

**Grant Application
for U S DOT National Infrastructure Investments
2020 BUILD Discretionary Grants**

**MEDGAR EVERS BOULEVARD LEGACY
PROJECT**

**(From Woodrow Wilson Avenue to Ridgeway Road)
Hinds County, Jackson, Mississippi**

May 18, 2020



Submitted by Hinds County Board of Supervisors
in cooperation with the City of Jackson, Mississippi

TABLE OF CONTENTS

<i>Project at a Glance</i>	1
<i>Project Description</i>	3
Background	3
Project Context	3
Infrastructure Conditions	4
Project Description	4
<i>Project Location</i>	7
Connections to Existing Transportation Infrastructure	7
Connections to Regional Transportation Infrastructure and Areas of Interest	8
Qualified Opportunity Zone (QOZ)	8
<i>Grant Funds, Sources, and Uses</i>	9
Sources of Funds	9
Use of Funds	9
Previous Project Expenditures	9
Related Project Expenditures and Obligations	9
<i>Selection Criteria</i>	11
Safety	11
State of Good Repair	12
Economic Competitiveness	17
Environmental Sustainability	19
Quality of Life	20
<i>Secondary Selection Criteria</i>	22
Innovation	22
Wayfinding Signs	22
Access Management	22
Signal Upgrades and Cameras	22
Partnership	23
Project Partners.....	23
<i>Environmental Risk Review</i>	24
Technical Feasibility	24
Basis of Cost Estimate	24
Basis of the Roadway Design	24
Project Schedule	25
Required Approvals	25
NEPA and Environmental Permits	25
Legislative Approvals	26
State and Local Planning Approvals.....	26
Federal Wage Rate Certification.....	26
Assessment of Project Risks and Mitigation Strategies	26
<i>Benefit-Cost Analysis</i>	28

<i>(BCA) Summary</i>	28
Final Benefit-Cost Ratio.....	28
<i>Supporting Information</i>	29
<i>Key Project Information</i>	30

FIGURES

FIGURE 1. PROJECT LOCATION ON THE MAP	1
FIGURE 2. RENDERING OF THE PROPOSED MEDGAR EVERS BOULEVARD LEGACY PROJECT	5
FIGURE 3. TYPICAL SECTION AND PLAN VIEW FOR THE PROPOSED MEDGAR EVERS BOULEVARD LEGACY PROJECT	5
FIGURE 4. SHOWS THE FREEDOM CORNER MONUMENT, A PROMINENT LOCATION ALONG THE CORRIDOR	6
FIGURE 5. PROJECT LOCATION ON THE NHS.....	7
FIGURE 6. MAP OF LOCAL CONNECTIONS TO POINTS OF INTEREST	8
FIGURE 7. PROJECT COST SHARING.....	9
FIGURE 8. JATRAM SYSTEM ROUTE MAP.....	13
FIGURE 9. LOCATIONS OF 311 REPORTS ALONG THE PROJECT LIMITS.....	14
FIGURE 10. NATIONAL FLOOD HAZARD LAYER FIRMETTE	16
FIGURE 11. POPULATION AND EMPLOYMENT DENSITY MAP – INCLUDING QOZ	17
FIGURE 12. BROWNFIELD SITES WITHIN PROJECT AREA.....	20
FIGURE 13. MEDGAR EVERS BOULEVARD WAYFINDING SIGN	22
FIGURE 14. MAP OF LOCAL CONNECTIONS TO POINTS OF INTEREST	22

TABLES

TABLE 1: PROJECT’S GEOSPATIAL DATA	7
TABLE 2: SOURCES OF FUNDING.....	9
TABLE 3: FUTURE PROJECT BUDGET/USES OF FUNDS.....	9
TABLE 4: DIRECT AND ON-PROJECT JOB-YEAR CREATION.....	18
TABLE 6: PROJECT SCHEDULE	25
TABLE 7: SUMMARY OF BENEFITS.....	28
TABLE 8: FINAL BENEFIT COST RATIO	28

APPENDIX

Appendix A: Financial and Project Commitments

Appendix B: Detailed Benefit-Cost Analysis

Appendix C: Letters of Support

Appendix D: Cost Estimates

Appendix E: Reference Documents

ACRONYMS

AADT	Annual Average Daily Traffic
ADA	American with Disabilities Act
BCA	Benefit Cost Analysis
BCR	Benefit Cost Ratio
BUILD	Better Utilizing Investments to Leverage Development
CE	Categorical Exclusion
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FY	Fiscal Year
HPD	Historic Preservation Division
IRI	International Roughness Index
LOS	Level of Service
MASF	Mississippi Archaeological Site Files
MDAH	Mississippi Department of Archives and History
MDOT	Mississippi Department of Transportation
NAACP	National Association for the Advancement of Colored People
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Protection Agency
NHL	National Historic Landmarks
NHS	National Highway System
NR	National Register
NRHP	National Register of Historic Places
QOZ	Qualified Opportunity Zone
ROW	Right of Way
SAMS	Safety Analysis Management System
SSO	Sanity Sewer Overflows
ULI	Urban Land Institute
VMT	Vehicle Miles Traveled
WCTS	Wastewater Collection and Transmission System
WWTP	Wastewater Treatment Plant
VHD	Vehicle Hours of Delay

PROJECT AT A GLANCE

The Hinds County Board of Supervisors is requesting \$22,000,000 Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) funds for the construction of the **Medgar Evers Boulevard Legacy Project** in Jackson, Mississippi. The proposed project is located along Medgar Evers Boulevard in the city of Jackson. The project is partially located in the Qualified Opportunity Zone (QOZ), 28049001100. Matching funds of \$5,500,000, 20% match of total project costs, will be provided by Hinds County. The total project cost for the **Medgar Evers Boulevard Legacy Project** is \$27,500,000.

The proposed **Medgar Evers Boulevard Legacy Project** is a transformative improvement that will address the needs of the city of Jackson and Hinds County for a safe, reliable, and environmentally sustainable multimodal corridor. The project will improve connectivity for residents, commuters, and tourists to Jackson's downtown, medical centers, Freedom Corner, which is located at the intersection of Medgar Evers Boulevard and Martin Luther King, Jr. Drive, Medgar Evers home and Historic District. Most importantly, this project will create a spark for community improvement and economic opportunity along this corridor. Figure 1 shows a map of the project's location within Hinds County and the State of Mississippi.

Figure 1. Project Location Map











The **Medgar Evers Boulevard Legacy Project** will incorporate a complete street design to enhance safety and improve the level of service (LOS) for vehicles, pedestrians, transit, and transit users. The project's design also includes infrastructure to manage drainage, mitigate sanitary sewer overflows

(SSOs), and repair or replace waterlines. The design elements of the project will not only improve the corridor but also boost the economic potential and improve social cohesion.

Using a 25-year projected analysis period for the benefit-cost analysis (BCA), the initial BUILD grant award investment for this project is forecasted to provide a net benefit of \$54,797,029. Provided the project cost and projected benefit, the Benefit Cost Ratio (BCR) for the project is 2.34:1, meaning for every dollar spent up front on the project, \$2.34 will be seen in improvements.

PROJECT AT A GLANCE

SELECTION CRITERIA

SAFETY		<p>Enhances safety by reducing the number of conflicts among motorists, pedestrians, and transit vehicles. The project will provide sidewalks and pedestrian crossings, improve transit stops, and clearly define access points and travel lanes along the corridor.</p>	QUALITY OF LIFE		<p>Delivers a transformative investment within the community which will enhance the opportunities for increased economic activity and acknowledge the cultural and historical context of the neighborhoods along the corridor.</p>
STATE OF GOOD REPAIR		<p>Allows Hinds County to better maintain and efficiently operate critical infrastructure. Improves the overall reliability of the system to serve all users.</p>	INNOVATION		<p>The project includes innovative approaches to design elements such as wayfinding signs, access management, signal upgrades and cameras that will improve the city's resiliency, safety, and efficiency. All these advanced features will help improve the city's day to day activities and emergency response time.</p>
ECONOMIC COMPETITIVENESS		<p>Provides an accessible and efficient connection between residences, employment centers, educational/training opportunities, emergency and medical service providers and recreational destinations.</p>	PARTNERSHIP		<p>Demonstrates support from many civic leaders, advocacy groups and stakeholders. In addition to the requested 2020 BUILD funding, there is a strong local match from Hinds County.</p>
ENVIRONMENTAL SUSTAINABILITY		<p>Incorporates "green infrastructure" design elements, including landscaped medians, to manage stormwater drainage in protection of the Town Creek and Pearl River watersheds.</p>	PROJECT READINESS		<p>The project delivery will be accelerated by incorporating design improvements almost completely within existing right-of-way limits resulting in the ability to obtain NEPA clearance through a Categorical Exclusion in a timely manner.</p>

PROJECT DESCRIPTION

Background

The **Medgar Evers Boulevard Legacy Project** includes a 1.5-mile segment of Medgar Evers Boulevard. The project begins at its the intersection with Woodrow Wilson Avenue in the heart of the city of Jackson, passes through the intersection with Martin Luther King, Jr. Boulevard commonly known as Freedom Corner, and continues northwest to the intersection of Coleman Avenue/Ridgeway Street near the Medgar and Myrlie Evers home, a national historic landmark.

Medgar Evers Boulevard is named in honor of Medgar Wiley Evers, a heroic leader of the American Civil Rights Movement. Born in in 1925 in Decatur, Mississippi, Evers fought in Europe in World War II, graduated from Alcorn Agricultural and Mechanical College (now Alcorn State University) in 1952 and was the leader of his state's fight for racial justice in the late 1950s and early 1960s. Mississippi's first National Association for the Advancement of Colored People (NAACP) Field Leader, Evers led voter registration drives and pushed for racial equality through economic boycotts, before he was assassinated in his driveway just past midnight on June 12, 1963, setting off a firestorm of protests in Jackson. His funeral on June 15 brought Civil Rights leaders from around the country, including Martin Luther King, Jr., to Jackson.

The home where Evers lived and was assassinated is located just off the northern end of the project. Evers' home was named a National Historic Landmark by the National Park Service in 2016 and named a Historic House Museum in 2017. In 2019, House of Representatives Bill 356 established the Medgar and Myrlie Evers Home National Monument, honoring Medgar and his widow who served as the national chairwoman of the NAACP from 1995-98.

