



ECONOMIC RECOVERY PROJECTS

JACKSON COUNTY, MISSISSIPPI



Prepared By:

Michael Baker

INTERNATIONAL



JANUARY 2017

JACKSON COUNTY BOARD OF SUPERVISORS

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January 11, 2017

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RE: **Letter of Introduction for Economic Recovery Projects
Mississippi Gulf Coast Restoration – Jackson County**

To Whom It May Concern:

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On April 20, 2010, an explosion rocked the Deepwater Horizon drilling rig in the Gulf of Mexico sending oil gushing into the water. By the time the well was sealed months later, about 5 million barrels of oil had spilled into the Gulf. This tragedy occurred only four years and eight months after Hurricane Katrina ravaged the Mississippi Gulf Coast and only two years after the worst economic downturn seen by our country since the Great Depression. Any one of these factors would have been devastating, but the combined effect has left the MS Gulf Coast economically disadvantaged for the foreseeable future.

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With the announcement of BP funds to be paid to help the Gulf Coast recover, officials from the coastal counties have developed projects that would initiate short-term employment opportunities, stimulate the economy and provide long term benefits through tourism and future development prospects and could lead to additional tax revenue for the State of Mississippi. Not only would these projects improve the quality of life for existing residents but would also serve to attract prospective businesses and residents, greatly enhancing long term growth opportunities.

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Representatives from local municipalities of Jackson County have worked together to create a list of projects that not only showcase the uniqueness of the MS Gulf Coast but also provide a vision for a bright future for this challenged area. The projects presented herein represent a combination of development and restoration opportunities within Jackson County and the municipalities that comprise the urbanized areas of the county. The opportunities contained within this unified request include common and corridor development, industrial site rehabilitation, infrastructure expansion, improvements for intermodal commerce, and development of tourism amenities. All of the participants in the preparation of this list support the position that the vast majority of these funds should be directed only to those entities with demonstrable and direct negative economic impacts.

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Road improvements are vital to the sustained economic growth of a community and with the close proximity to Interstate 10, there are several key projects that have

*Gateway to the
Mississippi Gulf Coast*



been identified as necessary to capitalize on current opportunities and successfully achieve future goals.

And of course, the Mississippi Gulf Coast has become a major tourist destination because of the beautiful white sand beaches and warm climate. It is of the utmost importance that these natural resources be restored and maintained for generations to come. Sand beach nourishment, habitat preservation and good water quality are all major concerns and directly affect our economy through tourism and fishing dollars, but there are also many other industries that are indirectly affected, such as service industry jobs that include restaurants, retail shops and hair salons.

Modern roads and bridges, state-of-the-art airports and shipping ports, and innovative projects to restore, protect and showcase the natural beauty of the Gulf Coast are all necessary pieces to reclaim, maintain and sustain a vibrant economy and a place for our children to call home.

The projects that have been included herein are representative of the highest and best use for the funds that we expect to receive not only to make the Mississippi Gulf Coast whole again, but also to reinvigorate and sustain a healthy economy while protecting and preserving our precious natural resource

Sincerely,

A handwritten signature in blue ink that reads "J. Troy Ross". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

Troy Ross, President
Jackson County Board Of Supervisors

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Project Summary

I-10 Connector Road (Phase II and III)



I-10 Connector Road, Phase II and III

The Jackson County Board of Supervisors is proposing the development of a new connector road parallel to Interstate 10 between Mississippi Highway 15 and Mississippi Highway 609. The proposed route will be located north of the interstate and will provide access to existing commercial property, as well as large tracts of developable land within the corridor.

The proposed I-10 Connector Road project begins at Mallette Road in D'Iberville, immediately west of Daisy Vestry Road (Jackson/Harrison Boundary), continues east some 2.7 miles to the connection with Tucker Road (Highway 609) north of its interchange with I-10, and on to its termination point at Seaman Road. The new road will provide a continuous east-west route between Highway 67 (via Sangani Boulevard) to Highway 609 (Tucker Road). Some of the key benefits include, improving transportation system continuity, reducing traffic congestion, and enhancing comfort and safety for travelers.

The new Connector road would serve as a “bridge of development”, between Harrison and Jackson counties, and would help to sustain the expected growth due to the increase in population in the northern areas of the County. As population patterns continue to migrate, improved access to existing commercial properties will allow for increased value both in business volume and sales.

This new four-lane divided facility will provide a crucial link between major commercial development along Sangani Boulevard to the west and Tucker Road to the east. The area adjacent to the new corridor is primed for additional commercial development, which would be a boost to the local economy, provide significant opportunities for new jobs in Jackson County, and provide sustainable tax revenues to the County and State for the foreseeable future. Immediate benefits would be felt locally with a reduction in traffic congestion and short term construction projects benefiting industry suppliers, construction workers, hotels, restaurants, etc. The long term positive economic benefits would include new businesses, additional jobs and a vibrant new economy to enhance the existing community.

Economic Development:

- New Commercial Corridor
- Large Scale Commercial Development
- Development Prospects
- Reduces Traffic Congestion

Uniqueness:

- Parallel Corridor to Interstate 10

Requested Funding:

- \$10,500,000.00

Project Sponsor:

- Jackson County Board of Supervisors



I-10 Connector Road (Phase II and III)



The County has received federal earmarks for the project worth approximately \$8.3 million for the initial phases of the project which included a full scale environmental assessment of the corridor, preparation of engineering plans, development of right-of-way documents, and the acquisition of the required right-of-way for the project.

The estimated construction cost for the project is \$21.1 million which includes the all three phases for the entire corridor. To date, the County has received \$10 million in Restore Act, and is requesting an additional \$10.5 million to complete the project and provide significant opportunities for new jobs in Jackson County, and provide sustainable tax revenues to the County and State for the foreseeable future.

The estimate for the construction of the project is \$21.1 million which includes:

- Phase I – Mallette Road to Thomas Street - \$10,600,000
- Phase II – Cook Road to Seaman Road - \$6,000,000
- Phase III – Thomas Street to Cook Road - \$4,500,000



Ocean Springs Road Improvements



Ocean Springs Road Improvements

This project will consist of widening Ocean Springs Road from Highway 57 to Highway 90, a distance of 4.5 miles, to add capacity to this existing thoroughfare. Improvements to this roadway will provide for direct access from Interstate-10 into Ocean Springs, increasing commercial transportation. Conversely, in the event of an evacuation order due to the threat of a hurricane, this route will also serve to alleviate congestion on other north bound arteries.

Jackson County is currently in the planning stages of this project and has received funding from MDOT and the Gulf Regional Planning Commission to prepare a planning study along the route in the amount of \$100,000.00.

New roads and road improvements boost the economy of a community by improving transportation networks that provide economic benefits to adjacent properties. A reduction in travel time equates to reduced fuel costs for people in local communities. Theoretically these cost savings increase local property values through the buildup of the surrounding infrastructure.

Generally speaking, transportation projects that improve overall accessibility and reduce shipping and moving costs, tend to increase economic productivity and development.

The upgrades to this road will also allow for it to serve more efficiently as an evacuation route during the threat of a land falling hurricane or for any coastal emergency that may arise. As the population along the coastal counties continues to increase, it is of the utmost importance to continue to evaluate and make the necessary upgrades to existing North/South connector roads as well as to invest in additional evacuation routes.

Economic Development:

- **Community Resilience**
- **Infrastructure Upgrades**
- **Public Access**

Uniqueness:

- **Updated North/South Connector for Hurricane Evacuation**

Requested Funding:

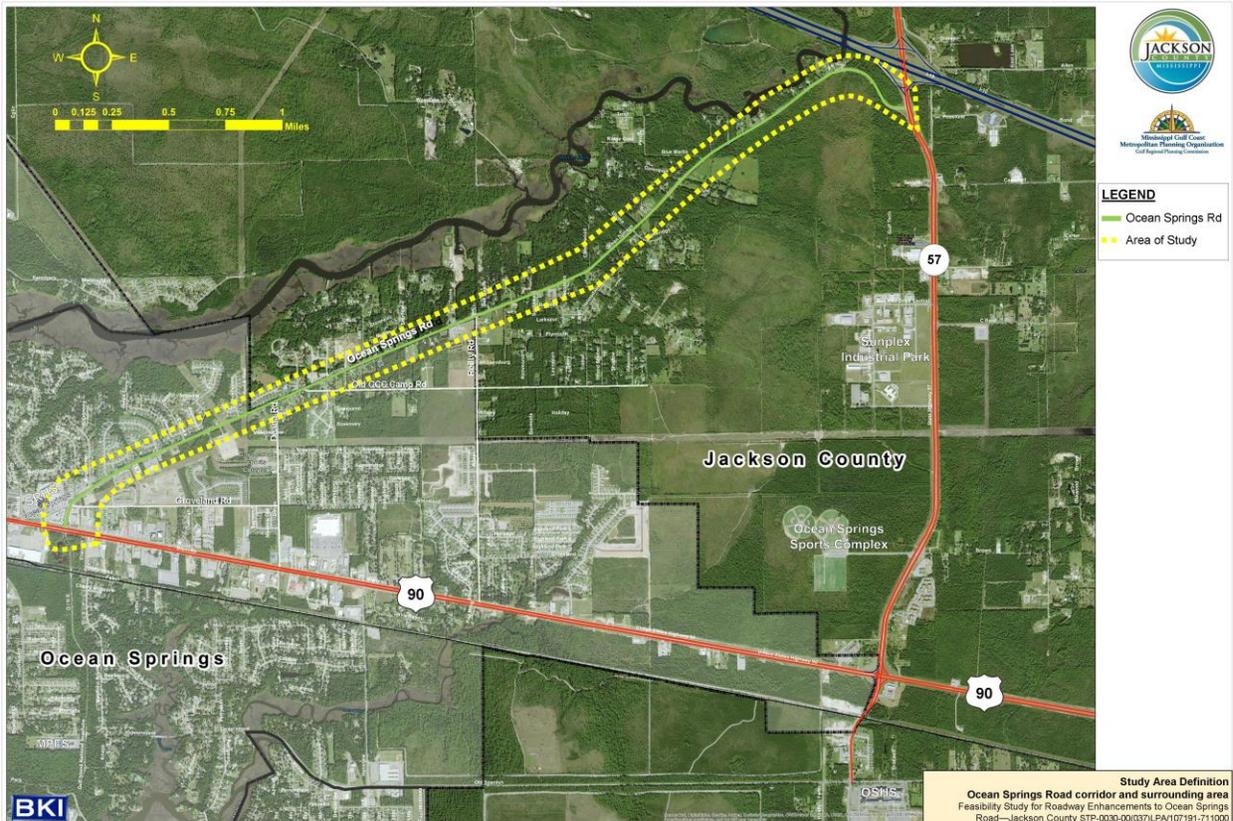
- **\$25,000,000.00**

Sponsor:

- **Jackson County Board of Supervisors**



Ocean Springs Road Improvements



Old Fort Bayou Road and Improvements



Old Fort Bayou Road and Improvements

This project consists of widening Old Fort Bayou Road from Highway 609 easterly for a total distance of 1.6 miles. This section of Old Fort Bayou Road provides access to the St. Martin High School, Junior High School and the upper Elementary School. The proposed improvements include developing a three lane section with a continuous left turn lane and adding six foot paved shoulders striped as bike lanes. The typical section also includes ditches that meet standard “clear zone” requirements for driver safety.

The improvements also include a realignment of the intersection at Highway 609 to alleviate congestion with the construction of new turn lanes, signalized intersection and new striping. Jackson County has currently invested in the cost to complete the engineering design and has requested TIP Funding for the intersection improvements in the amount of 1.9 Million.

Because this is an established, heavily traveled roadway that provides access to several schools, an expansion would effectively help to facilitate additional growth while easing increasing traffic concerns. Since this section of roadway serves as an access point to three educational facilities, safety is also significant factor to consider.

A high-quality, modern transportation network is necessary to support a top performing economy nationally as well as at the local level and is a prerequisite for the future growth of a community. Up-to-date, well maintained roads are key components to attracting tourists to visit and new residents to relocate to an otherwise vibrant and economically viable community.

Beyond the positive influences to economic growth and productivity, safe and quality transportation infrastructure also benefit business and consumers through shorter travel traresulting in

Economic Development:

- **Commercial & Residential Development**
- **Infrastructure**

Uniqueness:

- **Bike Lanes**

Requested Funding:

- **\$9,500,000.00**

Sponsor:

- **Jackson County Board of Supervisors**



Old Fort Bayou Road and Improvements



times resulting in direct and indirect benefits that resonate throughout the community.



Multi-Use Path – Ocean Springs to Gautier



Multi-Use Path – Ocean Springs to Gautier

A growing trend has been for more pedestrian and transit-oriented development in cities. Only minutes from downtown Ocean Springs and Gautier, and with quick and easy access to recreational amenities along Highway 90 and beaches to the south, this seven mile path is uniquely positioned to attract innovative recreational activities as well as restaurants, hotels and distinctive shops, making for an eclectic shopping experience.

This project will provide a 10 foot wide multi-use path along the Highway 90 corridor from City Hall in Gautier to the Hospital in Ocean Springs. The seven mile route will include safe access to local amenities and provide recreational opportunities to residents and visitors. MDOT is currently in the design stages for the widening of US Highway 90 from Vermont Avenue in Ocean Springs to Dolphin Road in Gautier. The addition of the multi-use path will provide both safe and efficient access for pedestrian and cyclists to this newly reconstructed corridor.

