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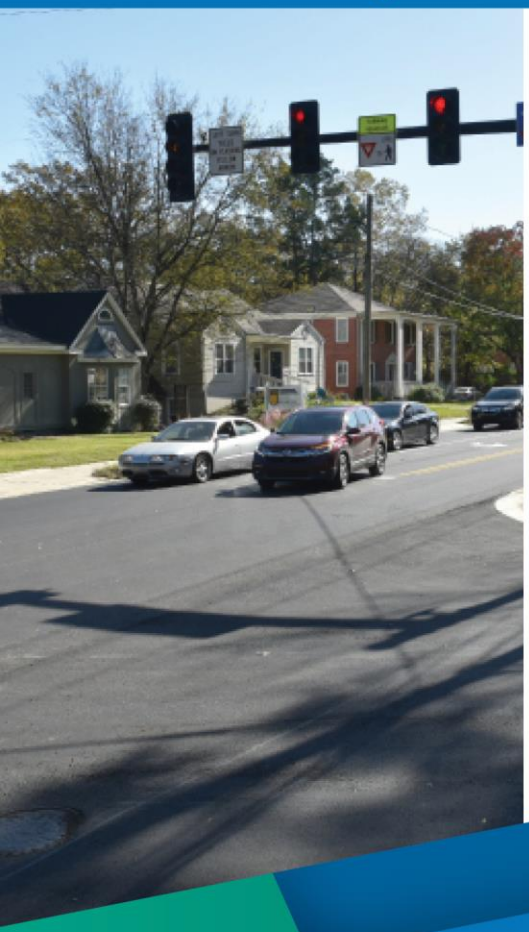
CENTRAL MISSISSIPPI
PLANNING AND DEVELOPMENT DISTRICT

2050 Metropolitan Transportation Plan



Technical Report #5

DRAFT – Plan Development

DRAFT – September 2025

Prepared by:

NEEL-SCHAFFER

CMPDD

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CENTRAL MISSISSIPPI
PLANNING AND DEVELOPMENT DISTRICT

Central Mississippi Planning & Development District

2050 Metropolitan Transportation Plan

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Mississippi Department of Transportation (MDOT), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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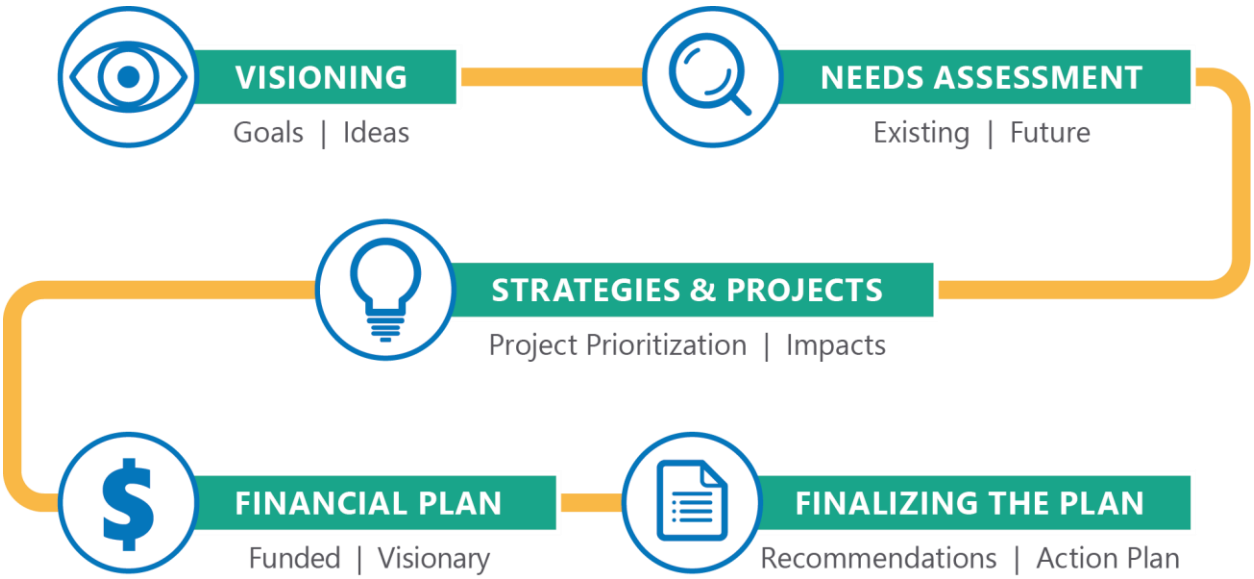
1.0 Introduction

The purpose of this report is to provide additional data and technical information that describes the Central Mississippi Planning and Development District (CMPDD) 2050 Metropolitan Transportation Plan (MTP) development process.

The plan development process, as illustrated in **Figure 1.1**, begins with visioning and identifying plan goals and big-picture ideas. This step provides a foundation for the remaining project phases, creating a strategic path forward towards the end result of finalizing the MTP.

Figure 1.1: Metropolitan Transportation Plan Process



Each step within the process informs and provides a foundation for the next, allowing for the cumulation of data collection, research, and analysis to identify the projects and funding strategies needed to address the region's transportation needs.

This report details the steps and actions taken throughout the plan development process to address:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan
- Plan Performance

2.0 Public and Stakeholder Involvement

Public and stakeholder involvement is crucial to ensuring all potential needs are identified, appropriate recommendations are selected, and the resulting prioritized enhancements best support the region's transportation goals. This chapter describes the three rounds of public and stakeholder involvement, including a summary on the purpose, approach, and input received for each round of engagement.

2.1 Round 1

Round 1 of public and stakeholder involvement began in October 2024 and ended in March 2025. This round focused on introducing the planning process, listening to the public, and learning about community concerns. Input received was used to help identify the community's needs and priorities, as well as revise the existing Vision Statement, Goals, and Objectives which guide the planning process.

Primary Community Involvement Goals

- Inform the public that reside within the MPO region that the Metropolitan Transportation Plan planning process is underway.
- Educate the public on the Metropolitan Transportation Plan and its impact on community and economic development.
- Provide opportunities for the public to participate in the planning process and inform them of these opportunities.
- Encourage and collect meaningful feedback from stakeholders and the public to better understand community transportation system needs, identify improvement recommendations, and prioritize identified improvements.

Approach to Outreach

To reach a broad representation of the residents within the MPO planning area, input was sought from the following groups through Round 1 outreach:

- local officials
- planners, engineers, and other professionals
- transportation service providers
- community leaders
- nonprofit advocacy organizations
- the business community
- the general public

Consistent with the Public Participation Plan, the plan development process provided the public with both virtual engagement and in-person options including:

- online input survey
- public outreach events
- digital communication resources
- two in-person public meetings

Additionally, one of the in-person public meetings was held jointly with MDOT to help inform the public of the Statewide 2050 Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) update. Locations and dates of the in-person public meetings are listed in **Table 2.1.**

Public input received for the MPO 2050 Metropolitan Transportation Plan update will also inform Statewide transportation priorities.

Virtual Engagement

Virtual Survey

A virtual public input survey, shown in **Appendix A**, was launched to gather insight into regional transportation priorities. The survey prompted participants to:

- rank transportation goals
- budget transportation priorities
- identify where improvements were needed
- provide a short answer on what ideas they had on improving the transportation system in the MPO planning area

Additionally, the online survey asked participants to identify how they most frequently travel within the MPO region.

The survey had a soft launch, which allowed it to be available before the first round of public engagement started in October. Although it was not advertised until the first round began, the survey was available to receive input starting on September 12th, and it remained open through November 25, 2024. To inform the public of the survey, CMPDD promoted through their social media accounts and outreach events starting on October 1st. It was also distributed by MDOT and CMPDD via mailing lists and through direct email to their stakeholder databases.

Virtual Meetings

A virtual town hall was conducted online, via Zoom, on October 17, 2024, at 6:00 pm by MDOT to provide a virtual option for public and stakeholder participation. Attendees were invited to this meeting via emails sent by MDOT. During the meeting, MDOT presented on the Statewide MULTIPLAN update, the planning process, and how those interested can get involved via their local MPO and 2050 MTP update.

In-Person Events

In-person events included community engagement opportunities and open house meetings. The public was informed and invited to these events through emails from both CMPDD and MDOT, news releases, digital ads, and posts on official social media pages. Locations for these in-person events were placed in areas that were easy for the public to access and central to different communities around the MPO region. The event times and locations are listed in **Table 2.1**.

During each event, staff spoke about the Metropolitan Transportation Plan, the different ways to get involved, and how the public input would be used. The public was also invited to participate in four different exercises to provide input on the transportation needs and priorities within the region. For those who would prefer to submit their responses virtually, a link to the online survey and survey instructions were also provided. Participants were also given the opportunity to fill out an optional demographic survey card to provide additional information, such as their age, race, gender, disability status, and household income.

Throughout Round 1, a total of 399 virtual and 157 in-person survey responses were submitted.

Table 2.1: Round 1 In-Person Outreach and Engagement Events

Date	Time	Event	Location
Oct. 2, 2024	9:00 am – 10:00 am	Mayors Fun Walk	**NorthPark Mall** 1200 E. County Line Rd. Ridgeland
Oct. 9, 2024	2:30 pm – 4:30 pm	Public Meeting	**Union Station** 300 W Capitol Street, Jackson
Oct. 10, 2024*	4:00 pm – 6:00 pm	Public Meeting	**CMPDD** 1020 Centre Pointe Blvd., Pearl
Oct. 12, 2024	10:00 am – 2:00 pm	Oktoberfest and Gumbo Festival	**Pearl City Park** Mary Ann Dr., Hwy 80, Pearl
Oct. 24, 2024	10:00 am – 11:00 am	Diabetes Day	**Canton Public Library** 102 Priestly St., Canton
Oct. 25. 2024	9:00 am – 2:00 pm	Senior Appreciation Day	**Jackson Medical Mall** 2441 Bailey Ave, Jackson

*Joint public engagement event with MDOT present to discuss the 2050 MULTIPLAN update along with the 2050 CMPDD Metropolitan Transportation Plan Update.

In-Person Public Engagement Exercises

At each of the in-person public engagement events, participants were asked to participate in exercises to determine:

- where improvements are most needed
- how they would allocate limited transportation funding
- what transportation goals are most important to them
- their most desired transportation improvement project

Images of these boards, optional demographics cards filled out, and additional photos from the in-person events can be found in **Appendix A**. Results from these engagement exercises were combined with those received from the online survey and are described in this section.

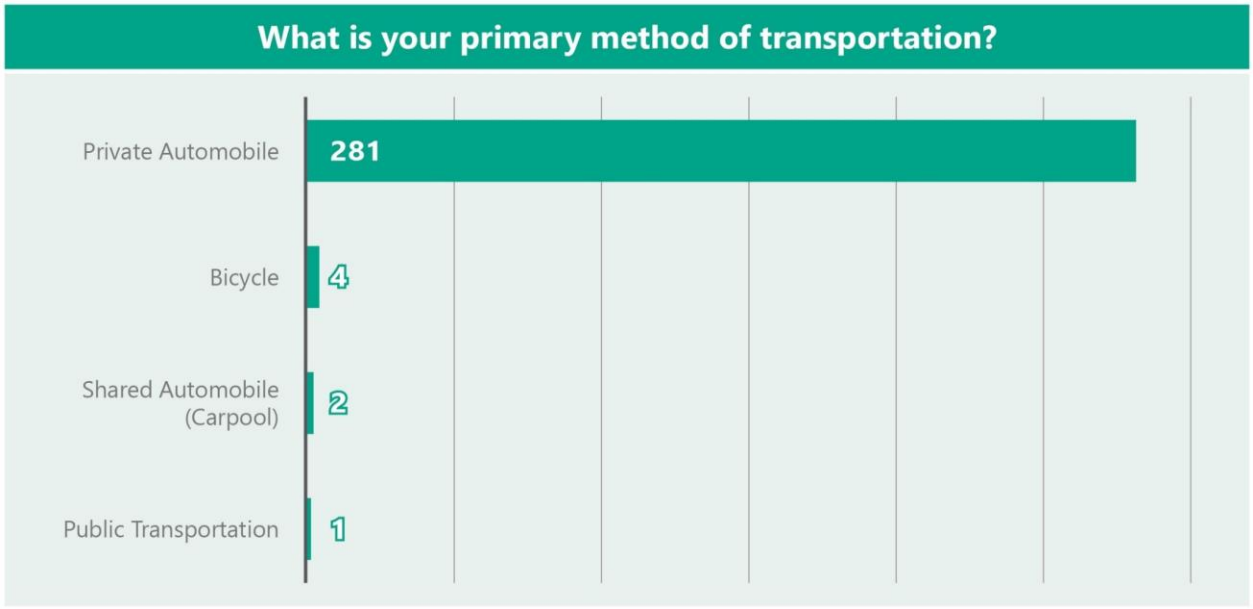
Round 1 Engagement Results

Primary Method of Transportation Results

Within the online survey, participants were asked to identify their primary mode of transportation. While not every survey participant answered this question, those that did overwhelmingly identified a private automobile (97.6%) as their primary mode. This was followed by bicycle (1.4%), carpool (0.7%), and public transportation (0.3%).

The results by total number of responses, with options which did not receive a vote excluded, are illustrated in **Figure 2.1**.

Figure 2.1: Primary Method of Transportation Results (Online Survey Only)



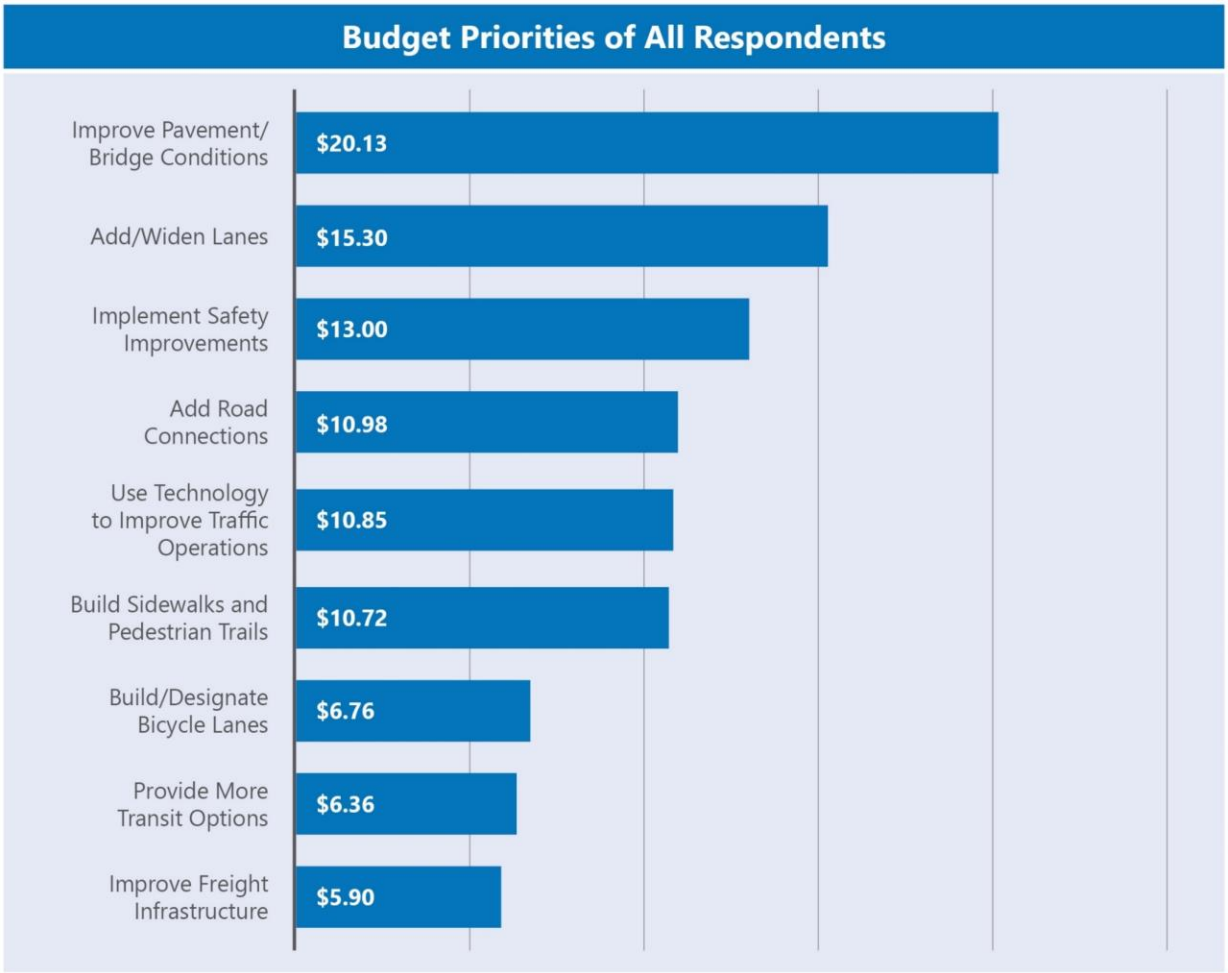
Note: Modes of transportation which did not receive a vote, such as "other", "walk", and "motorcycle", are not portrayed within the graph.

Budget Allocation Exercise Results

The budget allocation exercised asked participants to "spend" $100 across multiple priorities. The total budget allocated per priority was then divided by the number of participants who answered the survey. This was then ranked by the average budget to identify the top priorities identified by the public.

As shown in **Figure 2.2**, respondents elected to "spend" more money on improving pavement and bridge conditions than any other category. Adding and widening lanes was the next highest, followed by implementing safety improvements. Participants allocated fewer funds to freight infrastructure and additional transit options.

Figure 2.2: Transportation Budget Allocation Exercise Results



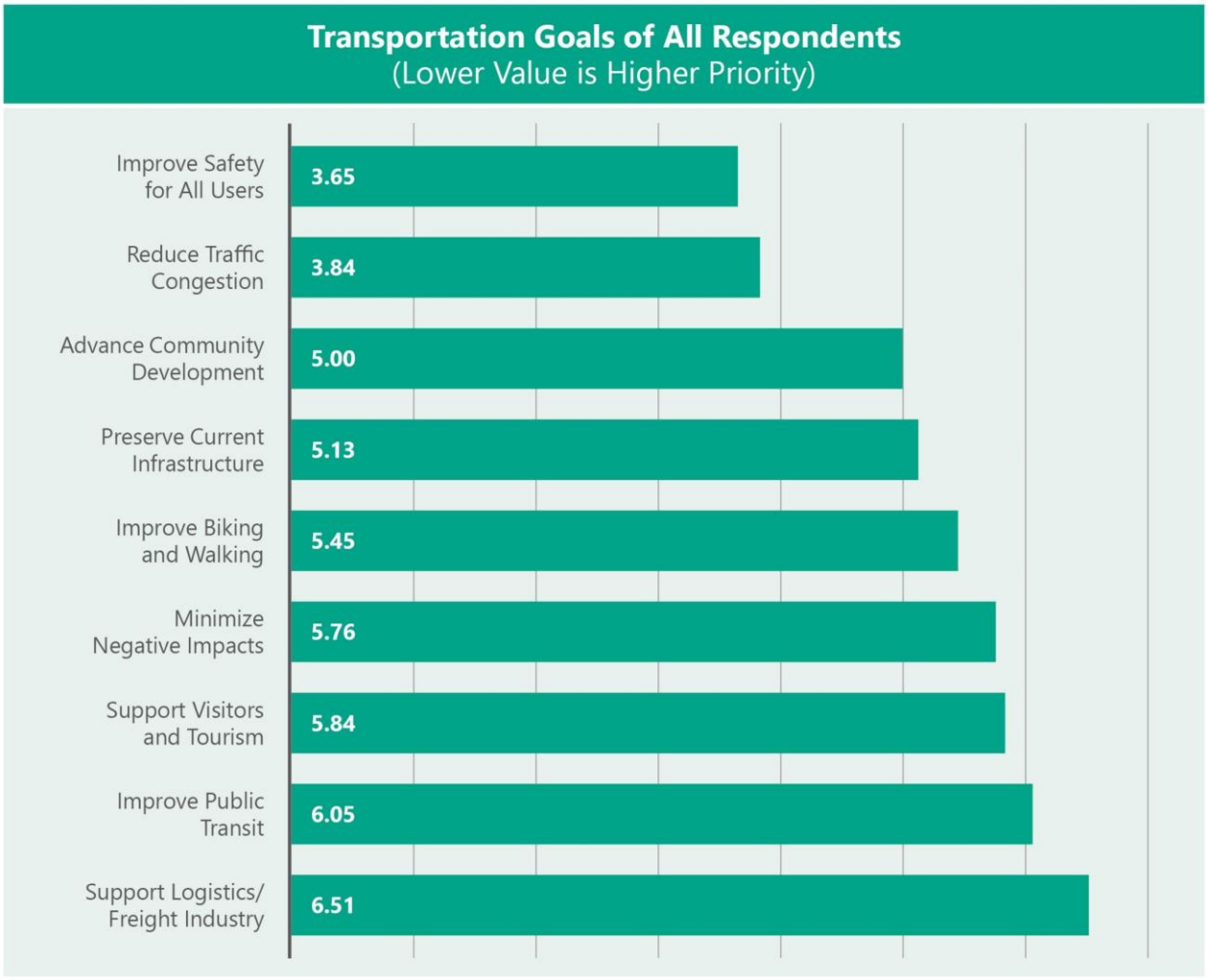
Transportation Goal Ranking Results

During the goal ranking exercise, participants were presented with nine transportation goals and asked to select five and rank them based on relative priority. The ranked goals for each response were assigned a score according to their ranking, with a score of one going to the top priority, to a score of five for the lowest priority. Goals that were not ranked were given a score of seven to reduce the bias a "zero" score would have on the ranked list.

The total score was then divided by the number of participants who answered the survey to calculate the average score and relative goal priority. These results are displayed in **Figure 2.3**.

With the goal ranking exercise, the lower the average score, the higher it was prioritized.

Figure 2.3: Transportation Goals Exercise Results



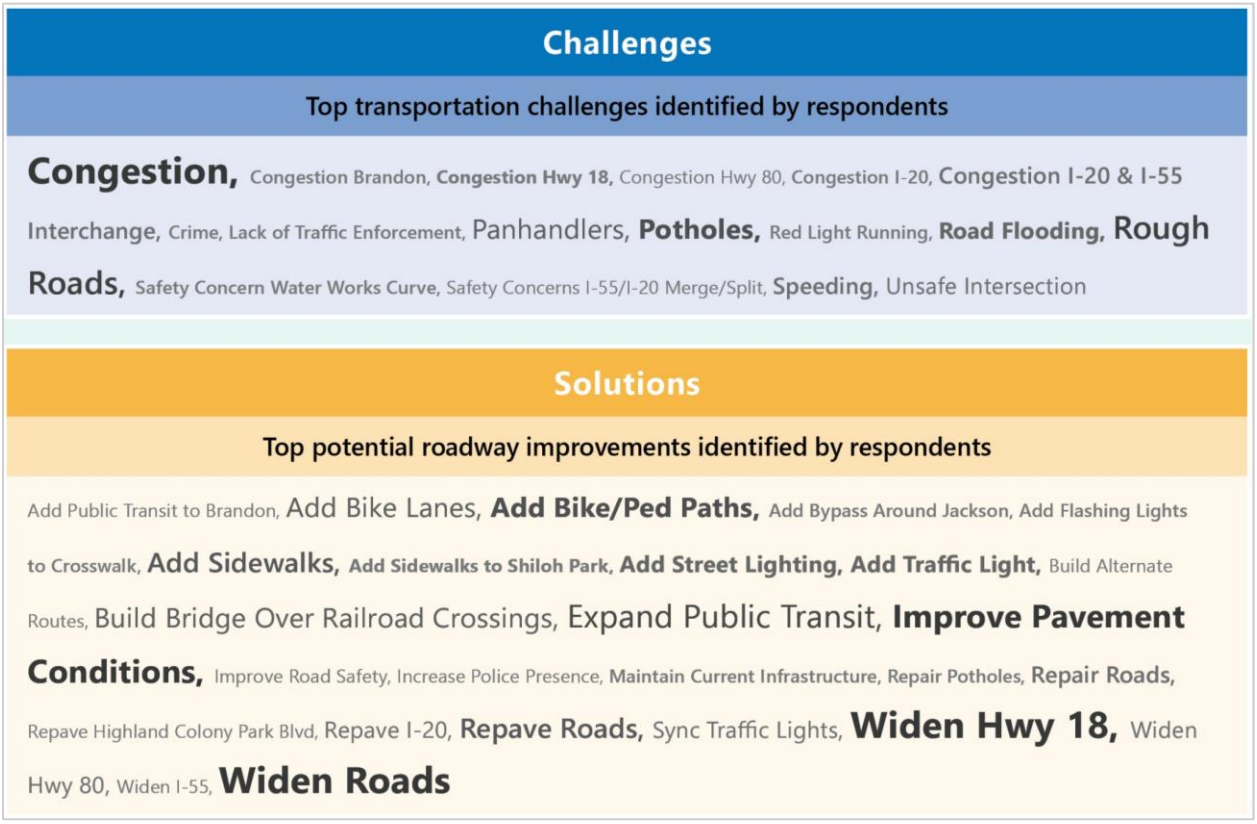
As seen in the above graph, respondents identified the following as their top five transportation priorities:

1. improve safety for all users
2. reduce traffic congestion
3. advance community development
4. preserve current infrastructure
5. improve biking and walking

Additional Results

With both the virtual and in-person engagement options, short answer survey responses were analyzed to provide a word cloud, highlighting the most mentioned key words and phrases. This was divided into challenges and potential solutions, as seen in **Figure 2.4**, and helps to support the results and findings from the other survey exercises.

Figure 2.4: Short Answer Response Word Cloud



2.2 Round 2

Round 2 of community engagement ran from April to August 2025. This round focused on building off the first round of engagement results and continuing public engagement to ensure progress on the Metropolitan Transportation Plan update was promoted and available. Additionally, the public and stakeholders were also encouraged to review potential projects and submit their relative priority.

Round 2 Engagement Summary

Requests for public input were promoted through email lists, social media posts, and a press release to local media included in **Appendix B.** During this period, 74 responses were received. Information from this round was used to determine the public sentiment on where their greatest congestion relief priorities were located. This survey also included congestion definition and strategies questions. Input received was then incorporated into the project prioritization process.

Additionally, the CMPDD bicycle and pedestrian stakeholder group was asked to provide feedback on local, non-motorized transportation projects. The group was

informed and invited to complete an online survey through email, and feedback was collected from February 4 to February 19, 2025.

Within the survey, stakeholders were prompted to leave markers showing which non-motorized projects they felt were a high, medium, or low priority. During this round of engagement, a total of 34 stakeholder responses were received. The survey is shown in **Appendix B**.

Round 2 Results

Round 2 public input results provided additional insight into how people who live in the MPO planning area experience congestion and what strategies are preferred to address congestion.

Survey respondents identified the following as the top non-single occupancy vehicle strategies:

- public transportation
- telecommuting/work from home
- carpool/vanpool

Additionally, the top implementation strategies identified by the public include:

- expanding public transportation
- adding capacity through new or widened roadways
- intersection enhancements
- improving signal coordination

These results are detailed in **Figure 2.5** and **Figure 2.6**, respectively.