Project Context

Medgar Evers Boulevard is part of one of several radial roads leading out of the historic center of Jackson. Jackson is the capital City of Mississippi and the most populous city within the state. Jackson's estimated population in 2018 was 164,422. The city sits on the Pearl River and residents extend into three counties – Hinds, Rankin and Madison. Medgar Evers Boulevard runs northwest from Woodrow Wilson Avenue to West County Line Road, moving through first a very urban landscape to a more rural county landscape.

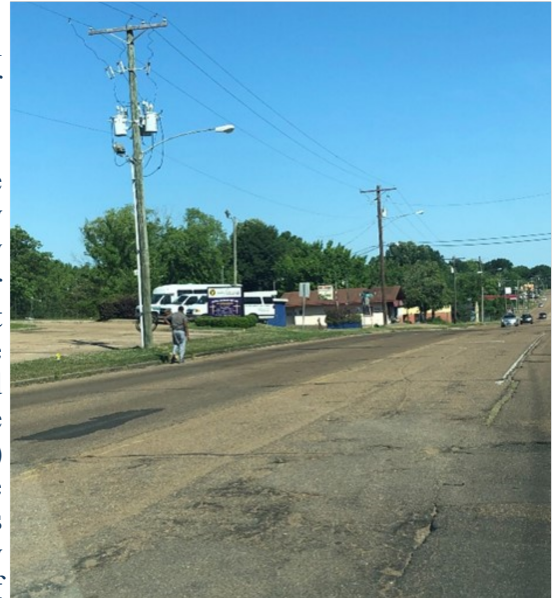
Medgar Evers Boulevard is a five-lane arterial highway extending approximately 3 miles from Woodrow Wilson Boulevard to I-220/US 49 in the City of Jackson, Mississippi (Hinds County). The highway had once been designated as US 49 which connected northwestern Mississippi into the heart of the state's capital Jackson. Despite no longer being designated as an US Highway, Medgar Evers Boulevard serves many highly traveled areas of Northwest Jackson and Hinds County by providing access to the Woodrow Wilson Avenue medical corridor that includes the Jackson Medical Mall and the University of Mississippi Medical Center. It provides access to local and state government offices, and educational resources of Jackson State University in downtown Jackson to the south, and Millsaps College and Belhaven University to the east, and Hinds Community College, north of the project, along the Medgar Evers Boulevard corridor.

The neighborhoods that flank the segment of road that is part of the **Medgar Evers Boulevard Legacy Project** are densely populated but have little or no access to retail goods and services. The neighborhoods are 95% African American and have a high rate of poverty. The residents of the neighborhoods along the **Medgar Evers Boulevard Legacy Project** must travel long distances to receive essential services and employment, typically going to West Jackson for groceries.

Infrastructure Conditions

The current condition of Medgar Evers Boulevard impede the ability of vehicles to operate safely and reliably and pedestrians to travel safely and comfortably. The project limits include failing pavement and municipal utilities, dilapidated sidewalks, consistent sanity sewer overflows, and flooding concerns.

The pedestrian and vehicle safety through this corridor are an extreme concern for the corridor project. The roadway segments within the **Medgar Evers Boulevard Legacy Project** do not have adequate sidewalks, street lighting or crosswalks. This corridor serves as a transit route but residents in the project area are disconnected from the primary transportation artery by lack of sidewalks and crossing infrastructure. Where sidewalks exist, they are narrow, not American with Disabilities Act (ADA) accessible, and are not buffered from travel lanes. There are few crosswalks. There is also very limited access management through the corridor and signals are frequently out of service resulting in high crash rates and disruption of routine traffic operations. Lastly, the condition of the pavement not only results in increased crash rates and vehicle operating costs, but also increased congestion and travel times.



A low-lying part of the road crosses the Town Creek watershed area. The corridor is prone to roadway drainage issues not only due to its geographic location, but also due to degrading drainage infrastructure. Therefore, portions of the corridor experience frequent flooding, and disruption of daily operations and emergency response.

Project Description

The proposed **Medgar Evers Boulevard Legacy Project** is a transformative improvement that will address the needs of City of Jackson and Hinds County for a safe and reliable multimodal arterial connecting the county to Jackson's downtown area, but most importantly will create the spark for community improvement and economic opportunity along this corridor.



Hinds County is requesting \$22,000,000 Fiscal Year (FY) 2020 BUILD funds for the construction of the **Medgar Evers Boulevard Legacy Project** in Jackson, Mississippi. The total project cost for the **Medgar Evers Boulevard Legacy Project** is \$27,500,000. The Hinds County government has committed \$5,500,000, 20% matching funds, (Appendix A) to address the full project cost of \$27,500,000.

The Medgar Evers Boulevard Legacy Project will reconstruct the existing road to include the following elements. Figure 2 and Figure 3 provides a rendering and typical section for the proposed project.

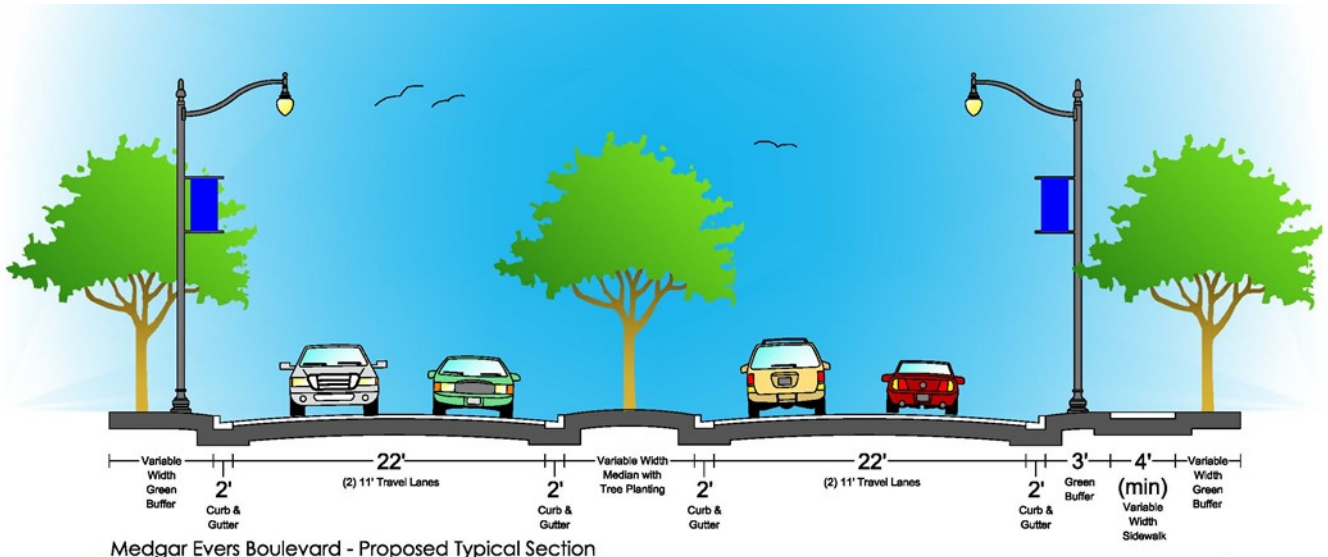
- **A 4-lane roadway with 11-foot lanes and 2-foot wide shoulder.**
- **A landscaped median which can serve as a pedestrian refuge and for access management.**
- **Improvements to address current drainage issues.**
- **A continuous sidewalk along the eastern side of the new roadway.**
- **Enhanced lighting and signalization to improve pedestrian access and safety.**

- Improvements of the transit shelters and stops for safe loading and unloading of passengers.
 - Opportunities for water and sewer line improvements.
 - A wayfinding signage system to provide directional information and be an attractive amenity to commemorate the historical legacy of the corridor neighborhoods.
- (Figures 4 & Figure 13)

Figure 2. Rendering of the proposed Medgar Evers Boulevard Legacy Project



Figure 3. Typical Section and Plan View for the proposed Medgar Evers Boulevard Legacy Project



With the **Medgar Evers Boulevard Legacy Project**, Hinds County has the opportunity to increase multimodal connectivity in the area, allowing more access to economic centers, educational and cultural resources, and healthcare facilities for residents. Considering current and expected future impacts from pandemic health crises, the project can add positive local health benefits such as wide sidewalks which encourages more physically active transportation choices.

The proposed **Medgar Evers Boulevard Legacy Project** will address the City of Jackson’s and Hinds County’s need for a reliable multimodal arterial connecting the county to Jackson’s downtown area and medical corridor. In addition to the access it affords visitors to the museum, this arterial road serves many highly traveled areas of Northwest Jackson, providing access to the Woodrow Wilson Avenue medical corridor that includes the Jackson Medical Mall and the University of Mississippi Medical Center. It provides access to Interstate 220 to the north, to the State Capital Building and Jackson State University in downtown Jackson to the south, and to the historic Fondren neighborhood, Millsaps College and Belhaven University to the east. Figure 4 shows the Freedom Corner Monument, a prominent location along the corridor.

Figure 4. The Freedom Corner Monument, a prominent location along the corridor



PROJECT LOCATION

The **Medgar Evers Boulevard Legacy Project** begins at the intersection with Woodrow Wilson Avenue, in the heart of the City of Jackson and continues northwest to the intersection of Coleman Avenue/Ridgeway Street. Table 1 provides the geospatial data for the project.