Walking and biking trails are a nice quality of life enhancement, but there are also substantial economic benefits to be gained from this type of infrastructure investment. Recent studies indicate that walkable suburbs have a greater economic output and higher incomes, attract more highly educated people and more high-tech industries. It has also been reported that residential real estate prices increase in communities that are welcoming to bicyclists and pedestrians. According to research by the Urban Land Institute, shoppers in walking friendly retail environments tend to visit more frequently, stay longer and consequently spend more money.

Besides the positive economic impact, the County, surrounding cities and State could also realize savings in lower health care costs and less pollution and traffic, further enhancing the overall benefits for this investment.

Economic Development:

- **Increased Property Values due to Unique Amenities**
- **Tourism Attraction**
- **Public Access**
- **Recreation**
- **Small Business**

Uniqueness:

- **7 mile-10 Ft. wide, High Visibility Pedestrian/Bicycle Route**

Requested Funding:

- **\$5,000,000.00**

Sponsor:

- **Jackson County Board of Supervisors**



Multi-Use Path – Ocean Springs to Gautier



The modern economy thrives on accessibility, creativity and networking. Walkable town areas or pedestrian corridors with a mix of restaurants, offices and housing promote physical interactions with the dynamic elements of an information driven, service-oriented economy. While improving the pedestrian environment throughout the County is a long term goal, we have identified this area as a priority and expect that by investing in pedestrian infrastructure and promoting commercial development, we will produce the greatest dividends through increased property revenue.



Jackson County Beaches – Shoreline Protection Program



Jackson County Beaches – Shoreline Protection Program

The Jackson County Board of Supervisors is proposing the development and implementation of a shoreline protection strategy for the three public beaches in Jackson County, Front Beach and East Beach in Ocean Springs and the Pascagoula Beach. The implementation will also include improvements to the bulkheads and the jetty on the west end of the Pascagoula Beach to maintain beach sands lost during natural sand depletion processes. Currently the county spends approximately \$350,000.00 yearly just to maintain the beaches by importing and spreading new sand.

The shoreline protection strategy would include long term solutions to address costly maintenance issues as well as natural shore erosion and storm damage. Additional techniques including living shorelines, breakwaters and revetments will be studied to determine the most economical solutions while pursuing environmentally sound and socially acceptable methods.

Through the development of a Management, Operations, and Maintenance Program for the sand beaches, a sustainable coastal tourism will continue to contribute directly to business opportunities, employment and the local and state economies for generations to come. Because Jackson County enjoys the benefits of beach tourism year round, a well-established coastline will provide better protection during storm events thereby helping to mitigate extended financial impacts.

By developing long term strategies to control natural erosion and lessen the negative economic impacts from storm destruction, dollars lost to direct and indirect costs of those typical occurrences could be greatly reduced and redirected to other profitable endeavors such as new development, redevelopment of existing entities, and the

Economic Development:

- **Tourism**
- **Conservation of Wildlife Habitats**
- **Insurance Loss Mitigation**
- **Water Quality**

Uniqueness:

- **Coastal Community Maintenance and Preservation**

Requested Funding:

- **\$6,150,000.00**

Sponsor:

- **Jackson County Board of Supervisors**

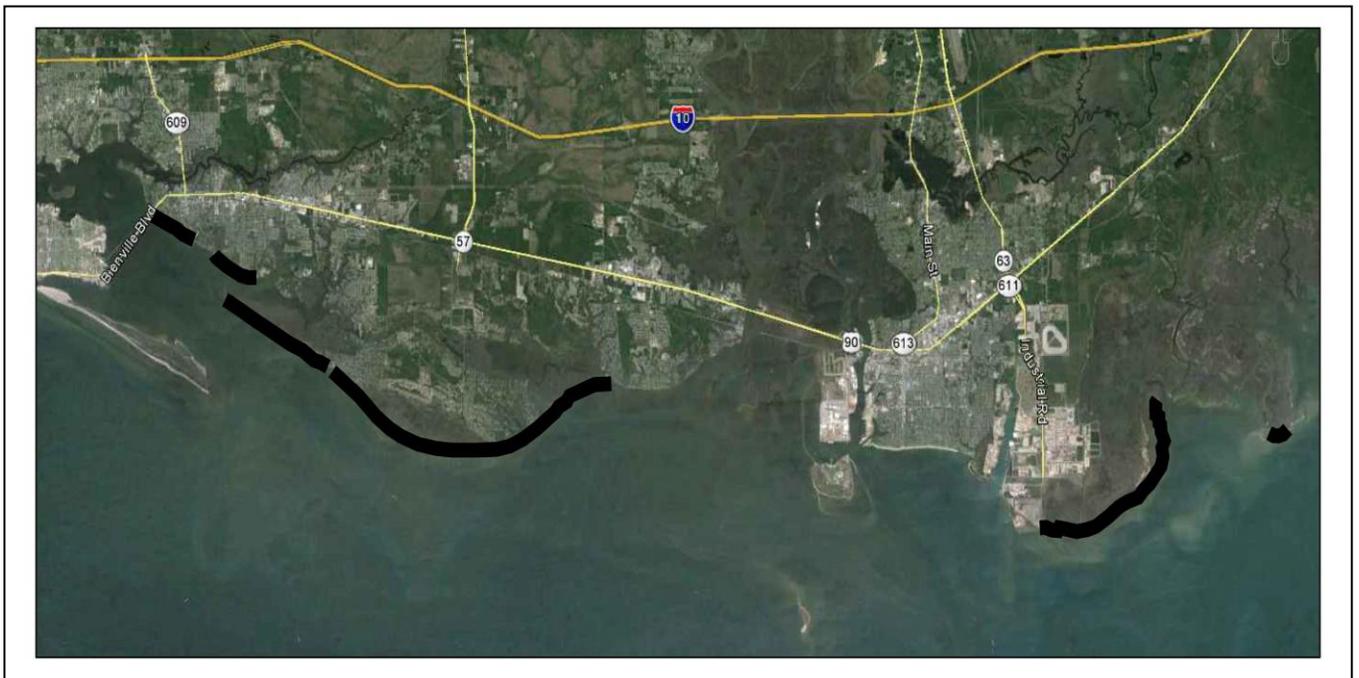


Jackson County Beaches – Shoreline Protection Program



addition of new amenities to enhance the overall value and aesthetic appeal of public areas and promote tourism, while maintaining a robust wildlife habitat.

The objective is to take a proactive approach in controlling the dollars spent to effectively preserve the coastline while significantly reducing the maintenance costs and growing tourism revenue,



Old Fort Bayou Road at I-10 Interchange



Old Fort Bayou Road at I-10 Interchange

The Jackson County Board of Supervisors is proposing the construction of a new Interstate 10 interchange with Old Fort Bayou Road. The right-of-way is available for immediate consideration for construction and would strategically position a new access point for entry into Jackson County from Interstate-10.

Centrally located approximately four miles east of the Washington Avenue/Highway 609 exit and approximately four miles west of the Highway 57 exit, this interchange would provide much needed relief from traffic congestion in this heavily traveled area of the I-10 corridor.

The Washington Avenue/Highway 609 area has experienced tremendous growth in the last few years as the population tends to migrate to the north, and this interchange would help to alleviate the substantial traffic burden in that area in addition to providing easy access to prime developable property adjacent to Interstate 10.

Not only would this interchange serve to improve the lives of the local community, but it also provides opportunities for the establishment of new service industries such as gas stations, hotels and restaurants to attract travelers.

Safe, modern, and easily accessible transportation routes are key to promoting and sustaining long term economic growth. Because the I-10 corridor is a heavily traveled interstate highway, and this area continues to see growth, a new interchange point would greatly enhance the desirability for development.

The short term economic impacts would be felt immediately throughout the community. From the creation of construction jobs, the demand for materials, services and equipment to the need for food, housing and other goods, this project would help to stimulate the local economy.

Economic Development:

- **Developable Property Adjacent to Interstate 10**
- **Tourism**
- **Infrastructure**

Uniqueness:

- **Right-of-Way Available for Construction**

Requested Funding:

- **\$30,000,000.00**

Sponsor:

- **Jackson County Board of Supervisors**



Old Fort Bayou Road at I-10 Interchange



The Old Fort Bayou Road and the I-10 interchange is the next logical step in promoting growth in this area. In addition to other proposed road improvements, this interchange will greatly enhance the profitability and livability in this area for years to come.

Old Fort Bayou Road & I-10 Interchange



McCann Road Overpass



McCann Road Overpass

This project consists of construction of a new overpass at McCann Road and Interstate 10 in the St. Martin Community. This new overpass will provide a direct connection from the Commercial Business District along Lemoyne Blvd. to the new Commercial Business District along the I-10 Connector road, thereby increasing access and opportunity for new growth in this area.

The addition of this strategic access linking two commercial business districts will maximize the growth potential for both areas. The short term direct economic stimulus will be immediately felt throughout the community in the form of employment and income for the construction industry and indirectly by many others who are employed by companies that provide materials, equipment, and services that are required to support the project.

Workers for whom jobs are created by this project have new income to spend on consumer goods and services, which in turn creates new jobs in retail, manufacturing of consumer goods, food processing and personal services.

A vision for the future, neighborhood support, and infrastructure are key elements to attracting developers to invest in existing communities. The implementation of several major access routes along the two developing business corridors provides for multiple transportation routes for businesses and consumers, thereby strengthening the potential for continued growth.

The overall economic benefits will be realized initially as a financial stimulus for the area based on construction activities, and subsequently the functional integration of the structure will benefit the expansion of the community for many years.

Economic Development:

- **Business Development**
- **Public Access**
- **Tourism**
- **Infrastructure**

Uniqueness:

- **Overpass Connector Linking Two Distinct Business Districts**

Requested Funding:

- **\$10,000,000.00**

Sponsor:

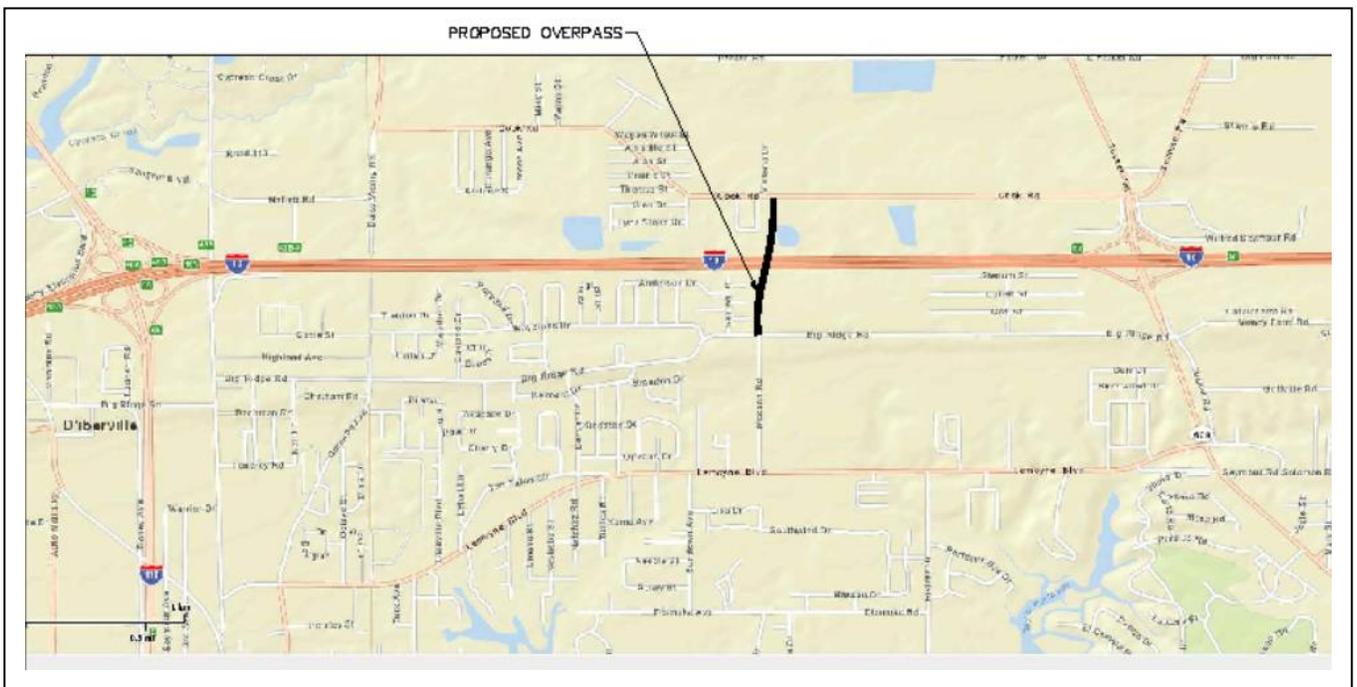
- **Jackson County Board of Supervisors**



McCann Road Overpass



Growth in this area is sustained by the local community, bolstered by a growing population, and positively impacted by consumers that choose to travel to this increasingly popular shopping destination across county and state boundaries.



Pascagoula River Scenic Trail



Pascagoula River Scenic Trail

Water trails are marked routes on navigable waterways such as rivers, typically for people using small non-motorized boats, such as kayaks and canoes. Originally created by environmentalists and conservationists to encourage environmental awareness, they have evolved to be recreational routes on waterways with a network of access points.

The Pascagoula River is the largest by volume unimpeded river in the contiguous 48 states. This project will develop ecotourism opportunities by establishing and developing a scenic water trail along the Pascagoula River. This scenic water trail will bring sustainable rural development to communities along the river in Jackson County.