Figure 2.5: Non-Single Occupancy Vehicle Strategies Response Summary

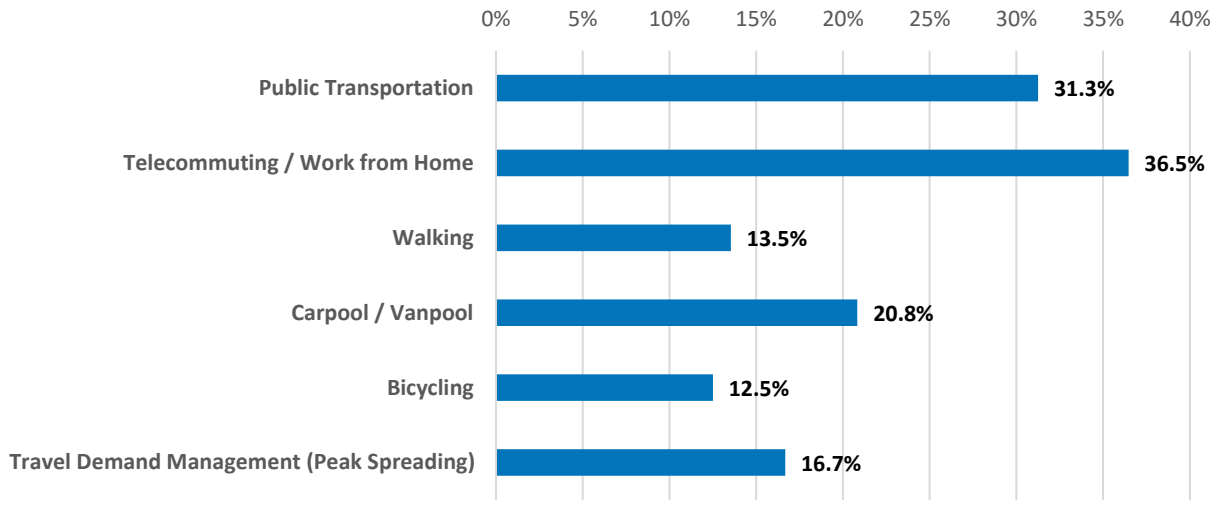
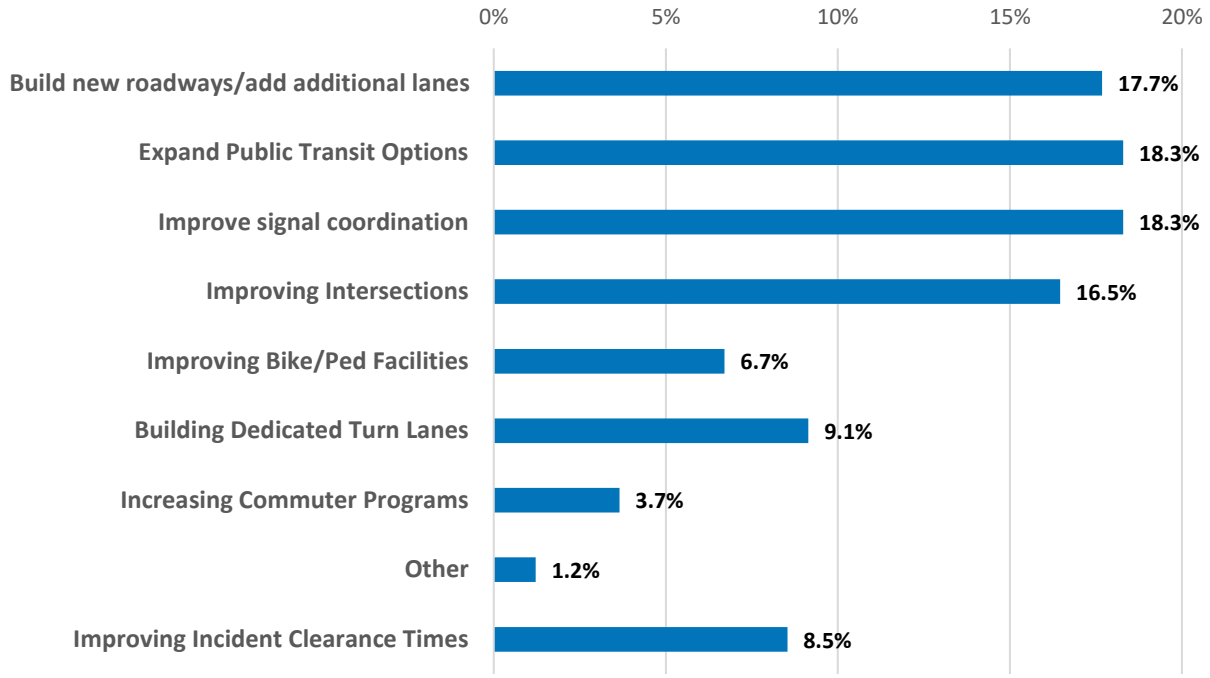


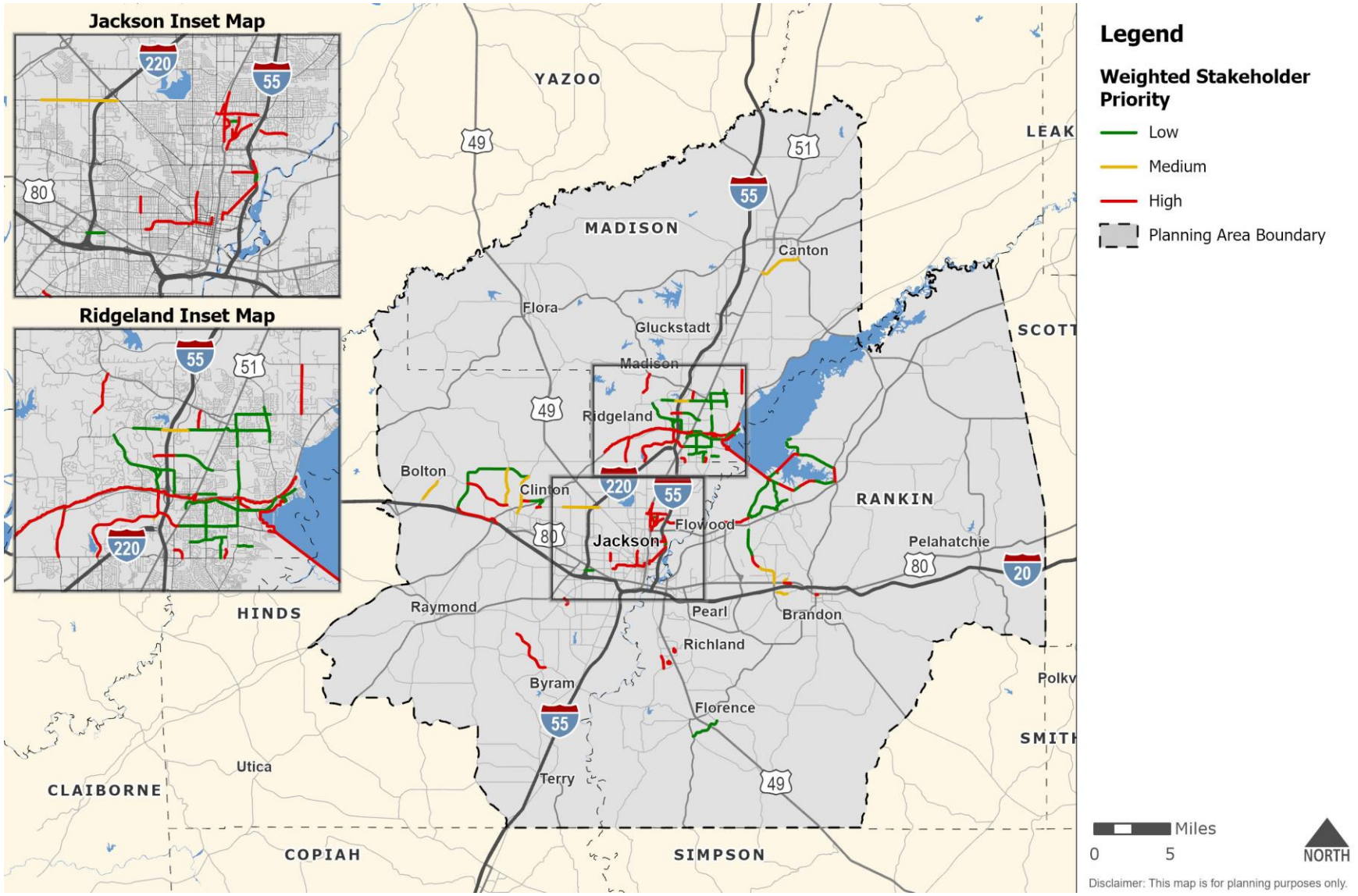
Figure 2.6: Implementation Strategies Response Summary



Public input collected during this round was used to inform the development of some of the plan's strategies, discussed later in this report.

Additionally, identified stakeholders received a survey to provide their input on non-motorized transportation projects, ranking them either a low, medium, or high priority. The mapped results of this survey can be seen in Figure 2.7, and the full list of projects that were reviewed can be seen in *Technical Report 4: Needs Assessment*.

Figure 2.7: Bicycle and Pedestrian Stakeholder Engagement Results



2.3 Round 3

Round 3 of the public and stakeholder involvement process began in September and continued through November 2025. This outreach largely focused on informing the public about the draft plan and receiving final input. This outreach included both in-person and virtual opportunities to review the draft and submit comments.

The in-person outreach included several display boards, shown in **Appendix C**. The locations of the meetings, and places where copies of the draft plan were available, are shown in **Figure 2.8**.

Figure 2.8: Round 3 In-Person Outreach and Engagement Events

2050 MULTIPLAN
THE FUTURE IN MOTION

Mississippi's Unified Long-Range Transportation Infrastructure Plan
Public Meetings

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

Proposed 2050 Metropolitan Transportation Plan Available for Review

The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization is hosting a 45-day comment period for the public to review and provide comments on the proposed 2050 Metropolitan Transportation Plan (MTP).

The MTP is a long-range planning document that acts as a comprehensive blueprint for guiding transportation investments over the next 25 years for the Jackson Urbanized Area which includes portions of Hinds, Madison, and Rankin Counties. It identifies transportation needs, policies, strategies, and projects that aim to improve the quality of life for all residents in the region. To ensure consistency, development of the MTP is coordinated with MULTIPLAN 2050, Mississippi's Unified Long-Range Transportation Infrastructure Plan.

The comment period will begin September 17, 2025, and end November 5, 2025. The proposed MTP is available for review and comment at www.cmpdd.org/public-notices/ and in hard copy at CMPDD, 1020 Centre Pointe Blvd., Pearl, MS. Citizens are invited to submit comments to CMPDD by email mpo@cmpdd.org, phone (601) 981-1511, mail CMPDD, Metropolitan Transportation Plan, 1020 Centre Pointe Blvd., Pearl, MS 39208, or by using the online comment card www.cmpdd.org/public-notices/.

Additionally, citizens are invited to attend come-and-go community meetings listed below to review the draft plan with transportation officials and provide comments.

Wednesday, Oct. 1, 11am - 1pm
Medgar Evers Library
4215 Medgar Evers Blvd
Jackson, MS 39213
Hosted by CMPDD

Tuesday, Oct. 7, 4pm – 6pm
Madison Public Services Complex
1239 Highway 51
Madison, MS 39110
Hosted by CMPDD

Tuesday, Oct. 21, 4pm – 6 pm
Central Mississippi Planning and Development District
1020 Centre Pointe Blvd
Pearl, MS 39208
Hosted by CMPDD and MDOT

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting.

The proposed MTP will be considered for adoption by the CMPDD Metropolitan Planning Organization during its November meeting. All comments received during the comment period will be reviewed and considered prior to adoption. For additional information contact CMPDD at mpo@cmpdd.org.

Visit **https://mdot.ms.gov/multiplan2050** to learn more and stay engaged.

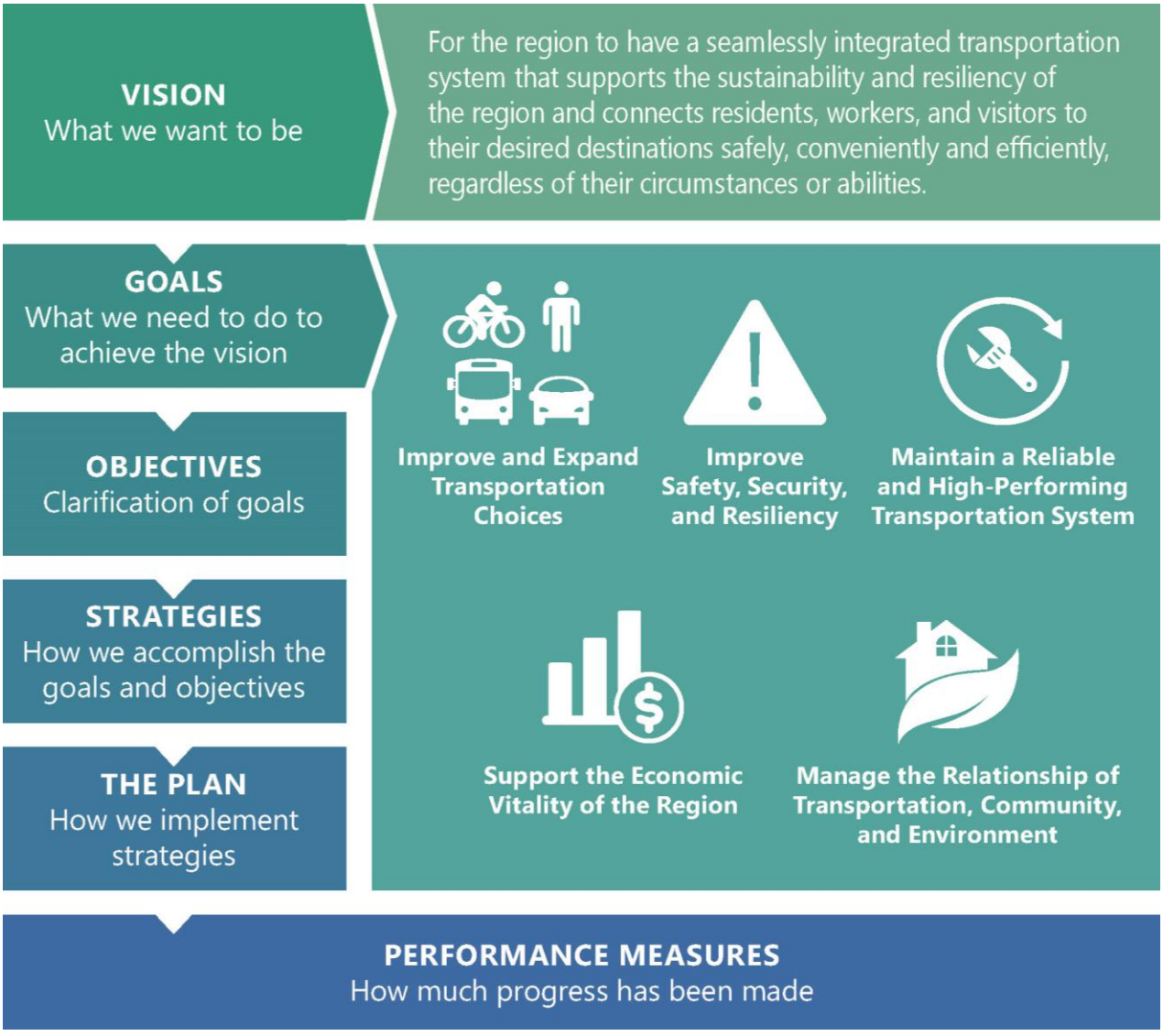
3.0 Goals, Objectives, and Strategies

Public and stakeholder input were used to review and revise the goals and objectives from the 2045 Metropolitan Transportation Plan. These updated goals and objectives are consistent with national goals set forth in the Infrastructure Investment and Jobs Act.

3.1 Strategic Framework

In addition to the Metropolitan Transportation Plan's revised Vision Statement, **Figure 3.1** illustrates the plan's five over-arching goals, the overall strategic framework, and how the goals and objectives support the greater vision. Strategies to address these goals and objectives are discussed in **Section 3.5**.

Figure 3.1: Metropolitan Transportation Plan 2050 Strategic Framework



3.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific strategies, providing steps to help the MPO achieve its stated goals.

Goal #1: Improve and Expand Transportation Choices

- ***TC.1*** Improve mobility and access across the region for pedestrians and bicyclists.
- ***TC.2*** Enhance public transportation to increase its viability as a mode of transportation.
- ***TC.3*** Support shared mobility options to reduce the number of vehicles on the roadways.
- ***TC.4*** Support convenient and affordable access to local and regional air, rail, and water transportation.

Goal #2: Improve Safety, Security, and Resiliency

- ***SS.1*** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries.
- ***SS.2*** Reduce pedestrian and bicycle crash fatalities and serious injuries.
- ***SS.3*** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context.
- ***SS.4*** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response.
- ***SS.5*** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.
- ***SS.6*** Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.

Goal #3: Maintain a Reliable and High Performing System

- ***RH.1*** Enhance regional connectivity.
- ***RH.2*** Maintain transportation infrastructure and assets in a good state of repair.
- ***RH.3*** Improve mobility by reducing traffic congestion and delay.
- ***RH.4*** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity.

Goal #4: Support the Economic Vitality of the Region

- ***SE.1*** Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development.
- ***SE.2*** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes.
- ***SE.3*** Address the unique needs of visitors to the region and the impacts of tourism.
- ***SE.4*** Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues.
- ***SE.5*** Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits.

Goal #5: Manage the Relationship of Transportation, Community, And Environment

- ***CE.1*** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.)
- ***CE.2*** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.
- ***CE.3*** Improve mobility for underserved communities.
- ***CE.4*** Increase the percentage of workers commuting by carpooling, transit, walking, and biking.
- ***CE.5*** Support the reduction of transportation-related emissions and the improvement of air quality through fleet fuel management and the reduction of congestion.
- ***CE.6*** Provide access to active transportation options and community destinations such as grocery stores, parks, and healthcare facilities.

3.3 Relationship with Planning Factors

Federal legislation requires the Metropolitan Transportation Plan to consider 10 planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2) Increase the safety of the transportation system for motorized and non-motorized users
3) Increase the security of the transportation system for motorized and non-motorized users
4) Increase accessibility and mobility of people and freight
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7) Promote efficient system management and operation
8) Emphasize the preservation of the existing transportation system
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10) Enhance travel and tourism

Table 3.1 shows how these planning factors are addressed by each goal.

Table 3.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
Goal #1: Improve and Expand Transportation Choices	**TC.1** Improve mobility and access across the region for pedestrians and bicyclists. **TC.2** Enhance public transportation to increase its viability as a mode of transportation. **TC.3** Support shared mobility options to reduce the number of vehicles on the roadways. **TC.4** Support convenient and affordable access to local and regional air, rail, and water transportation.	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	**National Highway System Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index
Goal #2: Improve Safety, Security, and Resiliency	**SS.1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities, and serious injuries. **SS.2** Reduce pedestrian and bicycle crash fatalities and serious injuries. **SS.3** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context. **SS.4** Support coordination among local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response. **SS.5** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events. **SS.6** Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.	(2) Increase the safety of the transportation system for motorized and non-motorized users (3) Increase the security of the transportation system for motorized and non-motorized users (7) Promote efficient system management and operation (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	**Safety** > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries **Transit Safety** > Number of Fatalities by Mode > Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by Mode > Number of Injuries by Mode > Rate of Injuries per 100,000 Total Vehicle Revenue Miles by Mode > Number of Safety Events by Mode > Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by Mode > Mean Distance Between Major Mechanical Failures by Mode

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
Goal #3: Maintain a Reliable and High Performing Transportation System	**RH.1** Enhance regional connectivity. **RH.2** Maintain transportation infrastructure and assets in a good state of repair. **RH.3** Improve mobility by reducing traffic congestion and delay. **RH.4** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity.	(4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (7) Promote efficient system management and operation (8) Emphasize the preservation of the existing transportation system	**Bridge Conditions** > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition **Pavement Conditions** > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition **Transit Asset Management** > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale **National Highway System Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures
Goal #4: Support the Economic Vitality of the Region	**SE.1** Pursue transportation improvements that are consistent with local plans for growth and economic development and support vibrant activity centers that are consistent with local plans for growth and economic development. **SE.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes. **SE.3** Address the unique needs of visitors to the region and the impacts of tourism. **SE.4** Support a fiscally constrained 25-year Metropolitan Transportation Plan that addresses existing and future needs while maximizing projected revenues. **SE.5** Select infrastructure improvements based on a mix of local priorities, a good benefit-to-cost ratio, and community benefits.	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (10) Enhance travel and tourism	These are process-related objectives and do not have any associated federal performance measures.
Goal #5: Manage the Relationship of Transportation, Community, And Environment	**CE.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environments (historic sites, recreational areas, communities, etc.) **CE.2** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff. **CE.3** Improve mobility for underserved communities. **CE.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking. ***CE.5*** Support the reduction of transportation-related emissions and the improvement of air quality through fleet fuel management and the reduction of congestion. ***CE.6*** Provide access to active transportation options and community destinations such as grocery stores, parks, and healthcare facilities.	(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	These are process-related objectives and do not have any associated federal performance measures.

3.4 National Goals and Performance Measures

The Metropolitan Transportation Plan goals and objectives are consistent with the national goals and federal performance measures. Individual goals and their respective performance measures are detailed in **Table 3.1.**

Current Performance

As part of the planning effort, the CMPDD is supporting the established State of Mississippi performance measure targets and monitoring performance for these measures over time. Additional information is included in *Technical Report #3: Transportation Performance Management*.

3.5 Strategies

The following strategies were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies. These strategies will enable the region to achieve the previously stated transportation goals and objectives.

Prioritize Maintenance (Short-Range)

Improving and maintaining the current system continues to be a priority for the region. This was also mentioned throughout plan development as a priority by local jurisdictions, stakeholders, and the public. In addition to capital improvements, funding maintenance projects will continue to be a priority for the region.

Responsibly Improve Roadway System (Long-Range)

Funding for new roadways or existing roadway widening is limited. Projects receive higher priority if they produce congestion reduction benefits for lesser cost, support non-motorized travel, increase safety, support economic development, and/or support freight movement. The region should focus on promoting projects that meet these criteria.

Redesign Key Corridors and Intersections (Short-Range)

This plan identified segments and intersections that can be redesigned or studied for improvements that increase safety, efficiency, and accessibility for all roadway users. The region also has a Safety Action Plan that can be used to determine locations most in need of general crash or bicycle and pedestrian safety improvements.

Address Freight Bottlenecks and Needs (Long-Range)

Several large employers within the region rely upon freight vehicles to move their products within the planning area. Strategies for maintaining or improving freight movement include implementing projects that reduce delay for freight vehicles, both intra-regional freight trips and trips that connect to other regions.

Expand Biking and Walking Infrastructure (Short-Range)

The use of bicycle and pedestrian facilities is encouraged to promote healthy activity, reduce traffic and congestion, and expand multi-modal transportation options. A desire for bicycle and pedestrian facility improvements was expressed often during public outreach and can be combined with roadway projects as they are constructed. Roadway improvement projects are also encouraged to incorporate Context Sensitive Solutions and Complete Streets approaches.

Support and Expand Public Transit (Short-Range)

The MPO supports the JTRAN initiatives and its projects. The MPO will work with the local governments in the region in an effort to advance a Regional Transit Framework that builds upon the recently redesigned JTRAN system and a potential expansion of transit services in suburban areas.

Monitor Emerging Technology Options (Short-Range)

Transportation technology is changing rapidly, affecting the infrastructure and the vehicles that use it. Trends such as increased Intelligent Transportation System (ITS) usage and connected and autonomous vehicles are consistently being monitored by the MPO.

Establish a Safety Management System (Short-Range)

Typical traffic safety programs include maintenance of a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation. Many of these activities are currently undertaken by CMPDD and its partner agencies. Additionally, the MPO can incorporate the findings and projects from its Safety Action Plan into future transportation projects and documents.

Transportation Demand Management (TDM) (Short-Range)

Continued use of existing TDM practices, such as expanded telecommuting, ridesharing, and transit usage, is encouraged. Additionally, the MPO can work with its partners to implement flex-time work schedules, staggered work hours among major employers, and the use of park-and-ride facilities.

4.0 Project Development

This chapter summarizes both committed and potential transportation projects, and corresponding cost estimates, that were developed as part of the plan.

4.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity improvements. This included:

- Projects included in the current Transportation Improvement Program
- Projects from the 2045 Metropolitan Transportation Plan
- Projects commonly requested during the public input phase
- Projects identified in existing plans
- Projects identified in the Needs Assessment

Bicycle and Pedestrian Projects

The 2050 Metropolitan Transportation Plan proposes several non-motorized transportation improvements, discussed in *Technical Report #4: Needs Assessment*. These improvements were developed from input received by CMPDD from their bicycle and pedestrian stakeholder group and commonly requested non-motorized projects in the public input phase.

Additionally, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. To be consistent with FHWA guidance, unless restrictions apply, bicycle and pedestrian improvements should be part of the overall design phase of all projects.

Transit Projects

The 2050 Metropolitan Transportation Plan does not propose any new transit projects regarding operational changes or alignments to routes. At a minimum, the plan assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair. The MPO will continue to work with its local partner agencies and JTRAN to identify and prioritize future transit projects, including projects that JTRAN has identified.

4.2 Estimating Project Costs

Roadway Project Cost Estimates

For the proposed Metropolitan Transportation Plan projects, cost estimates were developed using order-of-magnitude costs from the 2045 plan and applying Consumer Price Index adjustment factors to obtain cost estimates in 2025 dollars. The typical cost estimates, which include design, engineering, right-of-way, and construction, for various types of improvements are shown in **Table 4.1**.

No cost estimates were developed for maintenance projects such as bridge and pavement projects.

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for potential bicycle and pedestrian projects vary depending on the type of facilities needed, local and state ordinances, and more. While the plan does not include cost estimates for these non-motorized projects, a funding category is provided.

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the most recent ten years available in the National Transit Database and expressed in 2025 dollars.

Table 4.1: Typical Project Costs, 2025 Dollars

Improvement Type	Average Cost (2025 dollars)	Unit
New 4 Lane Freeway	$25,600,000	Mile
New 2 Lane Roadway	$8,350,000	Mile
New 4 Lane Arterial	$13,750,000	Mile
Interstate Widening	$18,950,000	Mile
Interstate Rehab - 2 Lane	$2,550,000	Mile
Interstate Rehab - 4 Lane	$3,350,000	Mile
Arterial Widening	$13,850,000	Mile
Center Turn Lane	$9,350,000	Mile
Overlay	$845,000	Mile
ITS	$845,000	Mile
New Bridge - 2 Lane	$3,100,000	Each
New Bridge - 4 Lane	$5,150,000	Each
Traffic Signal	$1,450,000	Each
RR Crossing	$141,000	Each
Intersection Improvement	$1,600,000	Each
Interchange Improvement	$25,750,000	Each
New Interchange	$33,300,000	Each
Underpass	$15,400,000	Each
RR Overpass	$9,950,000	Each
Study	$350,000	Each
Single Lane Roundabout	$3,023,000	Each

5.0 Environmental Analysis and Mitigation

Environmental analysis and mitigation efforts are fundamental to project planning, design, and implementation. This chapter identifies the different environmental concerns and regulations applicable to the study area and discusses their relationship with the Metropolitan Transportation Plan.

5.1 The Environment and Metropolitan Transportation Plan

The environmental concerns which are typically considered in impact evaluations can be divided into two broad categories: resources to be protected and obstacles to be avoided. These resources and obstacles, listed in **Table 5.1**, can alter project costs, location, and feasibility depending on the severity of the concern.

Table 5.1: Potential Environmental Concerns

Resources	Importance
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Wetlands and Waterways	Flood control, wildlife habitat, water purification; pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, including the human food chain
Farmlands	Farmland conversion should be compatible with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Hazards	**Importance**
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Noise/Light	Noise and light pollution can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas

To receive the most benefit from identifying environmental concerns, efforts to address concerns should begin early in the planning process. Potential benefits include opportunities for greater inter-agency coordination, expedited project delivery, and more environmentally sustainable outcomes. Additionally, some considerations are federally required, and identifying concerns early can help ensure the project aligns with applicable federal law, reducing the need for additional mitigation efforts and avoiding associated obstacles or delays.

5.2 Air Quality and Transportation

Common air pollutants related to transportation projects include nitrogen dioxide and Volatile Organic Compounds. These pollutants are released into the atmosphere when fossil fuels are burned and are known or suspected to cause serious health effects, including cancer, and environmental concerns. These pollutants can also form ground-level ozone, which can exacerbate existing health conditions, such as asthma, and can negatively impact sensitive ecosystems. The Environmental Protection Agency (EPA) identifies highway vehicles and non-road equipment as mobile sources of air pollution.

To reduce the release of these pollutants, the EPA regulates vehicle emissions and fuel efficiency through its vehicle Corporate Average Fuel Economy standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards, authorized by the Clean Air Act of 1970.

Through the National Ambient Air Quality Standards, the EPA set standards for six principal "criteria" pollutants, listed in **Table 5.2**. If an MPO is in attainment, this signifies that pollution levels are equal to or less than the set standards, while nonattainment signifies that at least some portion within the MPO planning area exceeds at least one of these standards. MPOs with areas not in attainment are required to ensure that transportation plans, programs, and projects that are funded or approved by the FHWA in these areas conform with the STIP. Currently, the MPO region is in attainment for these EPA standards, although updates to EPA standards or worsening pollution could change this in the future.

Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are awarded to transportation activities that are consistent with air quality goals.

Table 5.2: National Ambient Air Quality Standards (2025)

Pollutant	Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	Primary and Secondary	Rolling 3-month average	0.15 μ g/m3	Not to be exceeded
Nitrogen Dioxide	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Primary and Secondary	1 year	53 ppb	Annual mean
Ozone	Primary and Secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	PM2.5 Primary	1 year	9 μ g/m3	Annual mean, averaged over 3 years
	PM2.5 Secondary	1 year	15 μ g/m3	Annual mean, averaged over 3 years
	Primary and Secondary	24 hours	35 μ g/m3	98th percentile, averaged over 3 years
	PM10 Primary and Secondary	24 hours	150 μ g/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	Primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Secondary	1 Year	10 ppb	Annual mean, averaged over 3 years

Source: EPA1, July 2025

Note: ppm - parts per million
ppb - parts per billion
µg/m3 - micograms per cubic meter

[1] https://www.epa.gov/criteria-air-pollutants/naaqs-table

5.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the Metropolitan Transportation Plan to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities. The planning process should include consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. If the information is available, the Metropolitan Transportation Plan should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources.

The plan must discuss potential environmental mitigation activities related to its implementation including potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. While mitigation activities do not have to be project-specific and can instead have a broader focus, they must involve consultation with federal, state, and tribal land management, as well as wildlife and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. According to Section 1508.1(s) of the National Environmental Policy Act implementing regulations, mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects.

Mitigation efforts include:

- Avoiding the impact altogether by not taking a certain action or parts of an action
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for the impact by replacing or providing substitute resources or environments

5.4 The Natural Environment

Wetlands, Waterways, and Flooding

To protect both the natural environment and reduce the risk of flooding hazards, transportation projects in this plan have been evaluated in accordance with the Clean Water Act. While project planning should be sensitive to all bodies of water, special consideration is given to projects in proximity to:

- wetlands
- navigable waterways
- impaired waters

Wetlands

According to the EPA, wetlands are areas where water covers the soil for at least some portion of the year, have soil and plant characteristics unique to wetland areas, and which may support both terrestrial and aquatic species[2]. While not specifically recognized as a body of water, wetlands are also protected by the Clean Water Act due to their transitional relationship with the natural environment and the many benefits they provide, including:

- water purification
- flood protection
- shoreline stabilization
- groundwater recharge
- streamflow maintenance
- fish and wildlife habitat

To ensure any impacts to these areas are addressed, wetlands identified within the National Wetlands Inventory are illustrated along with study region test projects in **Figure 5.1**. Individual project factsheets, located in **Appendix D**, list if a project might impact an identified wetland area.

Navigable Waterways

Navigable waterways are defined in the Code of Federal Regulations as:

> *"Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity."*

[2] https://www.epa.gov/wetlands/what-wetland

Additionally, structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

While there are no navigable waterways within the MPO planning area, the Ross Barnett Reservoir is listed as a navigable waterway, as defined by the US Army Corps of Engineers, and is nearly surrounded by the MPO planning boundary. Projects which are in close proximity to this reservoir may have additional requirements to ensure the waterway is not impacted.

Impaired Waters

Impaired waters are bodies of water which are already too polluted or otherwise degraded to meet state water quality standards. In efforts to restore impaired waters, the Clean Water Act requires waterbodies with this designation to be under a Total Maximum Daily Load, which specifies the maximum amount of a pollutant that can enter the water body from direct and indirect pollutant sources. This would impact what can be developed in the area surrounding impaired waters to reduce additional pollutants that come from project construction and future development.

