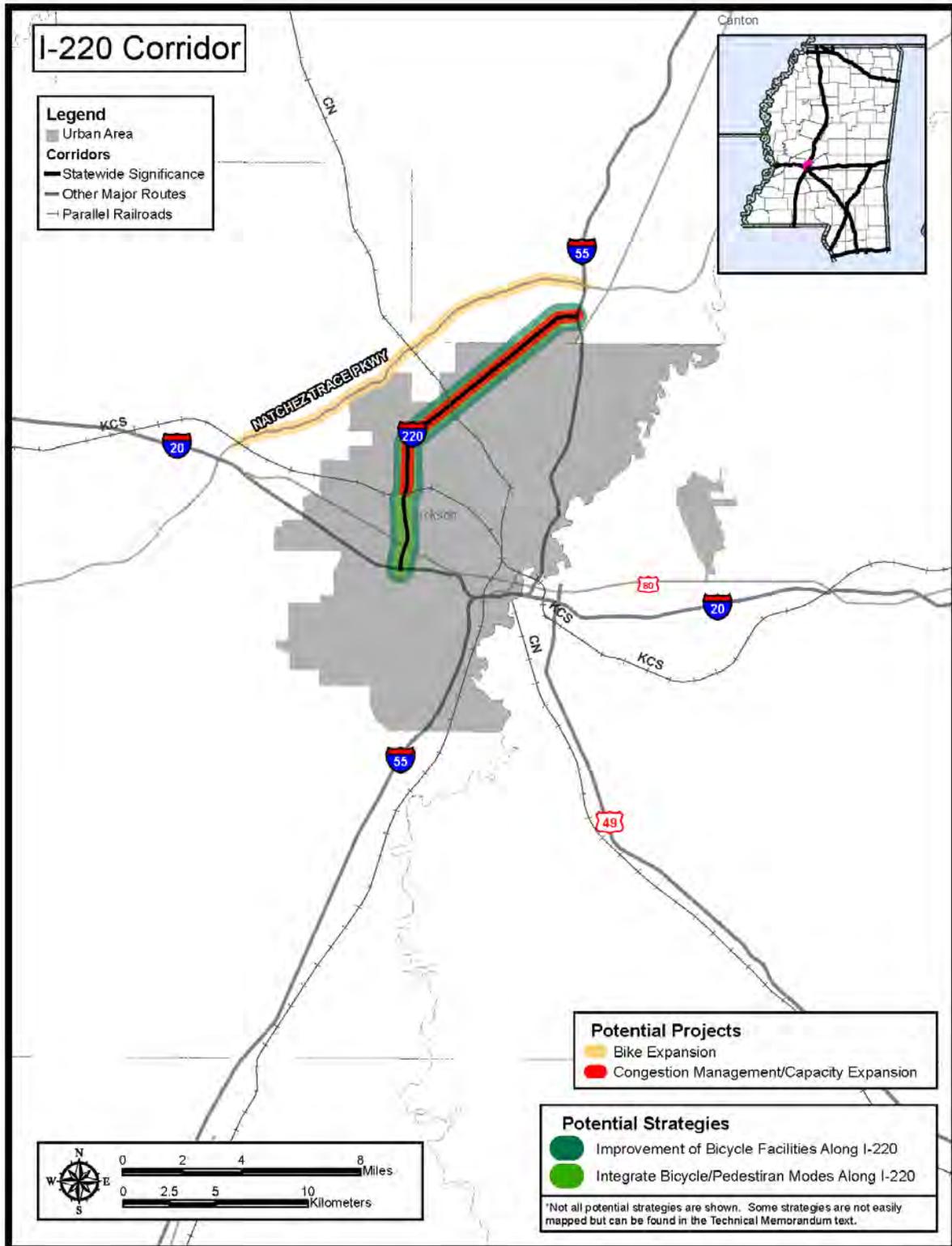
Corridor specific strategies for the I-220 connector corridor are listed below. Potential short-term projects identified for the I-220 connector corridor are included in **Table 6-6**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-6**.

1. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
2. Consider access to airports, and industrial projects in highway project programming in the corridor.
3. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-6: I-220 Connector Corridor Key Short-Term Projects

Project	Timeframe
Congestion management/capacity expansion study to address areas of current/future LOS E and F.	2011 to 2015

Figure 6-6: The I-220 Connector Corridor



6.2.7 The US-49 Corridor

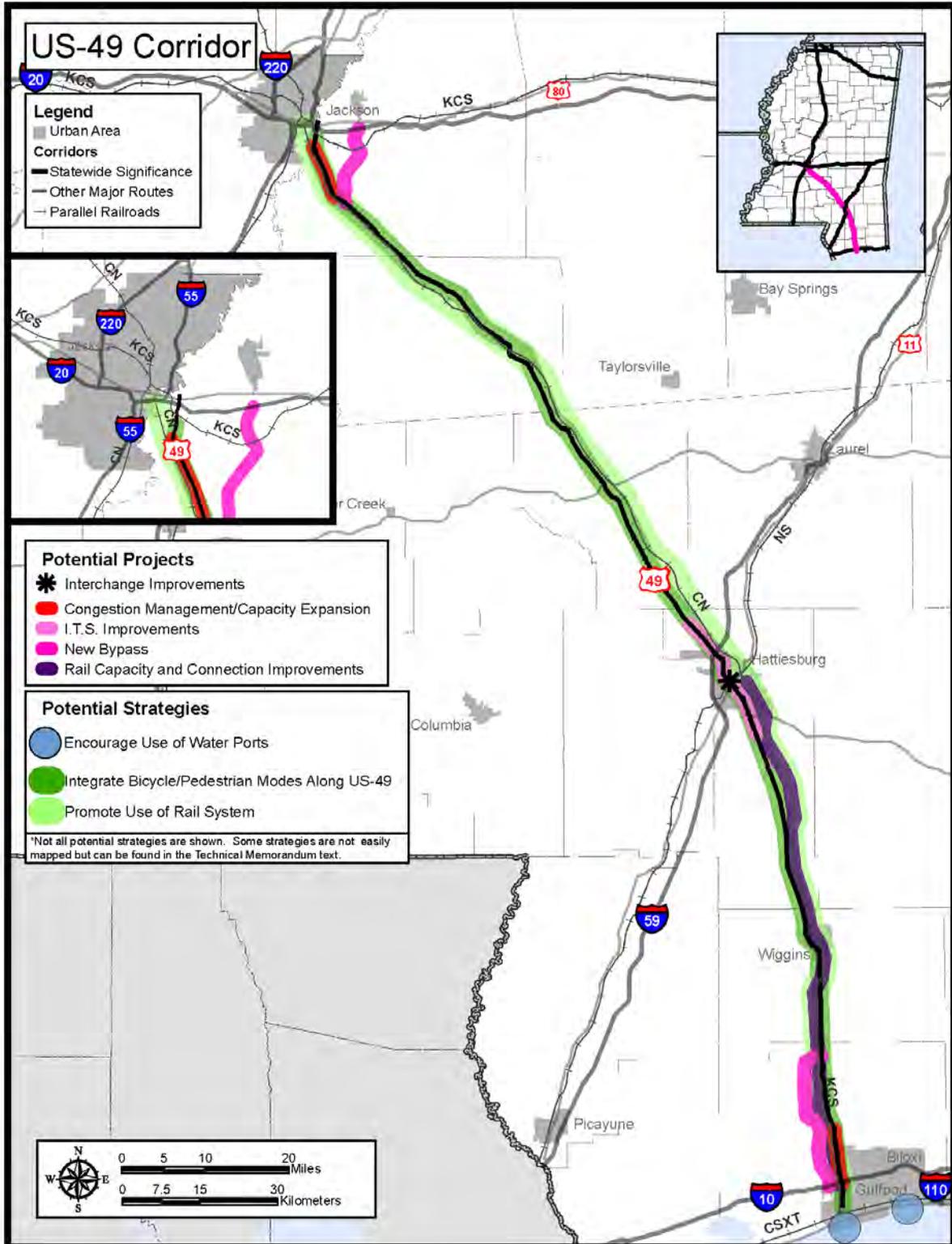
Corridor specific strategies for the US-49 connector corridor are listed below. Potential short-term projects identified for the US-49 connector corridor are included in **Table 6-7**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-7**.