As the State's first water trail, it will serve to strengthen and extend recreational opportunities for residents and visitors. Trailheads will be constructed in four strategic locations along the river. Each trailhead will provide amenities such as public boat and kayak launch, pavilions, parking for visitors, and a kiosk with a map of the area.

Although new to the State of MS, water trails have been implemented in other states and studies have been conducted to measure their economic impacts. While dissimilar in their measurements and time frames for data collection, each report shows that water trails can increase paddle sports tourism and bring new money into local economies.

The studies also explored social benefits to a community and found that water trail communities experienced lower poverty rates and higher education and health levels than communities that do not provide recreational activities. Increased tourism around water trails will bring additional tourism dollars to the community.

Economic Development:

- **Ecotourism Opportunities**
- **Environmental Cultural Stewardship**
- **Public Access**
- **Research and Education**
- **Restoration**
- **Water Quality**
- **Workforce Development**

Uniqueness:

- **First Water Trail in the State of MS**

Requested Funding:

- **\$3,000,000.00**

Sponsor:

- **Jackson County Board of Supervisors**

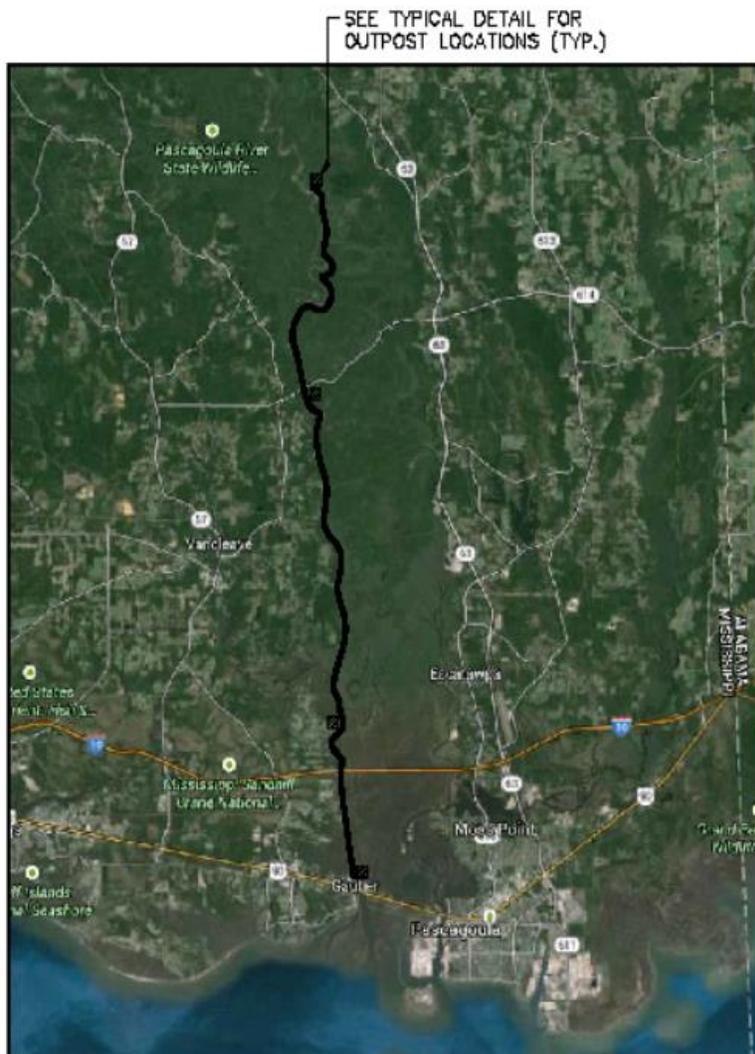


Pascagoula River Scenic Trail



The Pascagoula Water Trail will create tourism travel to Mississippi by being the first Water Trail in the state, strengthen Jackson County’s tourism economy through travel on nearby waterways, grow recreational opportunities with promotion of the Pascagoula River and highlight the historic significance of the waterway. The proposed locations for the trailheads are as follows:

- Northern Trailhead – Cedar Creek area
- Roy Cumbest Trailhead – Wade Vancleave Road
- Hickory Hills Trailhead – Near Hickory Hills Golf Course
- South Trailhead – Located near Gautier at U.S. Highway 90



TYPICAL DETAILS:



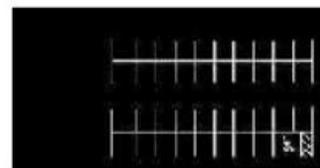
KAYAK LAUNCH



PAVILLION



KIOSK SIGNAGE



PARKING LOT

Roy O. Cumbest Bridge Replacement



Roy O. Cumbest Bridge Replacement

The Jackson County Board of Supervisors is proposing the replacement of the Roy O. Cumbest Bridge over the Pascagoula River in North Jackson County. This bridge is one of only three structures that cross the Pascagoula River in Jackson County. It is the only bridge north of Interstate-10 and the only bridge maintained by the County.

The critical value of this bridge was realized during Hurricane Katrina when portions of the Interstate 10 Bridge were out of service, resulting in increased traffic to the Roy O. Cumbest Bridge. The normal operations of the structure serve the residents and commerce in the northern portion of the County by providing the primary east west corridor. In the event the bridge is deemed structurally unsound, citizens of the County will have to endure a 47-mile detour to cross the Pascagoula River.

The existing bridge was constructed in 1959 and is 1,220 feet long. Recent inspections of the structure reported the bridge had an overall rating of 48.3 on a 100-point scale. The deficiencies indicated in the report include:

- Major erosion occurring along the west abutments; steel piling exposed to erosion.
- Steel piping exhibiting heavy corrosion with approximately 25% section loss.
- Exposed piling and beams in need of painting.
- Damaged guardrail on the north side of the bridge.
- Rough roadway approaches.

The purpose of this project is to analyze the Roy O. Cumbest Bridge through investigative services to determine the most feasible solutions for rehabilitation and/or replacement activities. Alternatives will be developed to ensure a safe and structurally sound bridge is in place to provide east-west access to the northern part of Jackson County for residents and commerce.

Economic Development:

- **Infrastructure**
- **Public Access**
- **Key Transportation Route**

Uniqueness:

- **Links Primary East/West Corridor in Northern Jackson County**

Requested Funding:

- **\$14,500,000.00**

Sponsor:

- **Jackson County Board of Supervisors**



Roy O. Cumbest Bridge Replacement



PROPOSED BRIDGE REPLACEMENT



EXISTING ROY O. CUMBEST BRIDGE

West Water Reclamation (Phases II - IV)



West Jackson County Regional Water Reclamation Facility

The Jackson County Utility Authority is proposing construction of a water reclamation plant in western Jackson County. The proposed facility would be located at the existing land and wetlands treatment facility on Seaman Road. The project would include expansion of the regional collection system and wastewater treatment capacity to compliment the Jackson County Board of Supervisors I-10 Connector Road efforts and consequential demands for increased capacity.

All centralized wastewater treatment needs in western Jackson County are presently met by the existing 7 (Seven) Million Gallon per Day (MGD) facility located on 1,500 acres which utilizes an aerated lagoon and wetlands treatment process. The facility routinely operates at 75% of capacity. Thus, any planned development in the service area must also require wastewater treatment system improvement that will facilitate demands.

Phase I of the project, acquisition of the required property, was completed in 2016. Phases II-A & B of the project addresses the regional collection system needs in the new commercial corridor and the surrounding residential areas. Phase II-A, the completion and approval of the Facility Plan and actions to comply with the National Environmental Policy Act are under way.

Phases III through V of the project construct and implement mechanical treatment units, upgrade discharge and wetlands, and re-establish spray field capacity. This innovative project incorporates re-use of wastewater and reduces the demands on wetland vegetation which will result in the highest quality of any permitted water discharge.

The use of wetlands in treatment will remain a unique feature of this facility as well as the ability to land apply all sludge generated in Jackson County and, potentially, nearby facilities. The increased use of spray irrigation and polishing of treated wastewater will result in a leveraged treatment capacity greater than that is greater than the required discharge permit. Additionally, reclaimed water will reduce demand on underground aquifers when supplementing potable water supply.

Economic Development:

- Support Commercial Development
- Support Light Industry
- Development Prospects
- Support Site Ready Designations

Uniqueness:

- Water Re-use
- Wetlands Treatment
- Suburban Agriculture
- Leveraged Capacity

Requested Funding:

- \$109,150,000

Project Sponsor:

- Jackson County Utility Authority



West Water Reclamation (Phases II - IV)



The Authority has recently completed Phase I of the project to ensure all property required for full implementation has been acquired. Additionally, the Authority recently phased out over 250 acres of spray irrigation that was located within the Mississippi Sandhill Crane Refuge. While the use refuge land was covered under a long term agreement with the Department of Interior it was agreed by the Authority and Refuge biologists abandonment of spray irrigation on the permitted lands would lead to improved crane habitat. The Authority removed all spray irrigation equipment from refuge lands restored the site to grassland bird habitat.

The estimated cost for the project is \$109,150,000 million which includes the all Phases.

The estimate for the project by Phase is:

- Phase I – Acquisition for Wetlands Expansion - \$1,700,000 - Complete
- Phase II – Regional Collection System Expansion - \$7,600,000
- Phase III – Point Source Discharge and Spray Irrigation Improvements - \$8,500,000
- Phase IV – Mechanical Treatment and Water Reclamation Units - \$87,000,000
- Phase V – Wetland Cell Conversion and Land Application Improvements - \$4,350,000

ArcGIS Web Map



East Water Supply (Phases III and IV)



East Jackson County Regional Water Supply and Distribution Project

The Jackson County Utility Authority is proposing a project to increase the capacity of the Eastern Jackson County Regional Water Supply System to 5 (Five) Million Gallons per Day (MGD) and extension of the distribution system to supply industrial sites in Jackson County. The project would increase the present capacity of the existing surface/ground water treatment facility and extend the current distribution system to the Bayou Casotte Industrial and Moss Point Industrial and Technology Complexes and increase our existing supply at the Helena Industrial Complex.

The Authority completed Phase I of the project in 2014 which provided an initial water distribution line to the Helena Industrial Park with ground storage and high service pumps to support fire demand for facilities under construction and Mississippi Power “Shovel Ready” Certification of the site. Phase II of the project was completed in 2016 which established the only surface water treatment plant to operate in the southern half of Mississippi. This facility is on-line and capable of treating 1 MGD of potable water from the Pascagoula River. A unique feature of the facility is its design and construction feature to treat both surface water and groundwater.

Phase III of the project would add one new sedimentation basin, three new treatment trains, elevated storage, and additional supply wells at the existing treatment plant site. The capability to treat both surface water and groundwater at the same facility is highly unique and provides solid alternative address of Homeland Security needs to ensure uninterrupted supply to critical industry and nearby electrical generation plants.

Phase IV of the project will increase distribution and storage for three Jackson County Industrial Sites to ensure current and future tenant’s potable water needs are adequately served. By meeting the needs of industry in this manner the Authority will leverage multiple water supply opportunities, including possible re-use, while protecting the environment and supporting the County in creating and preserving economic opportunities.

Economic Development:

- Support Commercial Development
- Support Light Industry
- Development Prospects
- Support Site Ready Designations

Uniqueness:

- Water Re-use
- Surface Water Supply
- Groundwater Supply
- Leveraged Supply Sources

Requested Funding:

- \$25,500,000

Project Sponsor:

- Jackson County Utility Authority



East Water Supply (Phases III and IV)



The Authority has recently completed Phases I and II of the project to ensure all property required for full implementation has been acquired. Additionally, the Authority is negotiating a partnership with Mississippi Power to ensure all event potable water supply to Plant Daniel and all event power supply to the Authority's Eastern Jackson County Water Treatment Facility.

The estimated cost for the project is \$25,500,000 million which includes the all Phases.

The estimate for the project by Phase is:

- Phase I – Distribution and Storage - \$4,900,000 - **Complete**
- Phase II – Surface Water Treatment Facility (Initial) - \$23,000,000 - **Complete**
- Phase III – Surface Water Treatment Facility (Expanded) - \$16,500,000
- Phase IV – Distribution and Storage (Expanded) - \$9,000,000

ArcGIS Web Map



Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension



Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension

The Jackson County Port Authority is proposing the replacement, rehabilitation and extension of the sheet pile bulkhead of the Port of Pascagoula's South Terminal in the Pascagoula River Harbor. The existing sheet pile bulkhead is over fifty years old and requires substantial rehabilitation. The rehabilitation of the existing bulkhead will include installation of longer sheet pilings and the existing dock being elevated five feet. The longer sheet pilings will support deeper dredging alongside the terminal. A portion of this project is to extend the existing bulkhead to areas north and south along the shoreline that do not presently have a bulkhead. The project will support significant terminal expansion possibilities in the future.

The Port of Pascagoula is a deep draft commercial harbor that has been the center of trade since the early 19th century. It is the largest port in the State of Mississippi. Five other counties are adjacent to Jackson County from the Alabama state line to the Louisiana state line. These counties have historically realized economic benefit and will be affected by any further development and use of the Port. The facilities of the port are centrally and strategically located on federal ship channels that extend to the Gulf of Mexico. The federal ship channel is maintained by the U.S. Army Corps of Engineers to an authorized depth of -42 feet. The Port is located approximately nine miles south of Interstate 10 providing additional benefits to shipping firms that require relatively easy and uncongested access to the U.S. highway systems.

Primary exports and imports moving through the Port of Pascagoula include forest and paper products, general cargo, project cargo, machinery, petrochemicals, crude oil, and construction aggregate. For the last decade, the Pascagoula River Harbor has averaged more than 100,000 tons of cargo per year. The Port's transportation infrastructure provides cost effective ways to transport cargo to its intended destination. Port of Pascagoula rail service connections are the CSX and Mississippi Export Railroad which connects to the Canadian National Railroad.