Table 1: Project's Geospatial Data

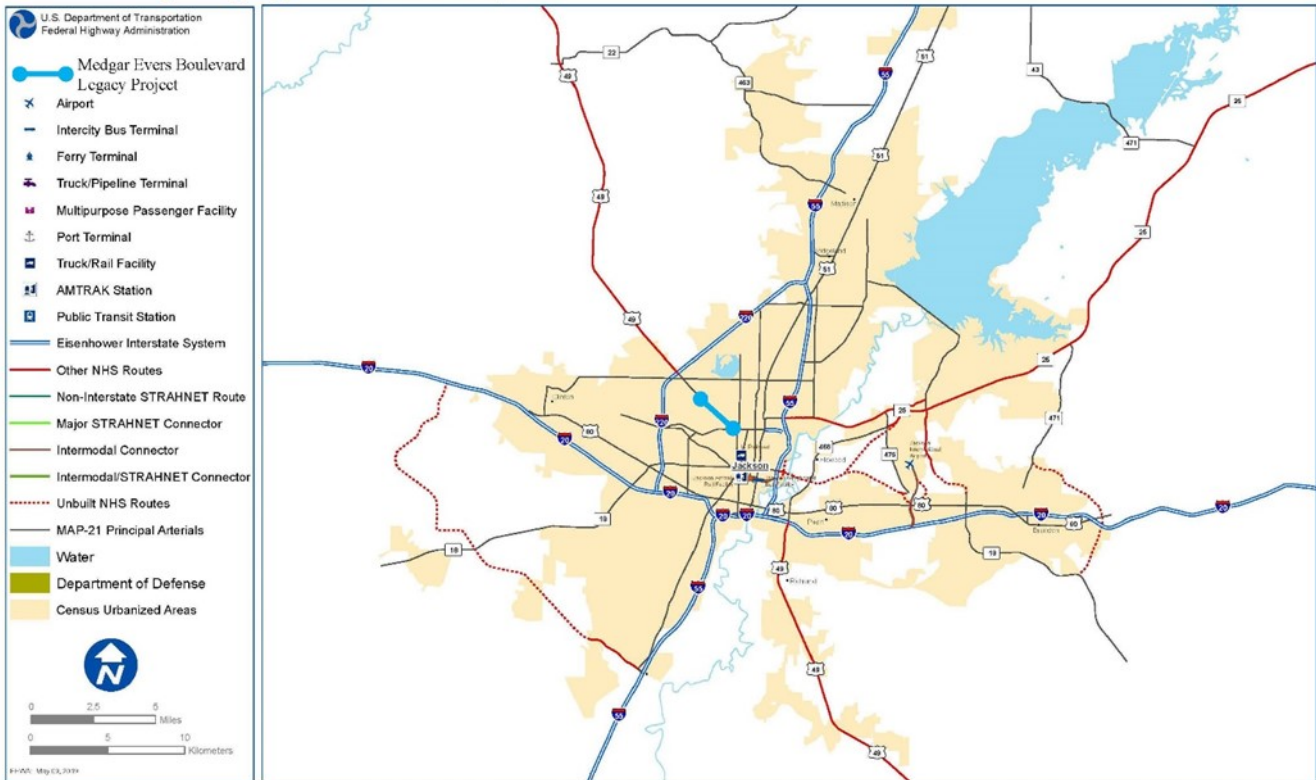
Geospatial Data	
Beginning of Project	32°19'36.91"N, -90°11'49.20"W
End of Project	32°20'29.32"N, -90°12'56.96"W

Connections to Existing Transportation Infrastructure

Medgar Evers Boulevard is an essential principal arterial that supports not only the citizens of Jackson but also daily commuters traveling in and out of the city. The roadway connects the medical business district to the I-220 loop around the city and the medical business district to the neighborhoods in northwest Jackson and Hinds County. The Woodrow Wilson Avenue/Medgar Evers Boulevard corridor provides a connection from the I-220 loop around the city to I-55 just north of downtown Jackson. Figure 5 displays the **Medgar Evers Boulevard Legacy Project location** on the National Highway System (NHS) and its location to transportation infrastructure.

Figure 5. Project Location on the NHS

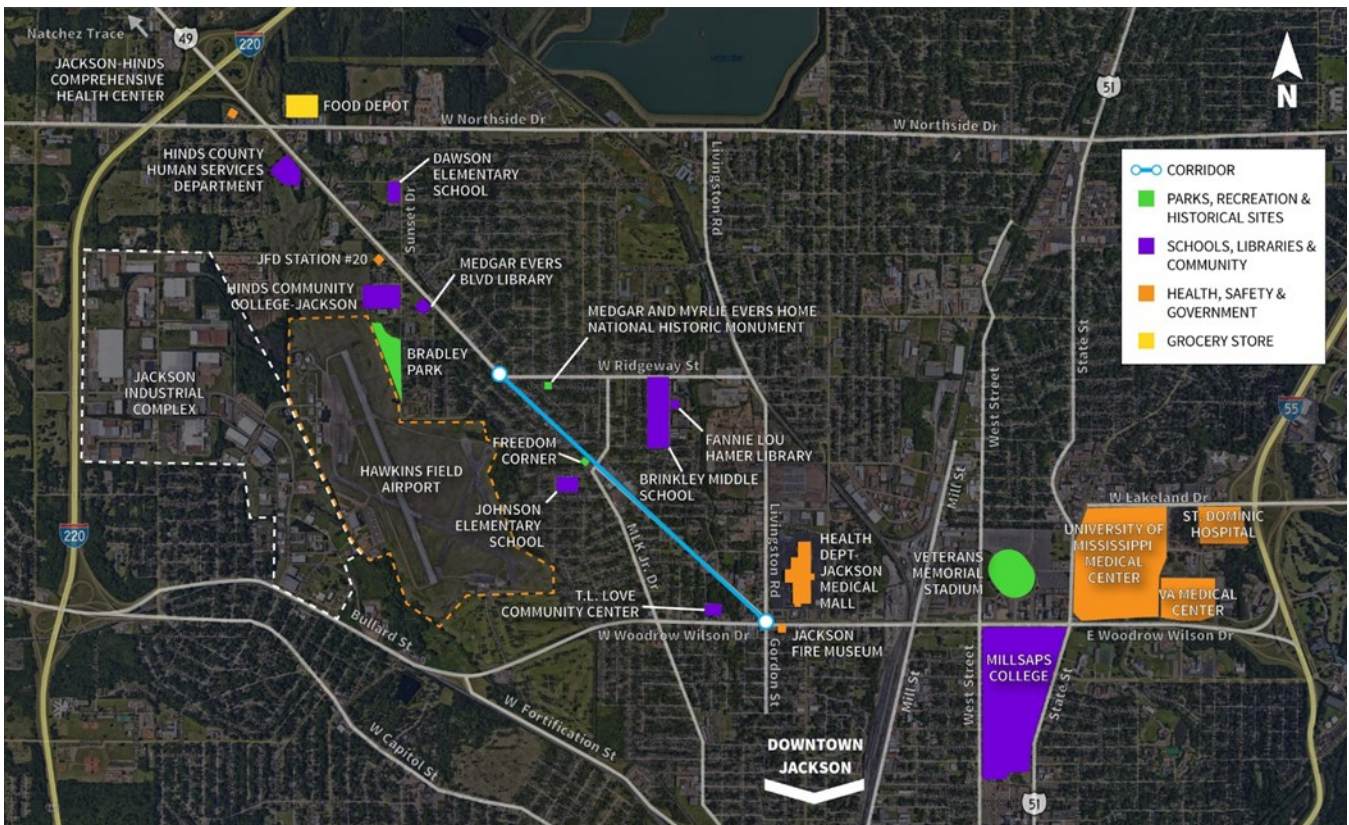
National Highway System : Jackson, MS



Connections to Regional Transportation Infrastructure and Areas of Interest

This arterial road serves many highly traveled areas of Northwest Jackson, providing access to the Woodrow Wilson Avenue medical corridor that includes the Jackson Medical Mall and the University of Mississippi Medical Center. **The Medgar Evers Boulevard Legacy Project** provides access to Interstate 220 to the north, to the State Capital Building and Jackson State University in downtown Jackson to the south, and to the historic Fondren neighborhood, Millsaps College and Belhaven University to the east. Figure 6 displays connections to local places of interest in and around Medgar Evers Boulevard.

Figure 6: Map of Local Connections to Points of Interest



Qualified Opportunity Zone (QOZ)

Part of the project is in the Qualified Opportunity Zone (QOZ), 28049001100.

GRANT FUNDS, SOURCES, AND USES

Sources of Funds

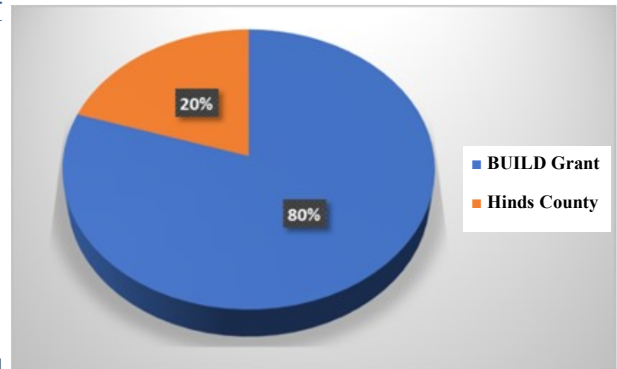
Hinds County is seeking a BUILD discretionary grant in the amount of \$22,000,000. The total cost of the construction of the **Medgar Evers Boulevard Legacy Project** is \$27,500,000. Hinds County has committed \$5,500,000 for the **Medgar Evers Boulevard Legacy Project**. As shown in Table 2 and Figure 7, the Federal BUILD share of the project will be 80% and Hinds County will fund 20% of the costs. Documents demonstrating the financial commitments from Hinds County can be found in Appendix B. All funds will be available upon receipt of the BUILD Transportation Discretionary Grant Capital Investment funds.

Table 2: Sources of Funding

Sources of Funding			
Type of Funding	Source	Amount	%
BUILD Grant	Federal	\$22,000,000	80%
Hinds County	Non-Federal	\$5,500,000	20%
Total		\$27,500,000	100%

Use of

Figure 7: Project Cost Sharing



Funds

The project funds will be used for preliminary and final design, ROW acquisition, utility adjustments, construction and construction engineering and inspection (CE&I). Table 3 below delineates the allocation of funds and the projected cost sharing within each expenditure category.

Table 3: Future Project Budget/Uses of Funds

Category	Source				Subtotal
	BUILD Grant FEDERAL		Hinds County NON-FEDERAL		
	Cost	%	Cost	%	
CE&I	\$2,160,000	80%	\$540,000	20%	\$2,700,000
Engineering	\$1,1440,000	80%	\$360,000	20%	\$1,800,000
Contingencies	\$1,600,000	80%	\$400,000	20%	\$2,000,000
Construction	\$16,800,000	80%	\$4,200,000	20%	\$21,000,000
Total	\$22,000,000	80%	\$5,500,000	20%	\$27,500,000

Previous Project Expenditures

An initial phase of preliminary engineering was completed to ensure that the project is able to meet the requirements detailed in the grant application and provide an accurate cost estimate and project schedule. These previously incurred costs are not included in the project total.