1. Promote increased use of the state’s freight and passenger rail system: Address potential for passenger rail and freight rail improvements in the US-49 corridor.
2. Encourage continued use of the Gulf Coast’s water ports through promoting highway and rail access to port facilities connected by the US-49 corridor through the Intermodal Connector Improvement Program.
3. Complete safety studies in key locations along US-49 as it has the highest crash rates of any of the corridors. Safety improvements should focus on addressing higher injury crash rates along the corridor.
4. Support corridor improvements to rail crossings and along corridors.
5. Continue maintenance of US-49 as a north-south hurricane evacuation route, south of I-20. Ensure future improvements take this role into account.
6. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
7. Consider access to ports, airports, and industrial projects in highway project programming in the corridor. Emphasize access to the Richland Terminal intermodal facility near US-49 in Jackson.
8. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-7: US-49 Corridor Key Short-Term Projects

Project	Timeframe
Rail line upgrades between Gulfport and Hattiesburg (partially funded through TIGER grant)	2011
US-49 improvements from Richland to Florence – 4.0 miles of four lane to six lane	2014
US-49 improvements from O’Neal Road north to School Road – 3.3 miles of four lane to six lane	2013 to 2020
Congestion management/capacity expansion study on US-49 from O’Neal Road to I-10	2011 to 2015
ITS improvements along corridor in HPFL MPO Area	2013 to 2020

Figure 6-7: The US-49 Corridor



6.2.8 The US-78 Corridor

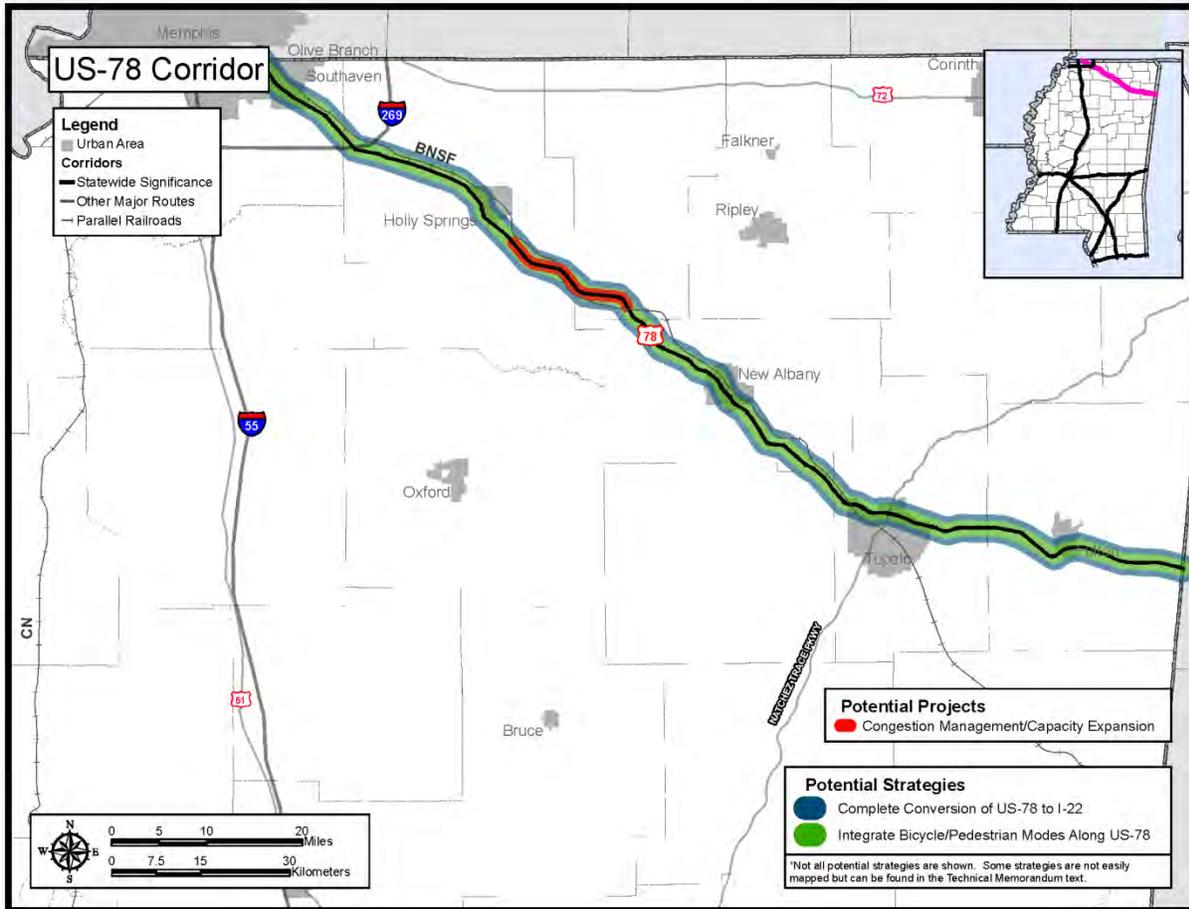
Corridor specific strategies for the US-78 connector corridor are listed below. A potential short-term project identified for the US-78 connector corridor is included in **Table 6-8**. The general locations for strategies and projects that were able to be mapped are illustrated in **Figure 6-8**.