The South Terminal is the site of the former Louis Dreyfus Corporation grain elevator. The grain elevator facility would have been best described as the single biggest impact player in the port,

Economic Development:

- Development of a large commercial maritime property
- Increase employment in the coastal community
- Support industrial and private investment in Jackson County

Uniqueness:

- The South Terminal is one of the largest commercial properties in Mississippi presently available with full access to deep-water sea lanes

Requested Funding:

- \$22,500,000.00

Sponsor:

- Jackson County Port Authority



Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension

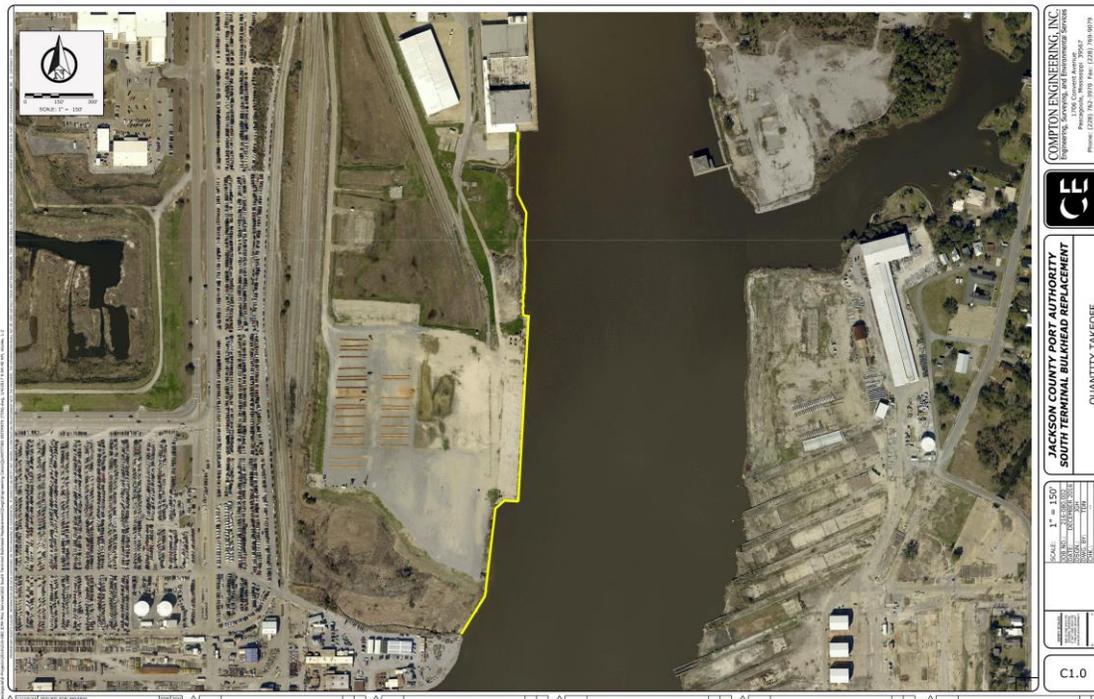


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outside of the Chevron refinery, with regard to cargo volume throughput. It was the largest cargo terminal in the Pascagoula River Harbor and accounted for some of the largest ships calling that harbor. Upon completion of the project, the 55 acre marine terminal with truck and rail access could easily have that distinction again in the near future.

When constructed in the 1950's, the bulkhead sheet piling lengths were directly proportional to the depths of the water near and adjacent to the facility. However, the authorized water depths have been deepened over the last several decades. That trend is expected to continue in the future to afford larger vessels the ability of carrying more cargo in the utilization of the federal ship channels. To accommodate the projected deeper vessel operations, engineering studies have shown that modifications to this bulkhead would have to be performed. The rehabilitated bulkhead would also have a mitigating value by elevating the berth an additional five feet above sea level. The bulkhead is the key terminal interface at this location. From an infrastructure improvement perspective, the project cost effectively provides the best return on investment relative to expenditures of available resources. The replacement, rehabilitation and extension of the sheet pile bulkhead provides the greatest long term impact to the commercial life span of the facility.

The replacement, rehabilitation and extension of the sheet pile bulkhead of the South Terminal would consist of several components. The project would consist of the installation of 2,575 linear feet of 90 foot long sheet piles and associated tie backs; over ten thousand cubic yards of sand backfill between the existing sheet pile bulkhead and the new sheet pile bulkhead; replacing the concrete top cap of the dock edge; and, the installation of a new fender system for the vessels to moor to while at the berth. The estimated cost of the project is anticipated to be approximately \$22.5 million dollars. The property is under full control of the Jackson County Port Authority. The cost estimate is current as of December 2016.



Port of Pascagoula North Rail Connector



Port of Pascagoula North Rail Connector

The Port of Pascagoula is upgrading the transportation and shipping infrastructure in and out of its Bayou Casotte Harbor to increase the efficiency and sustainability of emerging markets in the state of Mississippi. Mississippi Export Railroad has partnered with the Port of Pascagoula, Jackson County, CSX, Enviva LP, the United States Department of Transportation, and others to carry out the Port of Pascagoula Intermodal Improvement Project. This project establishes a more efficient rail connection into the port and develops a modern facility for receipt, storage, and export of wood pellets.

Jackson County, the Port of Pascagoula and Mississippi Export Railroad seek funding for a final component of the Port of Pascagoula Intermodal Improvement Project – a 4,300 foot rail connection. The project is already underway with \$44,000,000 in existing funding, and has recently been awarded \$550,000 in planning funding as part of initial BP settlement awards for this particular North Rail Connector. The project partners seek funding for the final component which ties the entire project together – approximately 4,300 feet of rail which will connect the rail bridge over the Escatawpa River to the new route made possible by the TIGER grant. This connection will route unit trains from the existing Mississippi Export Railroad line on to the newly re-established line, funded by the TIGER grant. Preliminary estimates show the cost of 4,300 feet of rail, one bridge box, two yard switches, and additional materials to cost approximately \$6,400,000. This makes up roughly 13% of the total project cost.

Economic Development:

- Support industrial and private development in Jackson County
- Increase employment in Jackson County

Uniqueness:

- In addition to the intermodal improvements in and out of the Port, the project completes a transportation component needed in the community that shifts rail congestion away from the population, and enhances safety by closing existing rail crossings through two communities

Requested Funding:

- \$6,400,000.00

Sponsor:

- Jackson County Port Authority



Port of Pascagoula North Rail Connector



Trent Lott International Airport Runway Strengthening & Widening



Trent Lott International Airport Runway Strengthening & Widening

The Trent Lott International Airport (KPQL) is a general aviation airport, owned and operated by the Jackson County Airport Authority. KPQL is the centerpiece of the Jackson County Aviation & Technology Park; a 230 acre master planned industrial park, home to Northrop Grumman's Unmanned Systems Center.

Expansion of operations at KPQL is limited by the strength and width of the runway. The runway is currently 100 feet wide and rated for 62,000 pounds dual gear. This weight bearing capacity is a limiting factor for many activities that would grow the airport and the Aviation Technology Park. Some of these include:

- The inability to launch or land medium to large air cargo planes. This can effect recovery activities and potential cargo shipments for existing and prospective industries;
- Limits types of economic development projects that require access for aircraft with a higher weight capacity for freight or testing. This has a direct effect on the ability to increase private investment and creation of high tech jobs at the Aviation Technology Park;
- Limits types and frequencies of military exercises that can be performed. This not only effects general military training exercises but also private defense contracting companies that look at locating at the Aviation Technology Park;
- No access to commercial service;
- Limits corporate jet flights.

KPQL, the Jackson County Board of Supervisors and the Jackson County Economic Development Foundation (JCEDF) know that it would be of benefit to the County and the region to strengthen the runway to 220,000 pounds dual gear (to match the taxiway strength) and to widen the runway to 150 feet. This major expansion project would make the airport more self-sustaining and profitable, providing a more sound launching point for restoration and recovery activities, increasing private investment and job creation at the Aviation Technology Park and growing general aviation and corporate activities.

Economic Development:

- Increase desirability for companies to locate in 230 Acre certified "Project Ready" Industrial Aviation Park
- Prime location for Airbus supply chain
- Increase competitiveness on aviation & aerospace related projects

Uniqueness:

- Airport is part of the only Industrial Aviation Park in Jackson County
- Opportunity to assist in creating new jobs and increasing private investment

Requested Funding:

- **\$6,000,000**

Sponsor:

- Jackson County Airport Authority, Jackson County Board of Supervisors & Jackson County Economic Development Foundation



Trent Lott International Airport Runway Strengthening & Widening

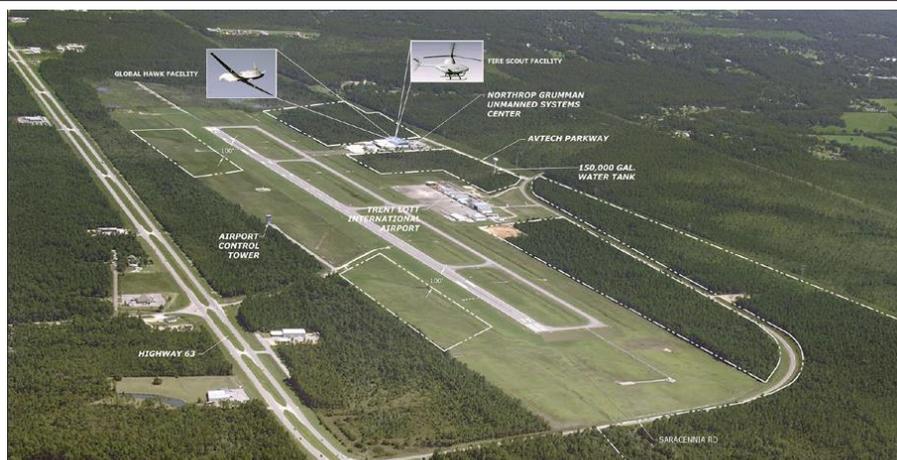


If RESTORE funds are allocated for the project, Federal and state matching grant funds can be pursued. Preliminary engineering estimates show a total project cost of \$7,148,544. FAA Airport Improvement Project (AIP) funds can total \$1,148,554 with an MDOT match of \$500,000 from their multi-modal program. This brings the total RESTORE request down to \$6,000,000.

The benefits of strengthening and widening include:

- Ability to accommodate a C-130, which is most commonly used for air cargo in major disasters;
- Create additional redundancy along the Mississippi Gulf Coast for Emergency Management Officials to receive vital supplies during natural and manmade disasters;
- Create a cost savings for existing industries by supporting their air cargo transportation needs in close proximity to their facilities;
- Ability to compete on aviation related economic development projects with runway dependent uses; Capability to transport cargo for manufacturing companies locating in the Aviation Park will be a logistical advantage, making prospective companies more efficient and eliminating down-time;
- New users and uses (includes scheduled and unscheduled passenger operations and cargo);
- Increased corporate aviation;
- Ability to pursue additional military training activities and fueling services;
- Justification for a new terminal and operations center to facilitate commercial flights;
- Potential to increase annual passengers, making KPQL eligible for an increase in FAA funding from \$100,000 annually to \$1,000,000 annually;
- If annual flights are increased KPQL will qualify for the FAA Contract Controllers Program, eliminating the local expense (currently \$278,000 annually) of employing 3 air traffic controllers.

These are critical economic times for all communities in the State of Mississippi, and we are working to improve the economic picture for this community, expand the quality of emergency response for the region, increase air service access and facilities (both commercial and private) and provide additional resources to increase private investment and create new job opportunities.



Northern Gateway Project Hwy 613 – Main Street Improvements



Northern Gateway Project Highway 613 – Main Street Improvements

In Mississippi cities, just as in the rest of America, the policies and growth strategies of the 1960's, 1970's, and 1980's was largely based upon outward growth which resulted in urban sprawl. This left many cities and communities with an urban center that is a hollow shell of what it once was. While Moss Point does have a core remaining in its downtown, the economic growth and revitalization of downtown has been slowed. This is largely due to the uninviting intersection of Interstate 10 and Highway 613. This intersection, which features traffic counts of over 42,000 cars per day on I-10 and over 17,000 cars per day on Hwy 613 is adjacent to downtown and is the primary gateway into Moss Point's downtown area.

As nationwide studies have repeatedly shown, the aesthetic appearance of every gateway into any city defines the view that any passing motorist, potential customer, or potential developer has of that city. With that, it is even more vital that the gateways which lead directly into the downtown area be conducive to the economic development efforts which have already been started there. Moss Point has recently completed construction of a new city hall, is in the process of replacing the police station, and plans to relocate its downtown community center, all in an effort to create a downtown riverfront environment which will spur economic development activities downtown. With all of that in mind, Moss Point is proposing the *Northern Gateway Project*, which will improve visibility and lighting at the highest traffic corridors adjacent to downtown and which lead into downtown, and will open up green space and activity areas for enhanced economic vitality and growth in the downtown area.

Each city is unique. However, not many cities can boast that its downtown is riverfront. Moss Point has conducted several studies and is in the process of completing a long range Comprehensive Plan. All studies have pointed that Moss Point's waterfront adjacent to downtown is a unique commodity which, if properly developed, could lead to a sustainable economic growth hub for the entire city and surrounding area.