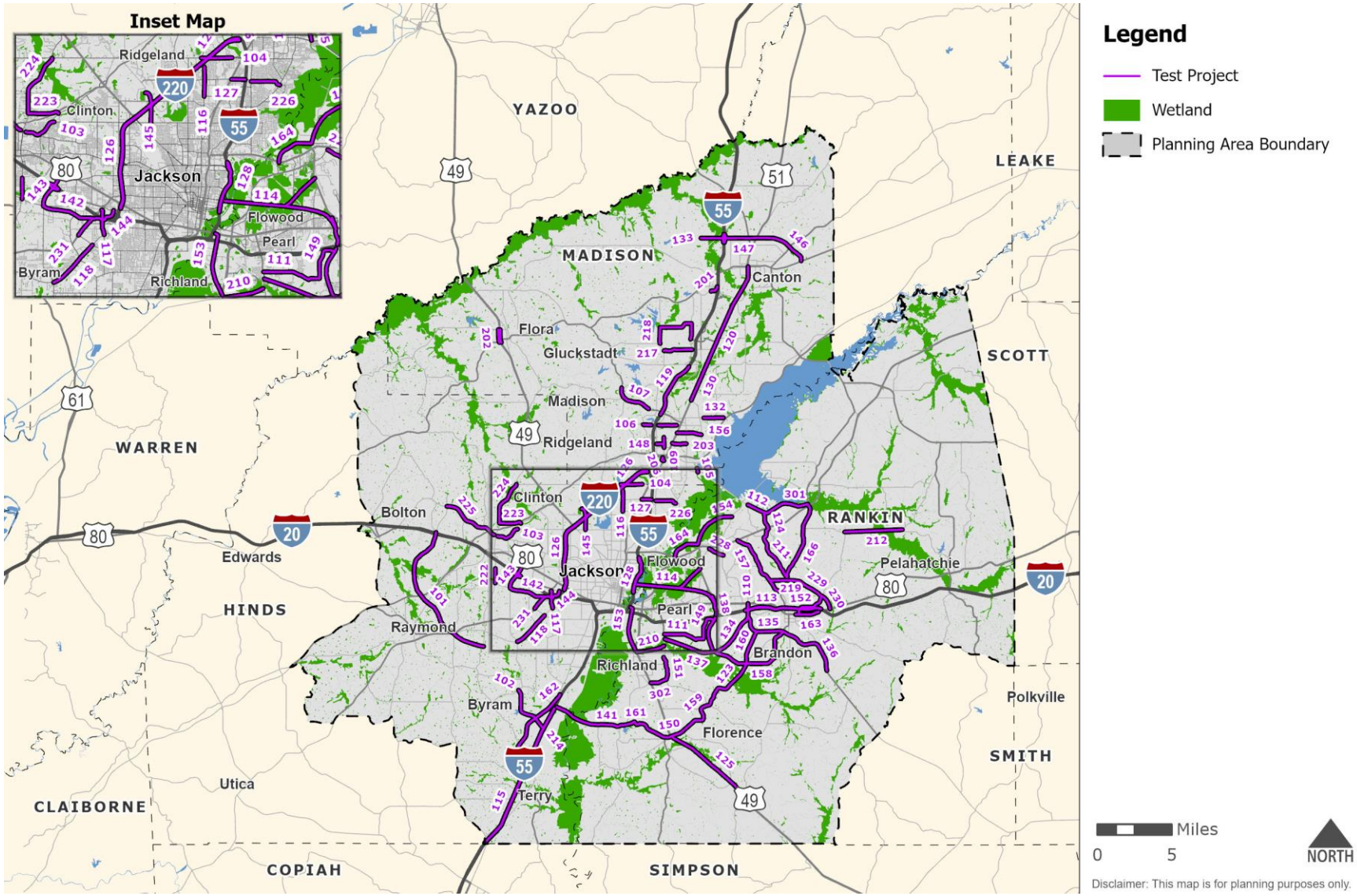
According to the Mississippi Department of Environmental Quality, the following waterbodies have been identified as having some portion designated as impaired and are located within Hinds, Madison, or Rankin County[3]:

- Ashlog Creek
- Clear Creek
- Fivemile Creek
- Fleetwood Creek
- Hobuck Creek
- Hollybush Creek
- Little Bear Creek
- Line Creek
- Parker Creek
- Persimmon Creek
- Pellaphalia Creek
- Porter Creek
- Purvis Creek
- Strong River
- White Oak Creek

Although these impaired waters are located within MPO counties, not all may be located within the MPO planning area. Additionally, even if the waterbody is present, the portion designated as impaired may be outside of MPO planning boundaries. As the impaired water list is updated to both add new and remove successfully treated impaired waters, care should be taken to both review project proximity to the waterbodies listed and verify if new impaired waters have been identified before project implementation.

[3] https://www.mdeq.ms.gov/wp-content/uploads/2024/05/Adopted-2024-303d-List-of-Impaired-Water-Bodies.pdf

Figure 5.1: National Wetlands and MTP Test Projects Locations



Source: National Wetlands Inventory, 2025

Mitigation

While project level impacts are not assessed in the early stages of planning, mitigation efforts can be identified for potential environmental concerns. To mitigate these potential impacts, as individual projects proceed through the project delivery and National Environmental Policy Act processes, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where feasible
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Consider measures to improve the quality of impaired waters when located near projects.
    - Such measures should be coordinated with the state environmental agency.

In addition to mitigation efforts to reduce environmental impact and preserve wetlands and water bodies, it is also important to address stormwater and its impact on the surrounding area. This is especially true with roadway projects that increase impermeable surfaces, which can exacerbate stormwater concerns, including excessive flooding, leaching of contaminants, and other hazards. To mitigate stormwater concerns during project planning, transportation related strategies can be incorporated into applicable project phases.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of "green infrastructure" and other low-impact development practices.
- Adopt ordinances that include stormwater mitigation practices.
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels, including state, region, and municipal. Efforts should be made to coordinate these plans into project development.

Wildlife

The Endangered Species Act of 1973 was created to preserve endangered and threatened species by providing protection for the ecosystems required for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species. Additionally, Section 4(f) of the Department of Transportation (DOT) Act of 1966, codified within 49 U.S.C. §303 and 23 U.S.C. §138, affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

Species may be considered endangered or threatened when any of these five criteria occur:

1. The current/imminent destruction, modification, or curtailment of their habitat or range
2. Overuse of the species for commercial, recreational, scientific, or educational purposes
3. Disease or predation
4. The inadequacy of existing regulatory mechanisms
5. Other natural or human-induced factors affect continued existence

An **endangered species** is in danger of extinction throughout all or a significant portion of its range. A **threatened species** is likely to become endangered within the foreseeable future. **Proposed species** have been formally submitted to Congress for official listing as threatened or endangered.

Information is not readily available regarding which species within the MPO region are classified as endangered, threatened, or recovered. However, information about the identified at-risk species which may be located within the State of Mississippi can be found at: https://www.fws.gov/program/endangered-species.

5.5 The Human Environment

Historic and Recreational Resources

Proposed projects within the Metropolitan Transportation Plan were evaluated for proximity to historic sites and publicly owned recreational facilities. Federal regulations (49 U.S.C. §303 and 23 U.S.C. §138) also afford protection to publicly

owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places when USDOT funds are invested in a project.

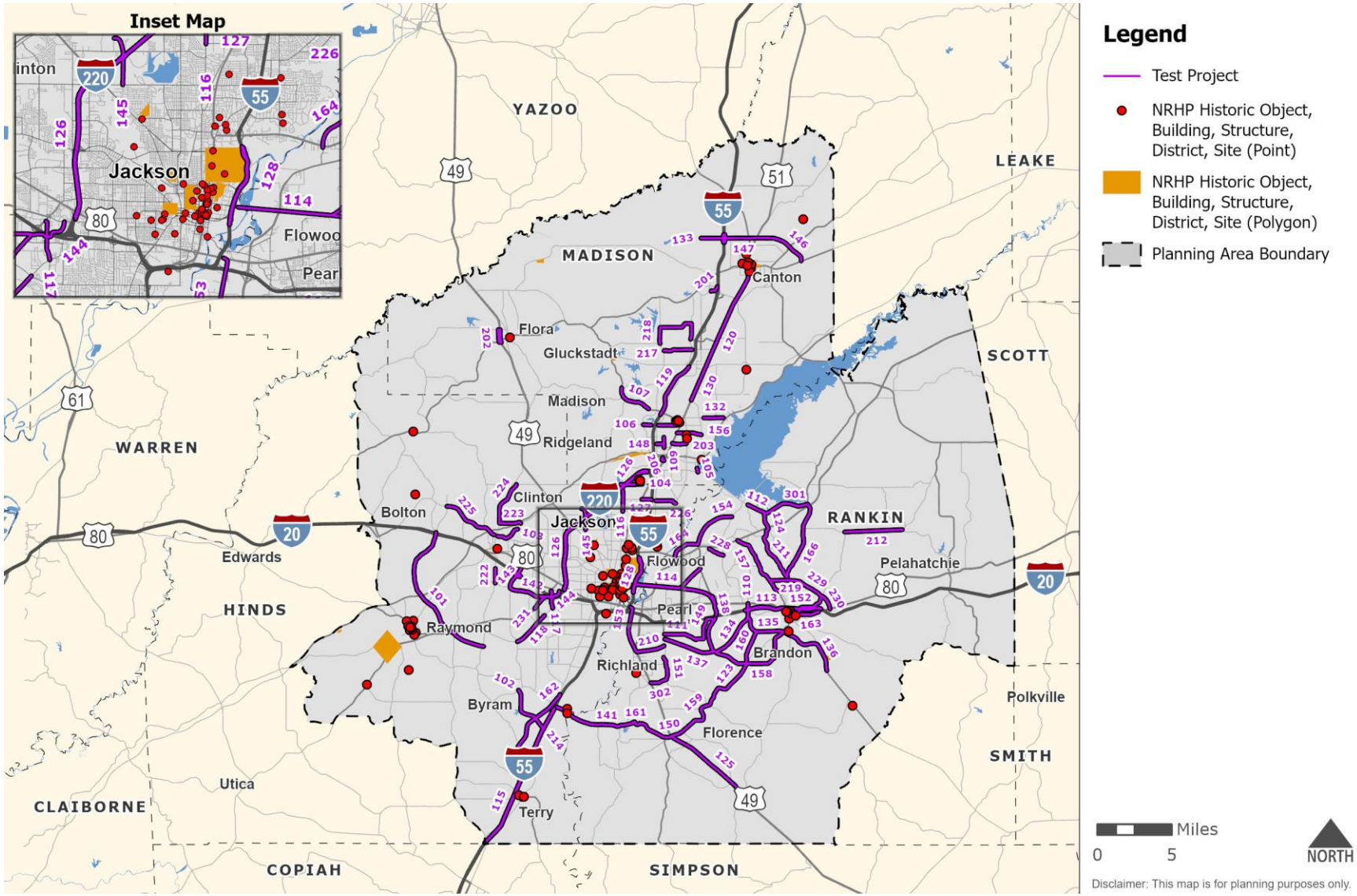
Districts, sites, buildings, structures, and/or objects that are listed in the National Register of Historic Places, include those that[4]:

- Are associated with events that have made a significant contribution to the broad patterns of our history
- Are associated with the lives of significant persons in our past
- Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Have yielded or may be likely to yield, information important in history or prehistory

Figure 5.2 displays the Metropolitan Transportation Plan test projects and National Register of Historic Places properties within the study area. The individual project factsheets, located in **Appendix D**, include projects that could impact a property on the National Register of Historic Places. To protect historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites, these are not listed.

[4] How to List a Property - National Register of Historic Places (U.S. National Park Service) (nps.gov)

Figure 5.2: National Register of Historic Places and MTP Test Projects Locations



Source: National Register of Historic Places, 2025

Mitigation

Projects are developed in consultation with the State Historic Preservation Office and, to the extent practicable, actions which adversely impact National Register of Historic Places properties and publicly owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic property. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided to the owner.

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country. The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites
- Provide liability for persons responsible for any release of hazardous waste at these sites
- Establish a trust fund for cleanup when no responsible party could be identified

CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List. The National Priorities List includes national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation.

There are three sites[5] listed on the National Priorities List in the planning area. These are:

- the Southeastern Wood Preserving property in Canton
- the Sonford Products property in Flowood
- the Flowood Site property in Flowood

To note, while the Flowood Site property is on the National Priorities List, it maintains the status of "deleted" and has a hazard ranking system score of 0.00.

[5] Superfund National Priorities List (NPL) Where You Live Map

Other Community Impacts

In addition to the previously mentioned concerns, other community impacts were also considered. These include impacts to public spaces, residences, and businesses through changes in air quality, noise, or other transportation-related issues. Although some of these issues may be difficult to predict, some mitigation efforts can be incorporated to reduce their impact on the community.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, including National Environmental Policy Act guidance and project delivery processes. Certain impacts, such as increased traffic-related noise, can potentially be mitigated after project implementation. Where practical, projects should be developed using Context Sensitive Solutions[6].

The individual project factsheets located in **Appendix D** display projects which have been identified as being likely to have an adverse impact on communities within the MPO planning area or other parts of the human environment.

[6] Context Sensitivity | FHWA (dot.gov)

6.0 Project Prioritization

Roadway capacity projects for the plan were prioritized based on the goals and objectives stated earlier. Within the Metropolitan Transportation Plan, most non-capacity projects, non-motorized transportation improvements, and other line-item funds are set-aside in separate funding categories to be used on an as-needed basis instead of prioritizing individual projects. These projects include:

- safety
- transit
- bridge repair
- bicycle and pedestrian improvements
- operations,
- maintenance, and
- minor reconstruction

To maximize the number of projects with the limited available planning area funding, roadway capacity projects were prioritized by a variety of factors. **Table 6.1** shows the criteria and weights that were utilized to prioritize the identified capital projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during the Listening and Learning phase of public outreach.

Table 6.1: Project Prioritization Methodology for Capital Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)			
			0	5	10	15
Congestion Reduction	Prioritize projects that reduce delay on congested corridors and are consistent with the CMP	Reduction in Vehicle Hours of Delay when compared to 2050 Existing + Committed network baseline conditions.	No change in VHD or increases VHD	Points awarded based upon VHD reduction. Larger reductions in VHD award more points. Projects that address existing or forecasted congested segments automatically receive maximum points. Projects that are located on a congested corridor identified in the Congestion Management Process automatically receive maximum points.		
Pavement and System Preservation	Prioritize projects that maintain the existing system and operational efficiency, including new roadways that alleviate stress on the existing system	Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index.	Pavement, Bridge not monitored on NHS AND no ITS.	Pavement/Bridge in "Good" condition OR has partial existing ITS OR 1.0 > TTI < 1.25	Pavement/Bridge in "Fair" condition OR has full existing ITS OR 1.25 > TTI < 1.50	Pavement/Bridge in "Poor" condition OR has planned ITS OR TTI > 1.50
Benefit Cost Ratio	Prioritize projects where congestion reduction benefits are greater than construction costs.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	B/C <= 0.00	0.01 <= B/C <= 0.50	B/C > 0.50	
Safety Benefits	Prioritize projects that address safety issues	Annual crash frequency, per mile, by severity or non-motorized presence. New roadway projects scored by parallel routes it will affect.	No fatalities, serious injuries, or non-motorized crashes.	0.01 <= fatalities <=0.74 OR 0.01 <= serious injuries <= 0.74 OR 0.01 <= non-motorized crashes <= 0.14	0.75 <= fatalities <=1.49 OR 0.75 <= serious injuries <= 1.49 OR 0.15 <= non-motorized crashes <= 0.49	fatalities >=1.50 OR serious injuries >=1.50 OR non-motorized crashes >=0.0.50
Security Benefits	Prioritize projects that address security concerns	Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway	Not on STRAHNET	On STRAHNET or Interstate		
Bicycle and Pedestrian Benefits	Prioritize projects that implement bike/ped improvements.	Project includes, or is located on, a bike/ped plan roadway.	Project contains no pedestrian or bikeway facilities.	Project contains pedestrian or bikeway facilities or is listed in the local Safety Action Plan for bike/ped crashes.	Project contains a roadway or intersection listed as one of the Top 10 bike/ped crash locations.	
Supports Transit	Prioritize projects the support existing transit or future transit growth.	Qualitative assessment of current transit system or future plans.	Not on current or future transit route.	On current transit route.	Connects existing transit routes.	
Freight and Economic Vitality Benefits	Prioritize projects that benefit the movement of goods and support the economic vitality of the metropolitan area.	Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or support areas with large employment development.	Points awarded based upon truck VHD reduction. Larger reductions in truck VHD award more points. Projects that are part of the state freight network, serving 500 or more jobs, or expected to result in large economic development receive 5 points.			
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans.	In locally-adopted plan, previous MTP, or existing study/plan.	Not in previous plan or study	In previous MTP OR existing study/plan		
Protect the Natural and Human Environment	Prioritize projects that reduce environmental damage or don't disproportionately affect communities.	Qualitative assessment based on GIS analysis of environmental assets and Census data.	More points will be awarded for having no, or fewer, impacts on or close to environmentally sensitive issues. Projects near communities that reduce travel costs, reduce travel time, or increase access to key destinations receive more points.			

7.0 Financial Plan

The Metropolitan Transportation Plan is required by federal legislation to be financially constrained. This means that the total costs of programmed projects must not exceed the expected amount of available funding. This chapter both reviews the available funding sources and forecasts the anticipated amount of funding that will be available for use on transportation projects and programs within the MPO region through the year 2050.

It is important to note that forecasted funding amounts in this chapter are for planning purposes only. While they are helpful in establishing the cost of improvements, they do not commit any jurisdiction or agency to provide a specific level of funding.

7.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation projects is authorized through the Infrastructure Investment and Jobs Act. This authorized funding includes several major "formula" and discretionary programs, including many that have been authorized by previous legislation. Of the available programs, formula programs have been relatively stable over time and rarely experience large funding increases, although they are susceptible to change in future transportation bills. The following list includes the most common federal funding sources for transportation projects.

Funding Source:	National Highway Performance Program (NHPP)
Purpose:	Provides support for the condition, performance, and resilience of the National Highway System (NHS).
Eligible Activities:	Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.

Funding Source:	Surface Transportation Block Grant Program (STBG)
Purpose:	Provides flexible funding to support a wide range of state and local transportation needs.
Eligible Activities:	Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(22) for details.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.

Funding Source:	Highway Safety Improvement Program (HSIP)
Purpose:	Seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
Eligible Activities:	Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.
Federal Share:	90 percent except as provided in 23 U.S.C. 120.

Funding Source:	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Purpose:	Provides flexible funding to reduce congestion and improve air quality for areas that do not meet the requirements of the Clean Air Act.
Eligible Activities:	Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.

Funding Source:	Congestion Relief Program
Purpose:	Provides discretionary grants to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.
Eligible Activities:	Projects that reduce congestion in urban areas such as the implementation of an integrated congestion management system, mobility services, and incentive programs.
Federal Share:	80 percent.

Funding Source:	Federal Lands Access Program (FLAP)
Purpose:	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands.
Eligible Activities:	Transportation projects eligible for assistance under 23 U.S.C. that are within or adjacent to, or that provide access to, Federal land.
Federal Share:	Up to 100 percent.

Funding Source:	Federal Lands Transportation Program (FLTP)
Purpose:	Provides funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to lands which appear in the national Federal Lands transportation inventory.
Eligible Activities:	Projects on facilities within or adjacent to, or that provide access to Federal lands such as national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands
Federal Share:	100 percent.

Funding Source:	National Highway Freight Program (NHFP)
Purpose:	Seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.
Eligible Activities:	Funds must contribute to the efficient freight movement on the NHFN and be identified in a freight investment plan included in the State's freight plan.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.

Funding Source:	Bridge Investment Program (BIP)
Purpose:	Provides grants to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.
Eligible Activities:	Projects to replace, rehabilitate, or preserve bridges and culverts on the National Bridge Inventory.
Federal Share:	Up to 50 percent for "Large Bridge Projects"; up to 80 percent for other BIP projects; and up to 90 percent for off-system bridges.

Funding Source:	Bridge Formula Program (BFP)
Purpose:	Provides funds to replace, rehabilitate, preserve, protect, and construct highway bridges.
Eligible Activities:	Projects involving highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
Federal Share:	90 percent for most projects on the Interstate System and 100 percent for Tribal transportation bridges or off-system bridges owned by a local agency or federally-recognized Tribe.

Funding Source:	Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (ADCMS)
Purpose:	Provides discretionary grants to accelerate the adoption of advanced technology that may be applied throughout the construction lifecycle that maximizes interoperability with other systems, products, tools, or applications; boosts productivity; manages complexity; reduces project delays and cost overruns; and enhances safety and quality.
Eligible Activities:	Projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.
Federal Share:	80 percent.

Funding Source:	Transportation Alternatives (TA)
Purpose:	Provides set-aside funds for a variety of smaller-scale transportation projects under the Surface Transportation Block Grant Program.
Eligible Activities:	Projects related to pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation.
Federal Share:	90 percent except as provided in 23 U.S.C. 206 (f).

Funding Source:	Railway-Highway Crossings Program (RHCP)
Purpose:	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Eligible Activities:	Projects that aim to eliminate the hazards of railway-highway crossings.
Federal Share:	100 percent.

Funding Source:	Rural Surface Transportation Grant Program
Purpose:	Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas, defined as areas that are outside of urbanized areas with a population of over 200,000.
Eligible Activities:	Most transportation projects that increase connectivity and improve the reliability of the movement of people and freight are eligible.
Federal Share:	80 percent except if the eligible project fulfils the requirements provided in 40 U.S.C. 14501 or 23 U.S.C. 173(j).

State and Local Funding Sources

State and local funding sources may also be used for funding transportation improvements. **Figure 7.1** lists and provides a short overview of the most common sources of funding for transportation projects on the State and local levels.

Figure 7.1: Common State and Local Funding Sources

State Funding

- Collected from motor fuel taxes and fees and vehicles taxes and fees.
- The gasoline excise tax is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

- The most common and largest sources of local government tax revenue.
- Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

- Collected from individuals who utilize a service or facility.
- They pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses.
- Those who directly benefit from these services pay the cost to build and/or operate them.

Special Assessments

- Generating funds for public improvements by billing those who directly benefit from the improvements.
- Property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own.
- May be paid over an established period of time rather than as a lump sum payment.

Impact Fees

- Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.

Bond Issues

- Effectively a loan provided to the local government by its citizens for the purposes of conducting improvements.
- Issued by local governments upon approval of the voting public.

Forecasting Available Funds

The forecasted funds expected to be available for regional transportation improvements were developed by analyzing the last three Transportation Improvement Programs within the study area, which included local, transit, state, and MPO funds. This task was done by:

1. Determining the total amount of funds received, by type (capital, transit, and operating & maintenance, etc.), year, and funding source over the last three Transportation Improvement Programs
2. Applying Consumer Price Index factors to account for inflation and obtain values in 2025 dollars
3. Developing the annual average funding for each type and source
4. Applying a two percent annual inflation factor to account for growth of funding

The projected revenue available for transportation improvement projects, by funding source is displayed in **Table 7.1.**

7.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Bicycle and pedestrian improvements that are included within other projects are addressed throughout the plan.

Federal Funding Sources

Transportation Alternatives Set-Aside

This set-aside program within the Surface Transportation Block Grant program includes all projects and activities previously eligible under the Transportation Alternatives Program. Funding for this category is reflected in Transportation Alternatives in **Table 7.1**.

"Flex" Funding

Some federal roadway and public transit funding sources have a degree of flexibility which allows them to be used for the construction of bicycle and pedestrian facilities. Though rare, these sources may fund some bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

7.3 Public Transit Funding

Federal Funding Sources

Many federal funding sources are available for public transit capital and operations. While most programs are funded by the Federal Transit Administration (FTA), FHWA also offers funds that can be flexed to FTA for transit projects. Within the region, providers receive funding through programs available under the FTA Sections 5307[7], 5310[8], and 5311[9]. Additional information about FTA grant programs that may apply to transit within the region can be found at Bipartisan Infrastructure Law | FTA (dot.gov).

Flexible, Non-FTA Funds

Similar to how non-motorized projects can be funded with "flex" spending, transit projects can also be provided with those same funds through the following programs.

- Congestion Mitigation and Air Quality Program
- National Highway Performance Program
- Rebuilding American Infrastructure with Sustainability and Equity Program
- Surface Transportation Block Grant Program

Additional information related to FHWA grant programs that may have some applicability to transit is available on FHWA's IIJA website[10].

State and Local Funding Sources

State funding for transit projects is provided by MDOT. The primary local funding source for JTRAN and other public transit providers in the region is fare revenue.

Forecasting Available Funds

The forecasted funds expected to be available for funding transit were developed the same way as roadway forecasts and are included in **Table 7.1.**

[7] Urbanized Area Formula Grants - 5307 | FTA

[8] Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA

[9] Formula Grants for Rural Areas - 5311 | FTA

[10] https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/

Table 7.1: Transportation Improvement Revenue by Source

	Stage 1 (2025 - 2030)	Stage 2 (2031 - 2040)	Stage 3 (2041 - 2050)	Total Plan
Pavement Management	$52,283,483	$215,969,532	$263,265,654	$531,518,669
Congestion Mitigation	$211,613,002	$469,005,960	$571,715,648	$1,252,334,610
Safety Improvements	$24,518,762	$103,404,994	$126,050,110	$253,973,866
Bridge Repair	$9,678,790	$32,014,819	$39,025,885	$80,719,494
Transportation Alternatives	$6,951,660	$36,607,850	$44,624,764	$88,184,274
Local	$53,379,672	$174,087,480	$174,675,885	$402,143,037
Total Capital Improvements	**$358,425,369**	**$1,031,090,635**	**$1,219,357,946**	**$2,608,873,950**
Transit	**$63,920,908**	**$148,493,077**	**$181,012,231**	**$393,426,216**
FTA 5307	$36,744,671	$85,360,635	$104,054,137	$226,159,443
FTA 5339	$27,176,237	$63,132,442	$76,958,094	$167,266,773
Total MTP	**$422,346,277**	**$1,179,583,712**	**$1,400,370,177**	**$3,002,300,166**

8.0 Staged Improvement Program

Based on the funding amounts anticipated in the financial plan, this section presents the recommended Staged Improvement Program. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

8.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are "unfunded" and are listed as visionary projects.

Roadways

The MPO and its partner agencies plan to implement a variety of roadway projects over the next 25 years. These projects, including the existing plus committed projects and non-capacity projects, are listed in **Table 8.1** and illustrated, along with identified recommendations, in **Figure 8.1**.

Table 8.2 displays the revenue balance table, showing fiscal constraint. Funds that are not used in the Staged Improvement Program can instead be used as capital or line-item funding using the remaining balance. The Staged Annual plan performance is displayed in **Figure 8.2.**

Bicycle and Pedestrian

The region will continue to fund stand-alone bicycle and pedestrian projects as identified by the Bicycle and Pedestrian Facilities Subcommittee. For additional projects, local agencies are encouraged to make improvements and seek funding or grants based on local priorities and along regionally significant corridors.

The primary federal source for bicycle and pedestrian projects is the Transportation Alternatives Set-Aside program.

Public Transit

Over the next 25 years, JTRAN plans to continue providing transit services and is currently looking at route changes. At a minimum, the Metropolitan Transportation Plan assumes that existing transit services will continue to operate at current or improved levels based on the new routes and that vehicles will be kept in a good state of repair.