Related Project Expenditures and Obligations

The condition of Medgar Evers Boulevard is so dire that the City of Jackson and Hinds County knew that immediate action had to be taken. The City of Jackson has completed the design and is preparing to bid an interim pavement preservation project that will rehabilitate the most critical pavement

sections along the roadway and prolong the life of the roadway until the larger corridor project can be executed. The interim project is scheduled to be bid on May 19, 2020 and is estimated to cost approximately \$5 million. The design for this smaller project provided for reliable site-specific information to not only determine the feasibility of the larger project, but also provided details necessary to determine sound cost estimates and project timelines. The site-specific information included soil profiles, pavement design, and survey information.

SELECTION CRITERIA

Safety



One of the purposes of the Medgar Evers Boulevard Legacy Project is to provide a safe, efficient, and reliable route for local and commercial traffic, as well as, commuters and visitors of the Medgar Evers home, downtown Jackson, and the medical facilities along Medgar Evers and Woodrow Wilson. As the major north-south arterial, Medgar Evers Boulevard generated 13,000 Annual Average Daily Traffic (AADT) in 2018, according to Mississippi Department of Transportation's (MDOT) Traffic Count Application.¹

The **Medgar Evers Boulevard Legacy Project** creates a healthy multimodal transportation corridor that will better serve pedestrians, disabled individuals, elderly, and low-income communities. Over 95 percent of citizens in this area that are minority or low-income.² Furthermore, in most of the project area, there are no accessible crosswalks or pedestrian connections that encourage or establish standards for transportation uses other than the automobile. The project area was once a thriving thoroughfare leading out of the city and an economic and cultural hub but now it direly needs substantial reinvestment to serve transportation users and the surrounding community.

One of the typologies that define a healthy corridor by the Urban Land Institute (ULI) is a corridor that engages and supports “people who live, work, and travel along the corridor.”³ This includes implementing measures to address safety and the perception of safety. If users do not perceive the corridor as safe or feel safe along the corridor both vehicles and pedestrians will not use the facility. Healthy corridors can be reflected in design approaches such as complete streets. Complete streets are defined as a street with more than one mode of transportation use. Adopting a Healthy Corridors approach with a complete street design can be an important first step toward ensuring decisions about how to fund, design, operate, maintain, and measure the success of roads and prioritize safety for all users. Implementing a Healthy Corridor along the highly traveled route of Medgar Evers Boulevard could help to encourage other areas of Jackson, which also have high pedestrian fatality, to follow.

In a 2019 study titled “Dangerous by Design”, Smart Growth America reported Jackson, Mississippi to be the tenth most dangerous city in the country for pedestrian fatalities (2008-2017) with an average annual pedestrian fatality rate of 1.92 per 100,000 people.⁴ Mississippi as a state was ranked fifth in the country with a pedestrian fatality rate of 1.84 per 100,000 people. According to crash data from MDOT's Safety Analysis Management System (SAMS), there were a reported 219 crashes on the project corridor from 2014 to 2018, equating to 10.4/1 million vehicle miles traveled (VMT).⁵ Of those 219 crashes, one crash was a fatal crash while 54 crashes resulted in injuries and 5 crashes involved pedestrians. The volume of crashes along the route is alarming and not only poses a public health risk but also contributes to congestion resulting in increased travel time for users and emergency response vehicles. Additionally, the perception gained from a highly unsafe traveled area inhibits this corridor from meeting its potential as a healthy corridor and deters private sector investors, further preventing economic development along the corridor.

¹ <http://sp.mdot.ms.gov/Office%20of%20Highways/Planning/Maps/Pages/Traffic-Volume-Maps.aspx>

² <https://ejscreen.epa.gov/mapper/>

³ <http://ia71z1oozio1p7cpp37o43o1-wpengine.netdna-ssl.com/wp-content/uploads/sites/2/ULI-Documents/Building-Healthy-Corridors-ULI.pdf>

⁴ <https://smartgrowthamerica.org/dangerous-by-design/>

⁵ MDOT's Safety Analysis Management System (SAMS)

Design components that will contribute to the safety of all users of the facility include the improved pavement and signalization, independent facilities for pedestrians, and lighting features along Medgar Evers Boulevard.

The **Medgar Evers Boulevard Legacy Project** will enhance safety along Medgar Evers Boulevard by incorporating the following elements into the design:

- Separated independent utility for pedestrians
- Improved roadway surfaces
- Improved drainage facilities, reducing hazardous road conditions due to flooding
- Upgraded striping and signage along the route
- Improved lighting to provide better illumination for safe transportation of motorists and pedestrians
- Access management along the corridor

According to the Benefit Cost Analysis (BCA), the implementation of the above countermeasures for the **Medgar Evers Boulevard Legacy Project** have the potential to result in a total discounted benefit of \$48,578,464, resulting in 90% of the project benefits.

State of Good Repair

The current conditions of Medgar Evers Boulevard impede the ability of drivers and pedestrians to safely and reliably use the facility. They do not meet the standards of state of good repair when measured by maintaining an asset capable of safely and reliably performing for a predetermined amount of time. The **Medgar Evers Boulevard Legacy Project** will improve the corridor and ensure that the facility is able to operate efficiently under both routine daily conditions and emergency situations. The intent of the project is to improve the state of repair to be able to deliver the required safety and reliability performance of the corridor for extended periods of time.



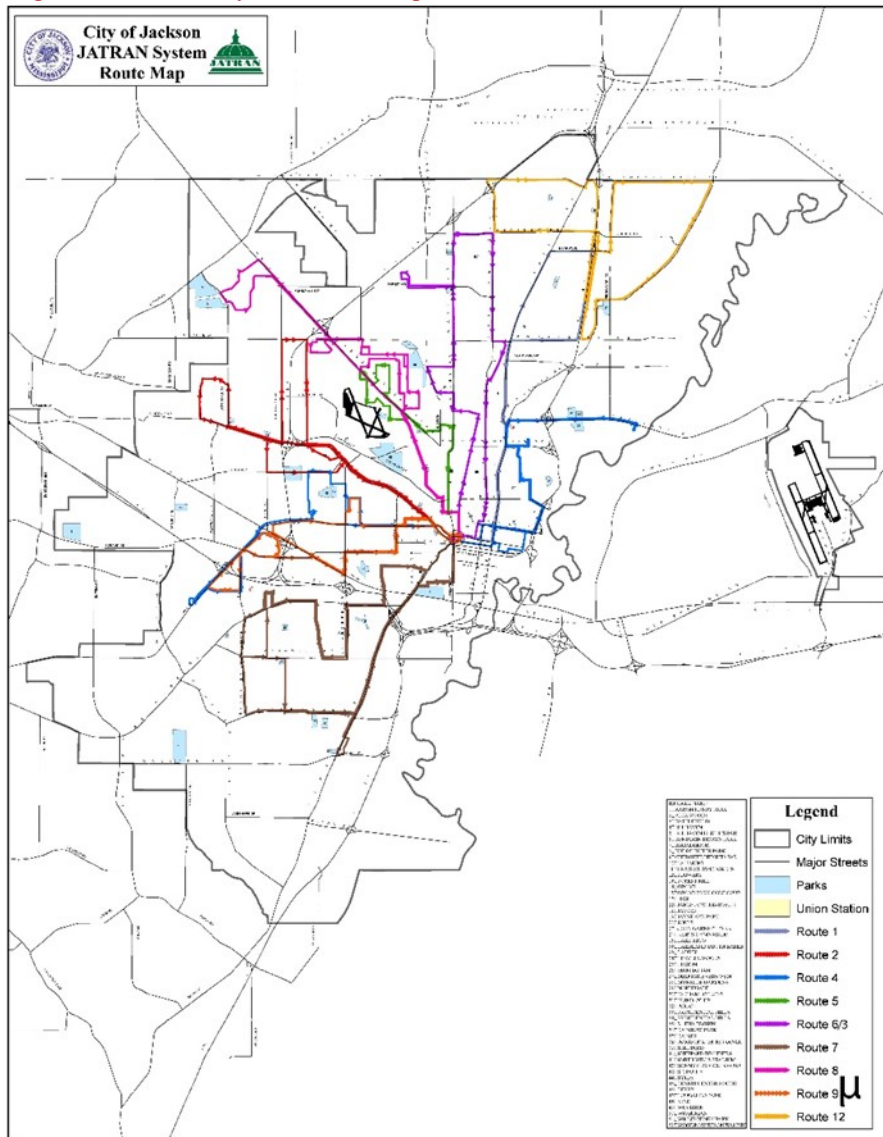
The **Medgar Evers Boulevard Legacy Project** is consistent with current plans to maintain transportation facilities in a state of good repair and addresses current and projected liabilities. The project does this through replacing failing pavement structures, dilapidated and missing sidewalks, connecting existing pedestrian facilities and creating accessible crossings. Without the proposed improvements, the current and declining condition of the project area threatens the efficient use of the right of way (ROW) due to the absence of full pedestrian connectivity and degraded pavement structure.

Pavement within the **Medgar Evers Boulevard Legacy Project** is in very poor condition. The poor condition impacts the costs to the users of the roadway. According to the International Roughness Index (IRI) the condition of the road impacts fuel, tire, and maintenance and repair costs that can be substantial to not only vehicle operating costs but also travel reliability and average travel speed. A study by Chatti and Zaabar (2012) on the effects of pavement condition on vehicle operating costs conducted under the National Cooperative Highway Research Program (NCHRP) Report 7202, shows that on average reduction of 63.4 inch/mile in IRI results in 4.8% reduction in vehicle operating costs.⁶ Additionally, According to the Federal Highway Administration (FHWA) new concrete pavement's IRI values range from 57 to 72 inches/mi.⁷ Since the current roadway IRI along the existing Medgar Evers Boulevard are between 198-536 inch/mile, the vehicle operating costs are much higher than desirable conditions (IRI=63.4). By replacing the pavement along the corridor, the **Medgar Evers Boulevard Legacy Project** will bring the pavement back to good condition creating a safer more reliable roadway. The improved pavement conditions will not only benefit vehicular drivers but also the freight and transit systems that the surrounding community relies on for transportation. Figure 8

displays the transit routes throughout the Jackson metro area. As seen from this map, Medgar Evers is a regular destination for the City of Jackson’s transit system, JATRAM.