Economic Development:

- Improved visibility and lighting to attract potential customers/developers

Uniqueness:

- Downtown area is waterfront

Requested Funding:

- \$7,400,000.00

Project Sponsor:

- City of Moss Point



Northern Gateway Project Hwy 613 – Main Street Improvements



The *Northern Gateway Project* anticipated project cost is **\$7.4 million**. The total project cost includes the necessary environmental, engineering, right-of-way acquisition, demolition, and construction. All proposed work will conform to federal procurement guidelines and state procedures.

The improvement of the primary gateway into Moss Point's downtown begins with the installation of high mast arm lighting at the intersection of Interstate 10 and Highway 613. The intersection is currently very dark and feels insecure to motorists. Heading towards downtown, the roadway section of Hwy 613 from I-10 to the Escatawpa River Bridge will be widened and receive decorative lighting which is comparable to the lighting which the city already has installed along the downtown waterfront. The intersection of Dutch Bayou Road and Hwy 613, which converge at the Pelican Landing Conference Center, is proposed to be signalized with turning lanes to provide safer turning movements and allow for better traffic flow during high volume events in the area.

Continuing towards downtown, the decorative lighting will continue across the Hwy 613 Bridge over the Escatawpa River and will continue to McInnis Avenue. The project proposes to relocate McInnis Avenue away from the front of City Hall as it currently poses a safety concern as the steps descend immediately into the roadway. Additionally, relocating McInnis Avenue remediates the poor site conditions at the current intersection with Hwy 613 for increased traffic safety.

The existing community center, old city hall, and old police station will all be demolished. These buildings are largely unoccupied and a couple of them are in a great state of disrepair. As previously stated, all of the plans and studies the city has received over the last decade recommend that these buildings be removed to facilitate the creation of a green space and waterfront around which economic development can occur. The city proposes to relocate the functions from the community center to another government owned structure and is in the process of completing the new police station.

Northern Gateway Project Hwy 613 – Main Street Improvements



Project Map –
Downtown Area



I-10 Corridor Project Hwy 63 – Hwy 613 Connector



I-10 Corridor Project – Hwy 63 – Hwy 613 Connector

The Mississippi Gulf Coast has experienced heightened growth along the Interstate 10 corridor over the last several decades. Locations of increased growth potential with convenient access are becoming scarce and the possible stagnation of that growth may be a result. Communities which are capable of providing transportation networks to facilitate growth enhance the economic viability of the area and the entire Mississippi Gulf Coast Region. To that end, this project proposes to tie three high traffic corridors together while providing areas for development to stimulate economic growth.

Interstate 10, the primary east-west corridor in the City of Moss Point, carries over 48,000 vehicles per day (according to 2015 traffic count data provided by MDOT). Highway 63 carries in excess of 22,000 vehicles per day while Highway 613 carries over 17,000 vehicles per day. This area has experienced growth over the years but discontinuity in the transportation network connecting these corridors has stifled that growth. The *I-10 Corridor Project* proposes to facilitate additional growth in this area by constructing 1.1 miles of roadway improvements that would connect Highway 63 to Highway 613 via a frontage road while also providing enhanced connectivity with improvements along existing roadways. These improvements include widening existing roadways and improving intersections for enhanced traffic safety while providing increased accessibility to the already existing developments.

As with all economic development projects, location is of utmost concern. In addition to the project's unique positioning between two relatively close north-south corridors adjacent to a high traffic east-west corridor, the *I-10 Corridor Project* takes advantage of the fact that the project area is located at least twenty miles from the nearest developed areas to either the east or the west. The economic growth derived from this project would not be primarily competing against either of those markets and as such, there is a distinct growth potential along the I-10

Economic Development:

- New Commercial Corridor

Uniqueness:

- Strategically located to take advantage of a distinct growth potential

Requested Funding:

- \$4,100,000.00

Project Sponsor:

- City of Moss Point



I-10 Corridor Project Hwy 63 – Hwy 613 Connector



Corridor in this area which exists in no other populated area of the Mississippi Gulf Coast.

The *I-10 Corridor Project* involves the construction of approximately 0.8 miles of new roadway along with the improvement and widening of approximately 0.3 miles of existing roadway. The total project cost is anticipated to be **\$4.1 million**. This total project cost includes the necessary environmental documentation and remediation, surveying, engineering design, right-of-way acquisition, and construction. All proposed work will conform to federal procurement guidelines and state procedures.



Commerce and Technology Corridor (I-10/Allen Rd. Frontage Corridor and Infrastructure)



I-10/Allen Road Frontage Corridor and Infrastructure

With more than six miles of interstate frontage, the City of Gautier has access to only two interstate interchanges: One at I-10/Miss. 57 and one at I-10/Gautier-Vancleave Road. The City has experienced development pressure at the I-10/Highway 57 interchange, as evidenced by the following: 1) The planned widening of Highway 57 by MDOT 2) The construction of the Bienville Orthopedics medical campus on East Lake Blvd./Allen Road and 3) Significant expansions of B&D Plastics, a manufacturing facility and 4) Sunplex Industrial Park access from this interchange.

The City has recently taken out a \$1 million CAP loan from the Mississippi Development Authority and expanded and upgraded a portion of Allen Road and renamed it East Lake Boulevard to accommodate the immediate development occurring in the area. The City has also received a commitment letter for \$350,000 in DIP funding and \$750,000 in a second CAP loan from MDA to construct a 300,000- to 400,000-gallon water tank. This water capacity expansion addresses the immediate needs of this area, but future planned expansions at Bienville Orthopedics and other new developments will require additional water storage capacity. There is need for an additional 500,000-gallon water tank in this area. Currently, the City is utilizing 98 percent of its water capacity, so these upgrades are desperately needed. Also needed in this area are additional upgrades and widening of Allen Road/East Lake Boulevard and Dobson Road and improved geometrics with signalization at the access point from Highway 57.

The City has had many inquiries regarding development within the area, which will complement and support the development that has already occurred. There are plans for a hotel, pharmacy, medical supply stores and restaurants to support the existing medical facility. The area where this development pressure is occurring was previously a rural area, annexed by the City of Gautier. As a result, the existing roadways are small roads that are hardly wide enough for two cars to pass each other, and

Economic Development:

- Expand Commercial & Technology Corridor
- Interstate Frontage Development
- Sustain & Promote Long-Term Economic Growth
- Job Creation

Uniqueness:

- Master Plan for Smart Growth
- Recreational Amenities

Requested Funding:

- *\$8,000,000.00 – \$11,000,000.00

Sponsor:

- City of Gautier



Commerce and Technology Corridor (I-10/Allen Rd. Frontage Corridor and Infrastructure)



they need to be expanded to accommodate the development. This area provides the opportunity for interstate frontage development, and the City has adopted a master plan for the smart growth of this area, which requires the installation of a water tank that the City is currently undertaking, and utilities in order to provide adequate levels of service for the anticipated growth of this commerce and technology corridor. The master plan includes new streets, expanding existing streets, drainage, lighting, a multi-use pathway, recreational amenities around the existing lake and other related improvements.

Specifically, the project includes the following infrastructure improvements to accommodate development pressure and stimulate the additional economic growth that will result from the recent construction of the medical campus, which provides doctor visits, imaging services, outpatient surgery and physical therapy. A 1,000-gallon-per-minute water well, along with utility line extensions in the Highway 57 development corridor and relocation of lines and upsizing the lift station, and water quality treatment to include an additional filtration system. In order to accommodate the economic growth, the necessary infrastructure is an indispensable piece. Secondly, the project includes further improvements to Allen Road, Robinson Still Road and Dobson Road to include right-of-way acquisition, permitting, construction, drainage and lighting.

This project will improve the livability of the community, enhance sustainability and promote long-term economic growth. The benefits associated with this project are long term economic growth, workforce development and job creation, infrastructure benefiting the economic resources of the area, and enhancement of public health and safety for the citizens.

**This is not an engineer's estimate. This figure is approximate.*



Gautier Town Center (The Commons Park)



Gautier Town Center (The Commons Park)

The City of Gautier’s Town Center is located in the Central Business district, and plans are currently being developed for revitalizing the property of the old Singing River Mall into a major retail development for the City, Jackson County and the outlying areas. The proposed development being considered would include an open-air mall, box stores and national tenants to attract interstate commerce. Jackson County does not contain a mall; however, there was one within the City of Gautier prior to the BP oil spill. It has since been torn down and suffered greatly as a result of the oil spill.

The Gautier Town Center Project is located in Gautier’s central business district. The town center is anchored by municipal buildings, commercial strip centers, MGCCC and the mall project. Due to Gautier being situated along Highway 90 and being a “young” city, it has no downtown area. Furthermore, Gautier is home to a Waste Pro home office, and a transfer station is proposed along Beasley Road, which is a dead-end road that currently provides the only ingress/egress for a landfill, Waste Pro, municipal buildings, residential neighborhoods and heavy commercial uses. Therefore, the Town Center Project includes a network of roadways to facilitate the new town center commercial development and provide a connector from Gautier-Vancleave Road to Beasley Road. The Gautier Town Center Project incorporates 2.5 miles of roadway and 1.3 miles of multi-use pathway to link together retail, residential and recreational areas. It will also provide the transportation infrastructure necessary to accommodate the industrial type development nearby.

The City has approximately 33 acres of property immediately north of the Town Center. The City has leveraged funds from both Tidelands and the Coastal Impact Assistance Program to acquire the property necessary for the Commons Park and to provide initial

Economic Development:

- Central Business District Redevelopment
- Tourism & Institutional Development
- Great Lawn and Festival Grounds with Amphitheater & Outdoor Entertainment Area
- Cultural Arts Museum/Center

Uniqueness:

- Recreational Area and Public Park with Kayak Launch
- Wildlife Habitat and Ecological Education Opportunities
- Mississippi Songwriter’s Hall of Fame

Requested Funding:

- *\$10,000,000.00 - \$15,000,000.00

Project Sponsor:

- City of Gautier



Gautier Town Center (The Commons Park)



transportation infrastructure, lighting, sidewalks and streetscape improvements for the planned project. The City is proposing to develop a large recreational area and public park in conjunction with the Commons Development. A great portion of the property consists of wetlands. Throughout these areas, nature trails and boardwalks will be constructed to permit public access throughout this pristine ecological area. Small pavilions and tree houses will be placed along these trails to provide resting areas and opportunities to view the wildlife. Educational plaques depicting the wildlife and various species of plant life will be strategically placed throughout the nature trails and educational boardwalks explaining the wildlife habitat and ecological area.

The property currently has a small lake, which will be expanded and constructed to include several lakes throughout the property that will be encompassed by the nature trails and sitting areas positioned along their banks. A dock with a row boat and kayak launch will be placed for the public's use to paddle throughout one of the large lakes. Additionally, sitting areas and fire pits are being proposed around the lakes.

The center portion of the park will consist of a Great Lawn and festival grounds that will be a focal point for large crowd gatherings. The City of Gautier has an annual Mullet and Music Festival, which is held in conjunction with Cruisin' the Coast. The City of Gautier anticipates becoming an official stop for Cruisin' the Coast in the near future and is already an event destination. The Mullet and Music festival and Cruisin' the Coast brings thousands of people from throughout the country to the coastal area, resulting in substantial revenue for the coast region as well as the state as a whole. These annual events are unique to the Mississippi Gulf Coast and Gautier.

To the west end of the lawn, there will be a large open pavilion that will be designated for special events such as festivals, family reunions, and so on. An amphitheater is proposed for the east end of the lawn and would be utilized as an outdoor entertainment venue. Positioned along the south edge of the lawn, there will be restrooms, a skate park, sand volleyball courts, playground areas, a vendor's site, and festival grounds to support special events.

To expand on the park, a Cultural Arts Museum/Center is planned for the southwest corner closest to the Town Center. This cultural arts museum would be home to a music educational museum and an art museum. It would function as a cultural arts center for Jackson County schools, Mississippi Gulf Coast Community College and local industry as a meeting space.

Gautier Town Center (The Commons Park)



An aspect of this center would be dedicated exclusively for education and tourism. Along the coast from Louisiana to Florida, there are songwriter's festivals held that attract tourists from all over the United States. Jackson County currently hosts the Mississippi Songwriters Festival, which was started in 2010 and has grown over time. This positions the county to become a major venue and complete the gap along the southeast coastal area's songwriter's festival circuit. As recently as 2016, the Jackson County festival was attended by more than 5,000 people. Becoming an integral part of the southeast coastal area's songwriter's festival circuit would promote long-term economic growth and tourism along coastal Mississippi.

The City of Gautier envisions the cultural arts museum/center playing an integral part of closing that gap and providing a home for the coastal Mississippi songwriters. Mississippi is home to many world renowned songwriters who have made an indelible mark on our nation's music industry, and many of these individuals are from South Mississippi and Jackson County, including musicians such as Daniel Myrick, who wrote "She's Country" recorded by Jason Aldean; Matt Hoggatt, who operates the Margaritaville Radio Show for Jimmy Buffett from Gautier and who wrote and recorded "Dear Jimmy Buffet;" Marianne Allison, who wrote "Till It Breaks My Heart," which was the featured song on the film *Category 5*; Paul Overstreet; Three Doors Down; Richie Jones who wrote "She don't love me anymore" recorded by Blake Shelton; George Cumbest, who wrote "Somewhere Between" recorded by Taylor Made; and Taylor Craven, who wrote "Claws" recently recorded by Ray Stevens.