Table 8.1: Fiscally Constrained Projects

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage/ Tier	Program Stage (YOE) Cost	Funding Category
101	Reunion Pkwy	Parkway East to Hwy 51	New construction roadway	$24,000,000	1.44	Madison County	1	COMPLETE	Congestion Mitigation
102	Bozeman Rd	MS 463 to Gluckstadt Rd	Widening from 2 lanes to 4 lanes	$34,180,000	1.75	Madison	1	$34,180,000	Congestion Mitigation
103	Catlett Rd	Stribling Rd to Red Fox Rd	Addition of CTL	$3,239,964	0.13	Madison County	1	$3,239,964	Congestion Mitigation
105	Reunion Pkwy	Bozeman Rd to Parkway East	New construction roadway	$26,000,000	1.19	Madison County	1	$26,000,000	Congestion Mitigation
106	Pearl/Richland Intermodal Connector	E Harper St to S Pearson Rd	Phase II will continue the Intermodal Connector by widening Pearson Road to 4-lanes and constructing a new 4-lane road to connect with US 49	$31,250,000	3.13	Richland, Pearl, & Rankin County	1	$31,250,000	Congestion Mitigation
107	Gunter Rd Ext	Florence-Byram Rd to US 49	New 2-lane roadway	$22,778,654	3.42	Cleary, Florence, & Rankin County	1	$22,778,654	Congestion Mitigation
109	Gluckstadt Rd	Catlett Rd to Calhoun Station Pkwy	Widen to 4 lanes	$20,683,022	1.49	Gluckstadt, Madison County	1	COMPLETE	Congestion Mitigation
110	I-55	0.26 miles north of W County Line Rd to 0.36 miles south of Natchez Trace Pkwy	Add 1 lane northbound	$1,232,203	0.07	Ridgeland & Madison County	1	COMPLETE	Congestion Mitigation
111	West Rankin Pkwy	US 80 to Flowood Dr	New 4-lane roadway	$50,630,635	3.68	Flowood & Pearl	1	$50,630,635	Congestion Mitigation
112	Hoy Rd	Old Canton Rd to Mockingbird Ln	Widen to 4 lanes with center turn lane	$28,019,545	1.21	Madison	1	COMPLETE	Congestion Mitigation
113	East Northside Dr	0.1 miles west of Clinton Pkwy to 0.14 miles east of Clinton Pkwy	Widen to 4 lanes	$3,239,667	0.23	Clinton	1	COMPLETE	Congestion Mitigation
114	I-55	SR 463 to Gluckstadt Rd	Add 2 lanes	$75,800,000	0.34	Madison, Gluckstadt & Madison County	1	$75,800,000	Congestion Mitigation
115	SR 25	Grants Ferry to MS 471 South	Add 2 lanes	$4,500,000	8.10	Flowood	1	$4,500,000	Congestion Mitigation
118	Highland Commerce Dr Connector	Highland Colony Pkwy to Lake Harbour Dr Ext	Widening/New Construction w/ multi-use trail	$2,500,000	2.36	Ridgeland	1	$2,500,000	Congestion Mitigation
119	Gluckstadt Rd	I-55 to Planters Row	Widening with geometric intersection improvements	$9,012,000	0.19	Gluckstadt	1	$9,012,000	Congestion Mitigation
120	Madison Ave	CN Railroad to US 51	Widening	$4,625,000	0.24	Madison	1	$4,625,000	Congestion Mitigation
122	Green Oak Ln	@ US 51	Widen to 4-Lanes	$20,921,699	1.51	Madison County & Madison	1	COMPLETE	Congestion Mitigation
TRAN-1	Transit	Varies	Transit Services	--	--	--	1	$63,920,908	Transit
TRANS_ALT-1	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	1	$6,951,660	Bike and Pedestrian
PAVE_MAN-1	Pavement Management	Varies	Pavement Management Improvements	--	--	--	1	$52,283,483	Pavement Management
SAFETY-1	Safety Improvements	Varies	Roadway Safety Improvements	--	--	--	1	$24,518,762	Safety Improvements
BRIDGE-1	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	1	$9,678,790	Bridge Repair
1076	Gary Rd Extension Phase I	Terry Rd to I-55 Frontage Rd	New 2-lane roadway	$6,249,334	0.89	Byram	2	$8,524,561	Congestion Mitigation
1212	Yandell Rd	Hwy 51 to Smith Carr Rd	Widen to 5 lanes	$15,134,602	1.62	Madison County	2	$20,644,734	Congestion Mitigation
1034	MS 18	Star Rd to Mohr Rd	Widen to 4 lanes	$18,143,630	4.14	Brandon & Rankin County	2	$24,749,275	Congestion Mitigation
1072	Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl	Widen to 4 lanes and new 4-lane roadway	$28,411,728	1.99	Pearl & Richland	2	$38,755,732	Congestion Mitigation
1124	MS 468	@ Greenfield Rd	Roundabout	$3,023,000	--	Rankin County	2	$4,123,599	Safety Improvements
1093	Spillway Rd	Grants Ferry Rd to Old MS 471	Widen to 4 lanes	$13,825,795	3.18	Rankin County	2	$18,859,423	Congestion Mitigation

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage/ Tier	Program Stage (YOE) Cost	Funding Category
1033	MS 18	Greenfield Rd to Star Rd	Widen to 4 lanes	$15,003,386	3.38	Brandon	2	$20,465,746	Congestion Mitigation
1060	Terry Rd	Springridge Rd to Bounds Rd	Widen to 5 lanes	$20,411,584	4.67	Byram	2	$27,842,934	Congestion Mitigation
1211	Weisenberger Rd	Parkway East to Hwy 51	Widen to 5 lanes	$13,583,693	0.59	Gluckstadt	2	$18,529,177	Congestion Mitigation
1029	US 51	Tisdale Rd to Weisenberger Rd	Widen to 5 lanes	$9,682,418	2.22	Madison, Gluckstadt & Madison County	2	$13,207,546	Congestion Mitigation
1027	I-55	E Pascagoula St to E Woodrow Wilson Ave	Widen to 8 lanes	$30,841,679	6.27	Jackson	2	$42,070,367	Congestion Mitigation
1003	E Northside Dr	Huntcliff Way to Cynthia Rd	Widen to 5 lanes	$7,196,392	1.62	Clinton	2	$9,816,419	Congestion Mitigation
1019	US 51	Weisenberger Rd to MS 16	Widen to 4 lanes	$33,277,860	7.41	Gluckstadt, Canton & Madison County	2	$45,393,501	Congestion Mitigation
1009	MS 18 (Greenfield Rd)	US 80 to Greenfield Rd	Widen to 6 lane divided	$3,794,461	0.92	Brandon	2	$5,175,930	Congestion Mitigation
1085	Pinehaven Dr	Arrow Dr to Kickapoo Rd	Widen to 4 lanes	$13,302,421	3.04	Clinton	2	$18,145,502	Congestion Mitigation
1078	Stribling Rd Ext.	Catlett Rd to Calhoun Pkwy	Widen to 4 lanes	$8,417,598	1.93	Gluckstadt & Madison County	2	$11,482,236	Congestion Mitigation
1113	I-20	E McDowell Rd to US 49	Roadway maintenance	$3,028,447	3.44	Jackson, Richland & Pearl	2	$4,131,029	Pavement Management
1213	Yandell Rd	Smith Carr Rd to Hwy 43	Widen to 5 lanes	$90,209,418	3.89	Madison County	2	$123,052,424	Congestion Mitigation
1091	Grants Ferry Pkwy	Trickham Bridge Rd to Paige McDill Rd	New 4-lane roadway	$16,000,289	1.06	Brandon	2	$21,825,596	Congestion Mitigation
1215	Stribling Rd	Hwy 463 to Dewees Rd	Widen to 5 lanes	$49,343,361	2.13	Madison County	2	$67,308,051	Congestion Mitigation
1128	MS 18	@ Marquette Rd	Bridge over the railroad	$9,950,000	--	Brandon	2	$13,572,547	Congestion Mitigation
1210	Calhoun Station Pkwy	Stout Rd to Hwy 22	Widen to 4 lanes	$26,921,228	1.94	Madison County	2	$36,722,578	Congestion Mitigation
1125	MS 469	@ MS 468	Roundabout	$3,023,000	--	Rankin County	2	$4,123,599	Safety Improvements
TRAN-2	Transit	Varies	Transit Services	--	--	--	2	$148,493,077	Transit
TRANS_ALT-2	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	2	$36,607,850	Bike and Pedestrian
PAVE_MAN-2	Pavement Management	Varies	Pavement Management Improvements	$4,248,065	--	--	2	$215,969,532	Pavement Management
SAFETY-2	Safety Improvements	Varies	Roadway Safety Improvements	$6,597,759	--	--	2	$103,404,994	Safety Improvements
BRIDGE-2	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	2	$32,014,819	Bridge Repair
1005	Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr	Widen to 4 lanes	$1,264,820	0.29	Ridgeland	3	$2,318,672	Congestion Mitigation
1129	I-20 On/Off-Ramps	@ MS 18	Interchange improvement	$25,750,000	--	Brandon	3	$47,204,975	Pavement Management
1006	Madison Ave	Grandview Blvd to CN Railroad	Widen to 4 lanes divided	$34,300,000	1.24	Madison	3	$62,878,860	Congestion Mitigation
1118	US 80	E Mark Dr to Louis Wilson Dr	Widen from 2 lanes to 4 lanes; roadway maintenance; bike/ped improvements	$18,923,305	1.23	Brandon	3	$34,690,258	Congestion Mitigation
1032	Greenfield Rd	MS 468 to MS 18	Widen to 4 lanes	$14,392,784	3.26	Brandon, Pearl & Rankin County	3	$26,384,893	Congestion Mitigation
1024	US 49 S	Star Rd to Main St in Florence, MS	Widen to 6 lanes	$27,956,892	6.40	Florence & Rankin County	3	$51,250,655	Congestion Mitigation
1001	Hinds Pkwy	I-20 to Parks Rd	New 4-lane divided	$158,657,073	11.61	Clinton, Raymond, Byram & Hinds County	3	$290,850,607	Congestion Mitigation
1002	Gary Rd	Terry Rd to Davis Rd	Widen to 4 lanes	$11,078,082	2.55	Byram	3	$20,308,372	Congestion Mitigation
1011	Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd	Widen to 5 lanes	$5,277,354	1.21	Rankin County	3	$9,674,461	Congestion Mitigation

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction(s)	Stage/ Tier	Program Stage (YOE) Cost	Funding Category
1217	Catlett Rd	Stribling Rd Ext to Gluckstadt Rd	Widen to 5 lanes	$21,887,066	0.94	Madison County	3	$40,123,432	Congestion Mitigation
1214	Bozeman Rd Phase II	Reunion Pkwy to Gluckstadt Rd	Widen to 4 lanes	$20,190,765	1.46	Madison County	3	$37,013,770	Congestion Mitigation
1202	East Loop I-20 Connector	MS 18 to I-20	New 5-lane Roadway	$59,423,064	2.57	Brandon, Rankin County	3	$108,934,533	Congestion Mitigation
1084	Arrow Dr	Pinehaven Dr to Cynthia Rd	Widen to 4 lanes	$6,454,945	1.48	Clinton	3	$11,833,225	Congestion Mitigation
1120	Airport Rd S	@ I-20	Interchange improvement	$25,750,000	--	Pearl	3	$47,204,975	Pavement Management
1004	W County Line Rd Segment 1	Tougaloo Blvd to Watkins Drive	Widen to 4 lanes divided	$6,367,716	2.07	Jackson	3	$11,673,316	Congestion Mitigation
TRAN-3	Transit	Varies	Transit Services	--	--	--	3	$181,012,231	Transit
TRANS_ALT-3	Transportation Alternatives	Varies	Bike and Pedestrian Infrastructure Enhancements	--	--	--	3	$44,624,764	Bike and Pedestrian
PAVE_MAN-3	Pavement Management	Varies	Pavement Management Improvements	$75,527,960	--	--	3	$263,265,654	Pavement Management
SAFETY-3	Safety Improvements	Varies	Roadway Safety Improvements	--	--	--	3	$126,050,110	Safety Improvements
BRIDGE-3	Bridge Repair	Varies	Repair of Bridge Infrastructure	--	--	--	3	$39,025,885	Bridge Repair

Table 8.2: Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)			Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Pavement Management (includes overlay and reconstruction)	$52,283,483	$52,283,483	$0	$215,969,532	$215,969,532	$0	$263,265,654	$263,265,654	$0	$531,518,669	$531,518,669	$0
Congestion Mitigation (widening or new construction)	$211,613,002	$211,613,002	$0	$468,915,423	$469,005,960	$90,537	$566,348,042	$571,715,648	$5,367,606	$1,246,876,468	$1,252,334,610	$5,458,143
Safety Improvements	$24,518,762	$24,518,762	$0	$103,404,994	$103,404,994	$0	$126,050,110	$126,050,110	$0	$253,973,866	$253,973,866	$0
Bridge Repair	$9,678,790	$9,678,790	$0	$32,014,819	$32,014,819	$0	$39,025,885	$39,025,885	$0	$80,719,494	$80,719,494	$0
Transportation Alternatives	$6,951,660	$6,951,660	$0	$36,607,850	$36,607,850	$0	$44,624,764	$44,624,764	$0	$88,184,274	$88,184,274	$0
Local	$52,903,251	$53,379,672	$476,421	$119,940,312	$174,087,480	$54,147,168	$160,469,000	$174,675,885	$14,206,885	$333,312,563	$402,143,037	$68,830,474
Total Capital Improvements	**$357,948,948**	**$358,425,369**	**$476,421**	**$976,852,930**	**$1,031,090,635**	**$54,237,705**	**$1,199,783,455**	**$1,219,357,946**	**$19,574,491**	**$2,534,585,333**	**$2,608,873,950**	**$74,288,617**
Transit	$63,920,908	$63,920,908	$0	$148,493,077	$148,493,077	$0	$181,012,231	$181,012,231	$0	$393,426,216	$393,426,216	$0
Total MTP	**$421,869,856**	**$422,346,277**	**$476,421**	**$1,125,346,007**	**$1,179,583,712**	**$54,237,705**	**$1,380,795,686**	**$1,400,370,177**	**$19,574,491**	**$2,928,011,549**	**$3,002,300,166**	**$74,288,617**

* Includes Stage 1 TIP and STIP funding for Fiscal Constraint

Figure 8.1: Fiscally Constrained Roadway Capacity Projects

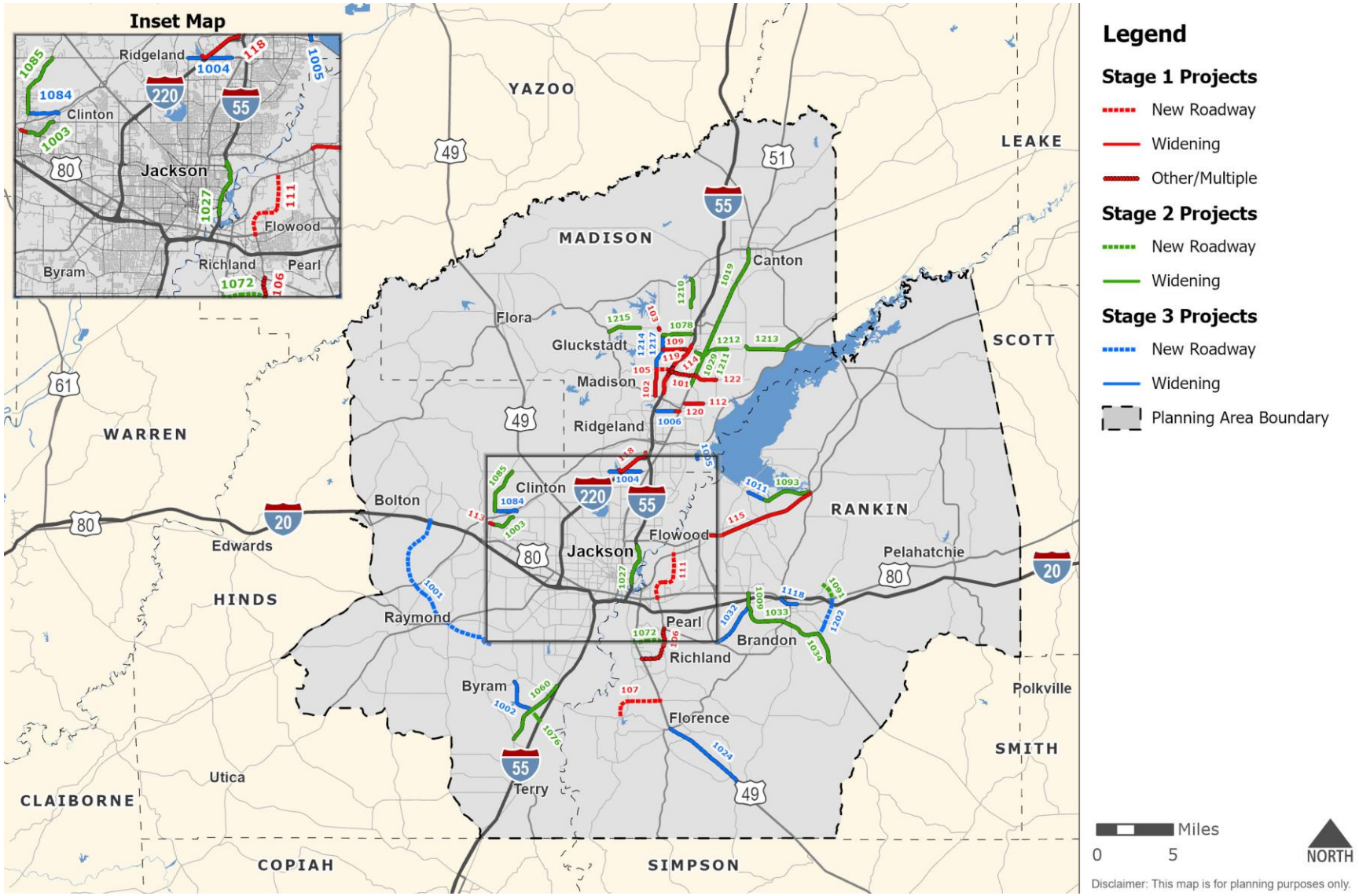


Figure 8.2: Staged Improvement Program Performance

8.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

While unfunded roadway capacity projects are not necessarily less important or effective, they cannot be accommodated within the fiscally constrained budget due to project costs, priority, or overall feasibility.

Table 8.3 shows the list of visionary roadway capacity projects.

Table 8.3: Visionary Roadway Projects

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1219	Value Road realignment and widening	US 80 to Old Hwy 471	Widen to 3 lanes	$8,139,035	0.87	Brandon	Congestion Mitigation
1051	Old Hwy 49	US 80 to US 49	Widen to 4 lanes	$13,476,879	2.96	Richland	Congestion Mitigation
1013	Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475	New 6 lane road and new 4 lane	$113,198,308	7.54	Jackson, Flowood & Pearl	Congestion Mitigation
1103	US 51	I-55 to Natchez Trace Pkwy	Access management; bike/ped improvements	TBD	1.69	Ridgeland	Safety Improvements
1056	MS 468	MS 475 to MS 18	Widen to 4 lanes	$28,480,266	6.51	Brandon & Rankin County	Congestion Mitigation
1055	Luckney Rd	MS 471 to MS 25	Widen to 5 lanes	$21,240,259	4.89	Brandon, Flowood & Rankin County	Congestion Mitigation
1094	Monterey Rd	US 49 to Old Pearson Rd	Widen to 4 lanes	$4,797,595	1.20	Richland & Rankin County	Congestion Mitigation
1073	Grants Ferry Pkwy	MS 471 to MS 25	Widen to 4 lanes	$17,314,955	3.97	Brandon, Flowood & Rankin County	Congestion Mitigation
1007	MS 463	Park Place Blvd to Reunion Pkwy	Widen to 5 lanes	$101,751,627	2.58	Madison	Congestion Mitigation
1204	West County Line Road Segment 2	Watkins Drive to N County Line Road	Widen to 4 lanes divided	$41,647,144	3.01		Congestion Mitigation
1052	N Airport Rd Extension	Liberty Rd to Old Fannin Rd	New 2-lane roadway	$23,968,034	3.26	Madison County & Hinds County	Congestion Mitigation
1031	Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd	New 4-lane divided and new interchange	$59,963,701	3.18	Madison County	Congestion Mitigation
1041	Siwell Rd Extension	McRaven Rd to US 80	New 4-lane divided and new interchange	$58,767,417	1.96	Jackson & Clinton	Congestion Mitigation
1074	Baker Ln Extension	Andrew Chapel Rd to Lake Rd	New 2-lane roadway	$28,599,894	3.91	Rankin County	Congestion Mitigation
1064	Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd	New 2-lane roadway	$4,558,338	0.63	Canton	Congestion Mitigation
1059	Florence-Byram Rd/ W Main St	Cleary Rd to MS 469	Widen to 4 lanes	$14,654,470	3.40	Florence & Rankin County	Congestion Mitigation
1080	Warner Dr	Luckney Rd to MS 471	Widen to 4 lanes and new 4-lane roadway	$10,754,088	1.10	Brandon	Congestion Mitigation
1111	I-55	E Woodrow Wilson Ave to Lakeland Dr	Safety study	$350,000	0.33	Jackson	Safety Improvements
1079	Catlett Rd/Stout Rd/ Calhoun Station Pkwy	Stribling Rd to Sowell Rd	Widen to 4 lanes	$19,408,450	4.40	Madison County	Congestion Mitigation
1048	MS 469 (E Main St)	MS 469 (S Church St) to US 49	Widen to 5 lanes	$1,919,038	0.45	Florence	Congestion Mitigation
1061	US 80 (Brandon)	Trickhambridge Rd to I-20	Center Turn lane	$6,439,369	1.58	Brandon	Congestion Mitigation
1063	MS 471	Grants Ferry Rd to MS 25	Widen to 5 lanes	$29,700,000	5.26	Brandon, Flowood & Rankin County	Congestion Mitigation
1057	MS 469 (E Main St)	US 49 to Monterey Rd	Widen to 4 lanes	$16,966,039	3.89	Florence & Rankin County	Congestion Mitigation
1030	Hoy Rd	W Bradford Lane to Old Rice Rd	Widen to 5 lanes	$5,844,342	1.34	Madison	Congestion Mitigation
1201	Madison Ave Bypass	Madison Ave to Saint Augustine Dr	New 4-lane roadway	$16,340,596	1.19	Madison	Congestion Mitigation
1089	Flowood-E Metro Connector	Flowood Dr to E Metro Corridor	New 4-lane roadway	$15,850,754	1.04	Flowood	Congestion Mitigation

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1205	West County Line Road Segment 3	N County Line Road to US 49	Widen to 4 lanes with grade separation bridge	$32,105,161	1.95		Congestion Mitigation
1220	I-20 Loop Interchange	US 80 (Exit 59)	Interchange improvement	$25,750,000	--	Madison County & Hinds County	Pavement Management
1047	MS 475	MS 468 to I-20	Widen to 6 lanes	$10,685,551	2.42	Rankin County & Pearl	Congestion Mitigation
1216	Stribling Rd	Dewees Rd to Catlett Rd	Widen to 5 lanes	$28,529,713	1.23		Congestion Mitigation
1221	N Shore Pkwy	Fannin Landing Cir to MS 471	Widen to 4 lanes	$35,626,064	2.57	Madison County	Congestion Mitigation
1090	Grants Ferry Pkwy	MS 471 to Trickham Bridge Rd	Widen to 4 lanes divided	$11,688,685	2.71	Brandon	Congestion Mitigation
1132	US 80	@ MS 468 (S College St)	Intersection study	$350,000	--	Brandon	Local
1114	MS 471	E Value Rd to Grants Ferry Rd	Safety study	$350,000	1.60	Brandon	Safety Improvements
1133	US 80	@ MS 18	Intersection study	$350,000	--	Brandon	Local
1106	Ridgewood Rd	Lakeland Dr to Old Canton Rd	Roadway maintenance; bike/ped improvements	$7,193,955	2.25	Jackson	Pavement Management
1008	N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd	New 4-lane divided	$24,224,737	0.70	Ridgeland	Congestion Mitigation
1014	I-55	Copiah County Line to Siwell Rd	Widen to 6 lanes	$126,574,250	3.09	Hinds County, Terry & Byram	Congestion Mitigation
1068	Madison Dr-US 51 Connector	Madison Dr to US 51	New 2-lane roadway	$2,426,212	0.76	Ridgeland	Congestion Mitigation
1025	I-220	I-20 to I-55	Widen to 6 lanes	$132,495,853	12.66	Jackson & Ridgeland	Congestion Mitigation
1040	Greenway Dr	McRaven Rd to Robinson Rd	Widen to 4 lanes divided and new 4-lane divided	$28,984,948	2.93	Jackson	Congestion Mitigation
1044	Green Acres Rd East Extension	US 51 to MS 16 (Peace St)	New 4-lane divided	$55,029,032	3.70	Canton & Madison County	Congestion Mitigation
1045	Green Acres Rd	King Ranch Rd to US 51	Widen to 4 lanes divided	$7,588,922	1.74	Canton & Madison County	Congestion Mitigation
1026	E Beasley Rd	US 51 to I-55	Widen to 5 lanes	$2,878,557	0.65	Jackson	Congestion Mitigation
1039	Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd	Widen to 4 lanes with	$20,760,500	4.71	Byram, Hinds County & Rankin County	Congestion Mitigation
1066	McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd	Widen to 3 lanes	$3,928,420	0.97	Madison & Ridgeland	Congestion Mitigation
1207	Davis Road	S Siwell Rd to Gary Rd	Widen to 4 lanes	$4,730,648	0.34	Byram	Congestion Mitigation
1109	E Capitol St	N Lamar St to State St	Multimodal improvements	TBD	0.33	Jackson	Congestion Mitigation
1058	MS 469 Extension	MS 468 to MS 18	New 4-lane divided	$34,094,074	2.30	Brandon & Rankin County	Congestion Mitigation
1218	Gluckstadt Rd	Planters Row to Hwy 463	Widen to 4 lanes	$49,637,860	3.58	Gluckstadt, Madison County	Congestion Mitigation
1035	MS 468 (Pearl)	S Pearson Rd to MS 475	Widen to 4 lanes	$15,047,001	3.42	Pearl & Rankin County	Congestion Mitigation
1010	Old Whitfield Rd	MS 468 to MS 475	Center Turn lane	$18,751,118	4.61	Pearl	Congestion Mitigation
1022	MS 469	Monterey Rd to MS 468	Widen to 4 lanes	$17,794,714	4.08	Rankin County	Congestion Mitigation
1023	Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd	Widen to 5 lanes	$4,710,366	1.08	Flowood & Rankin County	Congestion Mitigation
1115	N State St	E Woodrow Wilson Ave to Old Canton Rd	Bike/ped improvements; roadway maintenance	$7,034,694	0.36	Jackson	Pavement Management
1049	S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 lanes	$10,336,635	1.58	Rankin County	Congestion Mitigation

MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1117	S College St	MS 18 to US 80	Widen from 2 lanes to 4 lanes	$18,702,514	1.35	Brandon	Congestion Mitigation
1222	Airport Rd Connector	Orleans Way to MS 475	New 4-lane roadway	$32,526,464	2.37	Rankin County	Congestion Mitigation
1046	Steed Rd Extension	Sunnybrook Rd to N Wheatley St	New 3-lane roadway	$3,676,079	0.50	Ridgeland	Congestion Mitigation
1208	Old Brandon Rd	Pemberton Dr to Bierdeman Rd	Widen to 4 lanes	$15,136,125	1.09	Pearl	Congestion Mitigation
1112	I-55	I-20 to E Pascagoula St	Corridor study	$350,000	1.41	Jackson	Local
1062	Treetops Blvd	MS 25 to Liberty Rd	New 2-lane roadway	$14,998,402	2.01	Flowood	Congestion Mitigation
1083	Springridge Rd	McRaven Rd to Woodchase Park Dr	Widen to 4 lanes	$4,317,835	0.99	Clinton	Congestion Mitigation
1102	E College St	Clinton Pkwy to Madison St	Roadway maintenance; bike/ped improvements	$4,478,793	0.53	Clinton	Pavement Management
1206	Gary Rd Extension Phase II	Frontage Road to I-55	New interchange	$33,300,000	0.36	Byram	Congestion Mitigation
1127	MS 18	@ Sunset Dr	Intersection study	$350,000	--	Brandon	Local
1087	Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton Rd	Widen to 4 lanes	$6,236,873	1.42	Jackson	Congestion Mitigation
1012	I-20	Crossgates Blvd to US 80 east of Brandon	Widen to 6 lanes	$63,410,492	7.76	Brandon	Congestion Mitigation
1092	MS 18	I-20 to McDowell Rd	Widen to 6 lanes	$4,579,522	1.04	Jackson	Congestion Mitigation
1043	Methodist Farm Rd	W Northside Dr to Hilda Dr	Widen to 4 lanes and new interchange	$36,580,100	1.53	Jackson	Congestion Mitigation
1110	N State St	Barksdale St to Arlington St	Multimodal improvements; roadway maintenance; safety study	$638,621	0.74	Jackson	Congestion Mitigation
1015	Hanging Moss Rd	Meadow Rd to Woodhill Rd	Widen to 4 lanes	$6,106,029	1.40	Jackson	Congestion Mitigation
1042	Greenway Ln Extension	Robinson Rd to John R Lynch St	New 4 lane divided and I-20 overpass	$12,261,904	0.83	Jackson	Congestion Mitigation
1054	St. Augustine Dr	US 51 to Rice Rd	Widen to 3 lanes	$6,682,364	1.64	Madison	Congestion Mitigation
1016	Robinson Rd	Raymond Rd to MS 18	Widen to 4 lanes	$5,277,354	1.24	Jackson	Congestion Mitigation
1086	Northside Dr	Williamson Rd to Pinehaven Dr	Widen to 4 lanes	$17,227,726	3.95	Clinton	Congestion Mitigation
1017	Raymond Rd	Siwell Rd to McDowell Rd	Widen to 4 lanes	$11,208,925	2.54	Jackson	Congestion Mitigation
1050	Trickham Bridge Rd	US 80 to Grants Ferry Pkwy	Widen to 5 lanes	$10,118,563	2.31	Brandon	Congestion Mitigation
1065	US 49 Frontage Roads	Peach St to Cox Ferry Rd	New frontage roads	$12,939,798	1.76	Flora	Congestion Mitigation
1036	MS 475	I-20 to Old Brandon Rd	Widen to 6 lanes	$5,713,499	1.28	Pearl	Congestion Mitigation
1104	Pinehurst Pl	N State St to Olive St	Multimodal improvements	TBD	0.51	Jackson	Congestion Mitigation
1105	New Mannsdale Rd	Park Place Blvd to I-55	Multimodal improvements;safety study	TBD	0.95	Madison	Safety Improvements
1122	I-55	@ I-20	Interchange improvement	$25,750,000	--	Jackson	Pavement Management
1119	Colony Park Blvd	Highland Colony Pkwy to US 51	Roadway maintenance; bike/ped improvements	$2,418,282	1.84	Ridgeland	Pavement Management
1116	N West St	E Fortification St to E Woodrow Wilson Ave	Roadway maintenance	$3,449,419	1.01	Jackson	Pavement Management
1135	I-20	@ S Pearson Rd	Interchange improvement	$25,750,000	--	Pearl	Pavement Management
1123	I-20	@ I-55 and US 51	Interchange improvement	$25,750,000	--	Jackson	Pavement Management

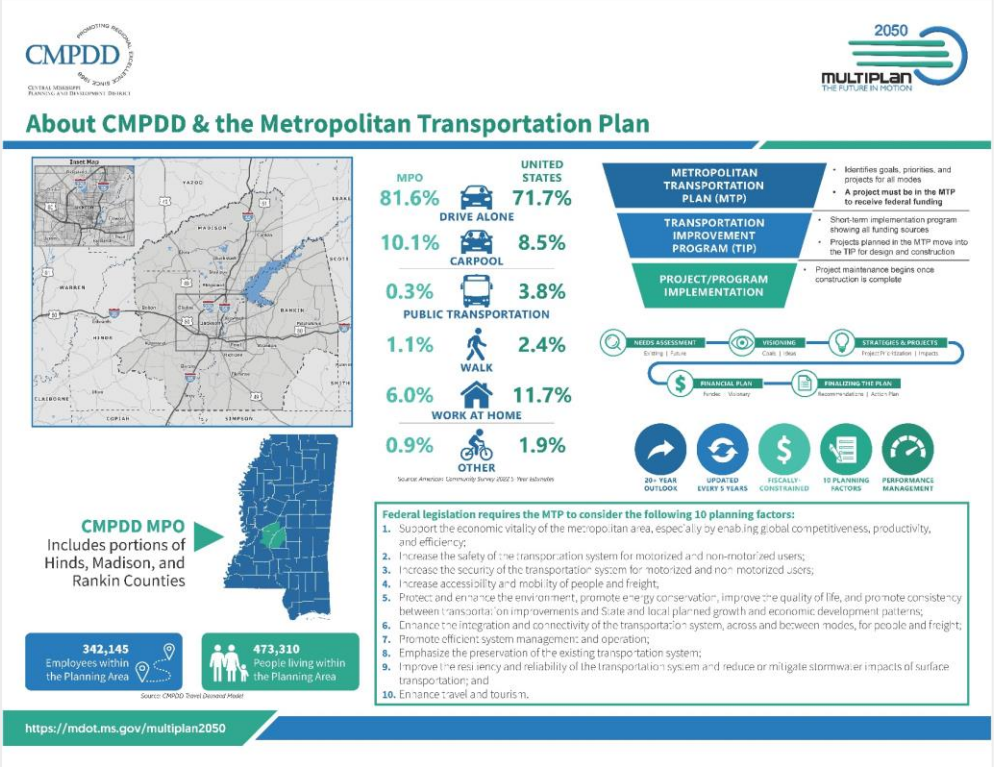
MTP_50_ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1121	Calhoun Station Pkwy	@ Gluckstadt Rd	Intersection study	$350,000	--	Gluckstadt	Local
1126	US 80	@ MS 475	Intersection study	$350,000	--	Pearl	Local
1131	S College St	@ Sunset Dr	Safety study	$350,000	--	Brandon	Safety Improvements
1130	MS 18	@ Provonce Park	Intersection study	$350,000	--	Brandon	Local
1134	MS 18	@ MS 468	Intersection study	$350,000	--	Brandon	Local
1223	I-55	County Line Rd to Old Agency Rd	Add 4 Lanes	$81,500,000	--	MDOT	Congestion Mitigation
1224	I-20	Pearl River to I-220	Add 2 Lanes	$566,472,290	--	MDOT	Congestion Mitigation
1228	MS 16	Canton to Philadelphia	Add 2 Lanes	$779,993,509	--	MDOT	Congestion Mitigation
1229	MS 18	Port Gibson to Raymond	Add 2 Lanes	$740,163,256	--	MDOT	Congestion Mitigation

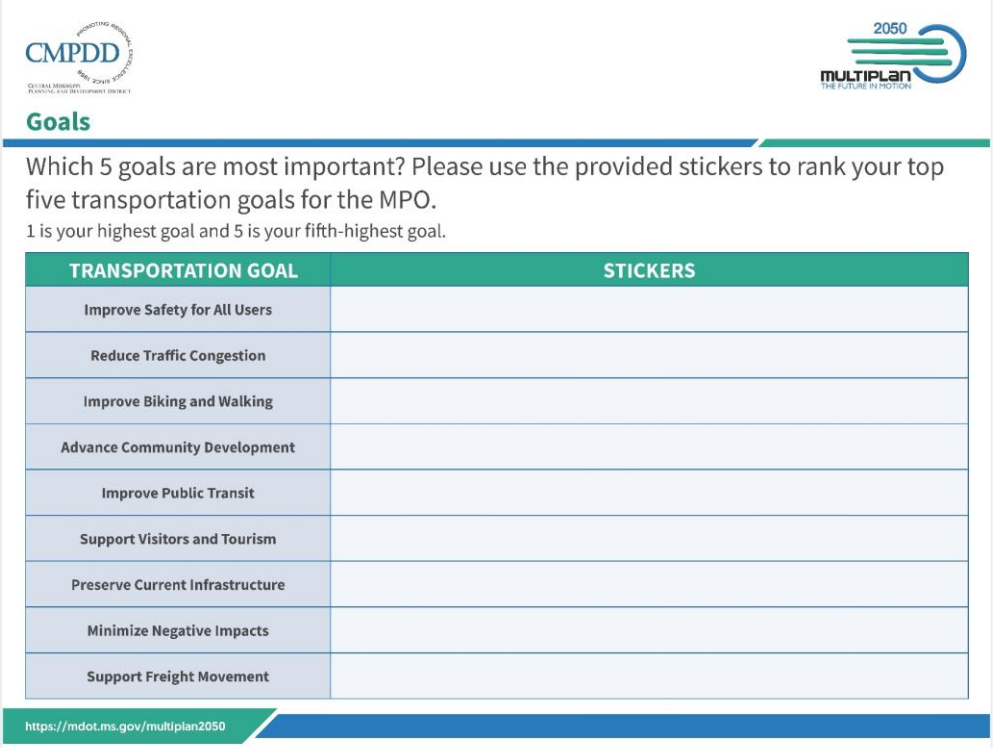
The following MDOT projects may go to construction in the indicated timeframes if future funding becomes available:

- I-55 from County Line Road to Old Agency Road [add 4 lanes]; 2041-2050
- Madison Connector; 2041-2050
- SR 463 I-55 to SR 22; 2041-2050
- SR 18 Brandon Bypass; 2031-2040
- MS 471 from Grants Ferry Road to MS 25; 2041-2050
- I-20 Widening from Natchez Trace to SR 18; 2041-2050
- I-55 from SR 463 to Gluckstadt; 2031-2040
- SR 25 from Grants Ferry to SR 471 (add 2 lanes); 2031-2040

Appendix A: Round 1 Public and Stakeholder Outreach Documentation

Display Posters





Budget Priorities

Assuming you have a budget of $100, how would you invest these limited funds in the transportation system?

