



## Project Status Update

### Background

The Byram-Clinton/Norrell Corridor has progressed through several phases of planning and construction, since its conception in 1988. The project was conceived through a planning initiative by the Mississippi Department of Economic and Community Development (now the Mississippi Development Authority) as a multi-modal transportation corridor designed to enhance both economic development and energy efficiency. The project continued to develop through the 1990's with construction completion on the initial two segments of the Corridor. Segment 5, consisting of approximately 2.6 miles along Siwell Road, the anticipated southern terminus of the Corridor, was completed in 1992 at a cost of approximately \$6.0 million. Segment 1, the Norrell Road Interchange at Interstate 20, the northern terminus of the Corridor, was completed in the summer of 2003 at a cost of approximately \$5.0 million. An appropriation in fiscal year 2002 through the National Corridor Planning and Development Program helped to fund the route location and environmental due diligence as the first significant efforts toward implementation of further project segments. As the outcome of this planning effort, the Hinds County Board of Supervisors formally adopted a route for the Corridor in April 2006, and the Finding of No significant Impact (FONSI) was approved by the Federal Highway Administration in May of that same year.

The program currently is in the construction readiness stage, which includes the following milestones:

✓ Right-of-Way Identification	Completed — October 2008
✓ Field Review with MDOT	Completed — June 2009
✓ ROW Plans Approved	Completed — June 2009
✓ Right-of-Way Maps & Deeds	Commenced — June 2009
✓ Right-of-Way Acquisition on Segments 1A and 2	Initiate — immediately
✓ Construction Bids — Siwell Rd. (Segment 5)	Initiate — June 2010

- ✓ Right-of-Way Acquisition is 100% complete for Segment 2      Completed — October 2013
- ✓ Design Team is currently coordinating with utility providers relocating utilities.      Initiate — 2013
- ✓ The Property Management phase is underway for asbestos testing and demolition of properties in the path of corridor.      Initiate — 2013

#### Corridor Description

The project consists of an 18-mile, low speed (45 mph), multi-lane, "parkway" style road situated between the Byram Community at 1-55 in the southern portion of the Jackson Metropolitan Area, extending northwestward to the Norrell Road Interchange at 1-20 in Clinton. Travel lanes will be divided by a raised median with curb and gutter. The design concept further calls for sidewalks, pedestrian walking trails, and biking trails along with access limitation to insure public safety and enhanced levels of service.

The Corridor will be integrated into the existing fabric of the communities it connects, creating opportunities for economic development where appropriate, environmental and community preservation, and recreational opportunities.

#### Implementation Approach

The Mississippi Department of Transportation, the Federal Highway Administration, the National Park Service (Natchez Trace Parkway), the Mississippi Office of State Aid Road Construction, the local MPO, Hinds County, and private and public entities have partnered to see the project to its current partial stage of completion. These parties have collaborated to invest substantial resources toward construction of the initial segments of the Corridor and furtherance of preconstruction activities on the remaining segments. While the project has advanced rapidly in the last several years, the southern and western portions of Hinds County have continued to experience substantial suburban growth. Hinds County intends to use the Byram-Clinton/Norrell Corridor to manage growth and sustain a high quality of life for existing and future residents, businesses, and visitors.

### **Project Status update**

In an effort to maximize funding received to-date, the Board of Supervisors is developing an approach to project implementation that includes public and private collaboration. Recognizing the value of this approach, the State Legislature in 2006 passed legislation that will allow the County to utilize special assessment authority to generate funding along appropriate portions of the Corridor. In addition, opportunities for Public Improvement Districts (PID), Tax Increment Financing (TIF) districts, or other public/private partnerships are being explored.

In addition to the substantial investments already made to the project by Hinds County, resulting in conclusion of the NEPA process, the following Federal appropriations have been received:

- FY 2002 - \$3.5 million through the National Corridor Planning and Development Program
- FY 2004 - \$3.0 million through the Surface Transportation Projects account
- FY 2005 - \$3.8 million through the Surface Transportation Projects account
- FY 2008 - \$452,760 through the Interstate Maintenance Discretionary account (application made through Federal Highway Administration, March 2008)
- FY 2009 - \$1,900,000 in the Federal Highway Administration division of the Omnibus Appropriations Act
  - \$475,000 in the Interstate Maintenance Discretionary account
  - \$1,425,000 in the Delta Regional Transportation Development account
- FY 2010 - \$2,750,000 in the Surface Transportation Projects account of the Consolidated Appropriations Act

Also, the program was authorized in the 2006 Highway Trust Fund reauthorization (SAFETEA-LU) in the amount of \$20 million (due to the recent FHWA budgetary rescissions, now \$17,880,449).

These various funds are being utilized as optimally as possible, along with required local matching funds from Hinds County, to proceed with right-of-way acquisition and subsequent construction on Segments 1A and 2 and construction on Segment 5.