1. Continue to work with partners in Alabama and Tennessee to complete the conversion of US-78 to I-22 as a priority.
2. Address the potential for Environmental Justice issues in the corridor by assuring that underserved, low income, and minority entities are immersed in the environmental processes to evaluate improvements.
3. Consider access to ports, airports, and industrial projects in highway project programming in the corridor. The needs of emerging businesses/industry clusters should continue to be evaluated to ensure that the corridor’s transportation assets continue to meet their needs.
4. Undertake Major Transportation Investment Studies where appropriate in the corridor to ensure that major federally-aided projects incorporate the most beneficial mix of transportation alternatives, including intermodal facilities and services.

Table 6-8: US-78 Corridor Key Short-Term Project

Project	Timeframe
Congestion management/ capacity expansion study on US-78 from Musgray Road to US-178	N/A

Figure 6-8: The US-78 Corridor



7. ASSESSMENT OF STRATEGIES AND PROJECTS WITH MULTIPLAN GOALS

Working Paper 13 provided an analysis of which strategies and projects addressed which MULTIPLAN goals and specific corridor objectives. In general, the strategies and projects do a better job of addressing access and mobility, safety, and economic development goals and objectives compared to others. **Table 7-1** provides a summary of how the strategies and projects address the specific MULTIPLAN goals and identifies weak points, where further corridor planning may identify more specific strategies and projects. Section 10 of this Report builds on this analysis by suggesting the next steps that should be taken for incorporating a corridor approach into overall planning processes.

Table 7-1: Comparison of Potential Corridor Strategies and Projects with MULTIPLAN Goals

	Accessibility and Mobility	Safety	Maintenance and Preservation	Environmental Stewardship	Economic Development	Awareness, Education and Cooperative Processes	Finance
I-10/I-110	<ul style="list-style-type: none"> Addressed by numerous strategies and projects. Includes specific bicycle/pedestrian project and transit strategy. Future projects could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by multiple strategies. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies and projects including specific port-oriented projects. Coordination between future projects and economic development goals is crucial to implementation. 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
I-20	<ul style="list-style-type: none"> Addressed by numerous strategies and projects. Future projects could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by multiple strategies. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies and projects including specific economic development related rail and access projects. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
I-55	<ul style="list-style-type: none"> Addressed by numerous strategies and projects. Includes specific transit strategies. Future projects could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by multiple strategies. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies and projects. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
I-59	<ul style="list-style-type: none"> Addressed by a couple of strategies and projects. No specific road, transit, or bicycle/pedestrian access strategies. Only one specific access and mobility project identified based on corridor needs. Future projects could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by multiple strategies. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Fewer specific economic development strategies compared to the other long corridors. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.

Table 7-1: Summary Evaluation of Potential Corridor Strategies and Projects Compared to MULTIPLAN Goals (continued)

<p>I-69/I-269</p>	<ul style="list-style-type: none"> Addressed by multiple strategies and projects. Specific transit strategies and projects are included. Future projects (beyond those listed) could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> New/future facility has only one future safety strategy identified. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by two strategies. More specific implementation efforts will be needed, specifically in construction of I-269. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies and one project. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
<p>I-220 Connector</p>	<ul style="list-style-type: none"> Addressed by only one strategy and a couple of projects. No specific transit strategies identified. Future projects (beyond those listed one) could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by one strategy. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies but no specific projects. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
<p>US-49</p>	<ul style="list-style-type: none"> Addressed by numerous strategies and projects. Specific strategies related to rail and ports. Specific projects related to roads and ITS. Future projects could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by multiple strategies. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by several strategies and projects including freight and port specific. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.
<p>US-78</p>	<ul style="list-style-type: none"> Addressed by two strategies and one project. No specific strategies on transit, bicycle/pedestrian, or rail on this more rural corridor. Future projects (beyond the listed one) could provide more specifics on how to address mobility and access for bicycles, pedestrians, and transit along and across the corridor. 	<ul style="list-style-type: none"> Addressed by one strategy. Future projects could address more specific safety improvements. 	<ul style="list-style-type: none"> Addressed by one strategy. Project specifics to address, maintenance issues will occur through regular MDOT maintenance priorities. 	<ul style="list-style-type: none"> Addressed by several strategies. More specific implementation efforts will be needed. Potentially addressed by all future projects that incorporate approach suggested by strategies. 	<ul style="list-style-type: none"> Addressed by a couple of strategies but no specific projects. Coordination between future projects and economic development goals is crucial to implementation 	<ul style="list-style-type: none"> Addressed generically by one strategy. Not addressed through a specific project but potentially part of all projects based on strategy implementation and implementation of other MULTIPLAN strategies outside the corridor planning process. 	<ul style="list-style-type: none"> Addressed by one strategy. More appropriately addressed through overall MULTIPLAN implementation, although financing on a corridor-wide basis could be explored. Certain projects will require finance plans for implementation due to size/cost.

8. NEXT STEPS FOR CORRIDOR APPROACH

The purpose of conducting a corridor-based analysis and implementing a corridor based approach as part of the planning process is grounded in the belief that specific corridors serve and support specific economic sectors and functions. The material contained in WP 11 and WP 13 provided high level background and profile analysis that illustrated some of the key sectors and functions served by the corridors. WP 13 synthesized some of the needs presented for the corridors through the stakeholder involvement process and other documents prepared for MULTIPLAN 2035. It also provided a list of high level strategies and potential short-term key projects for each corridor. These represent the early steps in leading to long-term use of a corridor approach in planning, assessing, and implementing transportation projects in Mississippi. There are many future steps that should be considered to fully implement a corridor approach as part of the overall planning and project development process. These steps would include:

1. Individual review of the short-term and long-term needs for each corridor to build on the material developed for MULTIPLAN 2035. This would include potentially more detailed and location specific analysis of the traffic, geometric, safety, economic development, environmental, multimodal, and other needs. This would lead to enhanced needs assessments for each corridor.
2. Continued implementation of the key short-term projects identified in **Section 8.2** of this report and through other MULTIPLAN 2035 documents. These are the higher priority projects for continuing to ensure the corridors meet their key functions.
3. Development of more detailed corridor strategies and analysis of long-term project needs. The purpose of long-term strategies and projects may be more transformational and would ensure the corridors are meeting the future transportation, economic, environmental, and other goals for Mississippi.
4. Enhancing the multimodal analysis so that long-term corridor considerations include more emphasis on bicycle, pedestrian, and transit modes. The strategies and projects included some implementation ideas for these modes of transportation. As the corridors of statewide significance are based on interstate and major state highways, there is less integration of other modes of transportation directly on the main corridor right-of-way. However, regular bus and potential future bus rapid transit services may use these corridors as key parts of routes and integration with facilities that serve commuters in urban areas, such as park-and-ride lots, may help increase transit ridership. Interstates and major US highways, as well as rail corridors, may pose significant barriers to walking and biking, particularly at interchanges. There are potential examples to consider for integrating bicycle and pedestrian access with road improvements that are much easier and less expensive to include as part of full improvement projects than as retrofits. Some examples could include parallel pathways with fence and vegetative

barriers and accommodation of paths on bridge structures. Land use and non-motorized infrastructure should also be considered where passenger rail corridor upgrades are being considered to help enhance access to passenger rail transportation. These types of ideas could be integrated in greater detail into long-term corridor strategies and projects.

5. Greater environmental analysis including more detailed examination of key environmental resource issues and potential environmental justice issues should be considered in the evaluation of long-term needs and improvements. Implementation of plans to address the long-term effects of climate change on the corridors of statewide significance could also be further considered.
6. Items one through five above could be accomplished through a series of long-term corridor master plans for the corridors of statewide significance. These plans could be developed on a phased basis, first for the corridors with more pressing needs and then for other corridors.
7. MDOT will consider development of an overall guidance manual for specific projects on the corridors of statewide significance. This manual should cover topics such as standard measurement of corridor functions and needs, standard performance measures, design considerations, coordination processes, environmental review requirements, multimodal integration techniques, and context sensitive solutions.
8. MDOT will consider developing corridor coordination teams consisting of groups of stakeholders for each of the corridors of statewide significance who are willing to take a corridor wide view of potential short-term and long-term improvements. Local officials, MPOs, rail owners and carriers, trucking carriers and shippers, bicycle associations, port operators, economic development officials, and environmental resource agencies are all among the stakeholders that could be involved. The purpose of these coordination teams would be to help develop project prioritization measures, identify corridor issues, and provide regular feedback on corridor performance.

A long term commitment to corridor planning is required as a part of overall long-range planning. This will need to include a commitment of key staff resources and a willingness to dedicate long-term resources to the maintenance and enhancement of the corridors of statewide significance.