Please distribute the stickers among the improvement options to show how you would allocate transportation funds.

TRANSPORTATION GOAL	STICKERS
Add Roadway Connections	
Add/Widen Lanes	
Build Sidewalks and Pedestrian Trails	
Build/Designate Bicycle Lanes	
Implement Safety Improvements	
Provide More Transit Options	
Improve Pavement/Bridge Conditions	
Improve Freight Infrastructure	
Use Technology to Improve Traffic Operations	

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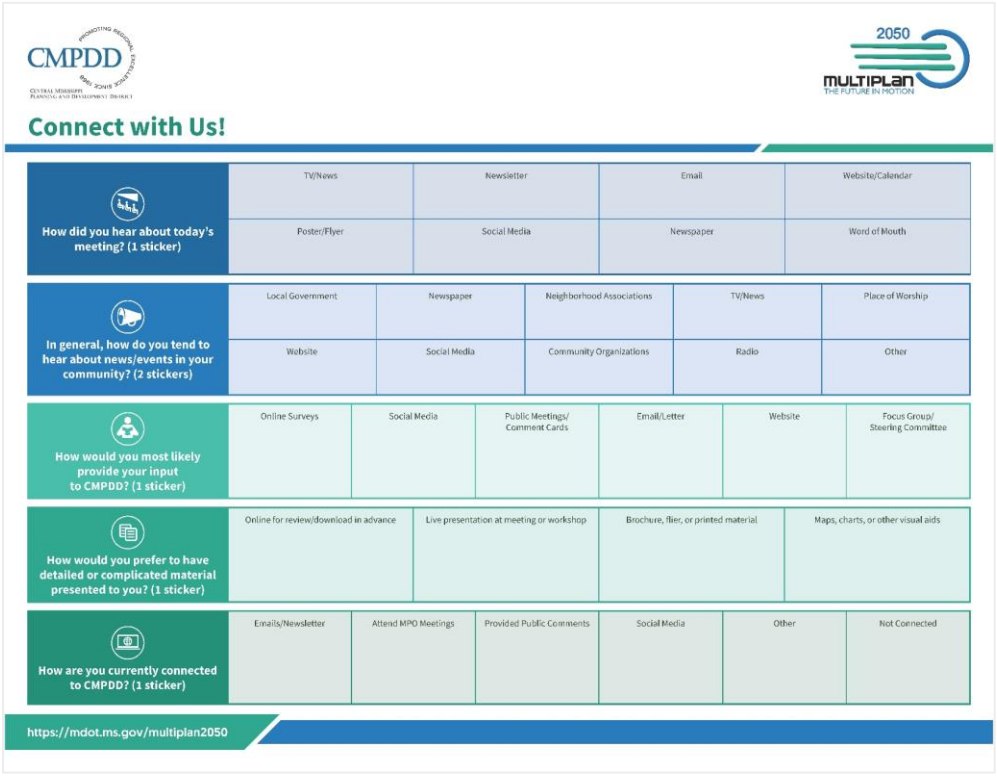
What Areas Need Improvement?

This plan will recommend a variety of transportation projects. Help identify different types of transportation needs by placing a sticky note on the board with the current transportation challenges you experience.

https://mdot.ms.gov/multiplan2050

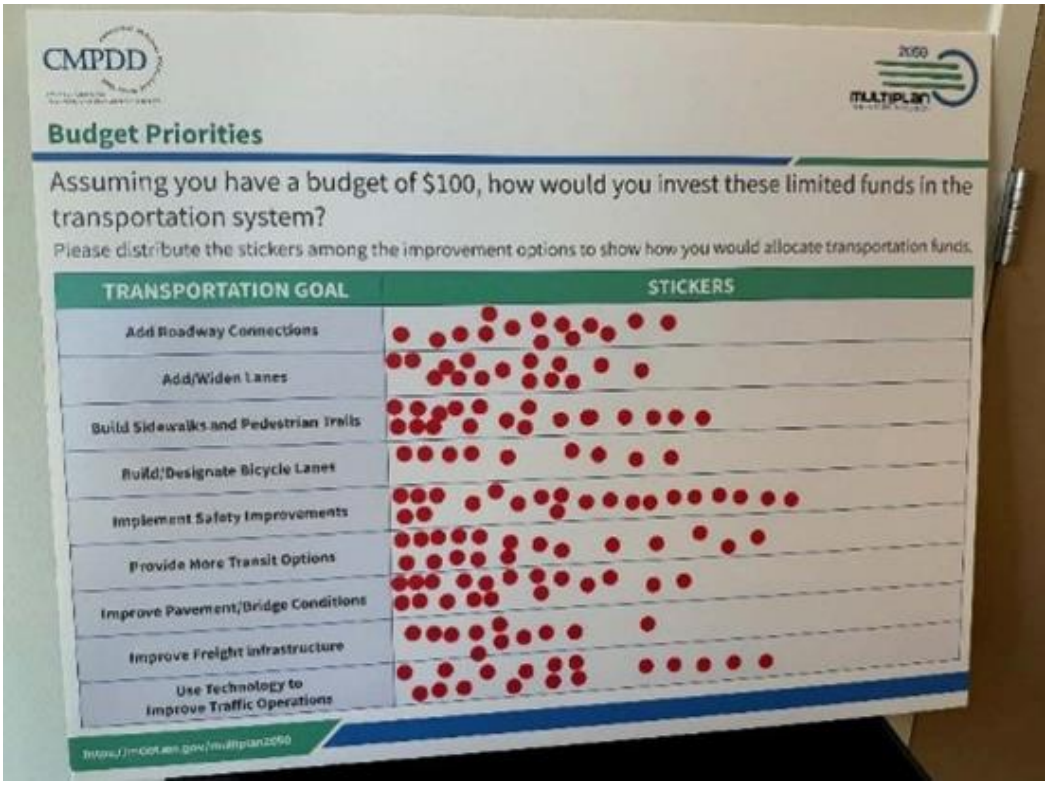

CMPDD
2050
MULTIPLAN
THE FUTURE IN MOTION
Ideal Transportation Improvement
If you would like to see ONE Transportation Project or Strategy to be implemented in the region, what would that be?
https://mdot.ms.gov/multiplan2050

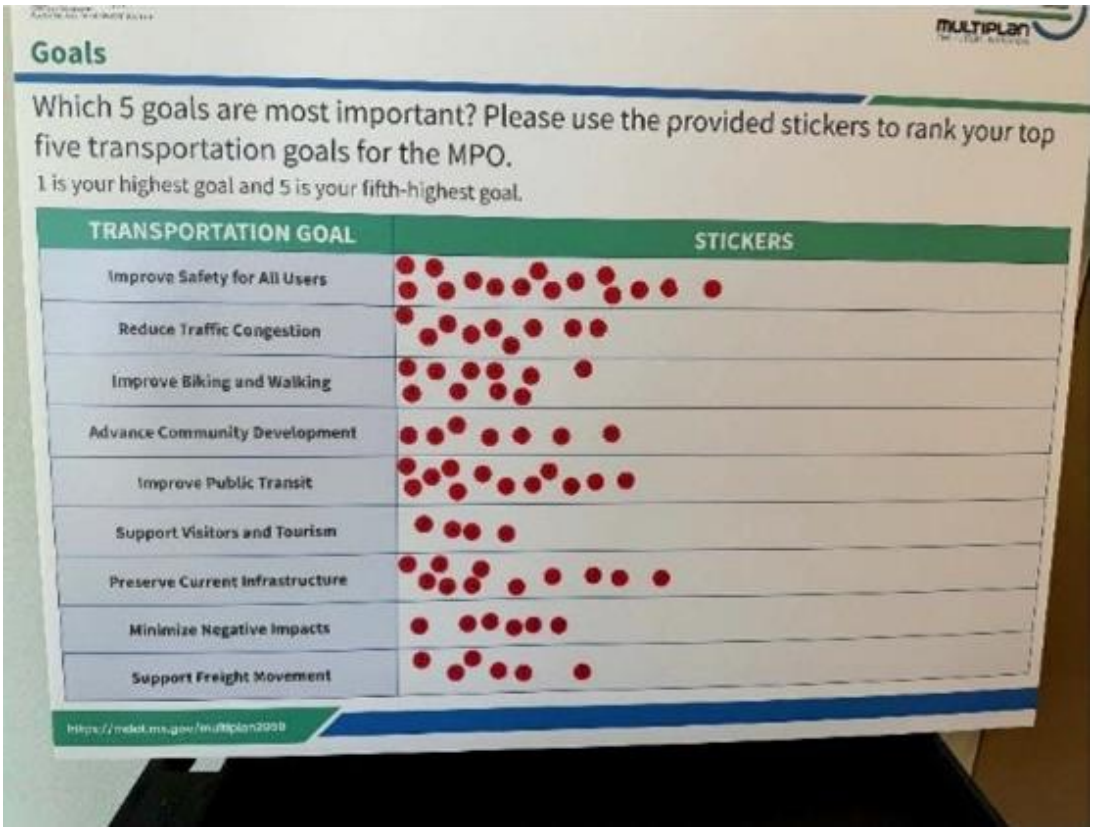

CMPDD
2050
MULTIPLAN
THE FUTURE IN MOTION
Connect with Us!
How did you hear about today's meeting? (1 sticker)
TV/News
Newsletter
Email
Website/Calendar
Poster/Flyer
Social Media
Newspaper
Word of Mouth
In general, how do you tend to hear about news/events in your community? (2 stickers)
Local Government
Newspaper
Neighborhood Associations
TV/News
Place of Worship
Website
Social Media
Community Organizations
Radio
Other
How would you most likely provide your input to CMPDD? (1 sticker)
Online Surveys
Social Media
Public Meetings/ Comment Cards
Email/Letter
Website
Focus Group/ Steering Committee
How would you prefer to have detailed or complicated material presented to you? (1 sticker)
Online for review/download in advance
Live presentation at meeting or workshop
Brochure, flier, or printed material
Maps, charts, or other visual aids
How are you currently connected to CMPDD? (1 sticker)
Emails/Newsletter
Attend MPO Meetings
Provided Public Comments
Social Media
Other
Not Connected
https://mdot.ms.gov/multiplan2050

Outreach Event Photos

10/2/2024 Mayors Fun Walk

10/9/2024 Union Station




MULTIPLAN
Goals
Which 5 goals are most important? Please use the provided stickers to rank your top five transportation goals for the MPO.
1 is your highest goal and 5 is your fifth-highest goal.
TRANSPORTATION GOAL
STICKERS
Improve Safety for All Users
Reduce Traffic Congestion
Improve Biking and Walking
Advance Community Development
Improve Public Transit
Support Visitors and Tourism
Preserve Current Infrastructure
Minimize Negative Impacts
Support Freight Movement


801
JA TRAN
About CMPDD & the Metropolitan Trans

10/10/2024 Centre Pointe Blvd

2050 MULTIPLAN Community Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Thursday, October 10, 4-6 p.m.
Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS

Name	Affiliation	Email	Telephone
Robby Burt	CMPDD	RBURT@CMPDD.ORG	601-981-1510
Lindsey Diamond	MDOT	ldiamond@mdot.ms.gov	601-359-7709
Nichdas Broussard	NSI	nichdas.broussard@neel-schaffer.com	(337) 366-8845
Sammy Holcombe	MDOT	sholcombe@mdot.ms.gov	601 249 5282
Kelsie Sullivan	MDOT	ksullivan@mdot.ms.gov	601-359-7658
Lesley Callender	CMPDD	lcallender@cmpdd.org	
Scott Burge	CMPDD	sburge@cmpdd.org	

2050 MULTIPLAN Community Meeting Sign-In Sheet

Central Mississippi Planning & Development District Metropolitan Planning Organization | Thursday, October 10, 4-6 p.m.
Central Mississippi Planning & Development District | 1020 Centre Pointe Blvd | Pearl, MS

Name	Affiliation	Email	Telephone
Dan Hart	Madison Co.	HHART113@COMCAST.NET	609 727 4409
NEIL PATTERSON	MDOT		
Jonathan Russell	Neel-Schaffer	Jonathan.Russell@neel-schaffer	615-645E-8912
Melissa McGee-Collier	EPA	mcgee.collier.melissa@epa.gov	404-562-8394
Manny McPhillips	MS Railroad Assoc	mmcphillips@cgagroup.com	601-720-9862
Matthew Miller	Brandon	mmiller@benchmarkms.net	601-573-8822
Scott Berry	Rankin County	Scott.Berry@rankincounty.org	769-257-3352
Erica Sittler	Beyond Communications	ericasittler@gmail.com	601.668.9802
Mark Sorrell	Neel-Schaffer	mark.sorrell@neel-schaffer.com	601-948-3071
Hayden Overby	Waggoner	Hayden.Overby@Waggonereng.com	
Necole Bather	FHWA	necole.bather@dot.gov	601-965-7340
Donna Stanek	Beyond Comm.	donna@becommi.com	601 720 4418
Paul Foster	City of Flowood	pforster@cityofflowood.com	601.664.0306
Shannon Haynes	HNTB	slhaynes@hntb.com	321-274-2104
Ken Seawright	Bike Walk MS	ken_seawright@yahoo.com	601 506 9016

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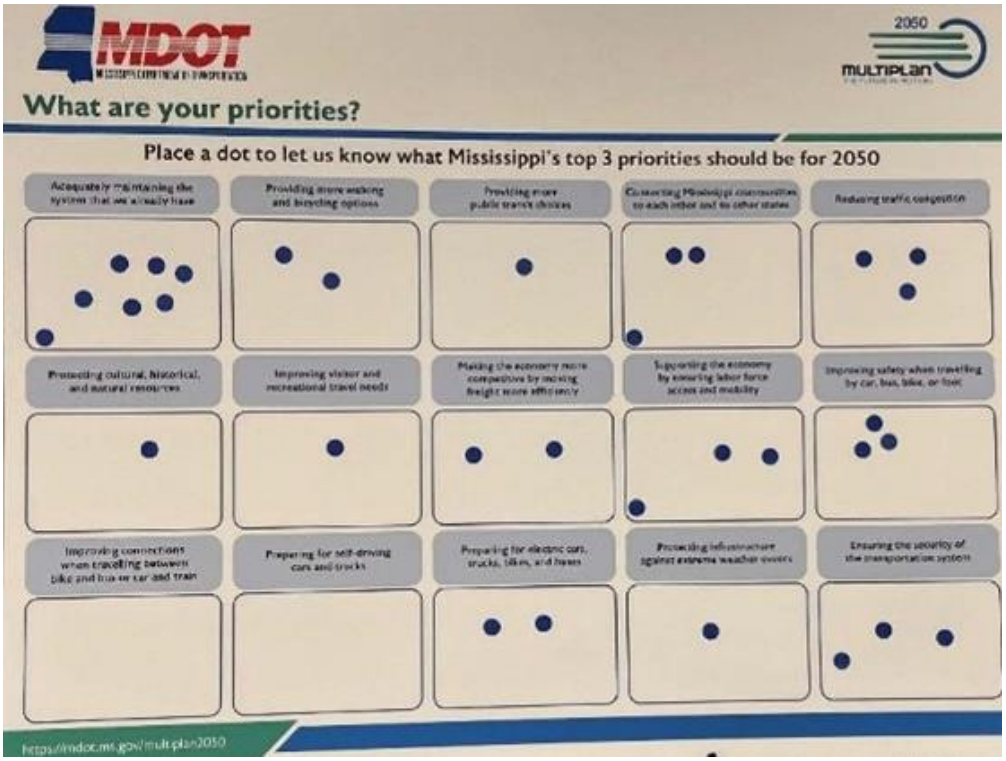
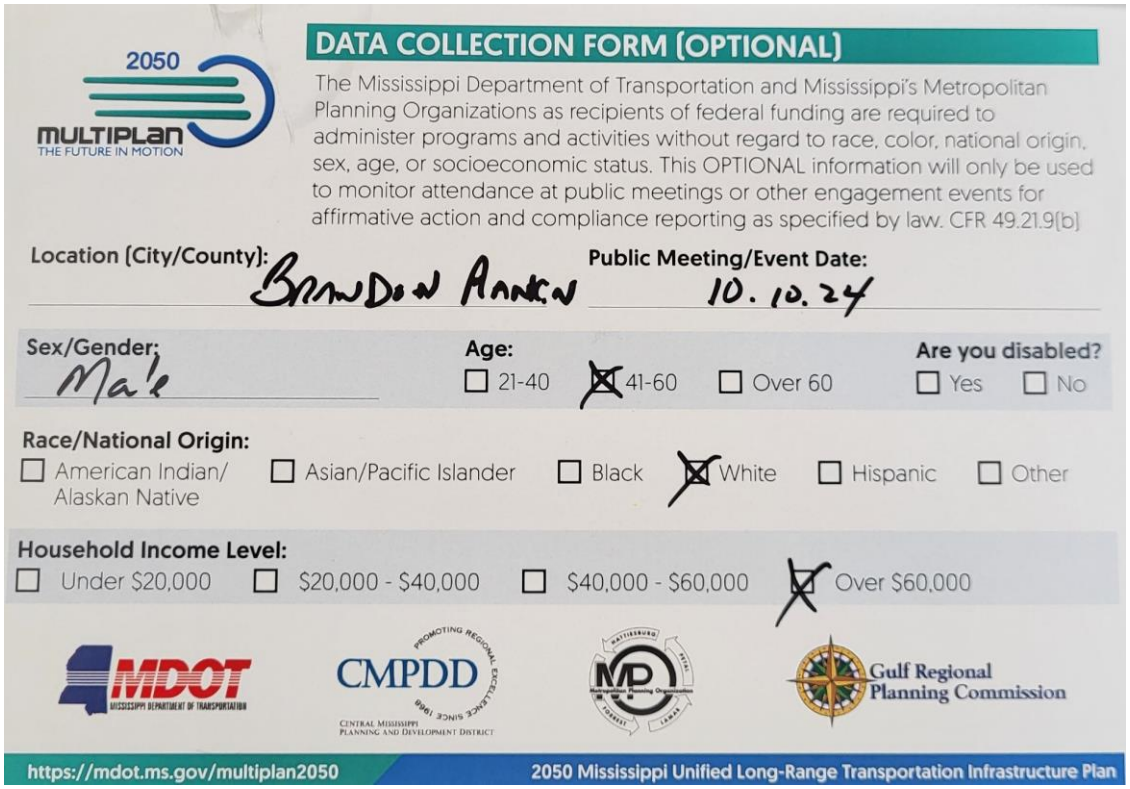

MDOT
2050
MULTIPLAN
What are your priorities?
Place a dot to let us know what Mississippi's top 3 priorities should be for 2050
Adequately maintaining the system that we already have
Providing more walking and bicycling options
Providing more public transit choices
Connecting Mississippi communities to each other and to other states
Reducing traffic congestion
Protecting cultural, historical, and natural resources
Improving visitor and recreational travel needs
Making the economy more competitive by moving freight more efficiently
Supporting the economy by ensuring labor force access and mobility
Improving safety when traveling by car, bus, bike, or foot
Improving connections when traveling between bike and bus or car and train
Preparing for self-driving cars and trucks
Preparing for electric cars, trucks, bikes, and buses
Protecting infrastructure against extreme weather events
Ensuring the security of the transportation system
https://mdot.ms.gov/multiplan2050



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County): Brandon Rankin

Public Meeting/Event Date: 10.10.24

Sex/Gender: Male

Age: ☐ 21-40 ☒ 41-60 ☐ Over 60

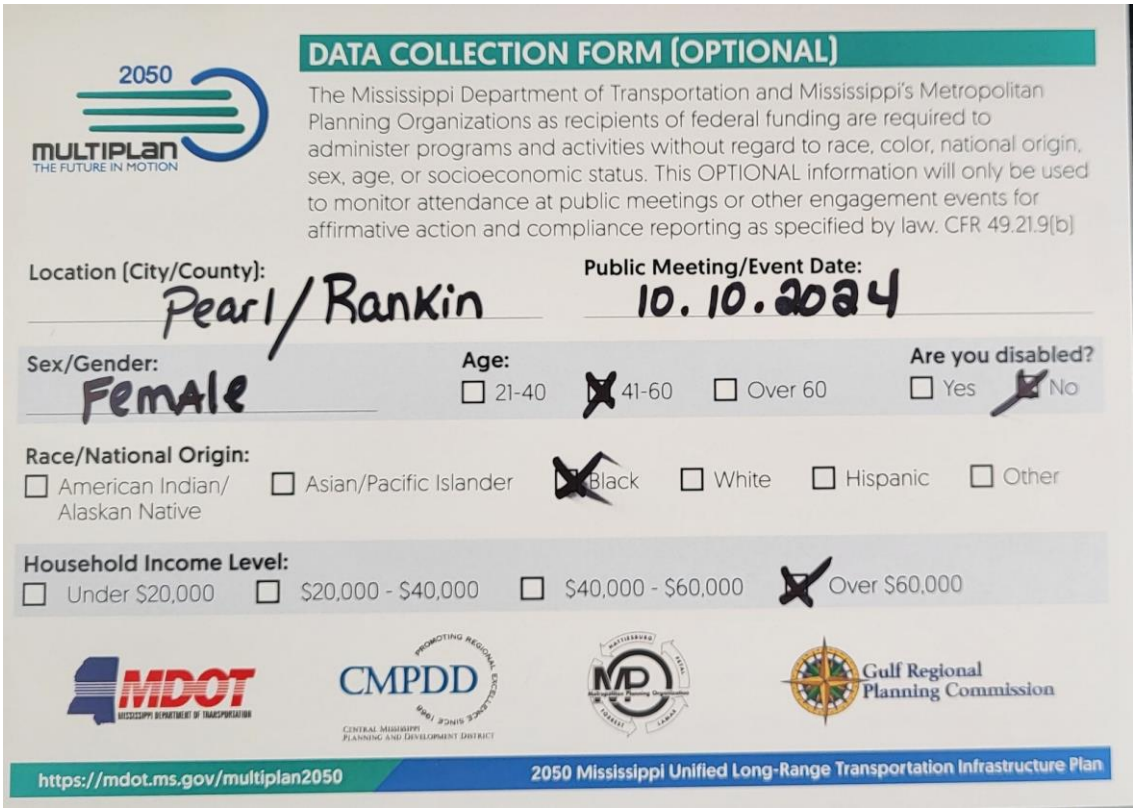
Are you disabled? ☐ Yes ☐ No

Race/National Origin: ☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ White ☐ Hispanic ☐ Other

Household Income Level: ☐ Under $20,000 ☐ $20,000 - $40,000 ☐ $40,000 - $60,000 ☒ Over $60,000

MDOT Mississippi Department of Transportation · CMPDD Central Mississippi Planning and Development District · Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



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Location (City/County): Pearl/Rankin

Public Meeting/Event Date: 10.10.2024

Sex/Gender: Female

Age: ☐ 21-40 ☒ 41-60 ☐ Over 60

Are you disabled? ☐ Yes ☒ No

Race/National Origin: ☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level: ☐ Under $20,000 ☐ $20,000 - $40,000 ☐ $40,000 - $60,000 ☒ Over $60,000

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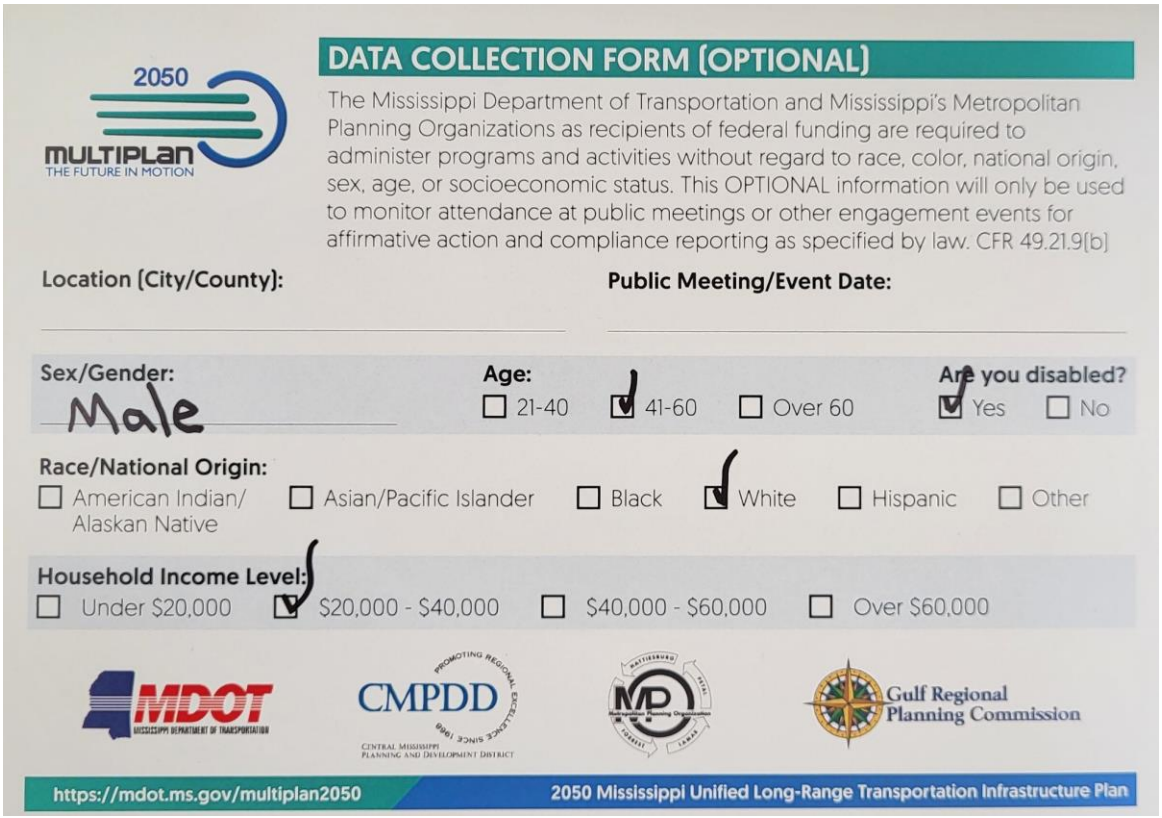
https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

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Location (City/County):

Public Meeting/Event Date:

Sex/Gender: Male

Age: ☐ 21-40 ☑ 41-60 ☐ Over 60

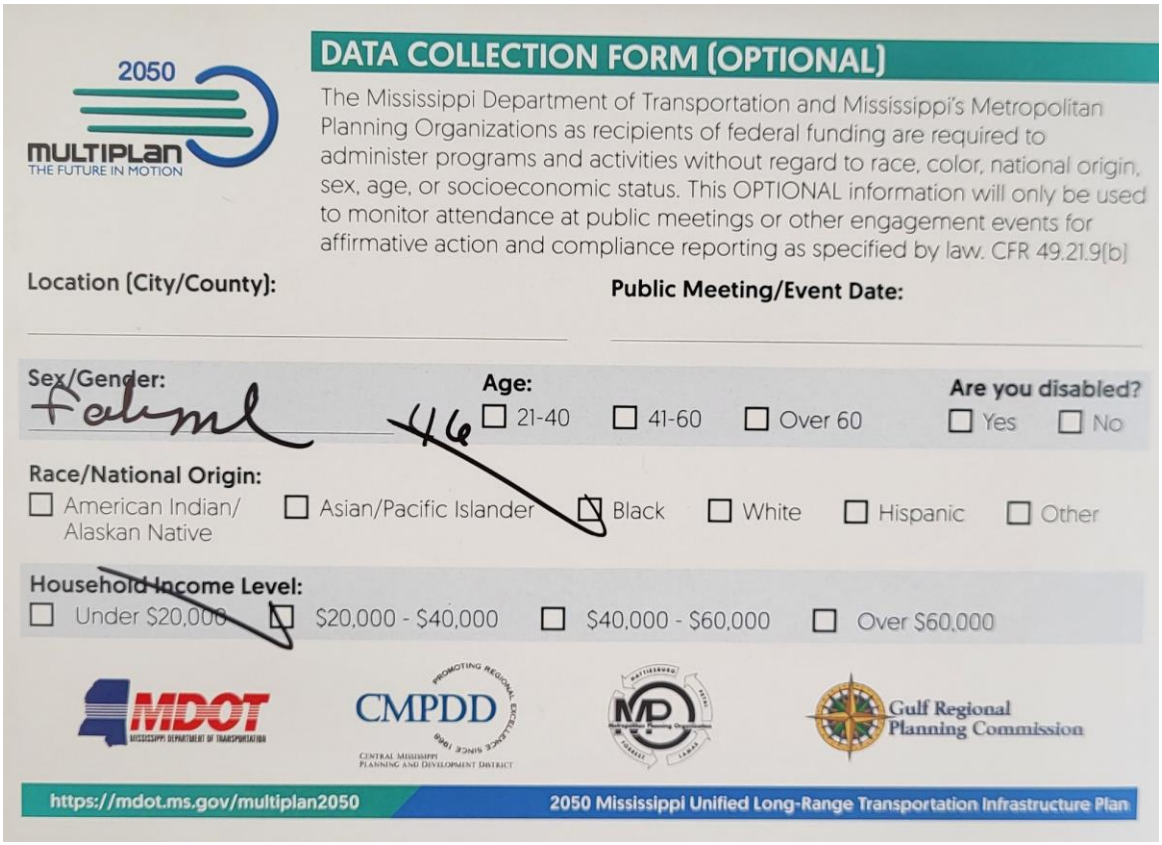
Are you disabled? ☑ Yes ☐ No

Race/National Origin:
☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☑ White ☐ Hispanic ☐ Other

Household Income Level:
☐ Under $20,000 ☑ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT Mississippi Department of Transportation · CMPDD Central Mississippi Planning and Development District · Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County):

Public Meeting/Event Date:

Sex/Gender: Female

Age: 46 ☐ 21-40 ☐ 41-60 ☐ Over 60

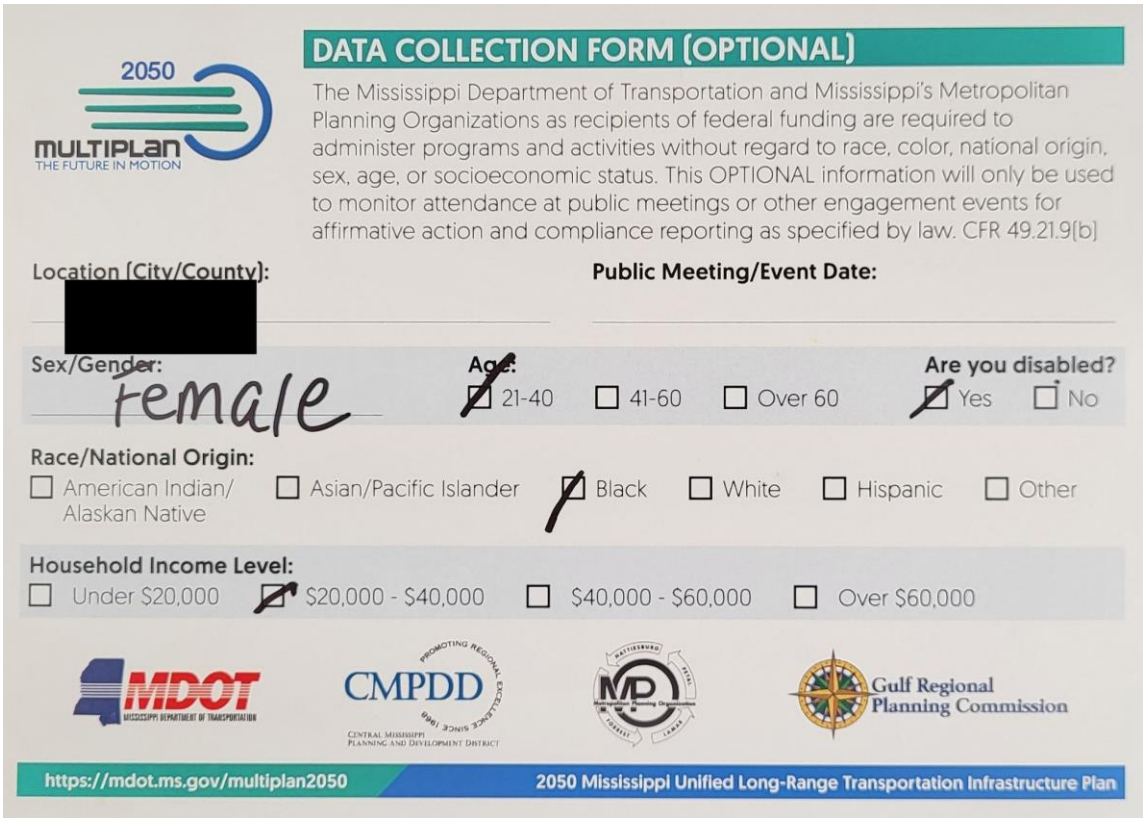
Are you disabled? ☐ Yes ☐ No

Race/National Origin:
☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level:
☐ Under $20,000 ☐ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT Mississippi Department of Transportation · CMPDD Central Mississippi Planning and Development District · Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

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Location (City/County): [redacted]

Public Meeting/Event Date:

Sex/Gender: female

Age: ☒ 21-40 ☐ 41-60 ☐ Over 60

Are you disabled? ☒ Yes ☐ No

Race/National Origin:

☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level:

☐ Under $20,000 ☒ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT Mississippi Department of Transportation

CMPDD Promoting Regional Excellence Since 1968 — Central Mississippi Planning and Development District

Metropolitan Planning Organization

Gulf Regional Planning Commission

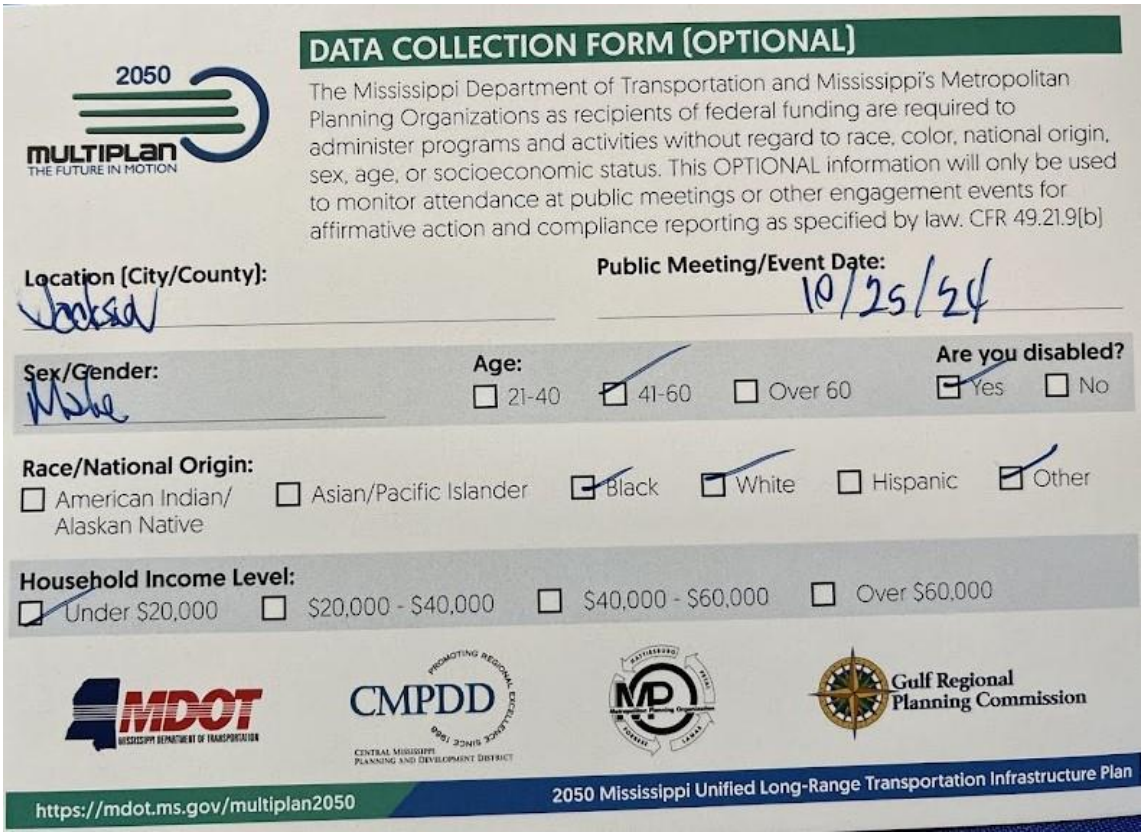
https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

10/12/2024 Oktoberfest and Gumbo Festival


Brandon, MS
Online Gift Shop
Pickup and
Shipping
Available
6012784168
Budget Priorities
TRANSPORTATION GOAL

10/24/2024 Canton Public Library

10/25/2024 Jackson Medical Mall



2050 MULTIPLAN
THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

The Mississippi Department of Transportation and Mississippi's Metropolitan Planning Organizations as recipients of federal funding are required to administer programs and activities without regard to race, color, national origin, sex, age, or socioeconomic status. This OPTIONAL information will only be used to monitor attendance at public meetings or other engagement events for affirmative action and compliance reporting as specified by law. CFR 49.21.9(b)

Location (City/County): Jackson

Public Meeting/Event Date: 10/25/24

Sex/Gender: Male

Age: ☐ 21-40 ☑ 41-60 ☐ Over 60

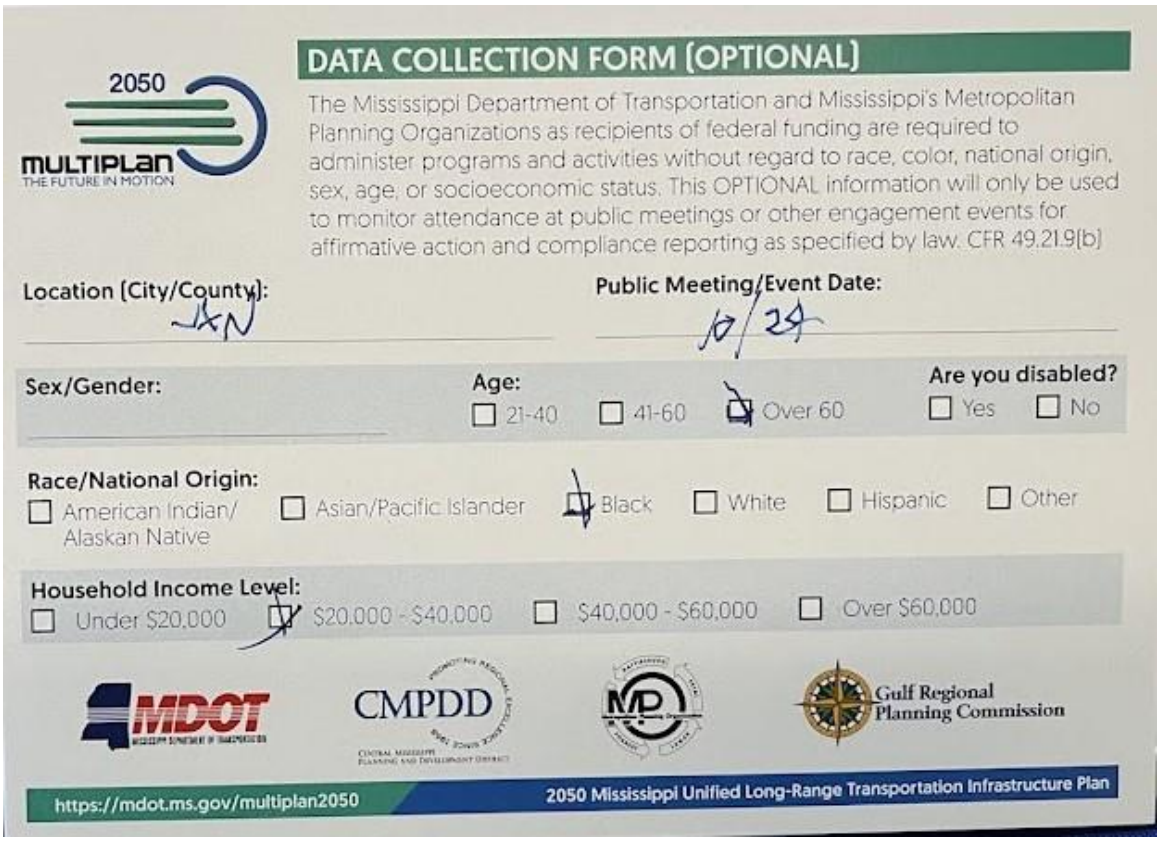
Are you disabled? ☑ Yes ☐ No

Race/National Origin: ☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☑ Black ☐ White ☐ Hispanic ☑ Other

Household Income Level: ☑ Under $20,000 ☐ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT Mississippi Department of Transportation · CMPDD Central Mississippi Planning and Development District · Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 — 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

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Location (City/County): JXN

Public Meeting/Event Date: 10/24

Sex/Gender:

Age: ☐ 21-40 ☐ 41-60 ☒ Over 60

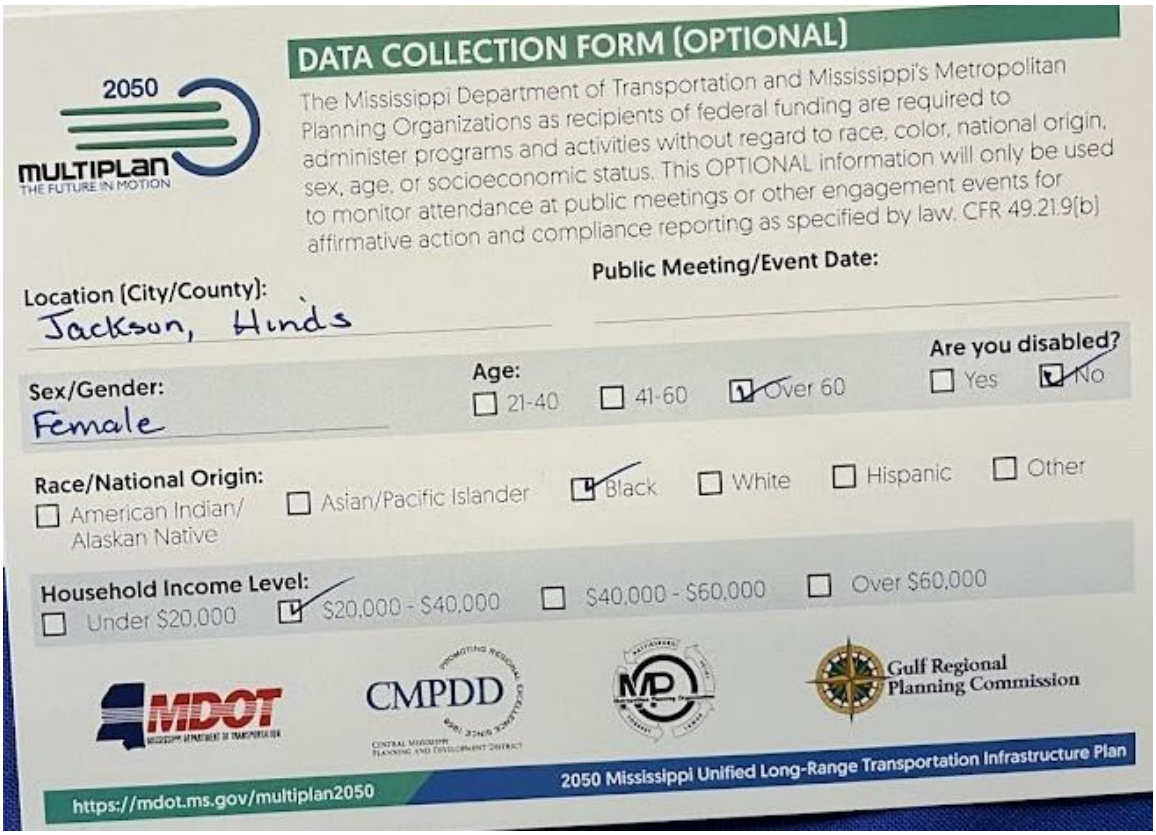
Are you disabled? ☐ Yes ☐ No

Race/National Origin: ☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level: ☐ Under $20,000 ☒ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT CMPDD NMPD Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan



2050 MULTIPLAN THE FUTURE IN MOTION

DATA COLLECTION FORM (OPTIONAL)

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Location (City/County): Jackson, Hinds

Public Meeting/Event Date:

Sex/Gender: Female

Age: ☐ 21-40 ☐ 41-60 ☑ Over 60

Are you disabled? ☐ Yes ☑ No

Race/National Origin: ☐ American Indian/ Alaskan Native ☐ Asian/Pacific Islander ☑ Black ☐ White ☐ Hispanic ☐ Other

Household Income Level: ☐ Under $20,000 ☑ $20,000 - $40,000 ☐ $40,000 - $60,000 ☐ Over $60,000

MDOT CMPDD NMPD Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan

Outreach Collaterals

Email Invitation

Join the conversation, and let planners know your transportation needs. All Mississippians are encouraged to participate, so please, spread the word!

Wednesday, October 9	**Thursday, October 10**
2:30 – 4:30 pm	4 – 6 pm
Union Station	CMPDD
300 W Capitol Street	1020 Centre Pointe Blvd.
Jackson, MS	Pearl, MS
Hosted by CMPDD	*Hosted by CMPDD and MDOT*

During the come-and-go community meetings, you will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements in the urbanized areas of Hinds, Madison, and Rankin counties as well as statewide.

MULTIPLAN 2050 is a coordinated effort to develop MDOT's statewide long-range transportation plan and CMPDD's regional transportation plan for the Jackson Urbanized Area .

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601.981.1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpo@cmpdd.org or visit https://mdot.ms.gov/multiplan2050.

CMPDD MPO | 1020 Centre Pointe Blvd | Pearl, MS 39208 US

Online Survey Email

Don't wait to share your transportation needs and ideas. The survey ends November 15, 2024.

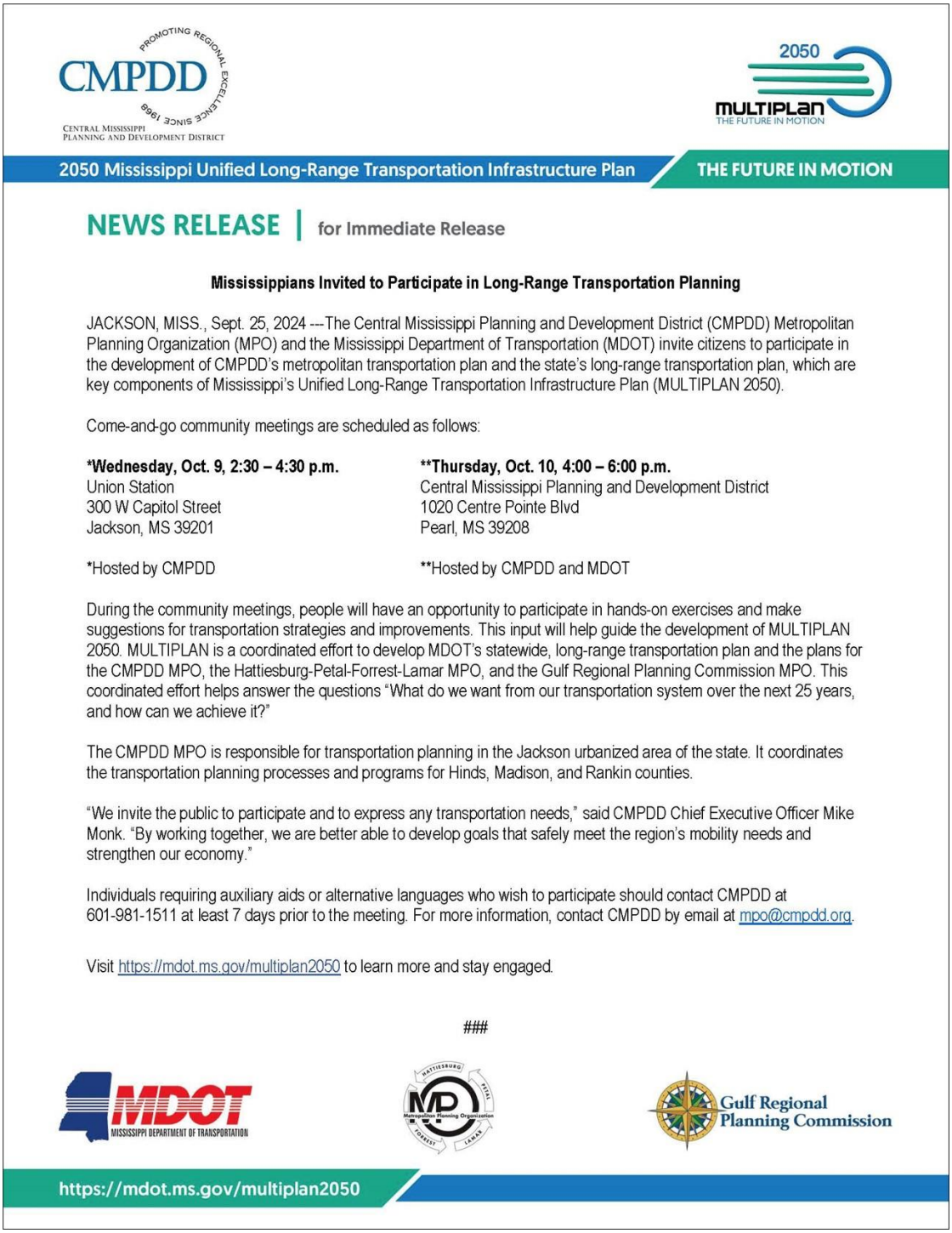
Federal planning regulations require MPO's to update Metropolitan Transportation Plans, also known as long-range transportation plans, every five years to reflect new planning priorities and account for changes in population or economic growth that may impact travel demand. The 2050 Metropolitan Transportation plan will establish a vision for all modes of travel for the region's transportation system and will guide both capital investments and engineering studies in the region for the next 25 years.

CMPDD is working to develop the 2050 Metropolitan Transportation Plan for the Jackson Urbanized Area as part of MULTIPLAN 2050 which is a coordinated effort to develop MDOT's statewide long-range transportation plan and regional plans for the MPO at CMPDD, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO. For questions or additional information regarding the transportation planning process please contact Lesley Callender at 601-321-2152.

1020 Centre Pointe Boulevard • Pearl Mississippi 39208

601-981-1511 • www.cmpdd.org

News Release



CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

2050 MULTIPLAN
THE FUTURE IN MOTION

2050 Mississippi Unified Long-Range Transportation Infrastructure Plan | THE FUTURE IN MOTION

NEWS RELEASE | for Immediate Release

Mississippians Invited to Participate in Long-Range Transportation Planning

JACKSON, MISS., Sept. 25, 2024 ---The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) and the Mississippi Department of Transportation (MDOT) invite citizens to participate in the development of CMPDD's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).

Come-and-go community meetings are scheduled as follows:

***Wednesday, Oct. 9, 2:30 – 4:30 p.m.**
Union Station
300 W Capitol Street
Jackson, MS 39201

*Hosted by CMPDD

****Thursday, Oct. 10, 4:00 – 6:00 p.m.**
Central Mississippi Planning and Development District
1020 Centre Pointe Blvd
Pearl, MS 39208

**Hosted by CMPDD and MDOT

During the community meetings, people will have an opportunity to participate in hands-on exercises and make suggestions for transportation strategies and improvements. This input will help guide the development of MULTIPLAN 2050. MULTIPLAN is a coordinated effort to develop MDOT's statewide, long-range transportation plan and the plans for the CMPDD MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO. This coordinated effort helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

The CMPDD MPO is responsible for transportation planning in the Jackson urbanized area of the state. It coordinates the transportation planning processes and programs for Hinds, Madison, and Rankin counties.

"We invite the public to participate and to express any transportation needs," said CMPDD Chief Executive Officer Mike Monk. "By working together, we are better able to develop goals that safely meet the region's mobility needs and strengthen our economy."

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpo@cmpdd.org.

Visit https://mdot.ms.gov/multiplan2050 to learn more and stay engaged.

###

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Gulf Regional Planning Commission

https://mdot.ms.gov/multiplan2050

Display Ad

2050 MULTIPLAN
THE FUTURE IN MOTION

Mississippi's Unified Long-Range Transportation Infrastructure Plan Public Meetings

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

CMPDD CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT
PROMOTING REGIONAL EXCELLENCE SINCE 1968

The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization (MPO) and the Mississippi Department of Transportation (MDOT) invite you to participate in the development of CMPDD's metropolitan transportation plan and the state's long-range transportation plan, which are key components of Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN 2050).

Join the conversation and let planners know your transportation needs:

Wednesday, Oct. 9, 2:30 - 4:30 pm
Union Station
300 W Capitol Street
Jackson, MS
Hosted by CMPDD

Thursday, Oct. 10, 4 - 6 pm
CMPDD
1020 Centre Pointe Blvd
Pearl, MS
Hosted by CMPDD and MDOT

During the come-and-go community meetings, people will have opportunities to participate in hands-on exercises and make suggestions for transportation strategies and improvements. Interested individuals may also leave comments or ask questions by emailing planning@mdot.ms.gov.

Public input helps guide the development of MULTIPLAN 2050, which is a coordinated effort to develop MDOT's statewide long-range transportation plan and the plans for the CMPDD MPO, the Hattiesburg-Petal-Forrest-Lamar MPO, and the Gulf Regional Planning Commission MPO.

This coordinated effort helps answer the questions "What do we want from our transportation system over the next 25 years, and how can we achieve it?"

Individuals requiring auxiliary aids or alternative languages who wish to participate should contact CMPDD at 601-981-1511 at least 7 days prior to the meeting. For more information, contact CMPDD by email at mpo@cmpdd.org.

Visit **https://mdot.ms.gov/multiplan2050** to learn more and stay engaged.

Publication Dates:

CMPDD Website:
September 17, 2024

Clarion Ledger:
September 25, 2024

Jackson Advocate:
September 26 - October 1, 2024

Appendix B: Round 2 Public and Stakeholder Outreach Documentation

Online Survey Email

The survey ends February 19, 2025.

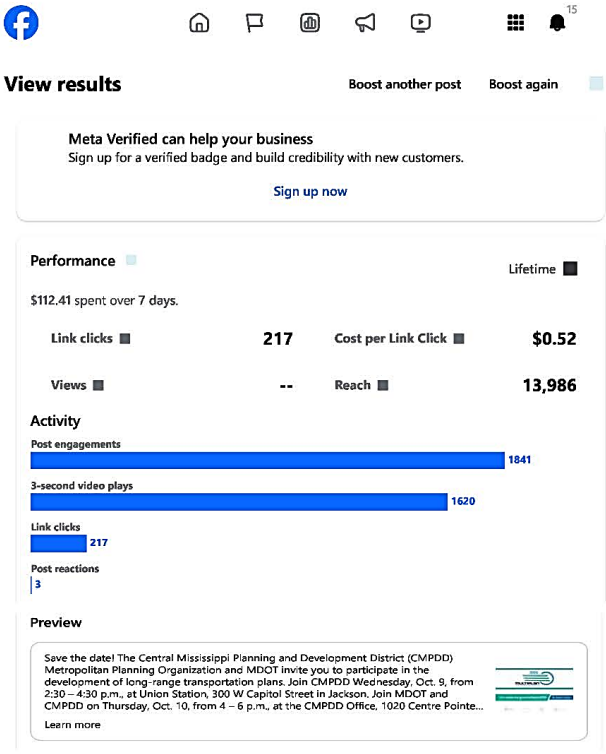
Federal planning regulations require MPO's to update Metropolitan Transportation Plans, also known as long-range transportation plans, every five years to reflect new planning priorities and account for changes in population or economic growth that may impact travel demand. The 2050 Metropolitan Transportation Plan will establish a vision for all modes of travel for the region's transportation system and will guide both capital investments and engineering studies in the region for the next 25 years.

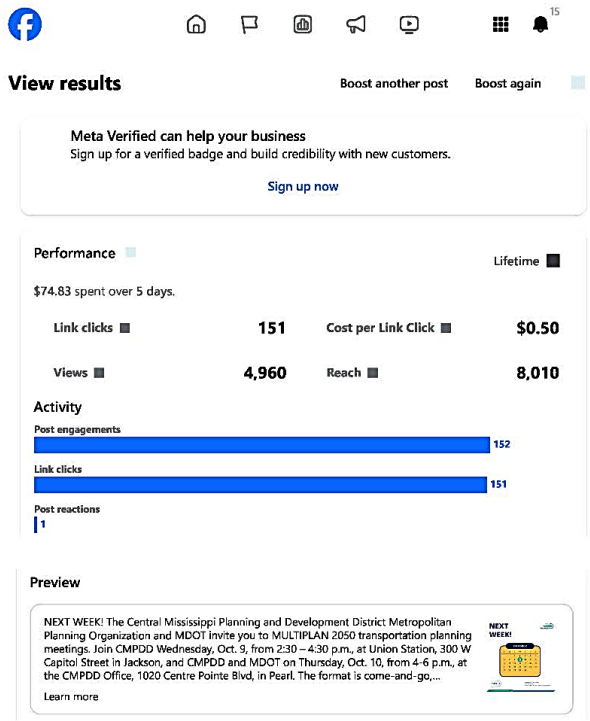
For questions or additional information regarding the transportation planning process please contact CMPDD or visit the project website.

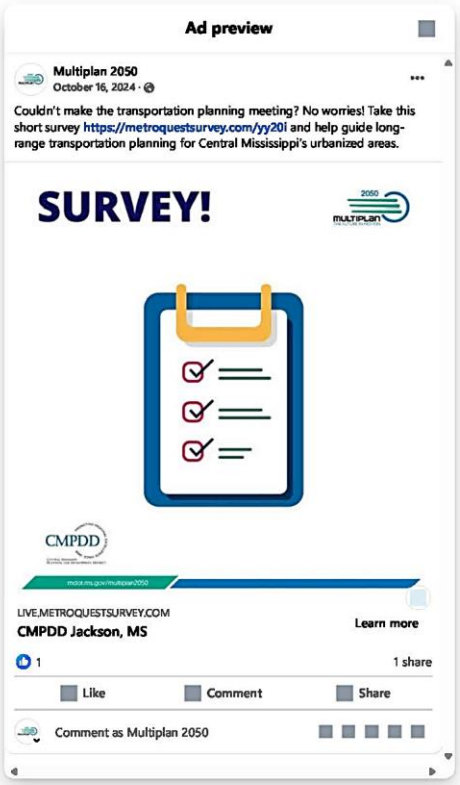
1020 Centre Pointe Boulevard • Pearl Mississippi 39208

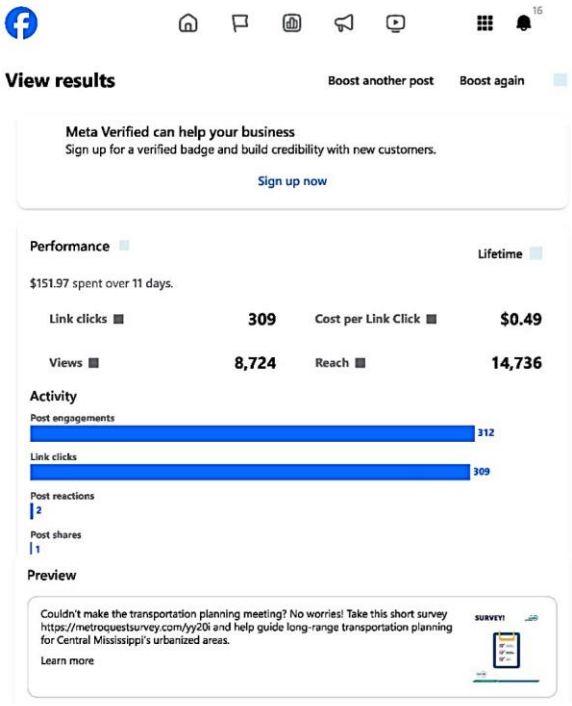
601-981-1511 • *www.cmpdd.org*

Social Media Statistics

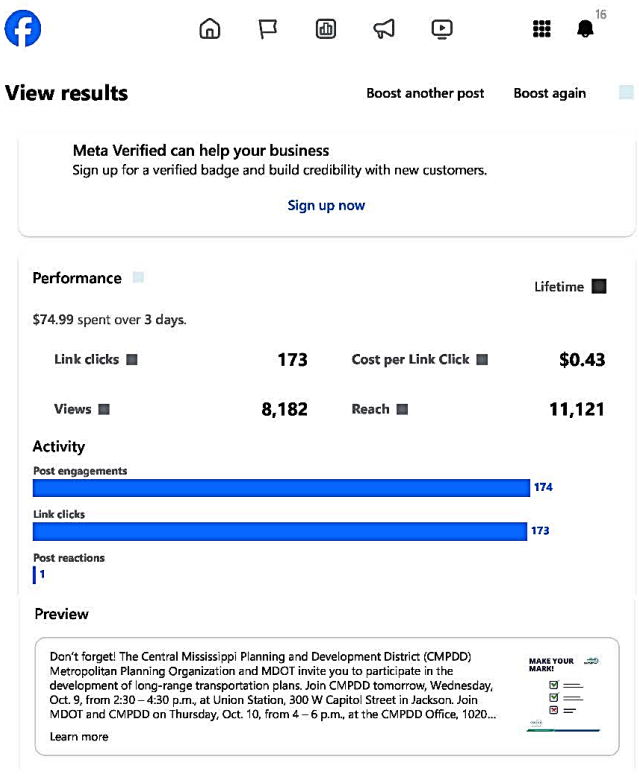





Ad preview
Multiplan 2050
October 16, 2024 ·
Couldn't make the transportation planning meeting? No worries! Take this short survey https://metroquestsurvey.com/yy20i and help guide long-range transportation planning for Central Mississippi's urbanized areas.
SURVEY!
CMPDD
LIVE.METROQUESTSURVEY.COM
CMPDD Jackson, MS
Learn more
1
1 share
Like
Comment
Share
Comment as Multiplan 2050


View results
Boost another post
Boost again
Meta Verified can help your business
Sign up for a verified badge and build credibility with new customers.
Sign up now
Performance
Lifetime
$151.97 spent over 11 days.
Link clicks 309
Cost per Link Click $0.49
Views 8,724
Reach 14,736
Activity
Post engagements 312
Link clicks 309
Post reactions 2
Post shares 1
Preview
Couldn't make the transportation planning meeting? No worries! Take this short survey https://metroquestsurvey.com/yy20i and help guide long-range transportation planning for Central Mississippi's urbanized areas.
Learn more


Ad preview
Multiplan 2050
October 7, 2024 ·
Don't forget!
The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization and MDOT invite you to participate in the development of long-range transportation plans. Join CMPDD tomorrow, Wednesday, Oct. 9, from 2:30 – 4:30 p.m., at Union Station, 300 W Capitol Street in Jackson. Join MDOT and CMPDD on Thursday, Oct. 10, from 4 – 6 p.m., at the CMPDD Office, 1020 Centre Pointe Blvd, in Pearl. We'd like to hear your transportation needs and ideas! Visit https://mdot.ms.gov/multiplan2050 to learn more.
MAKE YOUR MARK!
CMPDD
MDOT.MS.GOV
mdot.ms.gov
Learn more
1
Like
Comment
Share
Comment as Multiplan 2050


View results
Boost another post
Boost again
Meta Verified can help your business
Sign up for a verified badge and build credibility with new customers.
Sign up now
Performance
Lifetime
$74.99 spent over 3 days.
Link clicks 173
Cost per Link Click $0.43
Views 8,182
Reach 11,121
Activity
Post engagements 174
Link clicks 173
Post reactions 1
Preview
Don't forget! The Central Mississippi Planning and Development District (CMPDD) Metropolitan Planning Organization and MDOT invite you to participate in the development of long-range transportation plans. Join CMPDD tomorrow, Wednesday, Oct. 9, from 2:30 – 4:30 p.m., at Union Station, 300 W Capitol Street in Jackson. Join MDOT and CMPDD on Thursday, Oct. 10, from 4 – 6 p.m., at the CMPDD Office, 1020...
Learn more

Insights

PUBLIC RESULTS

Multiplan
Resources - Multiplan Transportation Survey - Jackson - Wave 2
Insights Brief - 7/19/25

OVERVIEW

- On behalf of Multiplan, our texting program reached **24,437** Jackson residents to inquire about their transportation needs!
- We generated a much higher-than-average **8.65%** click through rate with **2,183** folks checking out the survey link! On similar campaigns, click rates tend to vary between 1% and 3%.
- Full data can be found **here**. You now own this data and can use it for your outreach going forward.

SCRIPTS

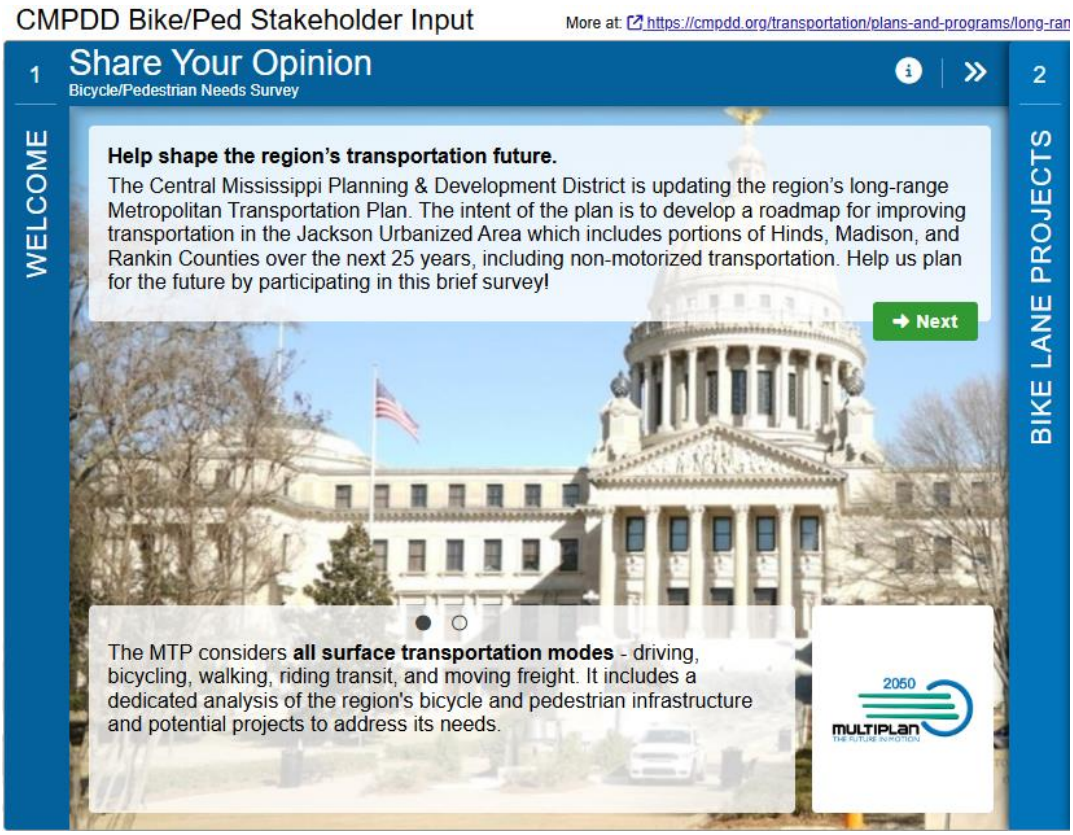
Hey Central Mississippi! There's still time to let us know your transportation priorities, but we need to act fast - our survey closes Monday. Help develop our future transportation system at: {individualLink}
-Multiplan/CN,
Stop to end

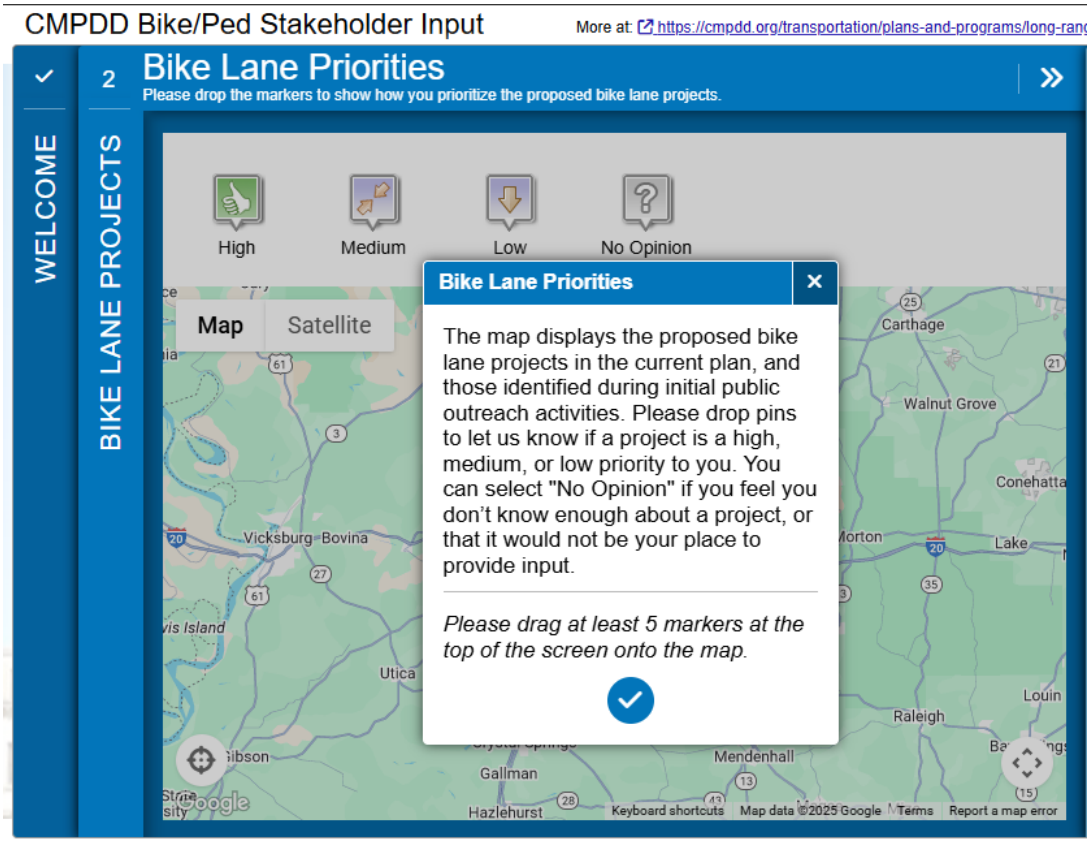
CAMPAIGN OVERVIEW

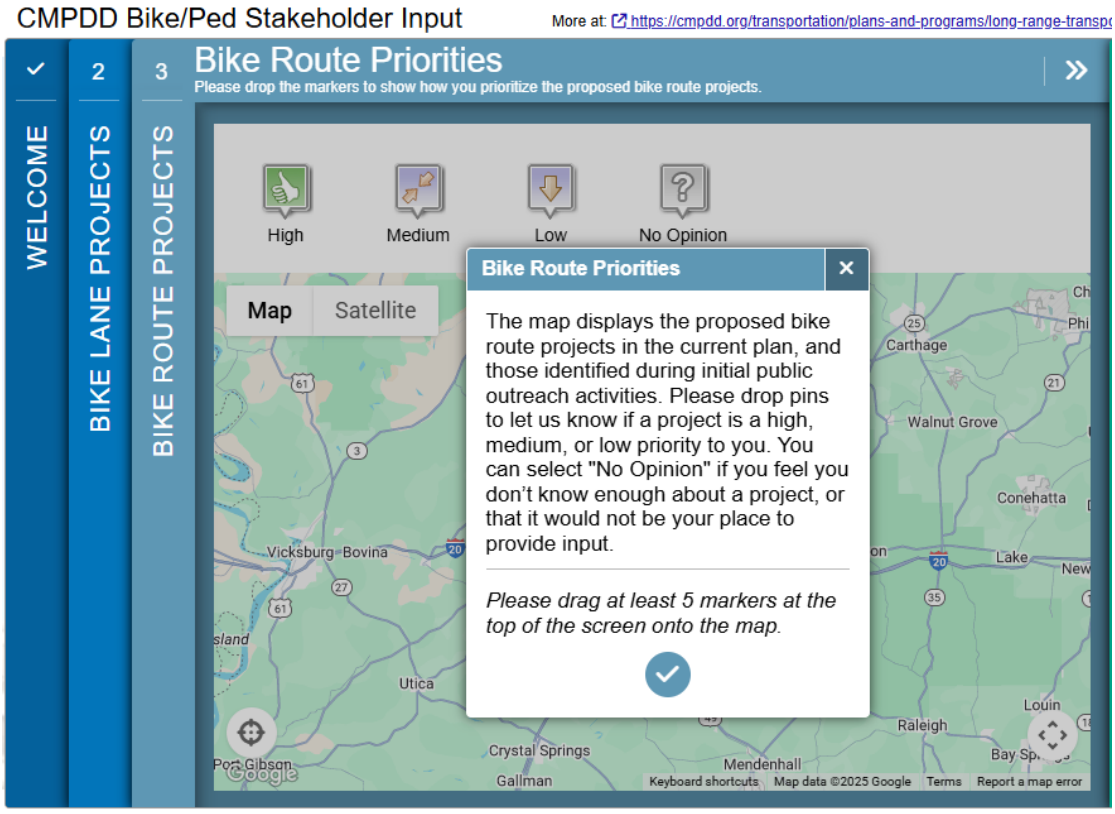
SUMMARY				
Unique Contacts	Unique Clicks	Click Rate	Opt Outs	Opt Out Rate
24,437	2,183	**8.65%**	249	**1.02%**

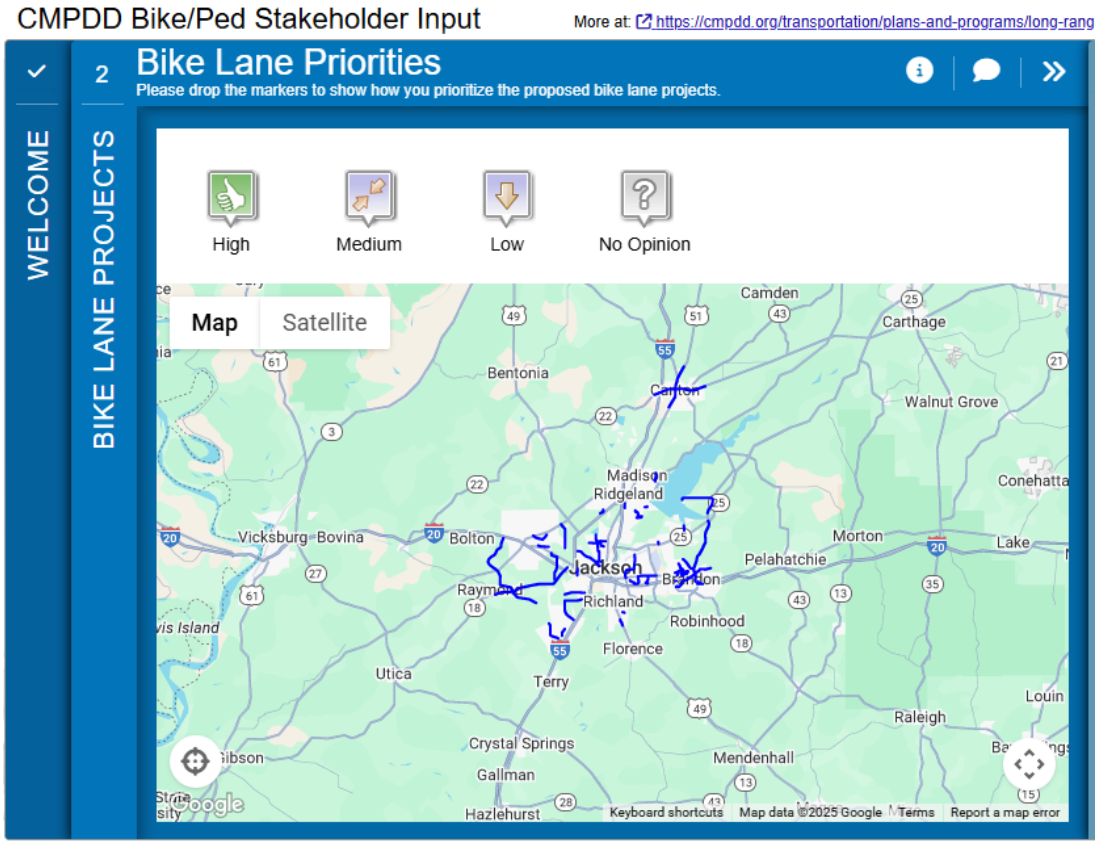
Questions? christophermagallona@publicresults.us

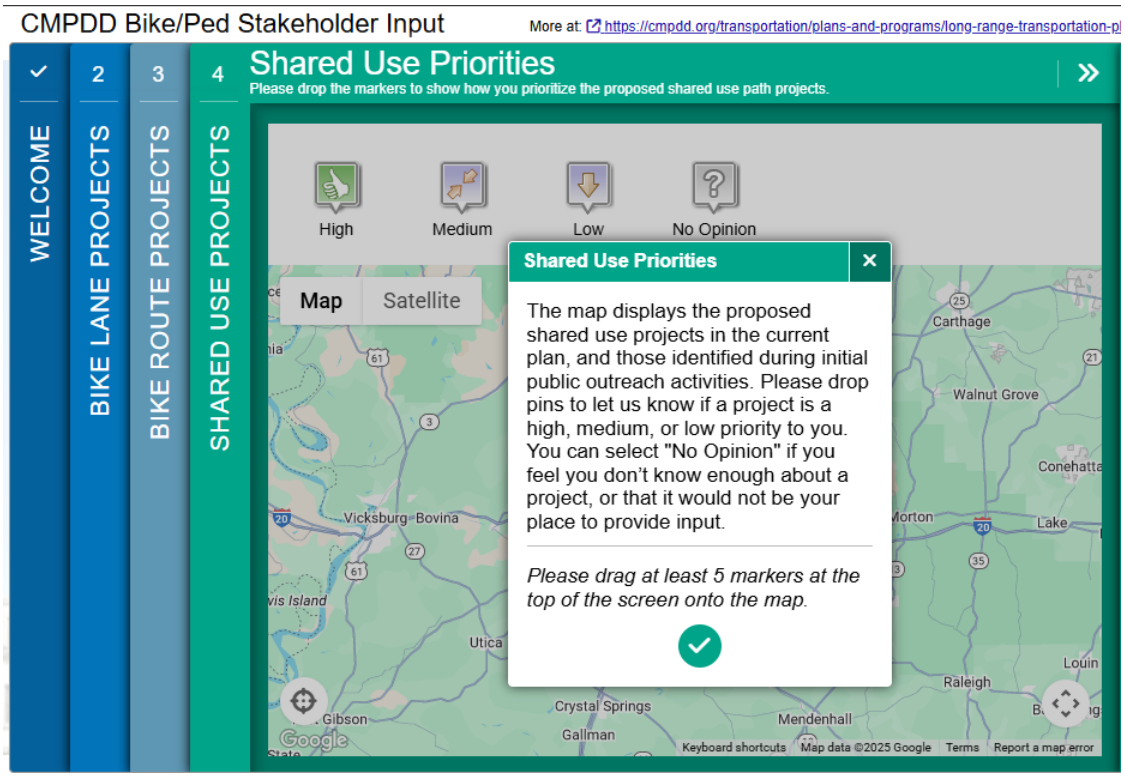
Stakeholder Engagement Survey

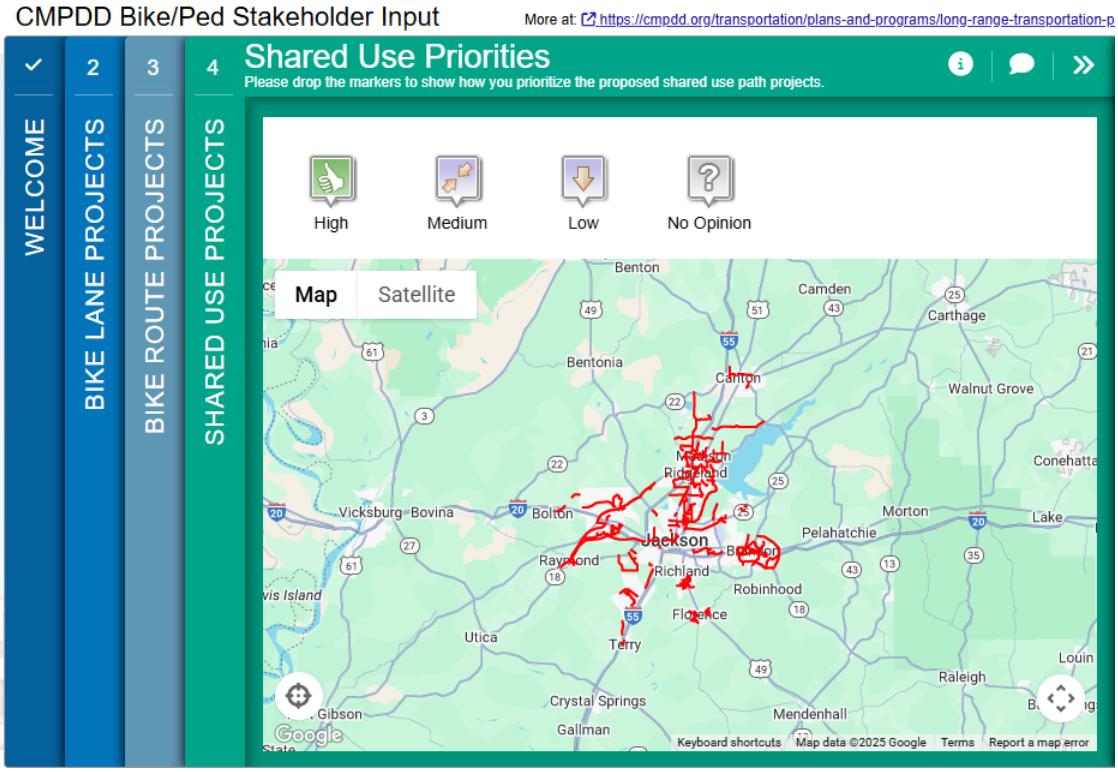





CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-range-transp
WELCOME
2
BIKE LANE PROJECTS
3
BIKE ROUTE PROJECTS
Bike Route Priorities
Please drop the markers to show how you prioritize the proposed bike route projects.
High
Medium
Low
No Opinion
Map
Satellite
Bike Route Priorities
The map displays the proposed bike route projects in the current plan, and those identified during initial public outreach activities. Please drop pins to let us know if a project is a high, medium, or low priority to you. You can select "No Opinion" if you feel you don't know enough about a project, or that it would not be your place to provide input.
Please drag at least 5 markers at the top of the screen onto the map.
Vicksburg
Bovina
Utica
Crystal Springs
Gallman
Mendenhall
Carthage
Walnut Grove
Conehatta
Raleigh
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-rang
WELCOME
2
BIKE LANE PROJECTS
Bike Lane Priorities
Please drop the markers to show how you prioritize the proposed bike lane projects.
High
Medium
Low
No Opinion
Map
Satellite
Camden
Carthage
Bentonia
Walnut Grove
Madison
Ridgeland
Vicksburg
Bovina
Bolton
Jackson
Pelahatchie
Morton
Raymond
Richland
Robinhood
Florence
Utica
Terry
Crystal Springs
Gallman
Mendenhall
Hazlehurst
Raleigh
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-pl
WELCOME
2
BIKE LANE PROJECTS
3
BIKE ROUTE PROJECTS
4
SHARED USE PROJECTS
Shared Use Priorities
Please drop the markers to show how you prioritize the proposed shared use path projects.
High
Medium
Low
No Opinion
Shared Use Priorities
The map displays the proposed shared use projects in the current plan, and those identified during initial public outreach activities. Please drop pins to let us know if a project is a high, medium, or low priority to you. You can select "No Opinion" if you feel you don't know enough about a project, or that it would not be your place to provide input.
Please drag at least 5 markers at the top of the screen onto the map.
Map
Satellite
Vicksburg
Bovina
Utica
Gibson
Crystal Springs
Gallman
Mendenhall
Carthage
Walnut Grove
Raleigh
Lake
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-p
WELCOME
2
BIKE LANE PROJECTS
3
BIKE ROUTE PROJECTS
4
SHARED USE PROJECTS
Shared Use Priorities
Please drop the markers to show how you prioritize the proposed shared use path projects.
High
Medium
Low
No Opinion
Map
Satellite
Benton
Camden
Carthage
Bentonia
Canton
Walnut Grove
Richland
Vicksburg
Bovina
Bolton
Jackson
Pelahatchie
Morton
Lake
Raymond
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Florence
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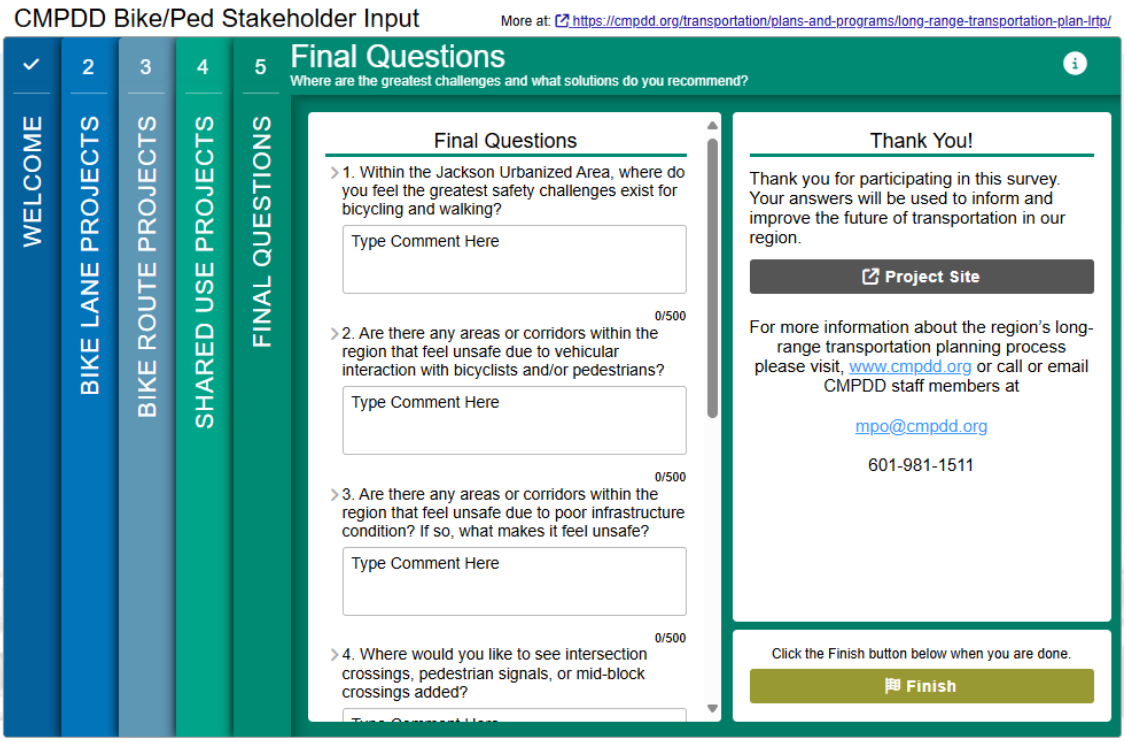
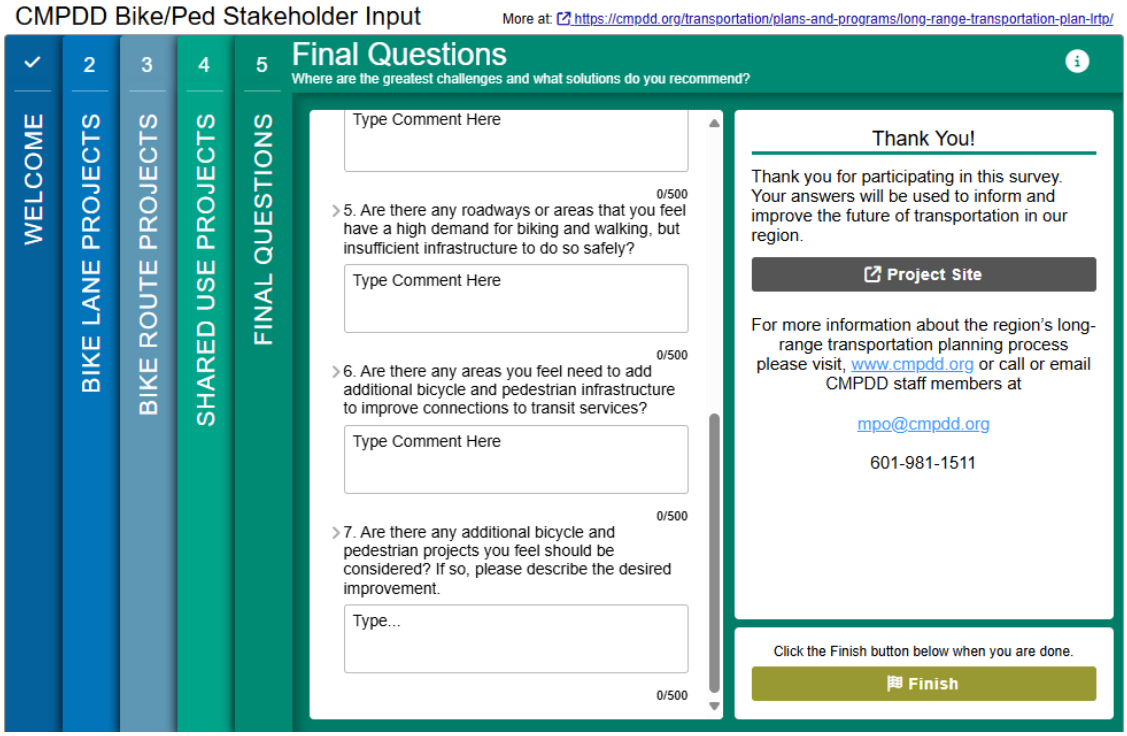
Crystal Springs
Gallman
Mendenhall
Raleigh
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-plan-lrtp/
WELCOME
2
BIKE LANE PROJECTS
3
BIKE ROUTE PROJECTS
4
SHARED USE PROJECTS
5
FINAL QUESTIONS
Final Questions
Where are the greatest challenges and what solutions do you recommend?
Final Questions
1. Within the Jackson Urbanized Area, where do you feel the greatest safety challenges exist for bicycling and walking?
Type Comment Here
0/500
2. Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?
Type Comment Here
0/500
3. Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?
Type Comment Here
0/500
4. Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?
Thank You!
Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.
Project Site
For more information about the region's long-range transportation planning process please visit, www.cmpdd.org or call or email CMPDD staff members at
mpo@cmpdd.org
601-981-1511
Click the Finish button below when you are done.
Finish