A museum dedicated to the Mississippi Songwriters Hall of Fame and musical education facility is planned for this site. The museum would highlight these individuals' accomplishments with interactive exhibits showcasing musical memorabilia, creating an excellent educational and tourist attraction for the region. This component of the center would consist of a large stage and auditorium that would accommodate concerts, Broadway-type productions, dance recitals and other types of events ideally suited for such a venue. The Mississippi Songwriters Alliance has a working relationship with Delta State University and the Mississippi Grammy Museum in Cleveland, MS, to assist in creating a unique cultural center and museum. Additionally, Johnny Mire, the former director of the Grand Ole Opry and Ryman Theater, has recently purchased a home in Gautier and has agreed to serve as a consultant on this project.

To support musical education, a portion of the museum would be designated for aspiring musicians and songwriters who could participate in training classes presented by some of these artists or music professionals. These educational opportunities would also extend to Mississippi's schools and universities to provide an atmosphere of education, mingled with professionals who have enjoyed success in the music industry.

Gautier Town Center (The Commons Park)



Finally, this museum and amphitheater would be home to the Mississippi Songwriters Festival each year and would have the potential to become one of the state's and southeast region's largest festivals.

The center would further have an art gallery that would be used for art exhibitions, enabling the local art community, as well as the schools, an opportunity to utilize the facility for educational purposes. The dual-functioning room would also provide a meeting room for local industry and businesses.

This project would enhance existing tourism attractions and result in long-term economic growth and sustainability for the City and the state as a whole. The project would further provide ecological, tourism, economic and educational benefits to the City, the County and the State of Mississippi.

**This is not an engineer's estimate. This figure is approximate.*



Shepard State Park Recreational and Ecological Enhancement



Shepard State Park Recreational and Ecological Enhancement

The City of Gautier has assumed the daily operations and management of this 395-acre park, which is located south of U.S. 90 along Graveline Road. Currently, the park consists of eight miles of trails, with a mix of developed and primitive camp sites throughout. In addition, the park has disc golf and a premier outdoor archery range with 28 lanes. The City has increased the utilization of the park by the addition of these amenities and has hosted national archery tournaments, bringing tourists from all over the United States to participate, as well as state high school archery teams and Senior Olympics tournaments. SEC college archery has also expressed interest in using the facility for its conference championship. The facility is one of a few within the state of Mississippi and is unique to the state due to its surroundings. The City is already home to the Mississippi Sandhill Crane National Wildlife Refuge and offers birding and wildlife eco-tours of its swamps and bayous, resulting in eco-tourism visitors from all 50 states and numerous other countries each year. The City seeks to add amenities and upgrades as set forth below to Shepard State Park to further enhance, capitalize on and increase the number of tourists for its eco-tourism attractions.

The City plans to expand the recreational opportunities available at Shepard State Park to assist in developing this pristine park into one of the south's premier nature destinations. Expansion of the existing nature trails will be implemented to reach additional areas of the park. Shepard State Park is home to a variety of wildlife native to the coastal area, such as great white egrets, pelicans, eagles and osprey. Additionally, other woodland creatures reside in the area, including deer, wild rabbits, opossums, foxes, raccoons and more. In the surrounding bayous, visitors can see turtles, alligators, wild geese, and a wide variety of fish. Strategically placed resting areas and

Economic Development:

- Capitalize on Existing Economic Tourism and Recreational Opportunities in Gautier and Promote Long-term Economic Growth

Uniqueness:

- Preservation of Natural Habitats
- Educational Opportunities with Mississippi Gulf Coast Community College
- 35 Acre Waterfront Property Preservation
- Premier Outdoor Archery Range
- Enhance Wildlife and Bird Watching Opportunities for a Park Currently Listed on the Mississippi Coastal Birding Trail

Requested Funding:

- *\$6,000,00.00 - \$9,000,000.00

Sponsor:

- City of Gautier



Shepard State Park Recreational and Ecological Enhancement



observation decks will be constructed for creating an environment for optimal opportunities to monitor the wildlife and bird watch, as the park is listed on the Mississippi Coastal Birding Trail.

The existing road network throughout the park is in need of repairs. The City is proposing to complete such repairs, clear underbrush and remove invasive species of vegetation. Furthermore, new water and sewer lines will be placed to upgrade and expand sites within the park with such amenities to support additional restrooms, pavilions and playground areas. Power lines and park friendly lighting will be installed to delineate the appropriate pathways for visitors throughout.

Due to the age of the park, many upgrades are needed, and this project would include walking trail upgrades, including new foot bridges in low-lying areas prone to flooding, trail clearing, a rehabilitated small boat launch and fishing pier, updated and repaired grills, fire pits and picnic tables at RV sites, an amenities building with laundry facilities and recreational game tables, educational plaques for the trails, fire pits, an outdoor classroom, a natural playground, traditional playground equipment, kayak launches, a lodge to accommodate guests and overnight studies in conjunction with the outdoor classroom, a new bathhouse and bathroom renovations. The City envisions that the lodge will be utilized by educational institutions, including the Mississippi Gulf Coast Community College's Jackson County campus located within the City, and other educational institutions utilizing the premier archery range as part of their sports curriculum. Mississippi Wildlife Rescue has also expressed interest in utilizing Shepard State Park as a research and rehabilitation site. Additionally, the City has recently acquired a historic two-story log cabin, The Wilson House, and is relocating the house to the entrance of Shepard State Park to serve as a welcome center, visitor's center and general store for park visitors/campers. That project is currently underway. The park also has another large home on adjacent land that is in need of repair. The City has plans to upgrade this house for community meetings and small events. The City plans to leverage Tidelands, Recreational Trail Program and Land Trust for the Mississippi Coastal Plain funds and other available funding opportunities to complete some of the amenities in its long-term plan stated above.

This project would promote long-term economic growth and increase economic development through eco-tourism and recreational opportunities that are unique to the coastal area. The City already has an established eco-tourism base, and these additions would encourage these tourists from all over the United States and other countries to stay and play in the Coastal region of our state, particularly in Gautier, Mississippi. Gautier is unique to have an almost 400-acre park within its City limits.

The benefits of this project are preservation of natural habitats while utilization of same for long-term economic growth, promotion of educational opportunities, and recreational opportunities unique to our area.

Shepard State Park Recreational and Ecological Enhancement



An expansion of the park is being considered by securing 35 acres of waterfront property which lies directly south of the park and Graveline Road. This area would be preserved, and a proposed pathway would be positioned along the waterway to create an eco-tourism aspect of the park. A kayak/canoe launch would be constructed to permit access to this waterway for public recreational opportunities.

**This is not an engineer's estimate. This figure is approximate.*



Shepard State Park Recreational and Ecological Enhancement



Shepard State Park Recreational and Ecological Enhancement



Water Filtration, Clarity and Treatment Project



Water Filtration, Clarity & Treatment Project

The City of Gautier geographically is located along the west edge of the Pascagoula River Basin as it empties into the Mississippi Sound. The aquifers that the City utilizes for its water supply are highly enriched with iron, manganese and organics due to its geographic location. These natural elements contained within the water supply generate a brownish tinted water, which is aesthetically unpleasing and is an impediment to economic development. Although the City's potable water meets all of the required public health parameters and is deemed safe for consumption, the negative image greatly impacts the City in its ability to attract residents and economic development such as restaurants, hotels and tourists.

After many years of research and a commitment from the Mayor and City Council, the City adopted a Clear Water Filtration Plan by utilizing new technology, an Ion Exchange Filtration System, to treat their water supply for improving water clarity. The Filtration Plan separated the City into three regions, and each region would require the installation of an Ion Exchange Filtration Station to treat the City's daily generated water supply of 1.6 million gallons. The City completed its first site in 2015. It is located at 3305 Gautier Vancleave Road and treats approximately 1 million gallons per day, which equals approximately 63% of the City's daily water usage .

Although a significant portion of the City's water supply is being treated, water wells in the other regions are still producing the discolored water into the City's water distribution system. Therefore, residents and businesses in those areas still receive varying levels of discolored water.

The scope of work for this project is to secure the necessary property within the remaining two regions and construct two additional Ion Exchange Filtration Systems to ensure all of the City's water supply is properly treated and clear in order to promote and enhance economic development of the City. The locations of the two systems

Economic Development:

- Improve Water Clarity and Remove the Negative Image of Potable Water Discoloration
- Clear Water will allow the City to Expand Residential and Commercial Growth while Improving Tourism Opportunities

Uniqueness:

- Improve Livability of the Community
- Increase Public Confidence in the City's Water System

Requested Funding:

- *\$5,000,00.00 - \$6,000,000.00

Sponsor:

- City of Gautier



Water Filtration, Clarity and Treatment Project



should be placed in close proximity of the region's water supply wells and water storage facilities to minimize the necessary pipeline cost to capture the discolored water for treatment prior to entering the water distribution lines.

This project will improve the livability of the community, enhance sustainability and promote long-term growth. The benefits associated with this project are the overall public confidence in the City's water system, removal of the negative image of the discoloration of the water which will enhance the City's ability to expand residential and commercial growth, along with improving tourism opportunities throughout the City.

**This is not an engineer's estimate. This figure is approximate.*



Plummer Point Property Acquisition and Development – Ocean Springs, MS



Plummer Point Property Acquisition and Development – Ocean Springs, MS

This project would allow the city to spur development of a property at the foot of the Ocean Springs-Biloxi Bridge, the gateway to the city. Following Hurricane Katrina, development of this property was a high priority of the Joint Harbor Committee which included city, county, and state representation.

Once acquired, the available property would allow ample space for both public and private mixed use development and would both complement and support the current County Fishing Bridge and public walkway that extends under the Highway 90 overpass to connect with Front Beach. This activity was a focal point of public charrettes following Hurricane Katrina.

Proposals created during the Governor’s charrettes and the city’s Public Design Forum for the Front Beach Master Plan depict a mixed use of green space, marina related retail, family-oriented activities and retail, restaurants, and perhaps limited condos or a hotel. Additional parking beneath buildings would be planned to support both the public and private elements. Additional potential amenities include a boat ramp and the provision of boat trailer parking.

Economic Development:

- Removal of blighted property
- Small Scale Commercial Development
- Increase in function and attractiveness of existing public amenities
- Development Prospects

Uniqueness:

- Commercially zoned property at the introductory gateway to the city, adjacent to Front Beach
- Accessible location for public and private activity for vehicles, pedestrians, bicycles, and boats
- Connectivity for all modes of transportation to downtown businesses

Requested Funding:

- \$2,300,000.00

Sponsor:

- City of Ocean Springs



Purchase and Development of Fayard Property – Front Beach, Ocean Springs



Purchase and Development of Fayard Property – Front Beach, Ocean Springs

The City of Ocean Springs proposes to acquire property and build improvements on the former Fayard Seafood Plant Site at 400 Front Beach Drive, located at the foot of Jackson Avenue.

Hurricane Katrina reduced the building to a portion of the structural framing and slab and, though cleaned and stabilized, remains a reminder of the devastation in 2005.

The total cost for Project would be \$2.85 M (\$1.35 million for purchasing land, \$1.5 million for improvements) and would consist of purchasing the approximately 51,546sf± property and developing the land to create a private/public project providing areas for dining, fishing/boating/picnics with pavilion, parking and lighting.

Improvements will consists of structures for private commerce such as a seafood restaurant, as well as space for special and seasonal events. The project would also include a bulkhead and pier/dock for transient boaters. The City has Conceptual Design and preliminary agreement with land owner of this former seafood plant to purchase property pending funding. Once developed, the site will accommodate beachgoers, picnics, and special events; as well as seasonal activities such as bike, kayak and paddleboard rentals and a potential fresh fish/shrimp market.

Economic Development:

- Removal of blighted property
- Small Scale Commercial Development
- Increase in function and attractiveness of existing public amenities
- Development Prospects

Uniqueness:

- Commercially zoned property on Front Beach
- Central location for public and private activity
- Connectivity for all modes of transportation to downtown businesses

Requested Funding:

- **\$2,850,000.00**

Sponsor:

- **City of Ocean Springs**



Purchase and Development of Fayard Property – Front Beach, Ocean Springs



The project will address a vital element of the unique and vital asset that is Front Beach. This area draws the bulk of summer tourism and is heavily used by visitors and residents alike. Elimination of the constant reminder of Katrina's devastation and replacing it with a vibrant and active centerpiece will not only increase the attractiveness of the area overall, but will also create jobs and sales revenue through the activities created with the public/private partnership.

(Photograph/Project Plan)



OS Seafood – Pre-Katrina



OS Seafood – Post-Katrina



Current Conditions



Conceptual Sketch – Post-Katrina Charrette

Parking Facilities as Part of Public/Private Partnerships for Downtown Ocean Springs



Parking Facilities as Part of Public/Private Partnerships for Downtown Ocean Springs

The City of Ocean Springs proposes to work with the owners of two vacant properties in the Downtown area to create public parking as part of pending development activities. Both properties are privately owned and they are located on the west and east ends of the Downtown Arts & Entertainment district. Working with the private developers by contributing the appropriate parking facilities, the city plans to expand the availability of public parking for the area. With recent economic growth of downtown businesses, current parking problems will negatively impact the health of the existing businesses and will prevent continued economic growth.

The two sites available for development of this type are:

- 709 Church Avenue – “Rosetti Park”– located between Church and Cox Avenues just south of the railroad tracks and Highway 90. Rosetti Park is privately owned and discussions have recently begun with the owner regarding possible eligible uses. It is a 1.37 acre undeveloped parcel zoned as C-1: Neighborhood Commercial.
- 1515 Government – former “Swingster Factory” property – this 2.23 acre parcel is located on the east end of the downtown area, just west of the Mary C. O’Keefe Cultural Center. The property is currently owned by Jackson County and was recently rezoned from I-2: Industrial Park to C-2: Community Commercial to create uses that are more in character with the growing downtown. Jackson County is taking steps to sell the property to a private developer.