In addition to improving the pavement conditions, the **Medgar Evers Boulevard Legacy Project** will also upgrade or replace the signals and implement access management for the length of the project. Upgrading and replacing existing signals at signalized intersections will increase resiliency and reduce occurrences of signals being inoperable due to power outages or damage from storms and accidents. The congestion reduction seen from these improvements result in a discounted benefit of \$5.4 million in travel time savings and \$840,000 in vehicle operating cost savings over the 25 year design period.

Figure 8. JATRAM System Route Map



⁶ Chatti, K., & Zaabar, I. (2012). “Estimating the effects of pavement condition on vehicle operating costs” (NCHRP 720), Transportation Research Board.

⁷ Smith, Kurt & Ram, Prashant (2016). “Measuring and Specifying Pavement Smoothness” (FHWA-HIF-16-032), Federal Highway Administration.

In addition to the failing pavement and dilapidated sidewalks, consistent sanitary sewer overflows

(SSO), failing municipal sewer and water lines, and flooding concerns are also experienced throughout the project corridor. To assist in the identification of utility failures throughout the city, the City of Jackson has a non-emergency action line (311) in place for the community to report the following:

- Street Repair & Resurfacing Issue
- Water Issue
- Sewer Issue
- Drainage Issue
- Garbage, Trash & Recycling Issue
- Abandoned/Neglected Property Issue
- Traffic Signs & Signals Issue
- Police & Animal Control Issue
- Zoning Issue
- Parks & Recreation Issue
- Vehicle Complaint
- Miscellaneous Issue

The system is set up not only for residents and visitors to call and report actions that the City needs to address, but also allows the public works department to log incident responses to assist in infrastructure monitoring and management. The City of Jackson’s 311 data (for years 2011 to 2016) was obtained from the City’s public works department. During this time, there were 15 sewer breaks, 1 water break, and 25 reports of pavement failures for the 1.5 mile stretch of Medgar Evers Boulevard. Figure 9 displays locations of these reports along the project area.

Figure 9. Locations of 311 Reports Along the Project Limits



In 2012, the City of Jackson was placed under a consent decree by the United States Environmental Protection Agency (EPA) that requires “the City to develop, submit, finalize, and implement plans for the continued improvement of its Wastewater Collection and Transmission System (WCTS) and

wastewater treatment plants (WWTP); to eliminate SSOs, effluent limit violations (including any violations of the new effluent limits for nutrients), and reporting violations; and to minimize Prohibited Bypasses.”⁸ As indicated in the 311 data (2011-2016), the project area experienced 1 water line failure and 15 sewer line breaks. The sewer failures along Medgar Evers Boulevard are one example of violations that led to the City of Jackson being placed under the Consent Decree. These sewer failures lead to environmental contamination and disruption of vital services. The **Medgar Evers Boulevard Legacy Project** provides the opportunity to replace or repair sewer lines and water lines within the project area. These improvements should lead to reduced contaminant exposure from sewer failures and allow for a more reliable and dependable municipal infrastructure for both residents and commercial owners in the area.



Additionally, from the 311 data reports, 3 drainage issues were also reported along the project corridor. Based on local knowledge and information from **Federal Emergency Management Agency (FEMA)** Flood Insurance Rate Map (FIRM) (Figure 10) these numbers are anticipated to be under reported. The City of Jackson’s geographical location on the Pearl River and the Town Creek Tributary combined with the age and degradation of the existing drainage structure, leads to repeated flooding problems along Medgar Evers

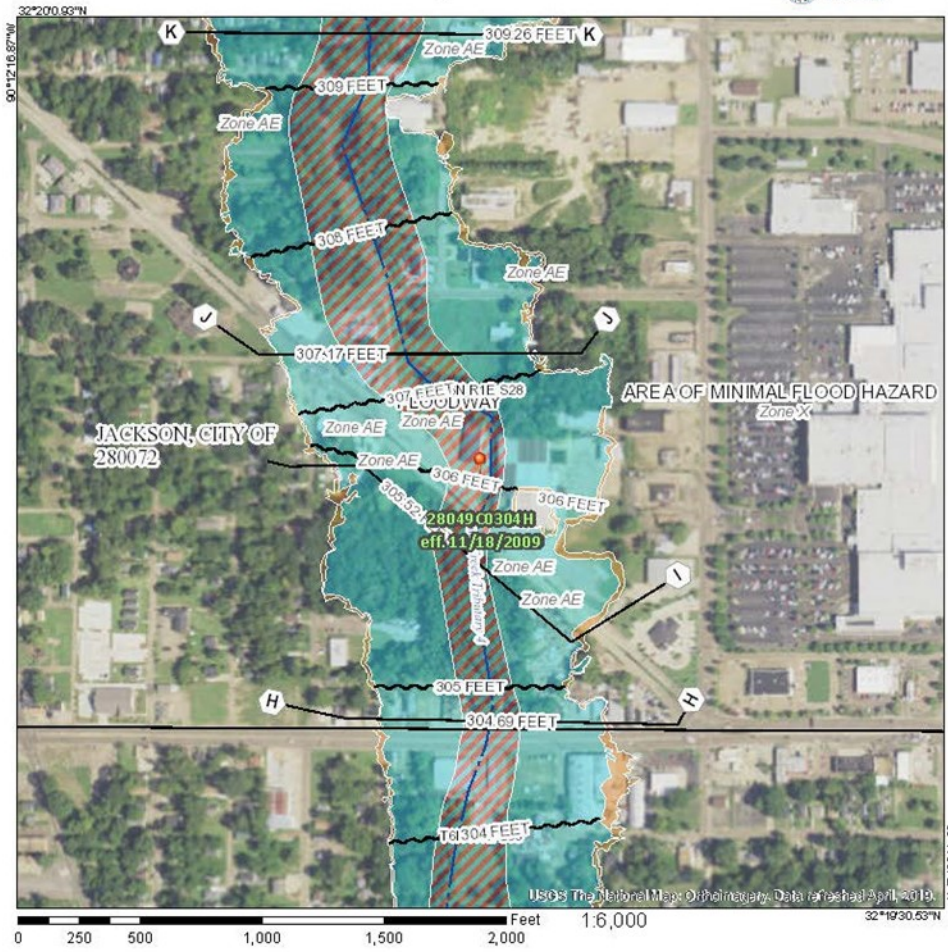
Boulevard. Improved roadway drainage will help to mitigate regular events and increase reliability and day to day operations of the storm and sanitary sewers. By improving the current roadway drainage system and reducing roadway flooding occurrences, the **Medgar Evers Boulevard Legacy Project** will improve the corridor’s ability to operate efficiently under both routine daily conditions and emergency situations. Drainage and stormwater runoff will be accommodated by cross drains and piping and will be supplemented by grass and vegetation establishment along the roadway. The intent of the project improvements is to sustain a state of good repair, to be able to deliver the required performance, and to facilitate the efficient movement of people safely and reliably for extended periods of time.



⁸ Department of Justice (2012). “Notice of Lodging of Proposed Consent Decree Under the Clean Water Act” (Fr DOC. 2012-29070), Department of Justice.

Figure 10. National Flood Hazard Layer FIRMette

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) Zone A, X, AGD
- With BFE or Depth Zone AE, AD, AP, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone O

OTHER AREAS

- Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone O

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

The pins displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

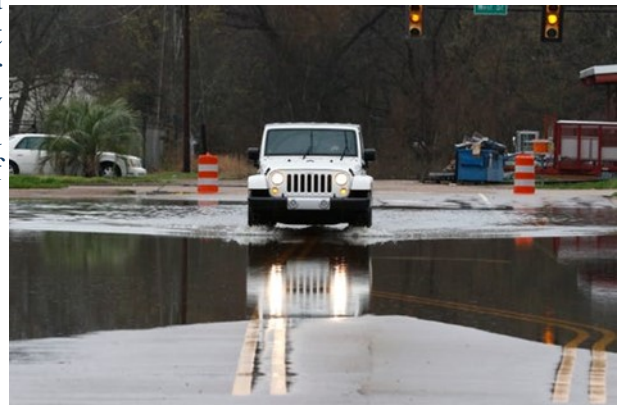
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/10/2020 at 3:19:56 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

The improvements laid out in the project description will ensure that the new corridor will function at the highest and most efficient levels achievable during predictable daily traffic and for emergency response. If left unimproved, the condition of the existing facilities will continue to deteriorate at a pace that could render the infrastructure obsolete. Failures in this infrastructure could not only contribute to additional loss of economic output but would have devastating effects to the disadvantaged community this corridor serves.

The positive impact of the improvements will extend well beyond the limits of construction. The replacement of pavement, roadway drainage, sewer and water infrastructure will increase the safety and resiliency along the corridor while minimizing and repairs and subsequently reducing liability and the frequency of repairs for the City of Jackson.