CMPDD Bike/Ped Stakeholder Input
More at: https://cmpdd.org/transportation/plans-and-programs/long-range-transportation-plan-lrtp/
WELCOME
2
BIKE LANE PROJECTS
3
BIKE ROUTE PROJECTS
4
SHARED USE PROJECTS
5
FINAL QUESTIONS
Final Questions
Where are the greatest challenges and what solutions do you recommend?
Type Comment Here
0/500
5. Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?
Type Comment Here
0/500
6. Are there any areas you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?
Type Comment Here
0/500
7. Are there any additional bicycle and pedestrian projects you feel should be considered? If so, please describe the desired improvement.
Type...
0/500
Thank You!
Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.
Project Site
For more information about the region's long-range transportation planning process please visit, www.cmpdd.org or call or email CMPDD staff members at
mpo@cmpdd.org
601-981-1511
Click the Finish button below when you are done.
Finish

Appendix C: Round 3 Public and Stakeholder Outreach Documentation

Event Photos

Meeting Displays

Public /Stakeholder Comments

Appendix D: Project Factsheets

Gary Rd Extension Phase I: Terry Rd to I-55 Frontage Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1076	0.89	$6,249,334	2	55	High

Name	Limits
Gary Rd Extension Phase I	Terry Rd to I-55 Frontage Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Yandell Rd: Hwy 51 to Smith Carr Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1212	1.62	$15,134,602	2	45	High

Name	Limits
Yandell Rd	Hwy 51 to Smith Carr Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 18: Star Rd to Mohr Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1034	4.14	$18,143,630	2	45	High

Name	Limits
MS 18	Star Rd to Mohr Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	5

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

Pearl/Richland Intermodal Connector Phase II: US 49 to Pearl

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1072	1.99	$28,411,728	2	40	High

Name	Limits
Pearl/Richland Intermodal Connector Phase II	US 49 to Pearl

Description
Widen to 4 lanes and new 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 468: @ Greenfield Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1124	--	$3,023,000	2	20	High

Name	Limits
MS 468	@ Greenfield Rd

Description
Roundabout

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Spillway Rd: Grants Ferry Rd to Old MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1093	3.18	$13,825,795	2	55	Medium-High

Name	Limits
Spillway Rd	Grants Ferry Rd to Old MS 471

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 18: Greenfield Rd to Star Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1033	3.38	$15,003,386	2	50	Medium-High

Name	Limits
MS 18	Greenfield Rd to Star Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
9	10	10	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

Terry Rd: Springridge Rd to Bounds Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1060	4.67	$20,411,584	2	50	Medium-High

Name	Limits
Terry Rd	Springridge Rd to Bounds Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Weisenberger Rd: Parkway East to Hwy 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1211	0.59	$13,583,693	2	37	Medium-High

Name	Limits
Weisenberger Rd	Parkway East to Hwy 51

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 51: Tisdale Rd to Weisenberger Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1029	2.22	$9,682,418	2	60	Medium

Name	Limits
US 51	Tisdale Rd to Weisenberger Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
10	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-55: E Pascagoula St to E Woodrow Wilson Ave

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1027	6.27	$30,841,679	2	56	Medium

Name	Limits
I-55	E Pascagoula St to E Woodrow Wilson Ave

Description
Widen to 8 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
9	10	5	10	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

E Northside Dr: Huntcliff Way to Cynthia Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1003	1.62	$7,196,392	2	55	Medium

Name	Limits
E Northside Dr	Huntcliff Way to Cynthia Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 51: Weisenberger Rd to MS 16

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1019	7.41	$33,277,860	2	55	Medium

Name	Limits
US 51	Weisenberger Rd to MS 16

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

MS 18 (Greenfield Rd): US 80 to Greenfield Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1009	0.92	$3,794,461	2	54	Medium

Name	Limits
MS 18 (Greenfield Rd)	US 80 to Greenfield Rd

Description
Widen to 6 lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	10	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Pinehaven Dr: Arrow Dr to Kickapoo Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1085	3.04	$13,302,421	2	50	Medium

Name	Limits
Pinehaven Dr	Arrow Dr to Kickapoo Rd

Description
Widen to 4 lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	15	5	0	0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO	|	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found

Stribling Rd Extension: Catlett Rd to Calhoun Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1078	1.93	$8,417,598	2	50	Medium

Name	Limits
Stribling Rd Extension	Catlett Rd to Calhoun Pkwy

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-20: E McDowell Rd to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1113	3.44	$3,028,447	2	47	Medium

Name	Limits
I-20	E McDowell Rd to US 49

Description
Roadway maintenance

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	0	10	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Yandell Rd: Smith Carr Rd to Hwy 43

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1213	3.89	$90,209,418	2	45	Medium

Name	Limits
Yandell Rd	Smith Carr Rd to Hwy 43

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Grants Ferry Pkwy: Trickham Bridge Rd to Paige McDill Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1091	1.06	$16,000,289	2	44	Medium

Name	Limits
Grants Ferry Pkwy	Trickham Bridge Rd to Paige McDill Rd

Description
New 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Stribling Rd: Hwy 463 to Dewees Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1215	2.13	$49,343,361	2	40	Medium

Name	Limits
Stribling Rd	Hwy 463 to Dewees Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 18: @ Marquette Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1128	--	$9,950,000	2	30	Medium

Name	Limits
MS 18	@ Marquette Rd

Description

Bridge over the railroad

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
10	5	0	5	0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	0	0	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
NO	NO	|	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found

Calhoun Station Pkwy: Stout Rd to Hwy 22

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1210	1.94	$26,921,228	2	29	Medium

Name	Limits
Calhoun Station Pkwy	Stout Rd to Hwy 22

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 469: @ MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1125	--	$3,023,000	2	20	Medium

Name	Limits
MS 469	@ MS 468

Description
Roundabout

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Harbor Dr: Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1005	0.29	$1,264,820	3	54	High

Name	Limits
Harbor Dr	Lake Harbor Dr to 0.35 miles north of Lake Harbor Dr

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	10	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-20 On/Off-Ramps: @ MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1129	--	$25,750,000	3	30	High

Name	Limits
I-20 On/Off-Ramps	@ MS 18

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Madison Ave: Grandview Blvd to CN Railroad

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1006	1.24	$34,300,000	3	48	Medium-High

Name	Limits
Madison Ave	Grandview Blvd to CN Railroad

Description
Widen to 4 lanes divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 80: E Mark Dr to Louis Wilson Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1118	1.23	$18,923,305	3	45	Medium-High

Name	Limits
US 80	E Mark Dr to Louis Wilson Dr

Description
Widen from 2 lanes to 4 lanes; roadway maintenance; bike/ped improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	5

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

Greenfield Rd: MS 468 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1032	3.26	$14,392,784	3	45	Medium-High

Name	Limits
Greenfield Rd	MS 468 to MS 18

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 49 S: Star Rd to Main St in Florence, MS

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1024	6.40	$27,956,892	3	41	Medium-High

Name	Limits
US 49 S	Star Rd to Main St in Florence, MS

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Hinds Pkwy: I-20 to Parks Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1001	11.61	$158,657,073	3	50	Medium

Name	Limits
Hinds Pkwy	I-20 to Parks Rd

Description
New 4-lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Gary Rd: Terry Rd to Davis Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1002	2.55	$11,078,082	3	45	Medium

Name	Limits
Gary Rd	Terry Rd to Davis Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Spillway Rd: Hugh Ward Blvd to Grants Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1011	1.21	$5,277,354	3	45	Medium

Name	Limits
Spillway Rd	Hugh Ward Blvd to Grants Ferry Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	10	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Catlett Rd: Stribling Rd Ext to Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1217	0.94	$21,887,066	3	45	Medium

Name	Limits
Catlett Rd	Stribling Rd Ext to Gluckstadt Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Bozeman Rd Phase II: Reunion Pkwy to Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1214	1.46	$20,190,765	3	44	Medium

Name	Limits
Bozeman Rd Phase II	Reunion Pkwy to Gluckstadt Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

East Loop I-20 Connector: MS 18 to I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1202	2.57	$59,423,064	3	43	Medium

Name	Limits
East Loop I-20 Connector	MS 18 to I-20

Description
New 5-lane Roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Arrow Dr: Pinehaven Dr to Cynthia Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1084	1.48	$6,454,945	3	50	Medium-Low

Name	Limits
Arrow Dr	Pinehaven Dr to Cynthia Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Airport Rd S: @ I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1120	--	$25,750,000	3	30	Medium-Low

Name	Limits
Airport Rd S	@ I-20

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

W County Line Rd Segment 1: Tougaloo Blvd to Watkins Drive

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1004	2.07	$6,367,716	3	65	Low

Name	Limits
W County Line Rd Segment 1	Tougaloo Blvd to Watkins Drive

Description
Widen to 4 lanes divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	10	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

Value Road realignment and widening: US 80 to Old Hwy 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1219	0.87	$8,139,035	4	47	High

Name	Limits
Value Road realignment and widening	US 80 to Old Hwy 471

Description
Widen to 3 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Old Hwy 49: US 80 to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1051	2.96	$13,476,879	4	43	High

Name	Limits
Old Hwy 49	US 80 to US 49

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Airport Pkwy: I-55 to Weather Service Dr and I-55 to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1013	7.54	$113,198,308	4	55	Medium-High

Name	Limits
Airport Pkwy	I-55 to Weather Service Dr and I-55 to MS 475

Description
New 6 lane road and new 4 lane

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
15	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 51: I-55 to Natchez Trace Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1103	1.69	TBD	4	52	Medium-High

Name	Limits
US 51	I-55 to Natchez Trace Pkwy

Description
Access management; bike/ped improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
10	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 468: MS 475 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1056	6.51	$28,480,266	4	48	Medium-High

Name	Limits
MS 468	MS 475 to MS 18

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
8	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Luckney Rd: MS 471 to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1055	4.89	$21,240,259	4	48	Medium-High

Name	Limits
Luckney Rd	MS 471 to MS 25

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Monterey Rd: US 49 to Old Pearson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1094	1.20	$4,797,595	4	45	Medium-High

Name	Limits
Monterey Rd	US 49 to Old Pearson Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Grants Ferry Pkwy: MS 471 to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1073	3.97	$17,314,955	4	42	Medium-High

Name	Limits
Grants Ferry Pkwy	MS 471 to MS 25

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 463: Park Place Blvd to Reunion Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1007	2.58	$101,751,627	4	40	Medium-High

Name	Limits
MS 463	Park Place Blvd to Reunion Pkwy

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

West County Line Road Segment 2: Watkins Drive to N County Line Road

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1204	3.01	$41,647,144	4	37	Medium-High

Name	Limits
West County Line Road Segment 2	Watkins Drive to N County Line Road

Description
Widen to 4 lanes divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N Airport Rd Extension: Liberty Rd to Old Fannin Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1052	3.26	$23,968,034	4	50	Medium

Name	Limits
N Airport Rd Extension	Liberty Rd to Old Fannin Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Green Acres Rd Extension: Old Yazoo City Rd to King Ranch Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1031	3.18	$59,963,701	4	50	Medium

Name	Limits
Green Acres Rd Extension	Old Yazoo City Rd to King Ranch Rd

Description
New 4-lane divided and new interchange

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Siwell Rd Extension: McRaven Rd to US 80

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1041	1.96	$58,767,417	4	50	Medium

Name	Limits
Siwell Rd Extension	McRaven Rd to US 80

Description

New 4-lane divided and new interchange

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	10	5	15	0

Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	10

Environmental Screening

Wetlands	Historic Property	Design Considerations	
YES	NO	|	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found

Baker Ln Extension: Andrew Chapel Rd to Lake Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1074	3.91	$28,599,894	4	49	Medium

Name	Limits
Baker Ln Extension	Andrew Chapel Rd to Lake Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Feather Ln Extension: Nissan Pkwy to Soldier Colony Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1064	0.63	$4,558,338	4	49	Medium

Name	Limits
Feather Ln Extension	Nissan Pkwy to Soldier Colony Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Florence-Byram Rd/W Main St: Cleary Rd to MS 469

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1059	3.40	$14,654,470	4	45	Medium

Name	Limits
Florence-Byram Rd/W Main St	Cleary Rd to MS 469

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Warner Dr: Luckney Rd to MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1080	1.10	$10,754,088	4	45	Medium

Name	Limits
Warner Dr	Luckney Rd to MS 471

Description
Widen to 4 lanes and new 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-55: E Woodrow Wilson Ave to Lakeland Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1111	0.33	$350,000	4	45	Medium

Name	Limits
I-55	E Woodrow Wilson Ave to Lakeland Dr

Description
Safety study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	0	15	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	5	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Catlett Rd/Stout Rd/Calhoun Station Pkwy: Stribling Rd to Sowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1079	4.40	$19,408,450	4	44	Medium

Name	Limits
Catlett Rd/Stout Rd/Calhoun Station Pkwy	Stribling Rd to Sowell Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 469 (E Main St): MS 469 (S Church St) to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1048	0.45	$1,919,038	4	44	Medium

Name	Limits
MS 469 (E Main St)	MS 469 (S Church St) to US 49

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	10	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	4

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

US 80 (Brandon): Trickhambridge Rd to I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1061	1.58	$6,439,369	4	43	Medium

Name	Limits
US 80 (Brandon)	Trickhambridge Rd to I-20

Description
Center Turn lane

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 471: Grants Ferry Rd to MS 25

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1063	5.26	$29,700,000	4	42	Medium

Name	Limits
MS 471	Grants Ferry Rd to MS 25

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 469 (E Main St): US 49 to Monterey Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1057	3.89	$16,966,039	4	41	Medium

Name	Limits
MS 469 (E Main St)	US 49 to Monterey Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Hoy Rd: W Bradford Lane to Old Rice Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1030	1.34	$5,844,342	4	40	Medium

Name	Limits
Hoy Rd	W Bradford Lane to Old Rice Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Madison Ave Bypass: Madison Ave to Saint Augustine Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1201	1.19	$16,340,596	4	40	Medium

Name	Limits
Madison Ave Bypass	Madison Ave to Saint Augustine Dr

Description
New 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Flowood-E Metro Connector: Flowood Dr to E Metro Corridor

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1089	1.04	$15,850,754	4	39	Medium

Name	Limits
Flowood-E Metro Connector	Flowood Dr to E Metro Corridor

Description
New 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

West County Line Road Segment 3: N County Line Road to US 49

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1205	1.95	$32,105,161	4	39	Medium

Name	Limits
West County Line Road Segment 3	N County Line Road to US 49

Description
Widen to 4 lanes with grade separation bridge

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-20 Loop Interchange: US 80 (Exit 59)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1220	--	$25,750,000	4	39	Medium

Name	Limits
I-20 Loop Interchange	US 80 (Exit 59)

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 475: MS 468 to I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1047	2.42	$10,685,551	4	38	Medium

Name	Limits
MS 475	MS 468 to I-20

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Stribling Rd: Dewees Rd to Catlett Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1216	1.23	$28,529,713	4	35	Medium

Name	Limits
Stribling Rd	Dewees Rd to Catlett Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N Shore Pkwy: Fannin Landing Cir to MS 471

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1221	2.57	$35,626,064	4	35	Medium

Name	Limits
N Shore Pkwy	Fannin Landing Cir to MS 471

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Grants Ferry Pkwy: MS 471 to Trickham Bridge Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1090	2.71	$11,688,685	4	34	Medium

Name	Limits
Grants Ferry Pkwy	MS 471 to Trickham Bridge Rd

Description
Widen to 4 lanes divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 80: @ MS 468 (S College St)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1132	--	$350,000	4	25	Medium

Name	Limits
US 80	@ MS 468 (S College St)

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 471: E Value Rd to Grants Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1114	1.60	$350,000	4	25	Medium

Name	Limits
MS 471	E Value Rd to Grants Ferry Rd

Description
Safety study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

US 80: @ MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1133	--	$350,000	4	20	Medium

Name	Limits
US 80	@ MS 18

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Ridgewood Rd: Lakeland Dr to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1106	2.25	$7,193,955	4	55	Medium-Low

Name	Limits
Ridgewood Rd	Lakeland Dr to Old Canton Rd

Description
Roadway maintenance; bike/ped improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	10	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

N Wheatley St Extension: W Ridgeland Ave to Colony Park Blvd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1008	0.70	$24,224,737	4	55	Medium-Low

Name	Limits
N Wheatley St Extension	W Ridgeland Ave to Colony Park Blvd

Description
New 4-lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	15	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-55: Copiah County Line to Siwell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1014	3.09	$126,574,250	4	53	Medium-Low

Name	Limits
I-55	Copiah County Line to Siwell Rd

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	10	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Madison Dr-US 51 Connector: Madison Dr to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1068	0.76	$2,426,212	4	52	Medium-Low

Name	Limits
Madison Dr-US 51 Connector	Madison Dr to US 51

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	10	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-220: I-20 to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1025	12.66	$132,495,853	4	50	Medium-Low

Name	Limits
I-220	I-20 to I-55

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
8	10	5	5	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Greenway Dr: McRaven Rd to Robinson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1040	2.93	$28,984,948	4	50	Medium-Low

Name	Limits
Greenway Dr	McRaven Rd to Robinson Rd

Description
Widen to 4 lanes divided and new 4-lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	10	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Green Acres Rd East Extension: US 51 to MS 16 (Peace St)

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1044	3.70	$55,029,032	4	50	Medium-Low

Name	Limits
Green Acres Rd East Extension	US 51 to MS 16 (Peace St)

Description
New 4-lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Green Acres Rd: King Ranch Rd to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1045	1.74	$7,588,922	4	49	Medium-Low

Name	Limits
Green Acres Rd	King Ranch Rd to US 51

Description
Widen to 4 lanes divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

E Beasley Rd: US 51 to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1026	0.65	$2,878,557	4	48	Medium-Low

Name	Limits
E Beasley Rd	US 51 to I-55

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	10	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Siwell Rd/Florence-Byram Rd: I-55 to Cleary Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1039	4.71	$20,760,500	4	46	Medium-Low

Name	Limits
Siwell Rd/Florence-Byram Rd	I-55 to Cleary Rd

Description
Widen to 4 lanes with

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

McClellan Dr/Ridgecrest Dr: Hite B Wolcott Park to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1066	0.97	$3,928,420	4	46	Medium-Low

Name	Limits
McClellan Dr/Ridgecrest Dr	Hite B Wolcott Park to Old Canton Rd

Description
Widen to 3 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Davis Road: S Siwell Rd to Gary Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1207	0.34	$4,730,648	4	46	Medium-Low

Name	Limits
Davis Road	S Siwell Rd to Gary Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
10	0	5	0	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

E Capitol St: N Lamar St to State St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1109	0.33	TBD	4	45	Medium-Low

Name	Limits
E Capitol St	N Lamar St to State St

Description
Multimodal improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	10	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 469 Extension: MS 468 to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1058	2.30	$34,094,074	4	45	Medium-Low

Name	Limits
MS 469 Extension	MS 468 to MS 18

Description
New 4-lane divided

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Gluckstadt Rd: Planters Row to Hwy 463

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1218	3.58	$49,637,860	4	45	Medium-Low

Name	Limits
Gluckstadt Rd	Planters Row to Hwy 463

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 468 (Pearl): S Pearson Rd to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1035	3.42	$15,047,001	4	43	Medium-Low

Name	Limits
MS 468 (Pearl)	S Pearson Rd to MS 475

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Old Whitfield Rd: MS 468 to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1010	4.61	$18,751,118	4	42	Medium-Low

Name	Limits
Old Whitfield Rd	MS 468 to MS 475

Description
Center Turn lane

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 469: Monterey Rd to MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1022	4.08	$17,794,714	4	42	Medium-Low

Name	Limits
MS 469	Monterey Rd to MS 468

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Grants Ferry Rd: MS 25 (Lakeland Dr) to Spillway Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1023	1.08	$4,710,366	4	42	Medium-Low

Name	Limits
Grants Ferry Rd	MS 25 (Lakeland Dr) to Spillway Rd

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N State St: E Woodrow Wilson Ave to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1115	0.36	$7,034,694	4	41	Medium-Low

Name	Limits
N State St	E Woodrow Wilson Ave to Old Canton Rd

Description
Bike/ped improvements; roadway maintenance

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	5	5	0	6

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

S Pearson Rd: Monterey Rd to 0.4 miles north of E Harper St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1049	1.58	$10,336,635	4	40	Medium-Low

Name	Limits
S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S College St: MS 18 to US 80

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1117	1.35	$18,702,514	4	40	Medium-Low

Name	Limits
S College St	MS 18 to US 80

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Airport Rd Connector: Orleans Way to MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1222	2.37	$32,526,464	4	40	Medium-Low

Name	Limits
Airport Rd Connector	Orleans Way to MS 475

Description
New 4-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Steed Rd Extension: Sunnybrook Rd to N Wheatley St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1046	0.50	$3,676,079	4	39	Medium-Low

Name	Limits
Steed Rd Extension	Sunnybrook Rd to N Wheatley St

Description
New 3-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Old Brandon Rd: Pemberton Dr to Bierdeman Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1208	1.09	$15,136,125	4	39	Medium-Low

Name	Limits
Old Brandon Rd	Pemberton Dr to Bierdeman Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	4

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-55: I-20 to E Pascagoula St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1112	1.41	$350,000	4	39	Medium-Low

Name	Limits
I-55	I-20 to E Pascagoula St

Description
Corridor study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	0	5	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Treetops Blvd: MS 25 to Liberty Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1062	2.01	$14,998,402	4	38	Medium-Low

Name	Limits
Treetops Blvd	MS 25 to Liberty Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Springridge Rd: McRaven Rd to Woodchase Park Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1083	0.99	$4,317,835	4	38	Medium-Low

Name	Limits
Springridge Rd	McRaven Rd to Woodchase Park Dr

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

E College St: Clinton Pkwy to Madison St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1102	0.53	$4,478,793	4	38	Medium-Low

Name	Limits
E College St	Clinton Pkwy to Madison St

Description
Roadway maintenance; bike/ped improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Gary Rd Extension Phase II: Frontage Road to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1206	0.36	$33,300,000	4	30	Medium-Low

Name	Limits
Gary Rd Extension Phase II	Frontage Road to I-55

Description
New interchange

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 18: @ Sunset Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1127	--	$350,000	4	20	Medium-Low

Name	Limits
MS 18	@ Sunset Dr

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Adkins Blvd/Colonial Cir: Ridgewood Rd to Old Canton Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1087	1.42	$6,236,873	4	60	Low

Name	Limits
Adkins Blvd/Colonial Cir	Ridgewood Rd to Old Canton Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	10	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

I-20: Crossgates Blvd to US 80 east of Brandon

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1012	7.76	$63,410,492	4	59	Low

Name	Limits
I-20	Crossgates Blvd to US 80 east of Brandon

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
15	15	5	5	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	4

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

MS 18: I-20 to McDowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1092	1.04	$4,579,522	4	58	Low

Name	Limits
MS 18	I-20 to McDowell Rd

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	15	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	5	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Methodist Farm Rd: W Northside Dr to Hilda Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1043	1.53	$36,580,100	4	57	Low

Name	Limits
Methodist Farm Rd	W Northside Dr to Hilda Dr

Description
Widen to 4 lanes and new interchange

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	10	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N State St: Barksdale St to Arlington St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1110	0.74	$638,621	4	50	Low

Name	Limits
N State St	Barksdale St to Arlington St

Description
Multimodal improvements; roadway maintenance; safety study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	5	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Hanging Moss Rd: Meadow Rd to Woodhill Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1015	1.40	$6,106,029	4	50	Low

Name	Limits
Hanging Moss Rd	Meadow Rd to Woodhill Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Greenway Ln Extension: Robinson Rd to John R Lynch St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1042	0.83	$12,261,904	4	48	Low

Name	Limits
Greenway Ln Extension	Robinson Rd to John R Lynch St

Description
New 4 lane divided and I-20 overpass

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

St. Augustine Dr: US 51 to Rice Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1054	1.64	$6,682,364	4	48	Low

Name	Limits
St. Augustine Dr	US 51 to Rice Rd

Description
Widen to 3 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	|	

Robinson Rd: Raymond Rd to MS 18

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1016	1.24	$5,277,354	4	47	Low

Name	Limits
Robinson Rd	Raymond Rd to MS 18

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	5	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Northside Dr: Williamson Rd to Pinehaven Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1086	3.95	$17,227,726	4	47	Low

Name	Limits
Northside Dr	Williamson Rd to Pinehaven Dr

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Raymond Rd: Siwell Rd to McDowell Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1017	2.54	$11,208,925	4	45	Low

Name	Limits
Raymond Rd	Siwell Rd to McDowell Rd

Description
Widen to 4 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Trickham Bridge Rd: US 80 to Grants Ferry Pkwy

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1050	2.31	$10,118,563	4	45	Low

Name	Limits
Trickham Bridge Rd	US 80 to Grants Ferry Pkwy

Description
Widen to 5 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

US 49 Frontage Roads: Peach St to Cox Ferry Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1065	1.76	$12,939,798	4	44	Low

Name	Limits
US 49 Frontage Roads	Peach St to Cox Ferry Rd

Description
New frontage roads

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

MS 475: I-20 to Old Brandon Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1036	1.28	$5,713,499	4	43	Low

Name	Limits
MS 475	I-20 to Old Brandon Rd

Description
Widen to 6 lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Pinehurst Pl: N State St to Olive St

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1104	0.51	TBD	4	40	Low

Name	Limits
Pinehurst Pl	N State St to Olive St

Description
Multimodal improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

New Mannsdale Rd: Park Place Blvd to I-55

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1105	0.95	TBD	4	40	Low

Name	Limits
New Mannsdale Rd	Park Place Blvd to I-55

Description
Multimodal improvements;safety study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-55: @ I-20

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1122	--	$25,750,000	4	39	Low

Name	Limits
I-55	@ I-20

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	9

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Colony Park Blvd: Highland Colony Pkwy to US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1119	1.84	$2,418,282	4	38	Low

Name	Limits
Colony Park Blvd	Highland Colony Pkwy to US 51

Description
Roadway maintenance; bike/ped improvements

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	15	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	0	8

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N West St: E Fortification St to E Woodrow Wilson Ave

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1116	1.01	$3,449,419	4	37	Low

Name	Limits
N West St	E Fortification St to E Woodrow Wilson Ave

Description
Roadway maintenance

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	15	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	5	0	0	7

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

I-20: @ S Pearson Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1135	--	$25,750,000	4	35	Low

Name	Limits
I-20	@ S Pearson Rd

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	5	5	0	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-20: @ I-55 and US 51

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1123	--	$25,750,000	4	30	Low

Name	Limits
I-20	@ I-55 and US 51

Description
Interchange improvement

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
5	10	0	0	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Calhoun Station Pkwy: @ Gluckstadt Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1121	--	$350,000	4	30	Low

Name	Limits
Calhoun Station Pkwy	@ Gluckstadt Rd

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
10	0	0	5	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

US 80: @ MS 475

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1126	--	$350,000	4	20	Low

Name	Limits
US 80	@ MS 475

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S College St: @ Sunset Dr

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1131	--	$350,000	4	20	Low

Name	Limits
S College St	@ Sunset Dr

Description
Safety study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 18: @ Provonce Park

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1130	--	$350,000	4	15	Low

Name	Limits
MS 18	@ Provonce Park

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 18: @ MS 468

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1134	--	$350,000	4	15	Low

Name	Limits
MS 18	@ MS 468

Description
Intersection study

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	10

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-55: County Line Rd to Old Agency Rd

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1223	--	$81,500,000	4	0	N/A

Name	Limits
I-55	County Line Rd to Old Agency Rd

Description
Add 4 Lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	0	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	0

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-20: Pearl River to I-220

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1224	--	$566,472,290	4	0	N/A

Name	Limits
I-20	Pearl River to I-220

Description
Add 2 Lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	0	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	0

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 16: Canton to Philadelphia

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1228	--	$779,993,509	4	0	N/A

Name	Limits
MS 16	Canton to Philadelphia

Description
Add 2 Lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	0	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	0

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

MS 18: Port Gibson to Raymond

MTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1229	--	$740,163,256	4	0	N/A

Name	Limits
MS 18	Port Gibson to Raymond

Description
Add 2 Lanes

Project Scoring				
Congestion Reduction	**Pavement and System Preservation**	**Benefit/Cost**	**Safety**	**Security**
0	0	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	0	0	0

Environmental Screening			
Wetlands	**Historic Property**	**Design Considerations**	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	