As the city searches for solutions to the limited availability of public parking in the area, the pending development of the two largest privately owned, vacant parcels provides a valuable opportunity to create a partnership for the benefit of all. The center of the economic growth in the downtown area has occurred between these two properties, but it has been challenging to continue to either direction.

Economic Development:

- Removal of blighted property
- Small Scale Commercial Development
- Increase in function and attractiveness of existing public amenities
- Development Prospects
- Enhancement to Existing Commerce through Additional Public Parking

Uniqueness:

- Privately owned property on opposite sides of a thriving downtown district ready for development
- Opportunity to efficiently create additional shared parking lot to support all district as a whole

Requested Funding:

- **\$1,000,000.00**

Sponsor:

- **City of Ocean Springs**



Parking Facilities as Part of Public/Private Partnerships for Downtown Ocean Springs

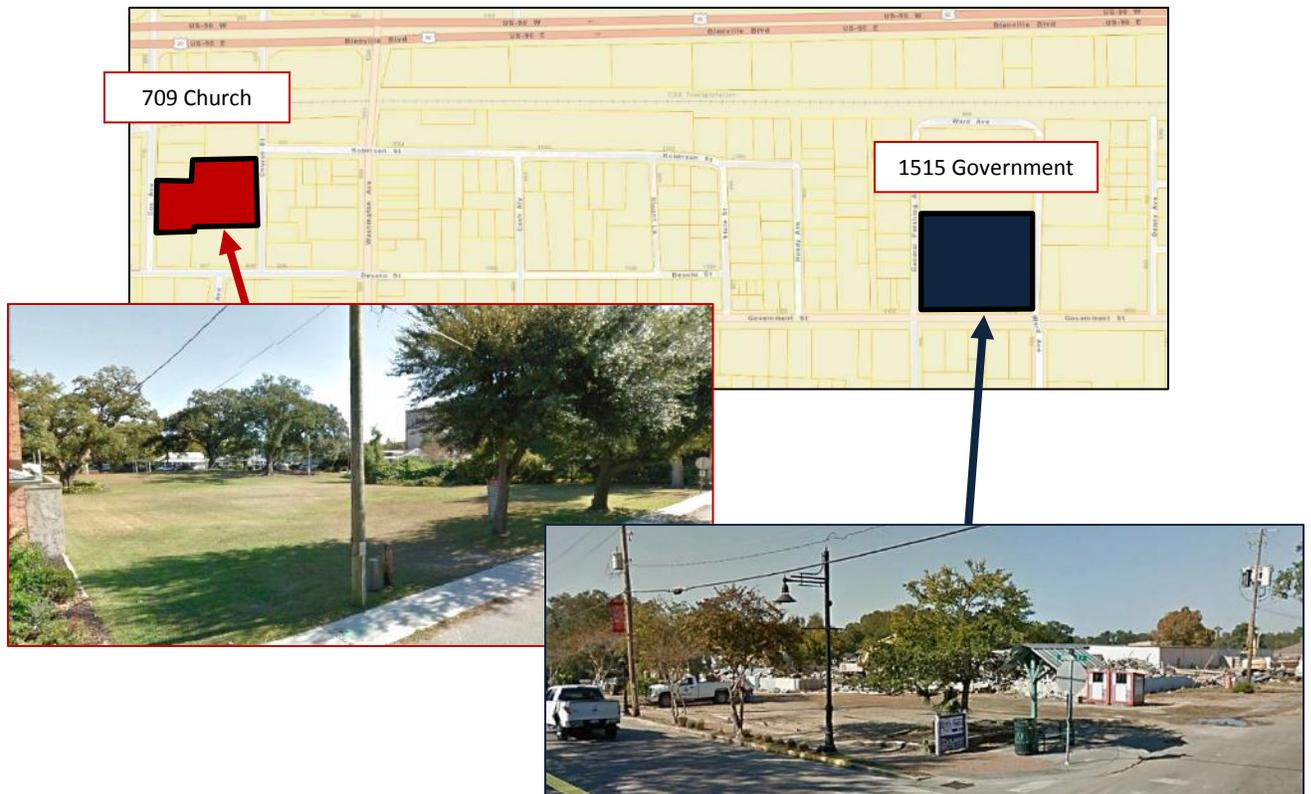


The two identified properties have tremendous potential for impact and the ability to contribute economically, as well as to ensure public, shared parking. This creates a unique opportunity for the city. Both properties are zoned in the character of the surrounding area and the eligible uses will dramatically increase the economic contribution to the city. The ability to ensure the provision of public parking as a part of pending development will not only spur quality development of the property, but will also provide support for the existing businesses and surrounding community.

The configuration of each parking facility will be determined as the project is designed and will be created to meet the parking requirements of the uses as identified. The projects as a whole will be reviewed as part of the city's Design Review process to optimize the form and function of the structures to be created.

The estimate for construction is \$500,000 for each property, creating a total request of \$1,000,000.

(Photograph/Project Plan)





Riverfront Acquisition (Pascagoula Project 2A)

The City of Pascagoula would like to restore the vitality of Riverfront access for the public through acquisition and development of property that has historically been industrial or vacant. By removing existing blight along the river, and providing access to developers and the public, the City will provide opportunity for sustainable job creation while improving the quality of life for residents and tourists to our area.

This proposed project would acquire property immediately surrounding parcels that have been redeveloped as part of the City's MDA Katrina Revitalization process on the riverfront. Private parcels to the south can easily be incorporated into the overall development, and there is an industrial business in the heart of the redevelopment that would be better suited in an industrial zone on the east end of town to allow for better truck access for loading and unloading.

As the MDA Revitalization project is now completed, the Pascagoula Redevelopment Authority is working with private developers to create a public/private partnership development on the riverfront.

Development of the Riverfront property with prime office space will serve an expressed need of neighboring Ingalls Shipbuilding, as they need additional space to house their professional staff to support anticipated increased workload in coming years. In addition, facilities to support supply and support businesses are needed. Restaurants and retail opportunities will support the employees located in this area during the day, further spurring economic development of the riverfront.

Economic Development:

- Enhancement of Waterfront Property
- Connectivity between Commercial Development Sites
- Public Access to Waterfront Areas
- Infrastructure Development to Support Commercial and Residential Development
- Office Space and Supply Chain Support Opportunities for Ingalls Shipbuilding

Uniqueness:

- Development of property immediately adjacent to the Pascagoula River
- Support of Main MS Employer, Ingalls Shipbuilding

Requested Funding:

- \$6,538,900

Sponsor:

- City of Pascagoula

Riverfront Acquisition



The anticipated needs of local industry indicate the need for compact, local developed land. The combination of the developed land, with mixed-use amenities in the immediate adjacent area, will allow shipbuilding operations to continue to grow and flourish, supporting the State's economy as the single largest employer in Mississippi.

Preliminary Project Costs:

- Acquisition of Property:
 - Maymar (above): \$1,200,000
 - Front Street (below): \$3,800,000
- Clearing / Demolition: \$ 50,000
- Infrastructure Upgrades: \$ 550,000
- Legal: \$ 20,000
- Engineering/Inspection: \$ 66,000
- Administrative / Misc Costs \$ 852,900

- **Total Estimated Cost: \$6,538,900**

The focus of Pascagoula's MDA/CDBG Katrina Revitalization efforts was on the Riverfront, between the parcels shown here for consideration.

The two parcels outlined in yellow in the photo to the right show the parcels for consideration. The area between with newly disturbed earth, is the construction project for the riverfront now complete. In the center of the photo, just to the left, is the new public parking garage.

At the top of the photo, the cottage re-use project, Anchor Square is visible. Ingalls Shipbuilding owns property to the south, and west across the river.

From this perspective, it is easy to see how these two areas will help to expand the progress made to date and allow for additional development.





Fletchas Acquisition (Pascagoula Project 2E)

The City of Pascagoula would like to restore the vitality of Riverfront access for the public through acquisition and development of property that has historically been industrial or vacant. By removing existing blight along the river, and providing access to developers and the public, the City will provide opportunity for sustainable job creation while improving the quality of life for residents and tourists to our area.

Approximately 16 acres along the north part of the Pascagoula riverbank is currently owned by the Fletchas family, and is generally in a state of disrepair. It has been used in the past as a shipyard and as a result, there is an industrial feel to the site, with heavy equipment, ships, and piers in various states of repair. This project would acquire the property and clean it of any environmental concerns and debris. Once the property is cleaned, the City would work with the Pascagoula Redevelopment Authority (PRA) to attract private developers to the site, or possibly develop portions to provide access for supply chain support businesses for Ingalls Shipbuilding.

The City has been actively working to revitalize the east riverbank of the Pascagoula River since Hurricane Katrina. Several projects have been completed or are underway to improve use, access, value, and appearance of the river. This project will fit well with that overall goal.

Major investments have been made, and are still being made on both sides of the river to redevelop and revitalize the area. Just to the south, the Round Island Lighthouse was recently relocated inland and is currently being restored. In conjunction with that project, there is an Environmental Education trail under the Hwy 90 bridge, providing opportunities for learning and exercise.

Economic Development:

- Enhancement of Waterfront Property
- Elimination of Blight, currently inhibiting development
- Public Access to Waterfront Areas
- Infrastructure Development to Support Commercial and Residential Development
- Supply Chain Support for Ingalls Shipbuilding

Uniqueness:

- Development of property immediately adjacent to the Pascagoula River
- Water Access for Supply Chain Support for Ingalls Shipbuilding

Requested Funding:

- **\$10,189,000**

Sponsor:

- **City of Pascagoula**

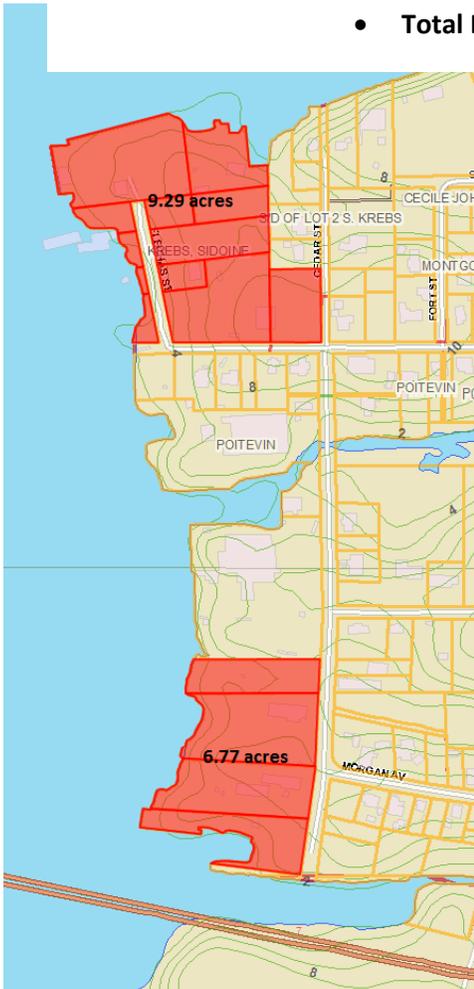
Fletchas Acquisition



MDOT TE funds were used, with Tidelands funding, to install a public boat launch, parking, and a Historic Pathway project along the river moving south. MDA/CDBG funding was used to develop Anchor Square, a Mississippi cottage re-use retail project, and a massive riverfront redevelopment effort. Across the river from this project site, MDA and Tidelands funds have been allocated to begin the redevelopment of the Lowry Island area. Investments by Huntington-Ingalls further south on the west side of the river area impressive as well, with a new Maritime Training Facility. The City is currently in the middle of a rebirth along the river on both banks, and this site is a critical part in presenting a clean, vital environment for residents and visitors alike.

Preliminary Project Costs:

- Acquisition: \$ 6,750,000
- Environmental Remediation: \$ 1,500,000
- Demolition: \$ 400,000
- Engineering / Inspection: \$ 210,000
- Administrative / Misc Costs: \$ 1,329,000
- **Total Estimated Cost: \$10,189,000**



estimate of property value based on waterfront footage. The value of the property may vary significantly with the completion of an appraisal, and the cost to remediate and clean the site may be found significantly different as well, once the site has been completely investigated.

Tourism goals will be reached with this project by removing an eyesore along one of the most attractive areas of the Pascagoula River, encouraging travel to experience the wonders of the river and historic sites nearby. The redevelopment of this area through the Redevelopment Authority will support **Infrastructure, Small Business, and Economic Development** goals by providing projects to clean and revitalize the property, develop sites for private development, and offering opportunities for small business development in this area. Numerous small buildings, or a few larger office type structures, could be developed in this area. Waterfront access is protected on the river, yet close enough to Ingalls and other local water dependent businesses to make this a viable site for supply chain development opportunities.

Lowry Island



Lowry Island (Pascagoula Project 3A)

The City of Pascagoula would like to restore the vitality of Riverfront access for the public through acquisition and development of property that has historically been industrial or vacant. By removing existing blight along the river, and providing access to developers and the public, the City will provide opportunity for sustainable job creation while improving the quality of life for residents and tourists to our area.

Lowry Island has contained the City's River Park for many years. There is a seafood and ice business at the north end, and a small bait shop and boat launch on the southwest. However, the potential of this area is far from being reached. This project proposes development of a harbor, improved parking, added park amenities, boardwalks to provide access to marshland, and a number of other improvements.

The City is working diligently to develop both sides of the Pascagoula River into inviting, vital, exciting venues, open to the public, as much as possible. Lowry Island is an underutilized piece of land with tremendous potential. Through coordination with the Secretary of State and other current occupants, the City proposes to capture that potential and make Lowry Island a destination point for tourists, boat travelers, and local residents.

