

This Plan provides a discussion on the DDHS process, the estimated economic impacts of building the DDHS, and a state-by-state DDHS description.

2. DDHS APPROACH AND DESIGNATION CRITERIA

One of the activities needed to develop the DDHS was to identify and designate a system of highway segments, corridors, and connectors that would serve and enhance the economy of the DRA region. In order for the proposed DDHS to be an effective economic development engine for the region, it must incorporate an integrated system that connects important transportation facilities such as the Interstate Highway System, regional Principal Arterial Highways, the National Highway System (NHS), ports, airports and rail facilities to population, health care, intermodal facilities, educational and economic activity centers throughout the region.

The following presents the approach and designation criteria used to identify segments, corridors and connectors in developing the Delta Development Highway System.

2.1 Approach

1. The work team (DRA staff, Wilbur Smith Associates, Micheal Baker Jr., Inc. and Neel-Schaffer, Inc.) met with state DOT (SDOT) representatives to initiate the DRA Highway Transportation Plan at the annual AASHTO meeting held in Nashville, Tennessee in September 2005.
2. A letter was sent to each SDOT requesting their State Transportation Improvement Program (STIP) and their 20-year long-range plan. Included in the correspondence was the draft designation criteria to develop the draft DDHS.
3. After reviewing the state programs and plans and revising the designation criteria based on SDOT comments, which was accepted by each SDOT, the work team developed the initial draft DDHS identifying proposed highway segments, corridors, and connectors.
4. The draft DDHS map was provided to each SDOT for review and comment. SDOTs were encouraged to contact and collaborate with the Metropolitan Planning Organizations (MPOs) and Local Development Districts (LDDs) in their DRA counties to assist in evaluating the proposed DDHS routes.

5. The work team followed-up with each SDOT to discuss their changes and recommendations.
6. Based on the comments received, the work team developed the next draft DDHS map and presented it to the member state CEOs or their designees at the August 2006 SASHTO meeting in Atlanta.
7. Each SDOT provided revisions to the draft DDHS, DDHS project priorities, planning-level cost estimates and project descriptions.
8. After the SASHTO meeting, the DDHS was presented at five (5) localized, multi-state meetings throughout the region, where the work team took additional input and discussed with the appropriate SDOT for determination in the DDHS.
9. DDHS was presented to the DRA Board at its December 21, 2006 Board Meeting.

2.2 Designation Criteria

The DDHS was designated based on the criteria presented below. Each SDOT reviewed the criteria and some agencies provided suggested revisions or new criteria before the final criteria were finalized as shown in **Table 1** on the following page.

Designation Criteria (in order of importance)

- Functional classification,
- Connectivity / linkages to other facilities,
- Location,
- Limitation, and
- Length.

Table 1 – DDHS Designation Criteria

Functional Classification	<ul style="list-style-type: none"> Corridor segment should be defined by the Federal Highway Administration (FHWA) as part of the National Highway System (NHS) or classified as a principal arterial by the state DOT.
Linkages or Connectivity (Corridor segment must meet at least one of these criteria)	<ul style="list-style-type: none"> Corridor segments must link to each other or to an intermodal facility. Corridor segment must improve access or connectivity to existing employment, population, health care, intermodal facilities or educational centers. Corridor segment can be shown to provide a bypass or reliever route for freight movement.
Location	<ul style="list-style-type: none"> The entire length of the segment must be within one or more of the 240 DRA designated counties/ parishes.
Limitation	<ul style="list-style-type: none"> No more than 25 percent (centerline miles) of the entire DDHS may be within any one of the eight DRA states.
Length	<ul style="list-style-type: none"> Segment length should be at least 10 miles, if it does not connect with an intermodal facility.

2.3 DDHS Corridors

Based on the designation criteria, consultation with SDOTs and local agencies, a 3,843-mile DDHS was identified and is shown in **Figure 2** on page 6. The majority of the DDHS consists of existing 2-lane roadways (2,818 miles) and it is the goal of this program to improve these roadways by widening and upgrading. Interstate 69, which traverses DRA counties in Arkansas, Mississippi, Tennessee and Kentucky, is also included in the DDHS and totals approximately 600 miles. The DDHS corridors were developed to ensure economic impacts could be realized throughout the entire DRA region.

Table 2, on the following page, shows the breakdown of DDHS miles by state. To ensure an equitable distribution was established between states, National Highway System (NHS) miles and square miles for each state (DRA region only) were calculated and are also shown. There are a total of 8,709 NHS miles in the region and approximately 147,585 square miles. Based on state percentages, the DDHS provides an equitable share among member states. **Figures 3 through 6**, on pages 7 and 8, illustrate these distributions.

Once the draft DDHS was completed, the work team presented the system to federal, state and local agencies and citizens. These localized, multi-state meetings were conducted throughout the DRA region in the following cities:

- Selma, Alabama,

- Cape Girardeau, Missouri,
- Monroe, Louisiana,
- Jackson, Mississippi, and
- Memphis, Tennessee.

Table 2 – DDHS, NHS and Square Miles by State (DRA Region only)

State	Total DDHS Miles	Percent of DDHS	Total DDHS 4-lanes	Total DDHS 2-lanes	Percent of DDHS	Total NHS Miles	Percent of NHS Mileage	Total Square Miles	Percent of DDHS Area
Alabama	383	9.97%	124	259	9.20%	809	9.28%	17,124	11.60%
Arkansas	704	18.32%	114	590	20.93%	1,760	20.21%	29,897	20.26%
Illinois	174	4.53%	48	126	4.46%	393	4.51%	6,200	4.20%
Kentucky	230	5.98%	165	65	2.31%	501	5.75%	7,888	5.34%
Louisiana	591	15.38%	107	484	17.19%	1,855	21.30%	29,659	20.10%
Mississippi	753	19.59%	197	556	19.73%	1,509	17.32%	26,247	17.78%
Missouri	566	14.73%	220	346	12.28%	984	11.30%	19,663	13.32%
Tennessee	442	11.50%	50	392	13.91%	899	10.33%	10,908	7.39%
TOTAL	3,843	100.00%	1,025	2,818	100%	8,709	100%	147,585	100%

Figure 2 - DDHS Corridors



Figure 3 – DDHS Mileage by State

TOTAL MILES = 3,843

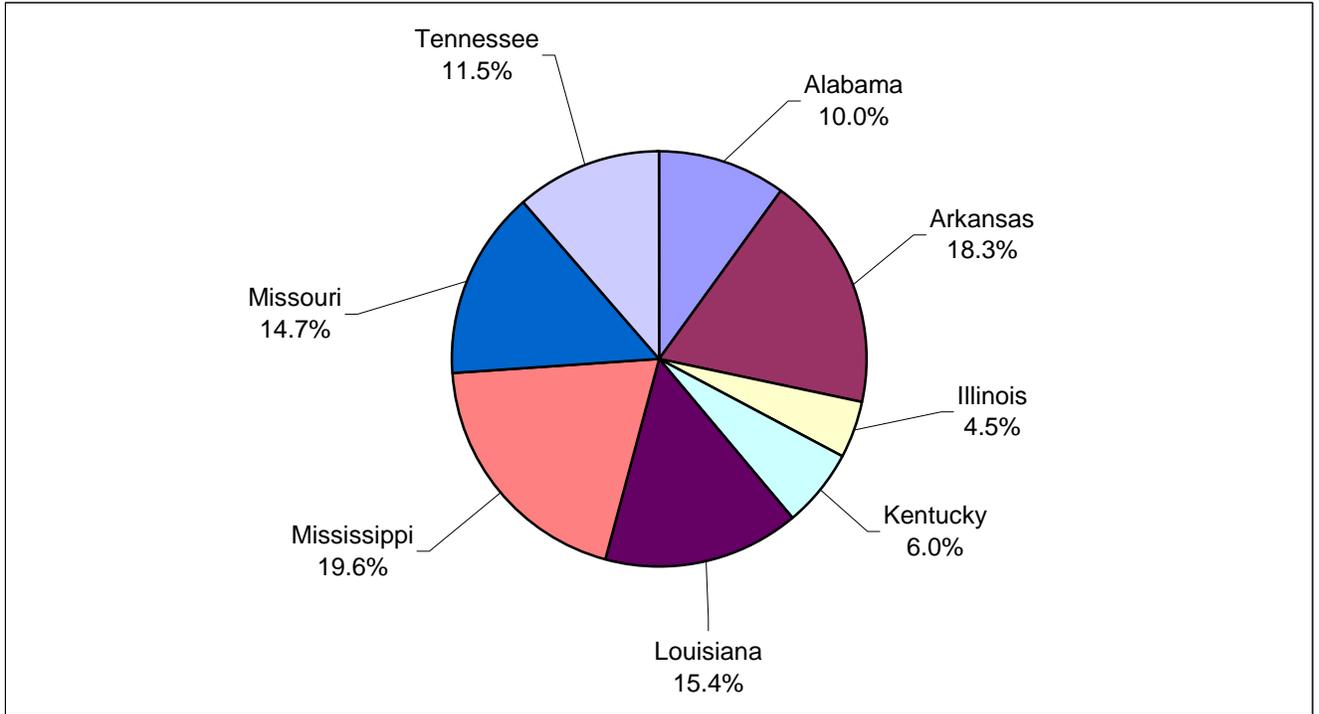


Figure 4 – 2-Lane DDHS Mileage by State

TOTAL MILES = 2,818

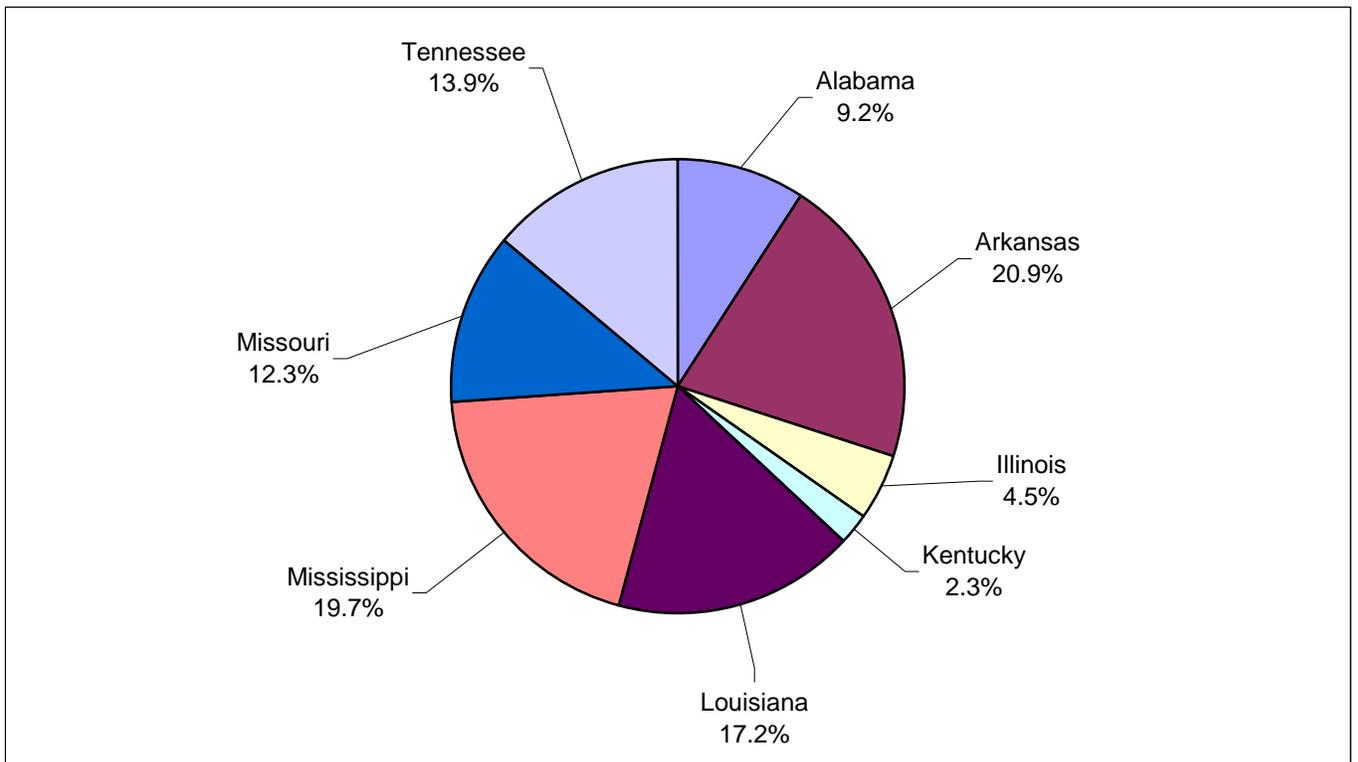


Figure 5 – Total Square Miles by State, DRA Region Only
TOTAL SQUARE MILES = 147,585

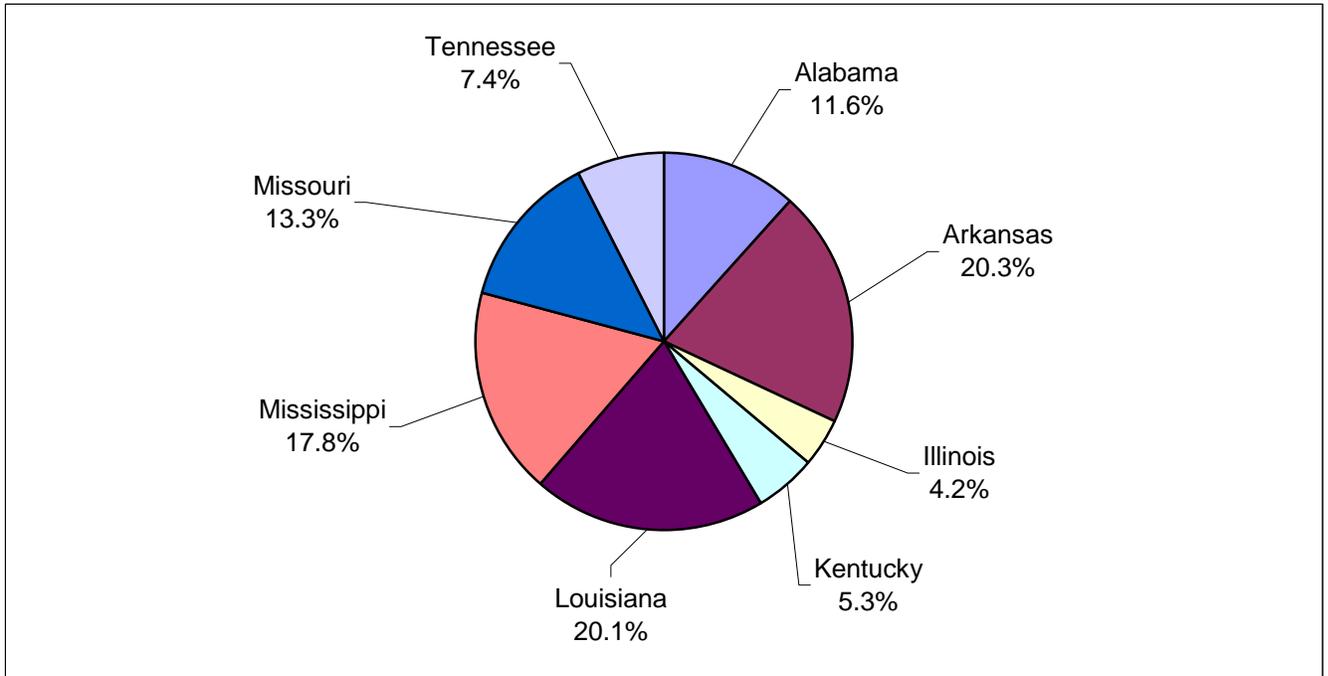
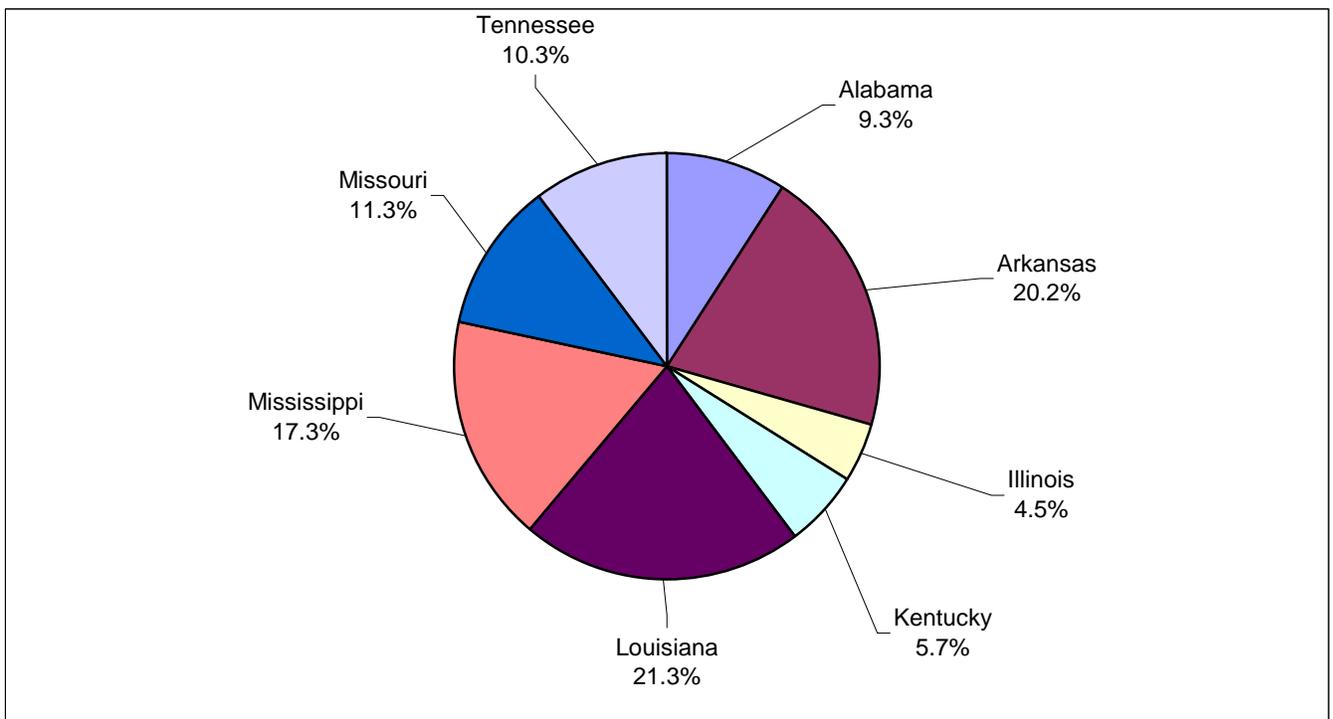


Figure 6 – Total NHS Miles by State, DRA Region Only
TOTAL MILES = 8,709



2.4 DDHS Priorities and Planning-level Cost Estimates

All DDHS priorities and planning-level cost estimates were provided by the responsible SDOT. The priorities are based on a three-tiered system: short-range (0 to 5 years), medium-range (6 to 10 years) and long-range (11 years and beyond). **Table 3** provides the planning-level cost estimates to complete the DDHS for each state by priority tier. The cost estimate to complete the entire DDHS totals \$18.5 billion. Based on SDOT priorities, \$6.3 billion (34%) of the DDHS is identified in the short-range tier, while 25 and 41 percent, respectively are categorized in the medium- and long-range tiers.

Table 3 – DDHS Planning-level Cost Estimates by State (\$ in millions)

	Total Dollars	Short-Range	Medium-Range	Long-range
Alabama	\$803	\$363	\$208	\$232
Arkansas	\$3,975	\$448	\$512	\$3,015
Illinois	\$1,439	\$380	\$487	\$572
Kentucky	\$1,385	\$1,115	\$270	\$0
Louisiana	\$4,773	\$1,863	\$1,038	\$1,872
Mississippi	\$3,602	\$1,390	\$2,156	\$56
Missouri	\$582	\$328	\$37	\$217
Tennessee	\$1,913	\$423	\$0	\$1,490
TOTAL	\$18,472	\$6,310	\$4,708	\$7,454

2.5 DDHS Summary by State

Sections 4 through 11, beginning on page 22, provides a letter of support from each of the eight SDOTs, and a summary of each of the eight states DDHS corridors, planning-level cost estimates, and priorities. Each SDOT was asked to provide their highest priorities based on three scenarios:

- Top three (3) projects regardless of cost,
- Top three (3) project segments if provided a total of \$15 million, and
- Top project segment, given \$5 million.

2.6 Local Programs

The 3,843 miles identified on the DDHS will provide an improved network of roadways that once completed will assist the movement of people and goods throughout the DRA region. Since the DDHS corridors are typically lengthy (greater than 10 miles), meeting the “last mile” needs from the DDHS to industrial sites, multimodal facilities and new economic development projects will still be needed. Based on these “last mile” needs, the DRA is working toward developing two additional local programs, which will assist in local DRA communities in improving these last miles needs.

2.6.1 Local Program 1

This program will provide assistance to local governments in constructing “links of highways or roads” necessary to connect industrial sites to adequate road facilities.

2.6.2 Local Program 2

This program will incorporate transportation improvements into the DDHS – such as for a major economic development project in the DRA region.