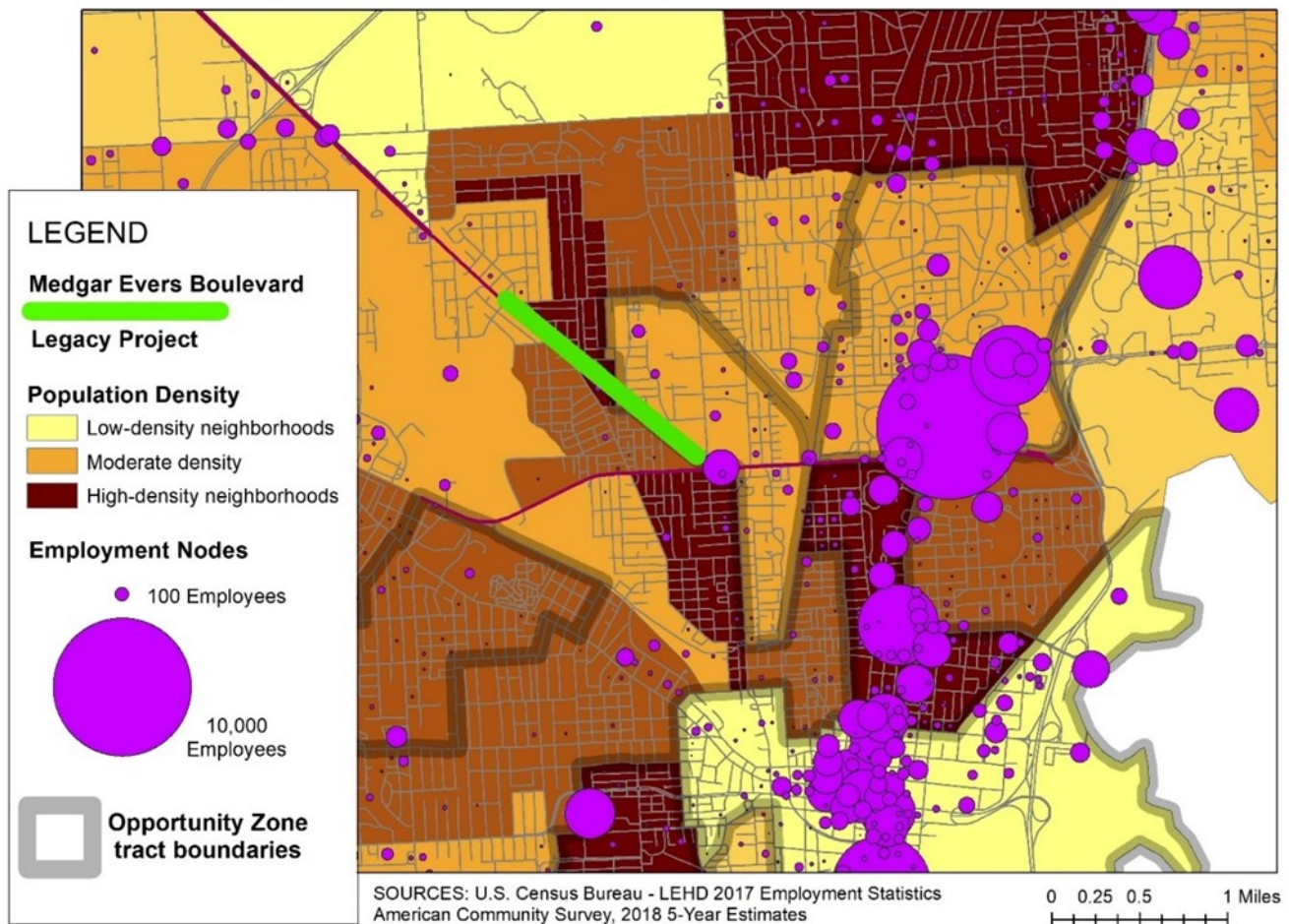
Economic Competitiveness



The **Medgar Evers Boulevard Legacy Project** will transform a corridor that has experienced disinvestment and economic isolation for decades into a corridor that can serve the area's residents and contribute to the local and regional economy. The important arterial ties in Hinds County to the City of Jackson, its neighborhoods and downtown, transverse through a broad mix of land uses, including residential neighborhoods, and vacant and underutilized commercial, industrial, institutional sites. By improving the functional and aesthetic elements of the corridor, the project will better serve the residents that live along the corridor and will create an environment that should be more attractive to private investment.

Today, while the corridor is flanked by dense residential neighborhoods, employment and retail services are sparse. The residents of the high poverty areas along the corridor, must travel great distances to get to grocery stores and retail services. The poor roadway conditions impact the quality of travel through and across the corridor. Improving the corridor will provide easier access to employment, education and services. Additionally, the project will install new water and sewer lines which will be an asset to future business. Figure 11 illustrates the areas of dense population, the lack of employment concentrations and the location of the QOZ.

Figure 11: Population and Employment Density Map – including QOZ



The Medgar Evers Historic District is located at the northern end of the project limits. The district is historically significant statewide as the first modern subdivision in Mississippi designed for middle-

class blacks after World War II in Mississippi. The subdivision was developed by Winston J. Thompson, a black entrepreneur, and most of the houses were built by Leroy Burnett, a black builder. The Medgar and Myrlie Evers Home National Historic Monument is located within the historic district. The district’s location on the corridor promotes cultural and historic tourism in the area.

The corridor’s southern terminus at West Woodrow Wilson Avenue and the 5 Points Area (the site of a 5-legged intersection) is the northern edge of the Jackson Medical Mall and Jackson medical center. The Jackson Medical Mall is a former retail center that has been converted into an active medical service center operated by Jackson State University. The medical district, anchored by the University of Mississippi Medical Center, is a concentration of hospitals, health care services and educational institutions. The medical center forms an employment cluster adjacent to the project area.

Hawkins Field Airport, a joint civil-military general aviation airport, lies just west of the corridor. It is owned by the City of Jackson and operated by the Jackson Municipal Airport Authority. The eastern edge of Medgar Evers Boulevard, from Woodrow Wilson Drive to Pocahontas Avenue, is part of a designated Qualified Opportunity Zone.

The **Medgar Evers Boulevard Legacy Project** will create temporary on-project construction jobs. Using a job generation equation from *The Executive Office of the President, Council of Economic Advisers (CEA)*, the project is estimated to create 22 to 149 direct, on-project job-years. Construction of all project phases is estimated to take approximately 27 months to complete. Table 4 shows the aggregate number of direct, on-project job-years for each quarter of the life of the project as well as the expected number of middle-class jobs created.

Table 4: Direct and On-Project Job-Year Creation

	Quarter	Approximate	Aggregate On-project Construction Jobs ¹	Aggregate On-project Middle-class Jobs ²
		Amount Spent		
2020	Q3	-	-	-
	Q4	\$100,000	1.30	0.95
2021	Q1	\$100,000	2.60	1.90
	Q2	\$200,000	5.20	3.80
	Q3	\$200,000	7.80	5.70
	Q4	\$300,000	11.70	8.55
2022	Q1	\$500,000	18.20	13.30
	Q2	\$250,000	21.45	15.67
	Q3	\$150,000	23.40	17.10
	Q4	\$900,000	35.10	25.65
2023	Q1	\$2,000,000	61.10	44.65
	Q2	\$3,000,000	100.10	73.15
	Q3	\$3,000,000	139.10	101.65
	Q4	\$4,000,000	191.10	139.65
2024	Q1	\$3,000,000	230.10	168.15
	Q2	\$3,000,000	269.10	196.65
	Q3	\$2,000,000	295.10	215.65
	Q4	\$2,000,000	321.10	234.65
2025	Q1	\$2,500,000	353.60	258.40
	Q2	\$300,000	357.50	261.25

Environmental Sustainability



The **Medgar Evers Boulevard Legacy Project** will provide significant positive environmental impacts. All facilities built or expanded in this project will exemplify a commitment to environmental stewardship and will set a standard for future transportation improvements in the City of Jackson and for Hinds County. The **Medgar Evers Boulevard Legacy Project** will enable Hinds County and City of Jackson to make great strides in environmental stability. With the support of multi-modal transportation, each user that opts for alternative transportation over vehicular transportation will significantly reduce the amount of carbon emissions released.

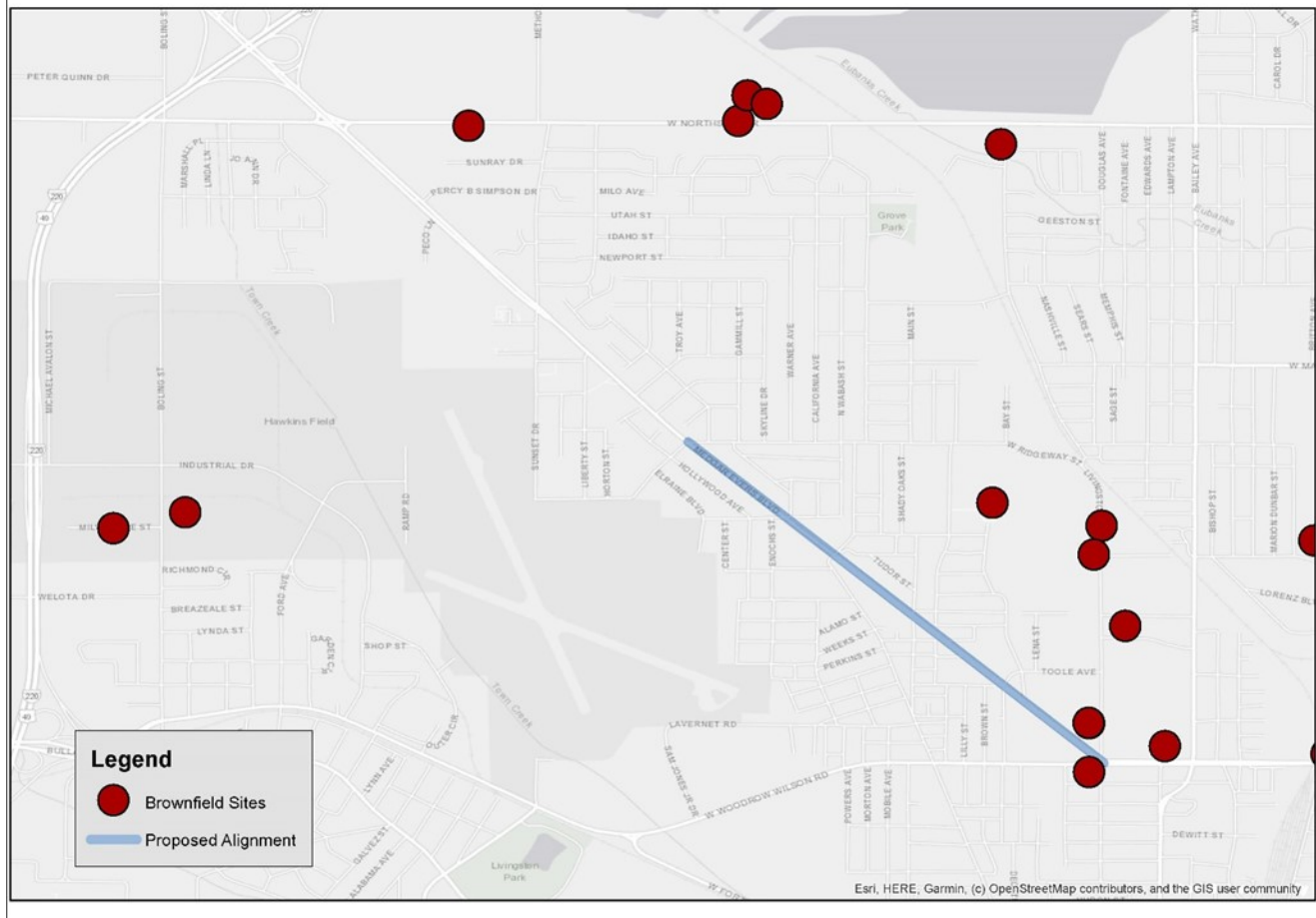
The **Medgar Evers Boulevard Legacy Project** will support environmental sustainability through many elements of the project design including:

- increased efficiency resulting from improved levels of service (LOS) for traffic
- “green infrastructure” by using vegetation, soils and natural processes to create a healthier urban environment
- reduction of emissions savings that are a byproduct of resurfaced roadway improvements, signal improvements, and access management
- decrease in containments from fewer sewer breaks and proper roadway drainage

The environmental and energy security benefits are quantified as part of the benefit-cost analysis for the project over the next 25 years. The monetary value in benefits from the reduction of emissions results in an estimated \$1,616 as reported in the BCA.

Additionally, there are several brownfield sites along the segment of Medgar Evers Boulevard included in the project limits. Much of the property along Medgar Evers is vacant and underutilized. The redevelopment of this corridor will begin to mitigate this disinvestment and revitalize what was once a vibrant corridor. Redevelopment of the corridor will not be possible without reliable and sustainable infrastructure in place for businesses, residents, and visitors. The **Medgar Evers Boulevard Legacy Project** provides the opportunity to address the existing infrastructure, increasing the opportunity for redevelopment and providing opportunities for use of the existing brownfield sites. Figure 12 displays locations of Brownfield sites on or adjacent to the project limits.

Figure 12: Brownfield Sites within Project Area



Quality of Life



The **Medgar Evers Boulevard Legacy Project** will enhance the quality of life by improving the health of residents, providing increased access to jobs, educational opportunities, and services, improving drive times and air quality, and supporting community cohesion.

The **Medgar Evers Boulevard Legacy Project** will help the impoverished reach jobs and educational opportunities, alleviate congestion, and increase safety for motorists, increase healthy options, create a safer atmosphere where economic, social and health needs are sustained.

The **Medgar Evers Boulevard Legacy Project** will improve health outcomes of residents along the corridor by providing active transportation choices.

One significant indicator of population health is premature death rates. Often these premature deaths are attributable to chronic conditions. The state of Mississippi has the highest rate of premature death in the United States with heart disease being the leading cause of death. In 2016 in Hinds County:

- the rate of obesity among adults was 37%
- 40% of adults reported high cholesterol
- 41% of adults reported high blood pressure
- 33% were obese

- 12% had diabetes
- only 33% of adults had exercised in the last 30 days⁹

The existing corridor does not support active transportation choices that promote physical health of residents. The area surrounding the corridor is primarily residential with a few corner stores and services to support residents. Residents in the project area are disconnected from the primary transportation artery by lack of sidewalk infrastructure. There are few crosswalks and the existing sidewalks are not ADA accessible. Where sidewalks exist, they are narrow, interrupted by curb cuts and are not buffered from travel lanes.

The **Medgar Evers Boulevard Legacy Project** will provide a continuous sidewalk along the eastern side of the new roadway and enhanced lighting and signalization to improve pedestrian access and safety. It will contribute to the safety of pedestrians and motorists by providing safe, well defined spaces for each mode of travel. Since Medgar Evers Boulevard serves as a transit route, this project will include upgrading transit stops along the corridor, where possible, within the project limits. The project will include landscaped medians which can serve as a pedestrian refuge and for access management.

⁹ Mississippi State Department of Health. “Hinds County Health Profile” <https://msdh.ms.gov/msdhsite/files/profiles/Hinds.pdf>

SECONDARY SELECTION CRITERIA

Innovation



The implementation of innovative approaches to design elements within the **Medgar Evers Boulevard Legacy Project** (which include wayfinding signs, access management, signal upgrades, and cameras) will improve the area’s resiliency, safety, and efficiency. All these advanced features help improve the city’s day to day activities and emergency response time.

Figure 13: Medgar Evers Boulevard Wayfinding Sign

Wayfinding Signs

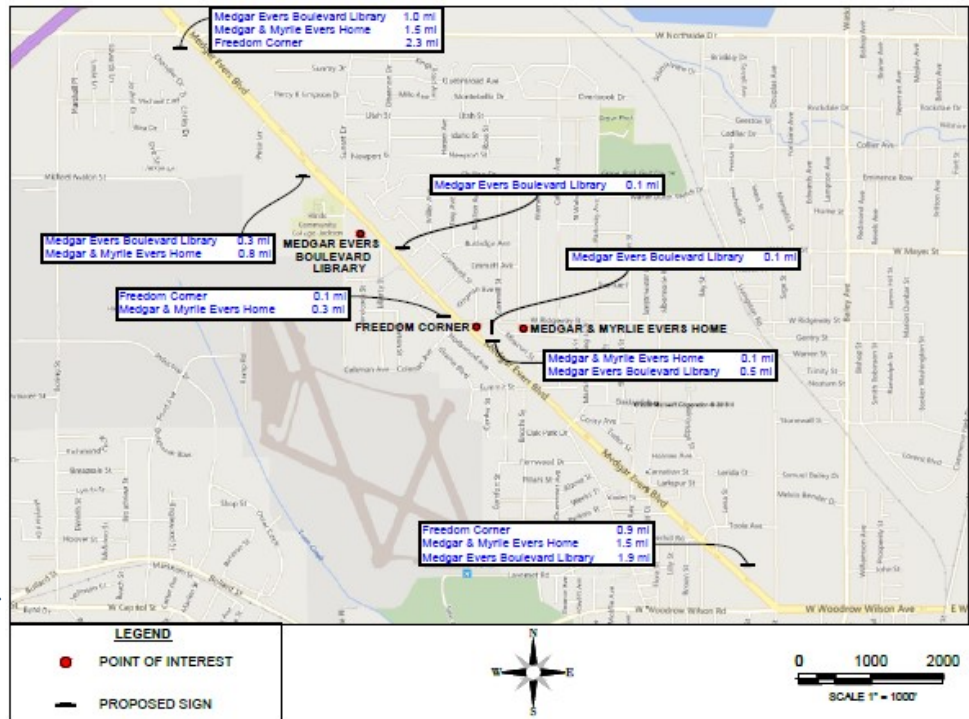
To improve the traveler experience along the corridor, a wayfinding signage system will be developed which will provide directional information as well as be an attractive amenity to commemorate the historical legacy of the corridor and its adjacent neighborhoods. The implementation of wayfinding signs will not only assist in navigation in and around the city but also will help visitors locate historical sites. Wayfinding signs will direct visitors to locations on or adjacent to Medgar Evers Boulevard, such as Freedom Corner, Medgar Evers home, Medgar Evers Library, Jackson Zoo, and other attractions. Figure 13 provides an example of the type of information that would be included in the wayfinding signs and Figure 14 provides an example of proposed locations for the wayfinding signs.



Access Management

The access management proposed along Medgar Evers will be developed to significantly reduce travel times and provide a reduction in auto-collisions and injuries by restricting left turn movements and re-routing traffic from side streets that would normally be trying to get across the main road. Implementing access management along Medgar Evers allows for increased capacity along the corridor but also provides more reliable travel times for both daily traffic and freight movement. There have been approximately 219 crashes within the past 5 years along the project corridor. Studies have shown that by implementing corridor access management annual crashes are estimated to be reduced 61%. Given the large amount of crashes within this small section of roadway, the **Medgar**

Figure 14. Map of Local Connections to Points of Interest



Evers Boulevard Legacy Project improvements would significantly improve safety through the project area.

Signal Upgrades and Cameras

The **Medgar Evers Boulevard Legacy Project** includes multilevel innovative features at the signalized intersections along the corridor including signal upgrades and camera placement. The technological advances included in the project intend to increase capacity, improve intermodal connectivity, improve efficiency, and promote safety.

Partnership

The completion of the Medgar Evers Boulevard Legacy Project is widely endorsed at all levels of government, and local public institutions (see Appendix C). While Hinds County is prepared to provide all the matching cost, the City of Jackson fully supports the project.



Project Partners

The following is a list of letters of support. The letters themselves can be found in Appendix C.

Governor Tate Reeves

Honorable Chokwe Lumumba Mayor of Jackson, MS

Senator Roger Wicker

Senator Cindy Hyde-Smith

Congressman Bennie Thompson, District 2

Congressman Michael Guest, District 3

Medgar Evers Family

National Association for the Advancement of Colored People

Mississippi Department of Transportation

Transportation Commissioner Willie Simmons

Central Mississippi Planning and Development District

Mississippi Development Authority

Mississippi Department of Archives and History

Greater Jackson Chamber Partnership

Jackson Medical Mall Foundation



ENVIRONMENTAL RISK REVIEW

Hinds County and the City of Jackson have administered numerous federally funded transportation improvement grants and is well positioned to successfully administer this proposed BUILD grant for these much-needed multimodal transportation improvements.

Technical Feasibility

The physical condition of Medgar Evers Boulevard is so dire that the City of Jackson and Hinds County have commissioned smaller roadway improvement project to address critical locations along the project roadway. The stop-gap project is scheduled to be bid on May 19, 2020 and is estimated to cost approximately \$5 million. The design for this smaller project provided for reliable, site-specific information to not only determine the feasibility of this larger project but also to have some of the necessary details to develop sound cost estimates and project timelines. The site-specific information included soil profiles, pavement design, and survey information.

The conceptual roadway design for the **Medgar Evers Boulevard Legacy Project** was developed and analyzed by qualified Professional Engineers with local area knowledge.

Basis of Cost Estimate

The **Medgar Evers Boulevard Legacy Project** concept plan contains estimated unit quantities to undertake construction activities based on initial preliminary engineering. The design for the preceding project helped to serve as a basis for the **Medgar Evers Boulevard Legacy Project** cost estimate. The cost estimates for the additional elements of the **Medgar Evers Boulevard Legacy Project** that were not included in the preceding project, such as sidewalks and lighting, were obtained from recent bids from local projects of similar scope and size.

Basis of the Roadway Design

The design for the preceding project helped to serve as a basis for the **Medgar Evers Boulevard Legacy Project** design. As noted earlier, the design of the smaller project provided for reliable site-specific information to not only determine the feasibility of this larger **Medgar Evers Boulevard Legacy Project**, but also provide the necessary details to determine a feasible and constructible design.

The roadway section consists of the following elements of design:

- The roadway improvements will accommodate 4.5% heavy vehicles with respect to horizontal and vertical geometry consistent with the design speed and level of terrain.
- The roadway will have a raised median dividing four 11' lanes of traffic in order to provide safe and effective access management along the urban corridor.
- The roadway will have medians to provide improved access management.
- The exterior of the corridor will consist of curb and gutter with subsurface drainage.
- Replacement of the water and sewer lines within the project limits
- Upgrade and connect sidewalks on the eastside of the project to meet current ADA standards

Project Readiness



Project Schedule

Consistent with FHWA's Every Day Counts initiative, project delivery will be accelerated by incorporating design improvements almost completely within existing ROW limits resulting in the ability to obtain National Environmental Protection Agency

(NEPA) clearance through a Categorical Exclusion (CE) in a timely manner. Table 5 provides a detailed schedule outlining each phase of the project process based on FY 2020 BUILD Discretionary funds being awarded in July of 2020. The project schedule delineates the required steps to move the project into the construction phase. The schedule was developed based on previous design, environmental, and ROW experience by engineers who have worked on projects of similar size and completed in and around the Jackson area. There are no anticipated delays that would prevent the project from being complete on or before September 30, 2027, the required project completion date.

Table 5: Project Schedule

PROJECT SCHEDULE																							
Year	2020			2021				2022				2023				2024				2025			
Quarter	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Preliminary Design																							
Submit BUILD Grant																							
BUILD Grant Awarding																							
ROW Acquisition																							
Final Design																							
Permits																							
Utility Adjustments																							
Bidding and Contracting																							
Construction																							
CE&I																							
Closeout																							

Required Approvals

The **Medgar Evers Boulevard Legacy Project** will be mostly built within existing city ROW. Only a small portion of ROW is anticipated to be needed for the project. Due to the roadway ROW belonging to the City of Jackson, and Hinds County being the project owner and grant applicant, a memorandum of agreement (MOA) will need to be executed between the City of Jackson and Hinds County prior to construction.

NEPA and Environmental Permits

The **Medgar Evers Boulevard Legacy Project** will not include significant impacts to planned growth or land use, will not require the relocation of significant numbers of people, and will not have a significant impact on travel patterns. The **Medgar Evers Boulevard Legacy Project** meets the criteria for a CE, as further described in 23 CFR Part 771.117, and no unusual circumstances have been identified that would alter this finding. The CE process typically takes 6-8 weeks to complete, and county staff are trained and experienced in submitting these requests. Therefore, the NEPA process should not interfere with the project’s ability to meet the September 30, 2022 deadline for obligating the grant funds.

As part of the CE process, an ENV-160 will need to be completed and approved by the MDOT and FHWA. The ENV-160 requires that an environmental consequences evaluation of the 23 possible environmental impacts be identified as either significant, minimal, or none. It is not anticipated that any new ROW will be required for this project, however, if any is required, it is expected to be minimal. If ROW is needed, then the only environmental studies that may need to be addressed are the cultural resources, wetlands and waters along with threatened and endangered species, and hazardous materials report.

A desktop review of the cultural resources was completed for proposed roadway and sidewalk improvements on Medgar Evers Boulevard, by utilizing the Mississippi Department of Archives and History, Historic Preservation Division (MDAH-HPD) online database to identify any known cultural resources located within the project area that may be adversely affected by the proposed undertaking.

This database comprises information from the National Register of Historic Places (NRHP), National Historic Landmarks (NHL), Mississippi Landmarks (ML), Local Historic Districts, MDAH architectural files, and Mississippi Archaeological Site Files (MASF). Additionally, the MDAH-HPD maintains Historic Resources Inventory forms for the state of Mississippi. Each recorded standing structure over fifty years of age that meets the requirements of the HPD is given a number (e.g. 087-CBS-5030). This number consists of the county code followed by the city abbreviation and then the structure number. Some standing structure numbers have an additional code (e.g., NR, NHD, ML, X, etc.) which indicates that they are listed NRHP properties (NR), part of a National Historic District (NHD), a Mississippi Landmark (ML), or are non-extant (X). From the review it was deemed the proposed undertaking will have “no effect” on the present visual catchment. However, if the proposed road improvement project involves ground disturbing or extends beyond the existing ROW and the project area’s Area of Potential Effect (APE), possibly affecting whether directly or indirectly historic properties or archaeological sites, a Phase I cultural resources survey is recommended. Figures 14 and 15 display the locations identified in the historical districts and landmarks in and around the project site.

Legislative Approvals

This project is located exclusively within the City limits of Jackson, MS. The Hinds County Board of Supervisors has authorized the pursuit of this funding. The City of Jackson fully supports the project and pursuit of project funds as shown in the letters of support in Appendix C. No legislative approvals are necessary for the development and delivery of the **Medgar Evers Boulevard Legacy Project**.

State and Local Planning Approvals

The **Medgar Evers Boulevard Legacy Project** is not included in the state Long-Range Transportation Plan (LRTP). The project however has been included in the City of Jackson’s 2014 Infrastructure Master Plan. The **Medgar Evers Boulevard Legacy Project** has not been identified in the current MPO Transportation Improvement Program (TIP) as a funded project. Upon the award of the BUILD grant, the Central Mississippi Planning & Development District (CMPDD) has agreed to promptly amend the TIP to include this project.

Federal Wage Rate Certification

Hinds County will comply with Federal Wage Rates.

Assessment of Project Risks and Mitigation Strategies

There is very minimal risk in terms of funding of this project. With multiple components either having completed design, or currently in development, and multiple components either being built in the existing ROW or the necessary ROW being previously acquired, the risks for not meeting the obligated BUILD Funding have been mitigated.

As shown in the project schedule, all funding will be obligated by September 30th, 2022.

The proposed schedule has all of BUILD funding expended and construction activities completed by July 31st, 2025, 26 months before the September 30th, 2027 deadline.

There are no known material risks to the project that would prevent the proposed project from being constructed. Hinds County and the City of Jackson have undergone multiple design reviews for previously received grants that have followed a similar project schedule as proposed for the **Medgar Evers Boulevard Legacy Project**.

In review:

- Anticipated completion date for the Categorical Exclusion Review and any additional environmental permits is October 2021.
- All necessary permits will be acquired by the Hinds County in time to meet the milestones set forth in the project schedule.
- This project is broadly supported on both a national and state level, with multiple elected officials on all levels have pledged their individual support. (See Appendix C)
- The MDOT is aware of this grant submission, and upon the announcement of award, the project will be programmed into the MDOT Transportation Improvements Program.
- There are no known or potential procurement delays for the proposed project. To eliminate potential delays the project will engage and follow standard DOT Local Government Guidelines for design and bidding of the project.
- There are no known environmental uncertainties in part to the project being in a previously constructed ROW that is in use.
- All project components will only positively impact the environment through a reduction in impervious surfaces.
- All local matching funds have been stated and are committed by a resolution executed by the Hinds County Board of Supervisors for the project.
- There are no legislative approvals for the project to be undertaken once approved by USDOT.

BENEFIT-COST ANALYSIS

(BCA) Summary

A BCA of **Medgar Evers Boulevard Legacy Project** was completed following the Benefit-Cost Analysis Guidance for Discretionary Grant Programs, published by the U.S. DOT. Due to traffic volumes not displaying a growth rate trend, an annual growth rate of 0% was used. A majority of the benefits (90%) from the project were seen in safety benefits. The monetized benefits of these reductions were compared to the capital and maintenance costs associated with this project to calculate the benefit cost ratio (BCR). The supporting sources and calculations of the BCA, including a detailed description of the methodology is provided in Appendix D.

Final Benefit-Cost Ratio

In summary, the total non-discounted benefits of this project are anticipated to be over \$54 million, as shown in Table 6. This is well above the non-discounted project cost of \$27.5 million and the discounted direct cost of \$23.4 million, shown in Table 7. Costs have also been adjusted to a 2018 value-year using a 7% discount rate to be consistent with the calculated benefits. Provided the discounted direct costs, the final benefit-cost ratio of 2.34:1 shown in Table 7 signifies that this project provides significant benefits for the community and strengthens the economic prosperity of the nation.

Table 6: Summary of Benefits

Benefit Category	Discounted Rate (\$2018, thousands)
Vehicle Travel Time	\$5,377,517
Vehicle Operating Costs	\$839,431
Safety	\$48,578,464
Emissions	\$1,616
Reduced at a 7% Discount	\$54,797,028

Table 7: Final Benefit Cost Ratio

Benefit / Cost	Discounted Rate (\$2018, thousands)
Benefits	\$54,797,028
Direct Costs	\$27,500,000
Discounted Direct Costs	\$23,375,677
Benefit Cost Ratio	2.34

SUPPORTING INFORMATION

The following links are provided for the supporting documents mentioned in the **Medgar Evers Boulevard Legacy** Project grant application:

City of Jackson Consent Decree

<http://www.cojcd.org/>

City of Jackson JTRAN

<https://www.jacksonms.gov/transportation/>

KEY PROJECT INFORMATION

Project Type:	Road - Complete Streets
Project Location:	Jackson, Mississippi
Urban/Rural Area:	Urban
Project Length:	1.5 Miles
Project Budget:	\$27,500,000
BUILD FY 2020 Funding Amount Requested:	\$22,000,000
BUILD FY 2020 Funds Obligation Date:	September 30, 2022
Project Completion Date	July 31, 2025 ¹

¹ Assumes award of FY 2020 BUILD funding by July 30, 2020.

Medgar Evers Boulevard Legacy Project Funding Summary

Sources of Funding			
Type of Funding	Source	Amount	%
BUILD Grant	Federal	\$22,000,000	80%
Hinds County	Non-Federal	\$5,500,000	20%
Total		\$27,500,000	100%

CONTACT INFORMATION

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