In addition to the tourism draw, this site was identified as an ideal opportunity during a post-Katrina charrette for mixed use and high density residential development. The proposed improvements could support private development of residential units to support nearby professional staffing requirements, and local scale commercial development to support their location and comfort.

Economic Development:

- Enhancement of Waterfront Property
- Public Access to Waterfront Areas
- Infrastructure Development to Support Commercial and Residential Development
- Harbor Development with fuel access immediately adjacent to quick access to deep water

Uniqueness:

- Development of property immediately adjacent to the Pascagoula River
- Harbor with Fuel access

Requested Funding:

- **\$8,711,848**

Sponsor:

- **City of Pascagoula**



Greenways (Pascagoula Project 4E)

A strong pedestrian and bicycle network of paths between parks, natural amenities and community services will enhance access to nature, meeting space, fitness opportunities, sports venues, and child-friendly playgrounds. The Greenways project will connect other major projects (Historic Pathways, Lighthouse Park, Riverfront Redevelopment, Beach Promenade, Point Park, Spinnaker Point) with a safe, inviting pathway.

In addition to connecting major projects and parks within Pascagoula, the Greenways project will also connect bicycle and pedestrian friendly amenities to the Historic Train Depot, recently identified as a planned stop on the restored Amtrak rail route. Federal funds were just recently allocated for the restoration and preparation of this Depot in support of this critical Coast project, and a matching amount of funds were committed by the City.

Beyond connecting the City with pedestrian and bicycle opportunities, the plan also includes connecting Pascagoula to neighboring Gautier with a dedicated lane across the high rise bridge across the East Pascagoula River. This bridge is often used for events like 5k runs as well as by fitness enthusiasts today. The addition of a dedicated lane will make those opportunities more readily available, as well as safe.

Economic Development:

- Pedestrian and Bicycle friendly communities are proven drivers for widespread economic development
- Connectivity between Residential and Commercial sites for access for residents
- Interconnectivity between communities for travel options other than road vehicles (pedestrian, train, bicycle, etc.)

Uniqueness:

- Development of property immediately adjacent to water courses in the community
- Connectivity to Amtrak service (future)
- Stream Restoration opportunities included

Requested Funding:

- **\$33,822,869**

Sponsor:

- **City of Pascagoula**

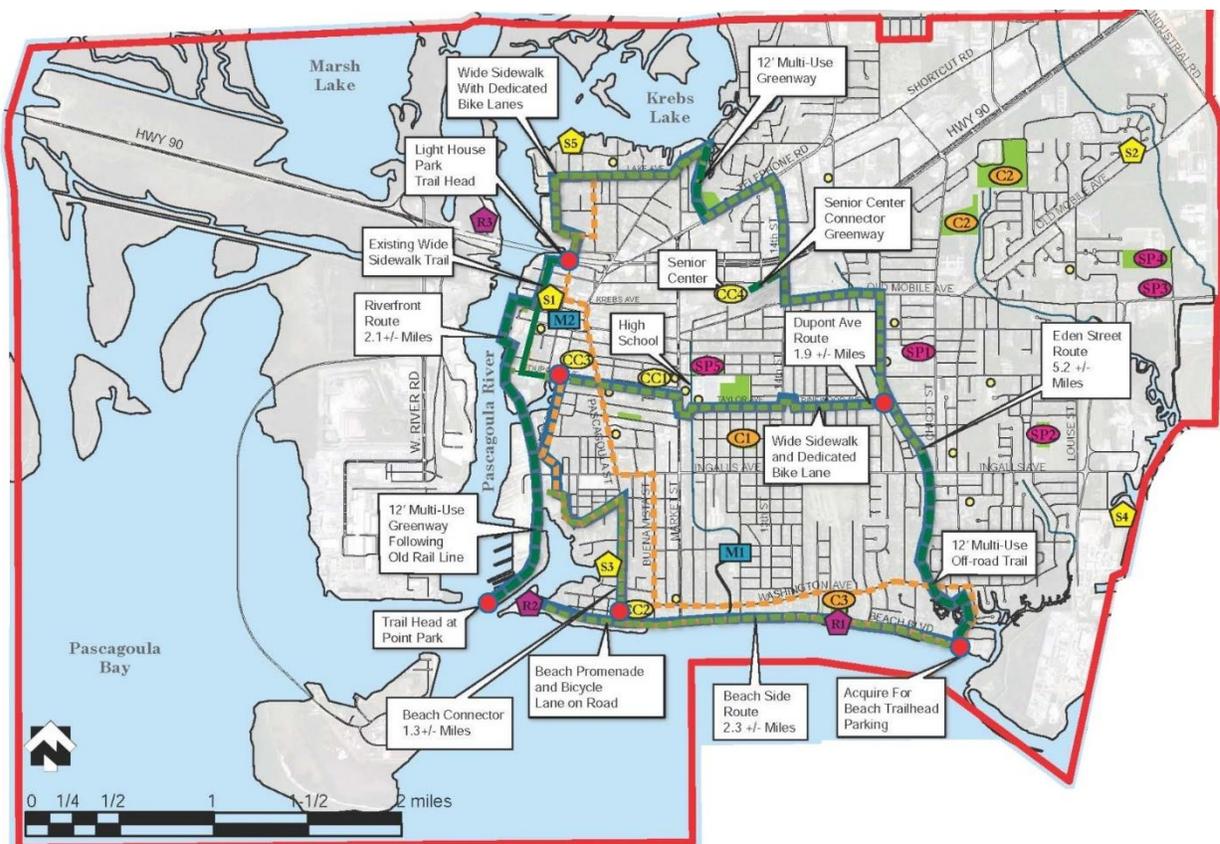
Greenways



The heavy green lines shown below depict the extent of the initial plan for the Greenway network, as developed conceptually in the Pascagoula Parks and Recreation Master Plan by Lose & Associates, Inc. Connections to the Historic Train Depot and to trails in neighboring cities will be incorporated into final plans for this project.

Preliminary Project Cost Estimate:

- Property Acquisition: \$ 7,145,480
- Trails / Pavement: \$ 6,846,560
- Boardwalks / Bridges: \$ 2,116,000
- Lighting: \$ 7,451,000
- Signage: \$ 88,500
- Landscaping: \$ 3,234,300
- Legal: \$ 161,000
- Engineering / Inspection: \$ 2,368,350
- Depot Enhancements: \$ 500,000
- Connectivity to other trails: \$ 529,379
- Administrative / Misc Costs; \$ 3,382,300
- **Estimated Total Cost: \$33,822,969**



Water and Sewer Infrastructure I-10 Connector Road



Water and Sewer Infrastructure I-10 Connector

The West Jackson County Utility District proposes to construct water and sewer infrastructure to support the Jackson County Board of Supervisor's I-10 Connector Road, Phases I, II and III. The I-10 Connector Road Project begins at Mallette Road Drive in D'Iberville, immediately west of Daisy Vestry Road (Jackson County/Harrison County boundary) and continues east for approximately 2.7 miles crossing Tucker Road (Highway 609) and terminating at Seaman Road. This new road will provide a continuous east-west route between 67 (via Sangani Boulevard) to Highway 609 (Tucker Road) and access from the two I-10 interchanges. The benefits of water and sewer infrastructure include providing potable water, fire protection and sewer collection which is required for the significant commercial development anticipated from this I-10 connector road.

The proposed water infrastructure includes the capacity, storage and distribution capability necessary for high-density commercial development. Fire protection is provided with elevated storage tanks, two new high-yield gravel pack production wells and a network of 12" distribution piping to ensure safe and reliable fire-fighting capability and competitive fire insurance rates. Peak potable water demands are easily met with reliable redundant capability from the two new elevated storage tanks and two high-yield wells.

The proposed sewer infrastructure includes an environmentally safe and reliable gravity collection sewer system which will be received by a new regional sewage pumping station that will pump directly to the regional wastewater treatment system. The existing low pressure sewer system along this route is undesirable, unreliable and will be abandoned.

Economic Development:

- New Commercial Corridor
- Large Scale Commercial Development
- Commercial Fire Protection
- High Yield Potable Water System
- Environmentally Safe Water

Uniqueness:

- Supports Development along the I-10 Corridor

Requested Funding:

- \$8,400,000

Project Sponsor:

- West Jackson County Utility District



Water and Sewer Infrastructure I-10
Connector Road



(Narrative Continued)

[Insert Project Photo or Sketch here]



ECONOMIC RECOVERY PROJECTS JACKSON COUNTY, MISSISSIPPI



Project Name	Sponsor	Budget	Brief Description
I-10 Connector Road - Phases II and III	Jackson County Board of Supervisors	\$10,500,000.00	Right of way acquisition and construction of the new East/West connector road parallel to Interstate 10 in West Jackson County.
Ocean Springs Road Improvements		\$25,000,000.00	Widening of Ocean Springs Road from Highway 57 to Highway 90, a distance of 4.5 miles
Old Fort Bayou Road and Improvements		\$9,500,000.00	Widening of Old Fort Bayou Road for a distance of 1.6 miles to include a three lane section with continuous left turn lane, adding 6' paved shoulders for a bike path and striping.
Multi-Use Path - Ocean Springs to Gautier		\$5,000,000.00	Construction of a 7 mile route, 10' wide along Highway 90 from City Hall in Gautier to the Hospital in Ocean Springs for use by pedestrians and bicycles
Jackson County Beaches - Shoreline Protection Program		\$6,150,000.00	Development of shoreline protection strategies for County beaches.
Old Fort Bayou Road at I-10 Interchange		\$30,000,000.00	Right of way acquisition and construction of new interchange
McCann Road Overpass		\$10,000,000.00	Construction of a new overpass at McCann Road and Interstate 10 in the St. Martin community
Pascagoula River Scenic Water Trail		\$3,000,000.00	Develop ecotourism opportunities by establishing a scenic water trail along the Pascagoula River. Trail heads will be constructed in four strategic locations along the river to provide access, parking, temporary shelter, and trail information.
Roy O. Cumbest Bridge Replacement		\$14,500,000.00	Replacement of the Roy O. Cumbest bridge on Wade Vancleave Road over the Pascagoula River.
East Jackson County Water Supply Phases III and IV	Jackson County Utility Authority	\$25,500,000.00	Phase III - add new sedimentation basin, three new treatment trains, elevated storage and additional supply wells at the existing treatment plant site. Phase IV - increase distribution and storage for three Jackson County Industrial sites
West Jackson County Water Reclamation Phases II - IV		\$109,150,000.00	Construct and implement mechanical treatment units, upgrade discharge and wetlands and re-establish spray field capacity.
Port of Pascagoula South Terminal Bulkhead Replacement, Rehabilitation and Extension	Jackson County Port Authority	\$22,500,000.00	Replacement, rehabilitation and extension of the sheet pile bulkhead
Port of Pascagoula North Rail Connector		\$6,400,000.00	Railway upgrades and improvements
Trent Lott International Airport Runway Strengthening & Widening	Jackson County Airport Authority	\$6,000,000.00	Strengthening and widening of runway
Commerce & Technology Corridor -I-10/Allen Road Frontage Corridor and Infrastructure	City of Gautier	\$11,000,000.00	Multiple improvements including the cost of right of way acquisition, permitting, construction, drainage and lighting.
Gautier Town Center - The Commons Park		\$15,000,000.00	Commercial and retail development and 2.5 miles of roadway and 1.3 miles of multi-use pathway
Shepard State Park Recreational and Ecological Enhancement		\$9,000,000.00	Expansion of nature trails, construction of resting areas and observation decks, road repairs, miscellaneous upgrades and additional facilities
Water Filtration, Clarity and Treatment Project		\$6,000,000.00	Utilize new technology to treat city water for clarity
Plummer Point Property Acquisition and Development - Ocean Springs, MS	City of Ocean Springs	\$2,300,000.00	Acquire and develop property at foot of Ocean Springs bridge to allow for both private and public mixed use development while also increasing attractiveness of entrance way into city.
Purchase and development of Fayard Property - Front Beach, Ocean Springs		\$2,850,000.00	Acquire property and develop the land to create a private/public project providing areas for dining, fishing/boating/picnics with pavilion, parking and lighting
Parking Facilities as part of Public/Private Partnerships for Downtown Ocean Springs		\$1,000,000.00	Enhance existing commerce through additional public parking
Northern Gateway Project, HWY 613 - Main Street Improvements	City of Moss Point	\$7,400,000.00	Improved visibility and lighting to attract potential customers/developers to the downtown riverfront area
I-10 Corridor Project - Hwy 63 / Hwy 613 Connector		\$4,100,000.00	Facilitate additional growth in this area by constructing 1.1 miles of roadway improvements that would connect Highway 63 to Highway 613 via a frontage road while also providing enhanced connectivity along existing roadways.
Riverfront Acquisition	City of Pascagoula	\$6,538,900.00	Restore the vitality of the riverfront access through acquisition and development of property to create sustainable job creation
Fletchas Acquisition		\$10,189,000.00	Acquire and develop approximately 16 acres of water front property currently owned by the Fletchas family for commercial/industrial development
Lowry Island		\$8,711,848.00	Restore vitality of river front access for the public through acquisition and development of property that has been historically vacant
Greenways		\$33,822,869.00	Develop a pedestrian and bicycle network of paths between parks, natural amenities and community services
Water and sewer infrastructure I-10 Connector Road	West Jackson County Utility District	\$8,400,000.00	Construct water and sewer infrastructure to support the I-10 Connector Road, Phases I, II and III

Prepared By: