



CAPITOL COMPLEX IMPROVEMENT DISTRICT MASTER PLAN 2023 UPDATE

PREPARED FOR:
MISSISSIPPI DEPARTMENT OF
FINANCE AND ADMINISTRATION

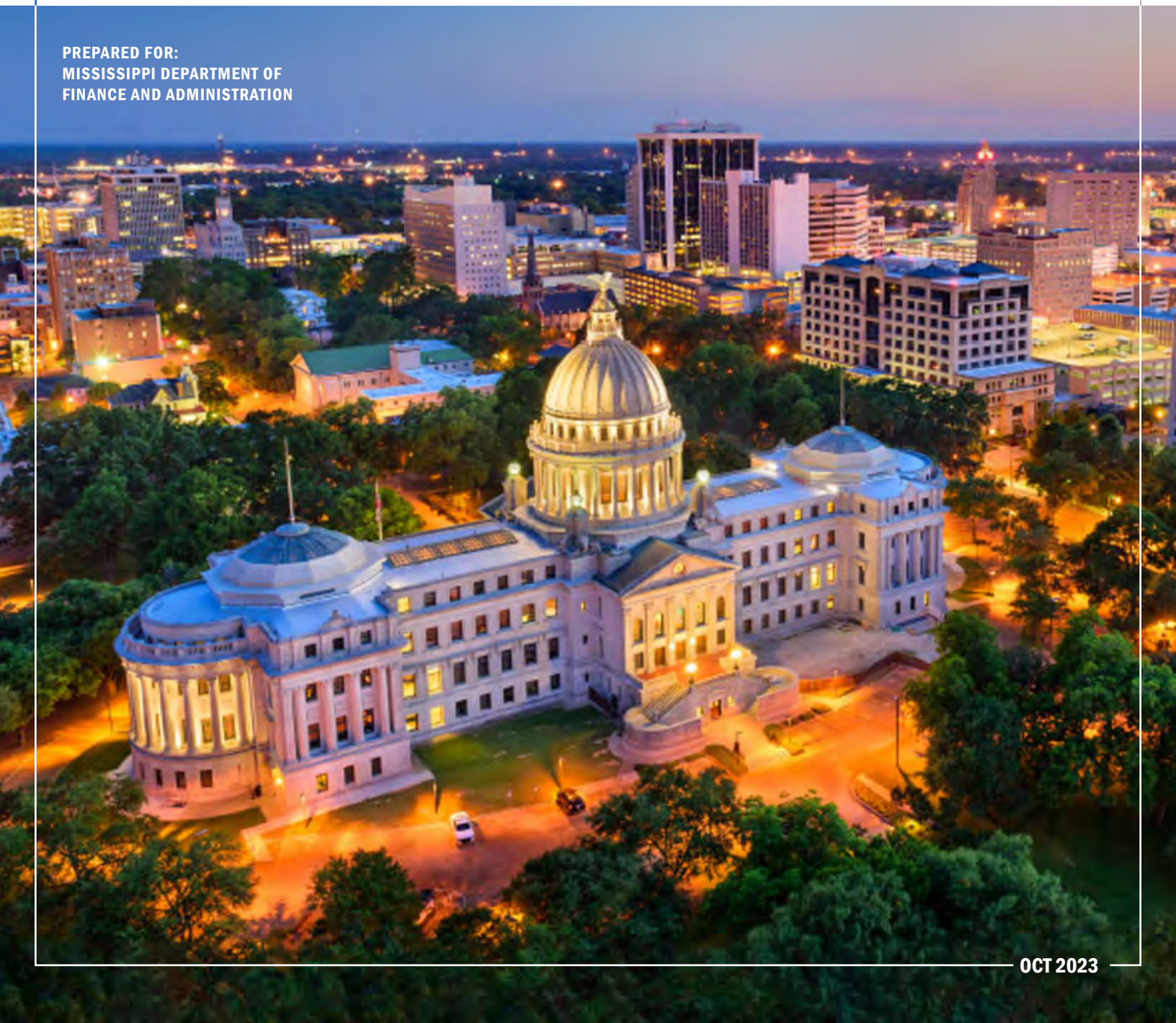


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NOTE: This document describes the status of various City of Jackson projects within the CCID that were requested from various sources, including the City of Jackson. The reported status of these projects has been included in this plan; however, their accuracy cannot be guaranteed at the time of publication.

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Introduction

The Capitol Complex Improvement District (CCID) was created by the Mississippi Legislature to establish regular funding for administration of infrastructure projects within a defined area of Jackson. The boundaries of the CCID were drawn to capture a majority of the State-owned properties and State of Mississippi offices and facilities operating within the city. CCID infrastructure projects are administered by the Department of Finance and Administration (DFA); however, the City of Jackson, who owns the public infrastructure within the District, remains responsible for planning its own improvements and for routine maintenance of all infrastructure within the CCID. The legislation directed the DFA to create a comprehensive plan for infrastructure improvement projects within the CCID. DFA established a CCID Division (DFA-CCID) to administer capital projects within the CCID. The following types of projects are eligible for funding within the CCID boundary:

- Street reconstruction, resurfacing and repairs to roadways, curbs and gutters
- Bridge construction, reconstruction and repair
- Reconstruction and repair of drainage systems
- Street lighting improvements
- Traffic signal improvements
- Installation of, or repairs to, water and sewer lines
- Reconstruction and repair of public parks and sidewalks
- Planting and replacing landscaping materials, trees, and site amenities within public parks and right-of-way
- Relocation of underground power and communication lines, and
- Other infrastructure or public safety improvements that are determined to be necessary by the Executive Director of DFA.

The DFA-CCID developed and adopted the original CCID Master Plan in 2019, in consultation with the CCID Project Advisory Committee, which consists of representatives and appointees from the City of Jackson; Jackson State University; University of Mississippi Medical Center; and the Offices of the Governor, Lieutenant Governor, and Speaker of the Mississippi House of Representatives.

Description of Project Area

The original boundary of the CCID is defined in House Bill 1226, which went into effect on July 1, 2017. **Figure 1** shows the CCID boundary, which covers approximately 8.7 square miles and includes many of the city's major institutions and assets – Jackson State University (JSU), University of Mississippi Medical Center (UMMC), Downtown Jackson, Jackson Medical Mall, LeFleur's Bluff, Smith Park, Belhaven University, Millsaps College, and many more. The CCID boundary was expanded in 2023 by House Bill 1020. **Figure 2** shows the expanded CCID boundary, which will take effect on July 1, 2024. The CCID contains a significant number of State-owned properties and is where various State agencies such as the Mississippi Department of Transportation (MDOT) and the Mississippi Department of Environmental Quality (MDEQ) are headquartered. **Figures 3 and 4** show the approximate location of buildings within the CCID that are leased or owned by the State.

Original District Boundary Map

Original District Boundary
July 1, 2017 – June 30, 2024

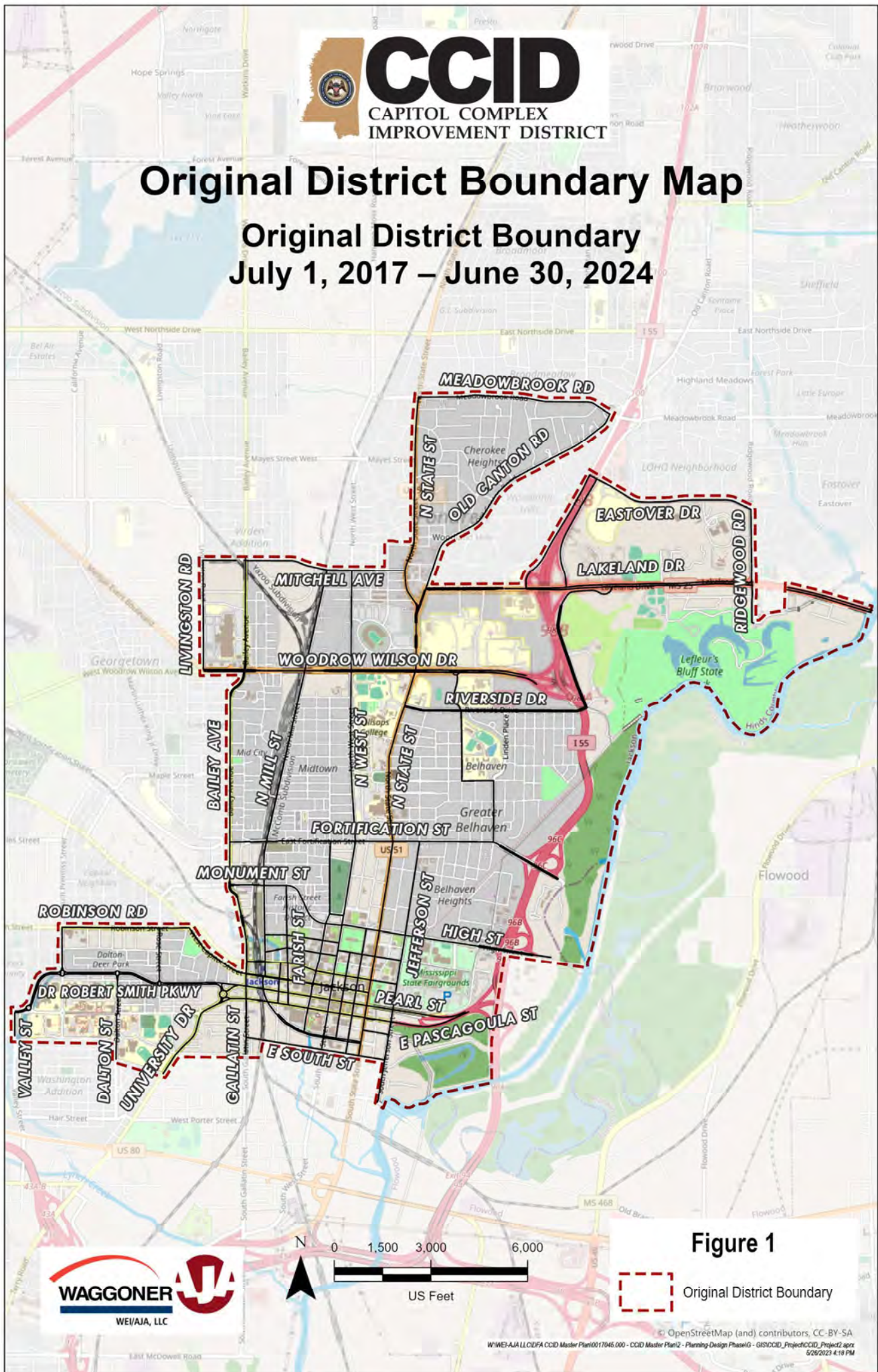



Figure 1

 Original District Boundary

Expanded District Boundary Map

Effective July 1, 2024

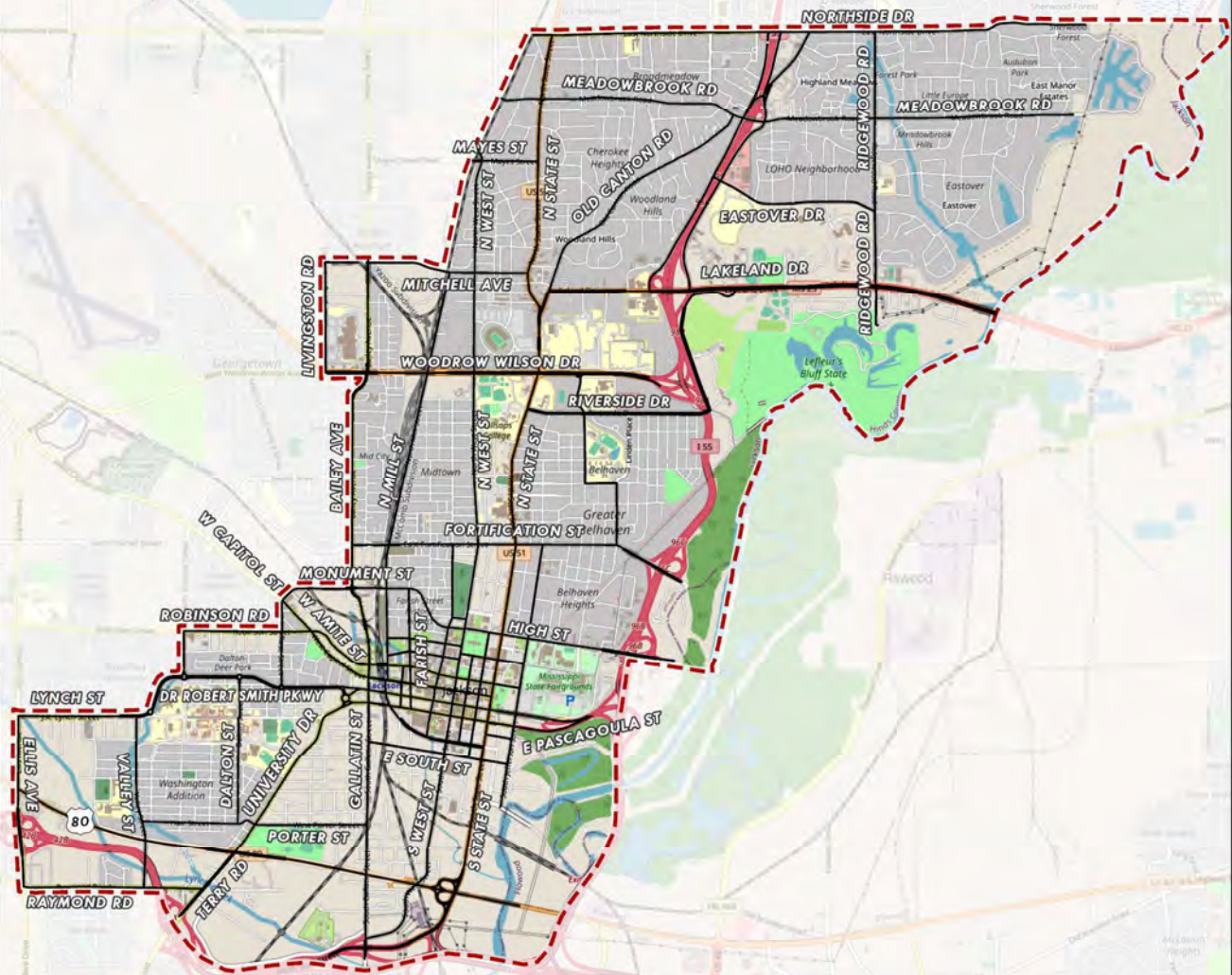
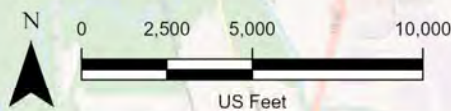


Figure 2

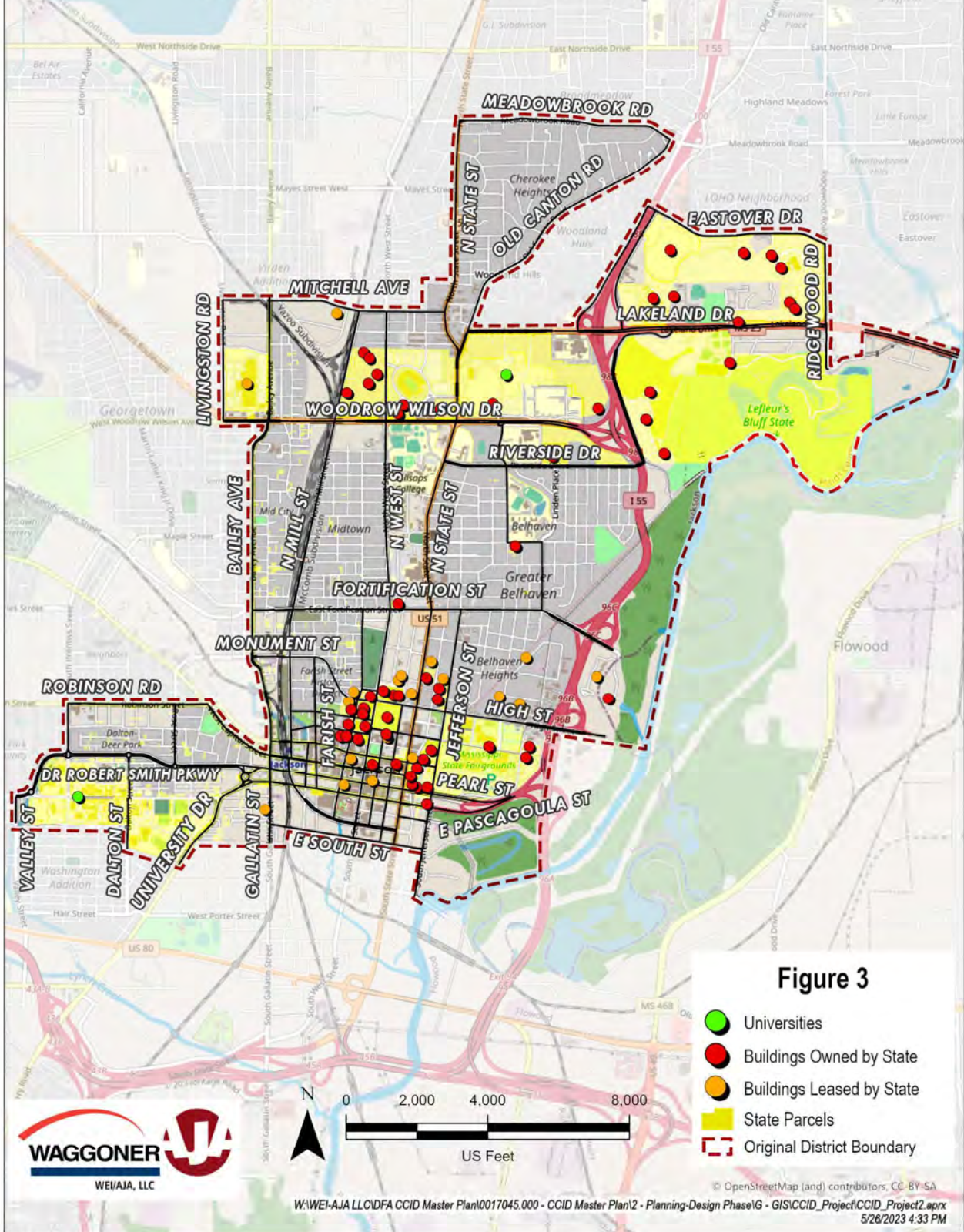


- Major Roads
- - - Expanded District Boundary

Buildings Owned or Leased by the State

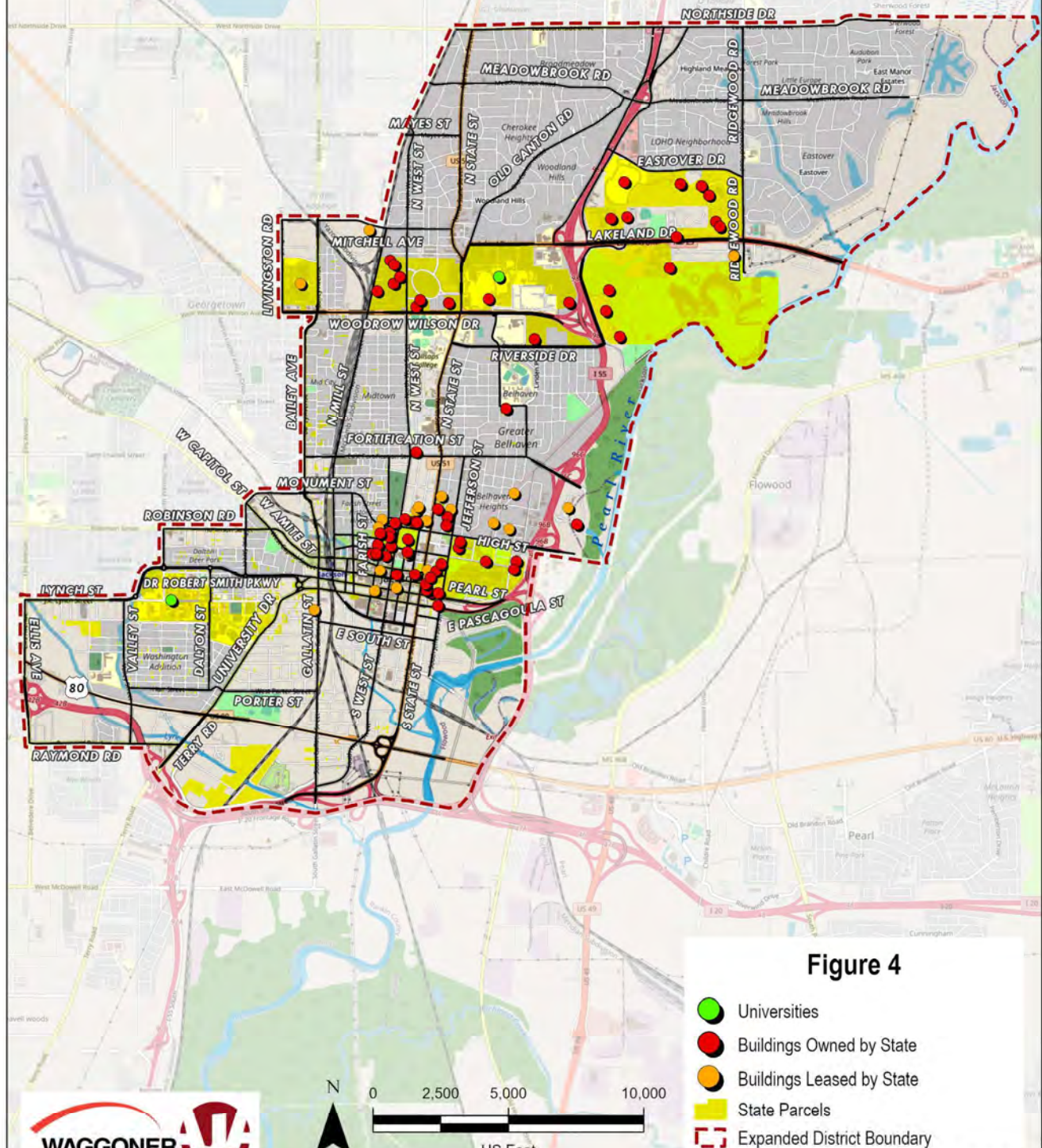
Original District Boundary

July 1, 2017 – June 30, 2024



Buildings Owned or Leased by the State

Expanded District Boundary Effective July 1, 2024



Needs Assessment

Existing Conditions

Vehicular travel within the CCID is served by a network of streets and highways. Each type of street and highway is classified according to the level of service they are intended to provide. Roads with higher classifications serve the mobility needs of a greater number of people and typically carry more traffic. The Federal Highway Administration (FHWA) classifies roadways into five categories, based on their identified purpose and function for meeting the mobility and access demands of motorists on the overall roadway network. **Figures 5 and 6** illustrate the functional classification of roadways within the CCID, based on information from maps prepared by the Central Mississippi Planning and Development District (CMPDD). **Figures 7 through 12** show the principal arterial, minor arterial and collector roadways located within the CCID. The following paragraphs describe the functional classifications of roadways.

Interstates – Interstates are the highest classification of roadway in the Functional Classification System (FCS). Intended to facilitate long distance travel and connectivity between major urban areas, these roadways are divided highways with limited or controlled access and grade separated interchanges. The full control of access to interstate highways results in high capacity for vehicular traffic, and travel speeds are much higher than on non-interstate facilities. Within the original CCID boundary, there is only one interstate highway, I-55, and it is maintained by the Mississippi Department of Transportation. Although a portion of I-55 and its frontage roads runs within the CCID boundary, it is ineligible for CCID funding because it is not a city street. Within the expanded CCID boundary, I-20 also crosses through the southwest part of the District. I-20 is also ineligible for CCID funding.

Principal Arterials – These roadways serve major activity centers, are the highest traffic volume corridors (except for Interstates), have the longest trip demands, carry a high proportion of total urban travel on a minimum amount of mileage and interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban areas and movements through urban areas.

Minor Arterials – These roadways provide service for trips of moderate length at a somewhat lower level of travel mobility, distribute traffic to smaller geographic areas, provide more land access than Principal Arterials without penetrating identifiable neighborhoods and offer connectivity to the higher arterial system.

Collectors – These facilities provide both land service and traffic movement functions. Collectors serve as intermediate feeders between arterials and local streets and primarily accommodate short distance trips. Since collector streets are not intended to accommodate long through trips, they are generally not continuous for any great length.

Local Streets - Local streets are generally designed for slow speeds and typically support direct access to residences, businesses, and in the case of the CCID, state-owned or leased properties.

Pavements age and gradually deteriorate over time due to a variety of environmental effects, traffic loadings, and other factors. Potholes and utility cuts contribute to the deterioration of many city streets. A pavement condition survey can provide an objective evaluation of the condition of the street system, and can be used in planning, prioritizing, and budgeting pavement rehabilitation projects in a cost-effective manner. A citywide pavement condition survey using specialized equipment was conducted in 2013 and provided the City of Jackson with an assessment of surface distress and roughness on most of its streets. The report that was generated from this survey, the “*Paved City Roads with Data 2013 to 2022 Report*”, applied ratings to each roadway and recommendations for major and minor rehabilitation, maintenance, and reconstruction, that would help the City’s Department of Public Works establish a citywide pavement management system.

A condition survey of the major roadways within the CCID was done in September and October 2022. The condition survey established a benchmark to prioritize street improvement projects. Each of the major streets reviewed during the condition survey was rated using the criteria described in **Table 1**.

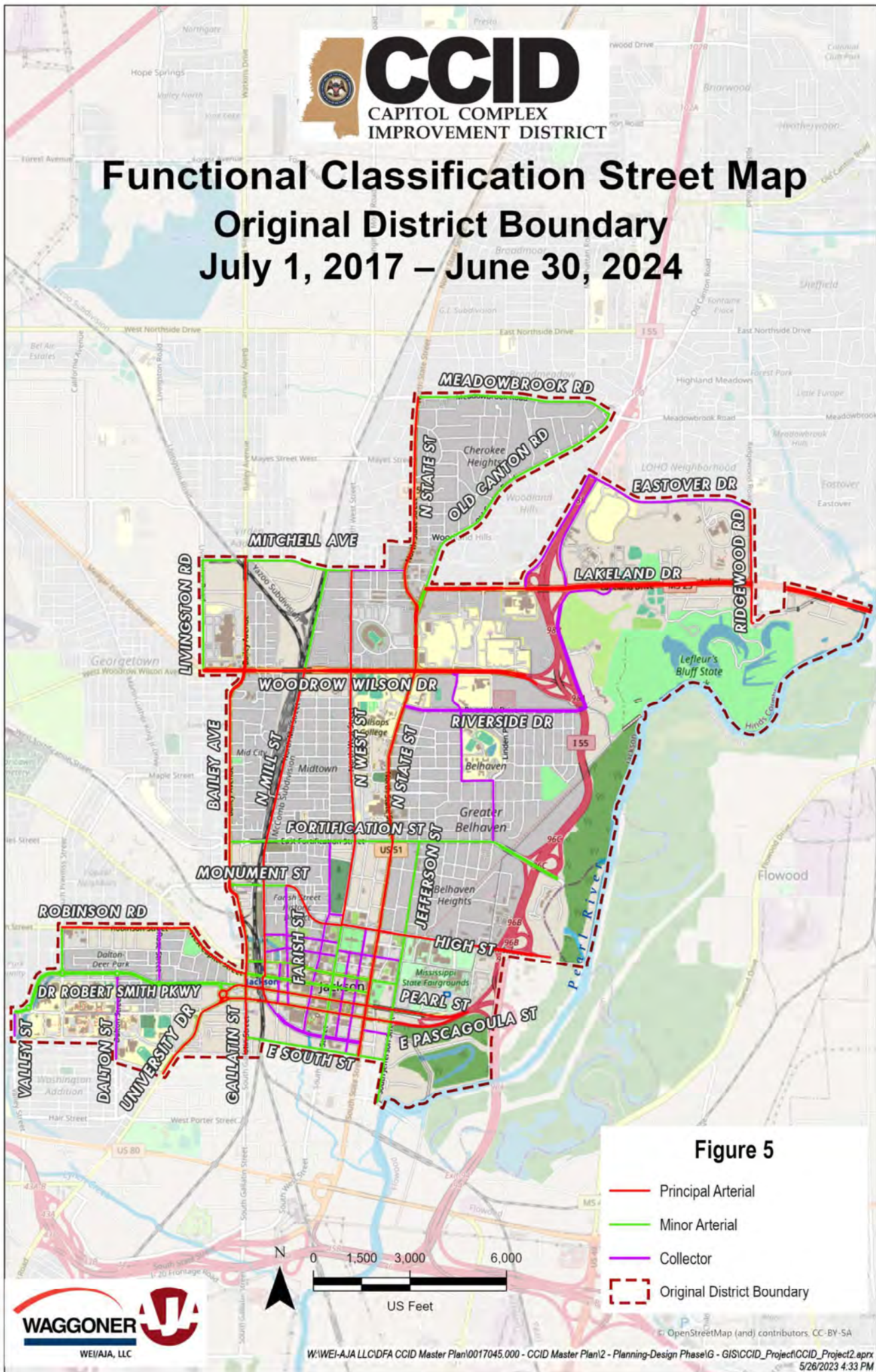
Table 1 – Visual Survey Pavement Rating

Excellent	Pavement is smooth with no cracking and in new condition.
Good	Pavement is smooth with a few small cracks or widely spaced cracks.
Fair	Pavement is relatively smooth with some cracking and potholes and is beginning to show wear but is still structurally sound.
Poor	Pavement has significant cracking and potholes and the structure is beginning to disintegrate, some of which may be caused by failing underground utilities.
Failure	Pavement has significant cracks, potholes and rutting. Pavement has disintegrated, the ride is extremely rough and is only passable at slow speeds with difficulty.

Functional Classification Street Map

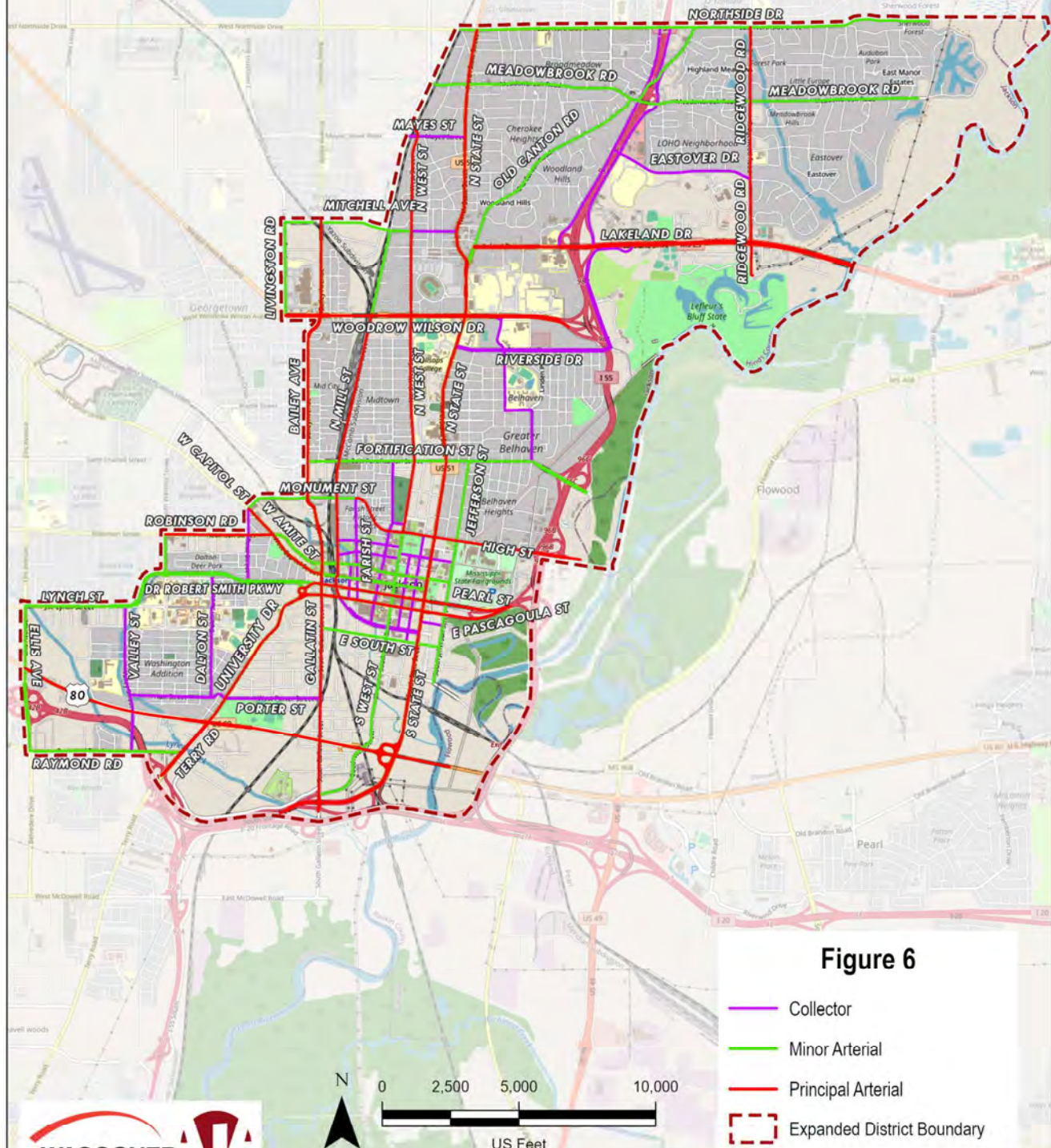
Original District Boundary

July 1, 2017 – June 30, 2024



Functional Classification Street Map

**Expanded District Boundary
Effective July 1, 2024**



Principal Arterials (Original District Boundary)

July 1, 2017 – June 30, 2024

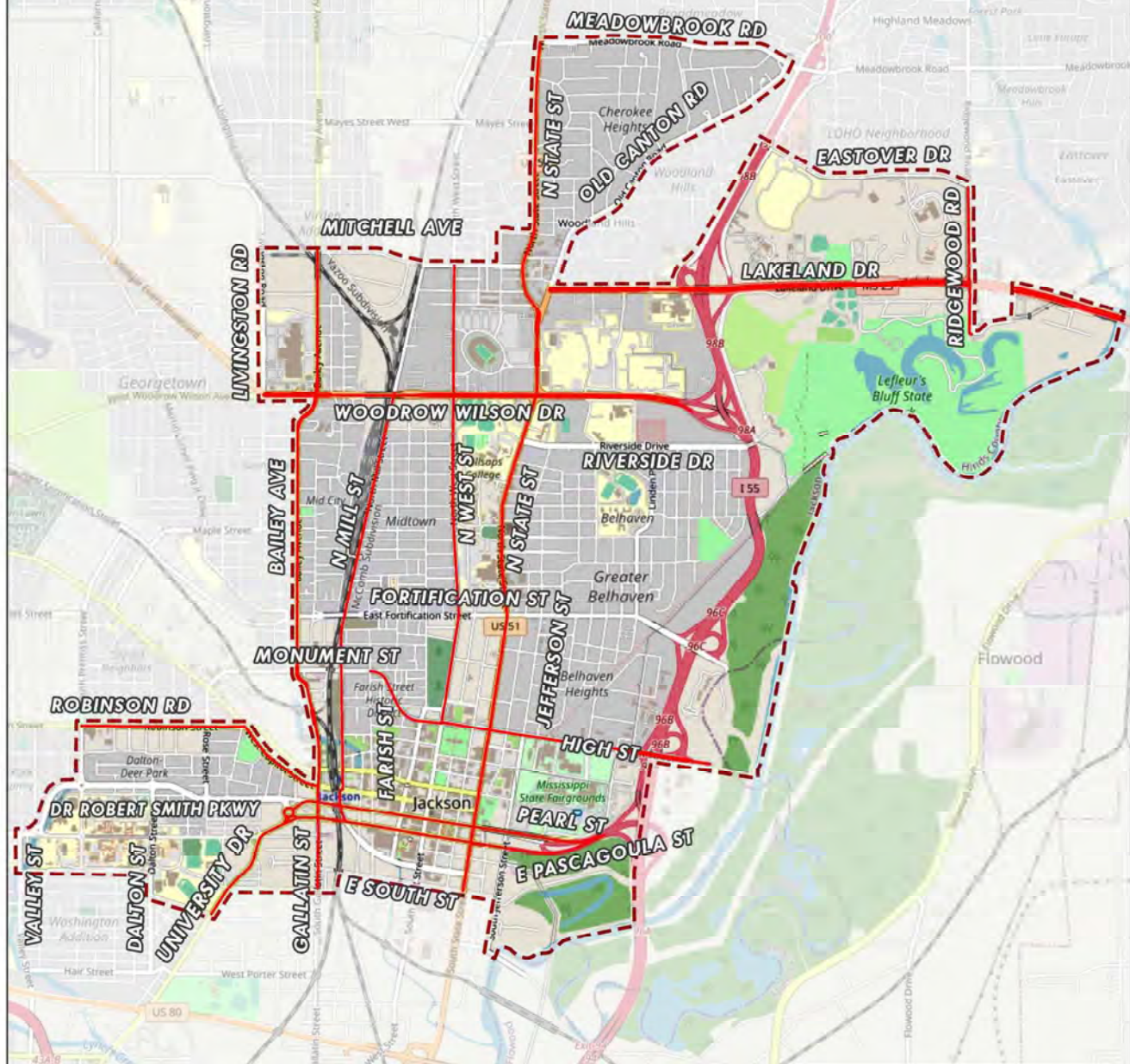


Figure 7

- Principal Arterial
- - - Original District Boundary

Principal Arterials (Expanded District Boundary)

Effective July 1, 2024

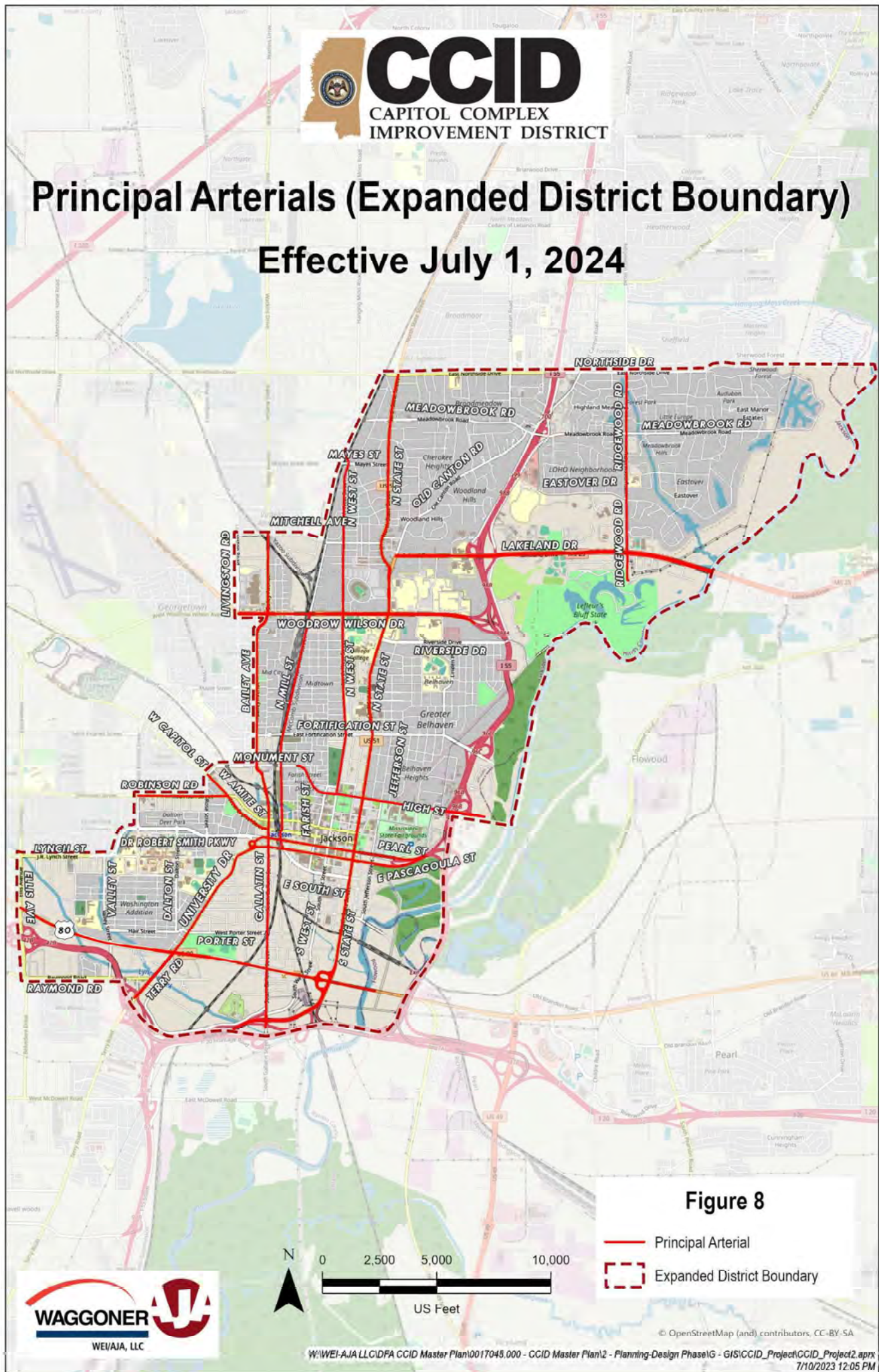
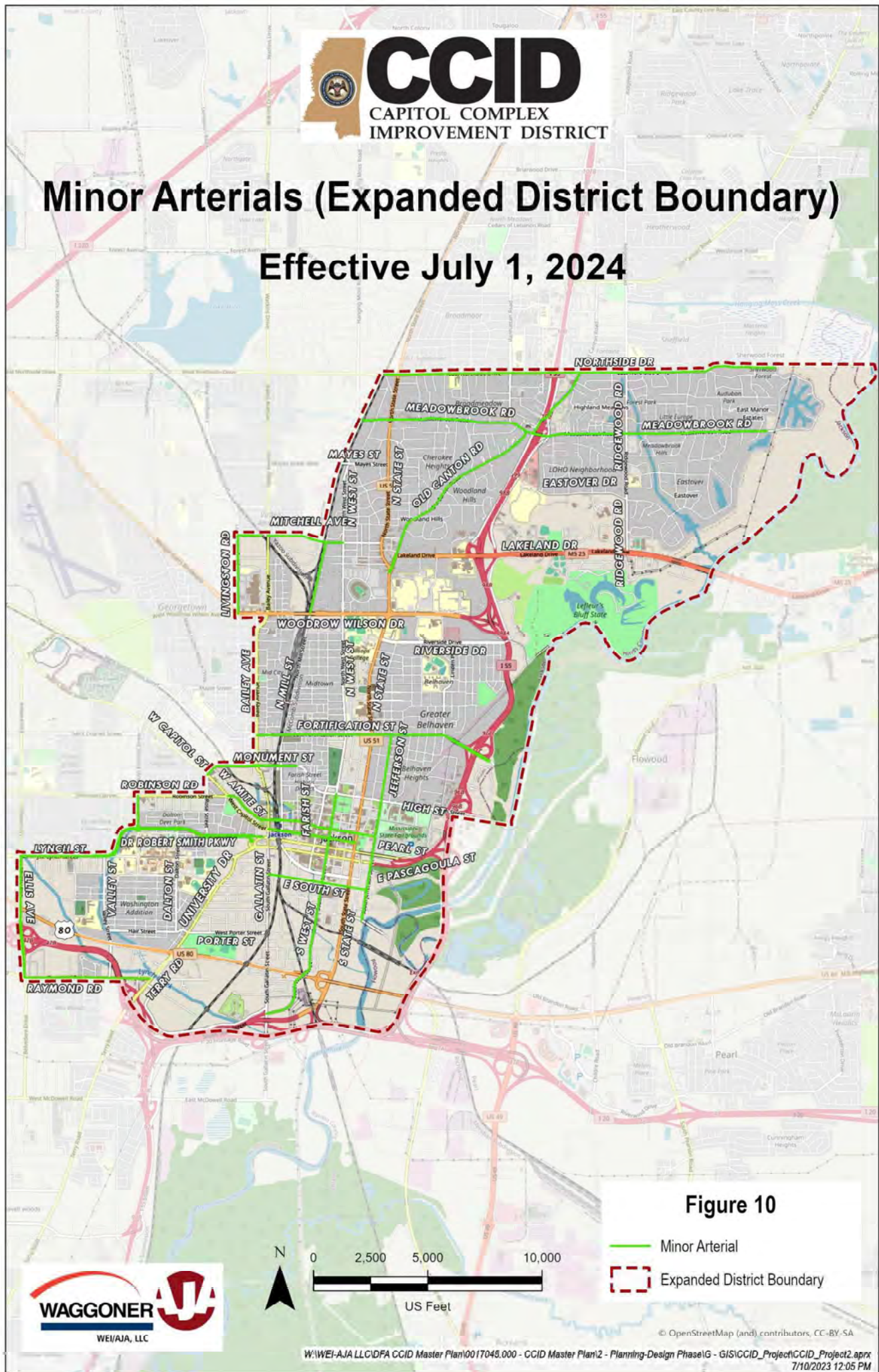


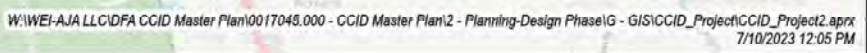
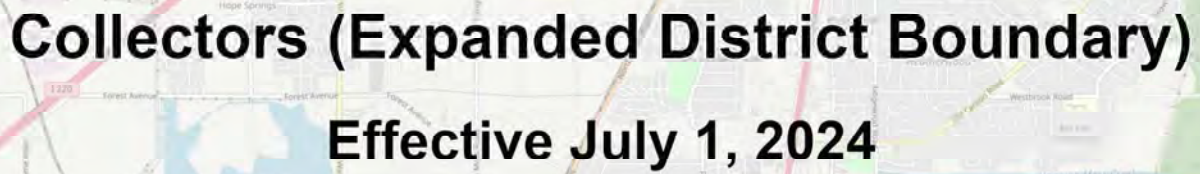
Figure 8

- Principal Arterial
- - - Expanded District Boundary

Minor Arterials (Expanded District Boundary)

Effective July 1, 2024





A full listing of streets that were reviewed and their condition per the visual survey method is included in **Appendix A**. The visual observations were subsequently compared to the CMPDD Pavement Management System (PMS) Index for years 2018 to 2020, and the 2013 citywide pavement condition survey reports. While all streets that were reviewed in the CCID may not call for immediate attention, most will need a repaving or rehabilitation plan in the future as the useful life expires. Consideration was given to utility cuts, obvious utility failures, potholes, significant cracking, evenness of the riding surface, and other obvious signs of pavement deterioration. For each of the assessment limits, both the visual and rideability levels were documented and used in the analysis to assess whether the street should be considered for repaving or rehabilitation in the near term.

Review of Previous Planning Efforts

To prepare the initial CCID Master Plan, previous plans and reports provided by the City of Jackson, JSU, UMMC, and other agencies and organizations were studied in 2018 to gain an understanding of previous planning efforts over the last 50 years. Thirty-five (35) documents were gathered and given a cursory review of their content. As the documents were reviewed, a determination was made regarding each document's relevance to public infrastructure and current conditions within the CCID boundary. As a result, eleven (11) planning documents were screened and determined to be most current and relevant to the state of public infrastructure within the CCID. **Table 2** lists the 11 documents that were reviewed, and the following paragraphs summarize each document, including the status of recommended projects since the adoption of the original CCID Master Plan.

Table 2 – List of Planning Documents Reviewed for 2019 CCID Master Plan

Document Name	Date Issued
Strategic Risk/Asset Management: Prioritizing Capital Reinvestment in Urban Drainage Infrastructure (PowerPoint)	February 7, 2013
Capital Reinvestment in Urban Drainage Infrastructure – 2013 and Beyond, Basis for the Development of a Comprehensive Drainage Improvement Plan	June 25, 2013
Water Distribution System Rehabilitation Master Plan Update (PowerPoint)	January 25, 2013
Water Distribution System Rehabilitation Master Plan Update (report)	February 20, 2013
2040 Metropolitan Transportation Plan, Jackson Urbanized Area	November 2015
Master Plan of the 1% Sales Tax Commission	March 1, 2017
Site Investigation and Damage Assessment for the Identification of Priority Projects, Town Creek and Eubanks Creek Watersheds	October 2017
Campus Master Plan for the Urban University of Mississippi	August 2015
The University of Mississippi Medical Center Campus Master Plan	August 2017
2018 Critical Bridge Status	2018
Smith Park Renaissance Report	2018

Citywide Drainage Studies (2013)

Chester Engineers was contracted to conduct a risk assessment of the City of Jackson's drainage infrastructure as the basis for the development of a comprehensive drainage improvement plan. According to the report, over 20 miles of drainage channels were investigated with field teams to document the condition of channels across the city. Based on their investigation, it was evident that the major drainage channels have not received the maintenance required to maintain an adequate capacity for the conveyance of stormwater runoff. Two documents that were prepared for the City for this project were reviewed; the first document was a PowerPoint entitled "*Strategic Risk/Asset Management: Prioritizing Capital Reinvestment in Urban Drainage Infrastructure*" dated February 7, 2013 and the second was a technical memorandum dated June 25, 2013 having as its subject "*Capital Reinvestment in Urban Drainage Infrastructure—2013 and Beyond, Basis for the Development of a Comprehensive Drainage Improvement Plan*". The consultant developed a rating system for the consequence of failure for the fourteen (14) key drainage basins across the City. The study suggested that the highest priority for drainage improvements and maintenance should be given to the Belhaven Creek, Eubanks Creek, and Town Creek drainage basins, all of which are within the CCID boundary. The plan also established comprehensive drainage improvement plans, long-range (20 years) objectives, and strategies to address immediate (6 months) and near term (6 months to 2 years) objectives.

Belhaven Creek, Eubanks Creek and Town Creek are the three drainage basins within the CCID that are included in the study. Eubanks Creek and Belhaven Creek had the second and third highest probability of failure of the drainage basins analyzed. One recommendation of interest to the CCID Master Plan involves Belhaven Creek. The report proposes constructing detention and attenuation ponds near Woodrow Wilson Avenue to reduce the runoff within the channel into the Belhaven neighborhood.

Water Distribution System Rehabilitation Master Plan Update (February 2013)

A master plan for recommended improvements to the City's water distribution and storage system was completed in 2013. The City created its original Water Master Plan in 1985, which underwent updates in 1997 and 2013. The documents reviewed were a PowerPoint presentation summary of the study's findings and recommendations dated January 25, 2013, and a final report issued on February 20, 2013.

Chapter 5 of the final report presents a capital improvement program (CIP) of water distribution system projects intended to "increase water supply, provide additional elevated storage and improve fire flow to the Capitol Complex area". The Capitol Complex projects were specifically proposed to prevent a reoccurrence of the water emergency that occurred during a 2010 winter storm that resulted in numerous water line breaks and

outages in Downtown Jackson, impacting businesses and government offices. Phase 1 of these improvements recommended construction of a new 1.5-million-gallon elevated water storage tank, which was constructed at the corner of Fortification Street and Mill Street in 2014. Phase 2 proposed ten projects that would replace old, undersized lines to increase water supply, pressure, and fire flow in the Capitol Complex area. One of the projects, which required construction of a 12" main on East Capitol Street from President Street to Mill Street, was completed as part of the East Capitol Street Improvements project. The City of Jackson was responsible for the administration and implementation of these projects. The 2019 CCID Master Plan includes a list of water line projects recommended in the 2013 Water Master Plan update.

2040 Metropolitan Transportation Plan, Jackson Urbanized Area (November 2015)

As a Metropolitan Planning Organization (MPO), the Central Mississippi Planning and Development District (CMPDD) is required under Federal law to prepare and update a long-range transportation plan (LRTP) for the Jackson urbanized area, which includes Hinds, Madison, and Rankin Counties. The plan, which has a horizon of 20 years from its effective date, is updated every five years. The 2040 Metropolitan Transportation Plan was adopted in November 2015 and lists planned multimodal (roadway, bicycle, and transit) transportation projects and programs that have been proposed to be eligible for state and/or federal funding. Projects include intersection improvements, new road construction, bridge replacements, and safety projects. The LRTP projects are prioritized and planned to be implemented in three stages:

- Stage I covers projects to be implemented in the short-term, from 2016 through 2020
- Stage II projects are planned to be implemented in the immediate period from 2021 through 2030
- Stage III projects are included in the long-range period from 2031 through 2040.

There are also two bicycle/pedestrian projects within the CCID which are expected to be completed by the City of Jackson.

City of Jackson ADA Transition Plan (2015)

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people with disabilities. Titles II and III of the ADA governs transportation and public accommodation for people with disabilities. As a necessary step to compliance with the ADA, state and local governments and other public entities and agencies are required to perform self-evaluations of their current facilities, relative to the accessibility guidelines in the ADA. Public agencies are then required to develop a "transition plan" to address barriers and deficiencies in accessibility.

In 2011, the City of Jackson developed an ADA Transition Plan, noting physical barriers to accessibility and proposing modifications to public facilities, including curb cuts and sidewalk modifications. The Jackson City Council approved the adoption of the ADA Transition Plan on October 6, 2015. ADA compliance projects were recommended for city-owned buildings and within city right-of-way, such as adding or repairing sections of existing sidewalks on State Street (between Fortification Street and Woodrow Wilson Avenue), Jefferson Street (between High Street and Fortification Street) and Riverside Drive (between State Street and Museum Drive). These recommended sidewalk improvements were included in recent City of Jackson street rehabilitation projects.

Master Plan of the 1% Sales Tax Commission (March 2017)

On January 14, 2014, the citizens of Jackson voted to approve an increase of 1% in the sales tax charged on certain purchases within the city, with the collections to be used exclusively on improving the city's infrastructure. An oversight commission was formed to guide the use of the monies collected under the 1% sales tax. This commission, known as the Municipal Sales Tax Commission or the 1% Sales Tax Commission ("STC") was required by the legislation to develop a master plan to identify and prioritize infrastructure projects that could be funded with 1% sales tax collections.

The infrastructure master plan was adopted by the STC in March 2017 in compliance with the enabling legislation. The document defined the types of projects that would be considered for funding with the additional sales tax dollars and established a set of priorities to be used in selecting projects for funding. The master plan included a list of projects that had been approved by the commission prior to the adoption of the plan. The document contains a list of both active and completed City of Jackson/STC projects as of March 2019; this projects list was included in the 2019 CCID Master Plan.

Site Investigation and Damage Assessment for the Identification of Priority Projects, Town Creek and Eubanks Creek Watersheds (October 2017)

Allen Engineering and Science, Inc. was contracted by the City of Jackson to assist with the development and implementation of the City's Stormwater Program. An identified task in the scope of work was to identify projects within two watersheds (Eubanks Creek and Town Creek). Allen Engineering concluded that both Eubanks Creek and Town Creek Watersheds contained multiple areas of concern related to bank stability, erosion/sedimentation, cross contamination, potential flooding, and existing or potential damage to adjacent structures and/or properties. The recommended Eubanks Creek drainage projects within the CCID are between North State Street and Old Canton Road.

Campus Master Plan for The Urban University of Mississippi (August 2015)

In 2015, JSU issued its master plan update to guide the continued physical and academic development of the main campus and its satellite campuses. Key elements of the plan include new residential facilities on the east side of campus, enhancement of John R. Lynch Street to University Avenue, and land acquisitions to the south and east of campus for additional parking and future recreation and intramural sports facilities. The plan also recommends that JSU make efforts to beautify the Robert Smith Parkway, provide gateway signage at the traffic circles as entrances to campus, and improve the connection between the east side of campus and downtown Jackson through landscaping, signage and improved bicycle and pedestrian facilities.

The University of Mississippi Medical Center Campus Master Plan (August 2017)

This master plan for UMMC was issued in 2017 as a guidance document for the continued growth and development of the campus. The document addresses infrastructure on the main campus, and recommends that the mitigation of runoff from the campus and areas north and west of the campus that drain southwards toward Belhaven “are best addressed on the south side of Woodrow Wilson with an appropriate storm water management detention area on the City of Jackson property.”

The City of Jackson retained a consulting engineering firm in 2016 to design improvements to Belhaven Creek south of Riverside Drive through the Belhaven neighborhood. The consultant also analyzed the impacts of constructing a retention pond between Woodrow Wilson Avenue and Riverside Drive, as recommended by the 2013 Citywide Drainage Studies. It was decided that improving Belhaven Creek south of Riverside Drive without including a detention basin upstream of the creek was the City’s preferred option. The recently completed Belhaven Creek Improvements project included replacing box culverts under Piedmont Street and St. Mary Street, building concrete walls along the creek banks between Piedmont and St. Ann Street, and constructing rip-rap along the banks from Laurel Street to Piedmont.

2018 Critical Bridge Status

This document identifies bridges across the city that need immediate or urgent repair. Within the CCID, the Mill Street bridge at Town Creek (sufficiency rating 36.1) is recommended to be replaced. The construction of the Mill Street bridge replacement is currently underway, and it is expected to be completed in 2023.

Smith Park Renaissance Report (2018)

Since 2013, Downtown Jackson Partners has been working with the City of Jackson and Friends of Smith Park to make improvements to the historic Smith Park. The Friends of Smith Park commissioned a conceptual design study which estimated it would cost over \$2.5 million to renovate and modernize Smith Park. A three-phase plan for renovations to the park was conceived, and Downtown Jackson Partners committed private funding for the first two phases of the restoration effort, which have been completed. The first two phases have been completed. The planned Phase III of the project includes further redesign and realignment of the green spaces and walkways, adding playground equipment and a splash pad for children, and calls for the complete replacement of the stage to accommodate small outdoor concerts and other entertainment.

CCID Master Plan (2019) Projects

The first CCID Master Plan was issued in March 2019. The plan was developed by DFA-CCID in consultation with the CCID Project Advisory Committee, which consists of representatives and appointees from the City of Jackson, Jackson State University (JSU), University of Mississippi Medical Center (UMMC), the Office of the Governor, the Office of the Lieutenant Governor, and the Office of the Speaker of the House. The primary purpose of the document is to provide DFA-CCID with a deliberate, planned approach to fund and implement a fiscally constrained list of capital projects to rehabilitate City-owned infrastructure within the CCID, all of which must be maintained by the City of Jackson. Projects were identified and selected from stakeholder input, visual condition surveys, and prioritization based on evaluation criteria. The initial 5-year CCID Master Plan recommended eight projects that were estimated to have a combined total cost of \$17.2 million (two of the eight projects were subsequently combined into a single construction project). However, some project costs were later found to be higher than what was originally estimated.

During the 2020 Legislative Session, House Bill 1730 was passed providing funding for the Capitol Complex Improvement District in the amount of \$2,000,000. The John R. Lynch Street project was created for these funds. The John R. Lynch project limits are from Dalton Street to University Boulevard. It was determined that the amount of work needed for this project would require additional funding, which will come from the CCID Project Fund. **Table 3** contains a list of the current CCID capital projects, and **Figure 13** shows the location of these projects.

Table 3 – Current CCID Projects Status

Project	Project Limits	Scope of Work	Status
High Street and Lamar Street	High Street (from Lamar Street to West Street) Lamar Street (from Griffith Street to George Street)	Originally two separate design projects later combined into a single construction project. Work included total asphalt replacement, ADA compliant sidewalk and intersection ramp improvements, curb and gutter replacement. Based on engineering investigation, water and sanitary sewer lines were replaced.	Construction was completed in December 2021
Museum Blvd (formerly Highland Drive)	Riverside Drive to end of state maintenance	Project included asphalt pavement repairs and resurfacing, curb and gutter repairs, replacement of damaged fencing, and striping. Based on an engineering investigation and determinations, stormwater and sanitary sewer lines were repaired and replaced as required. Coordinated with Entergy to upgrade the street lighting to LED. Enhanced landscaping in the median.	Construction was completed in January 2022
President Street	Amite Street to High Street	Project includes asphalt replacement rehabilitation, incidental sidewalk repairs, curb and gutter repairs, installing or improving ADA ramps at intersections, and striping. Based on an engineering investigation and determination, water, sanitary sewer, and stormwater lines will be rehabilitated or replaced.	Design phase
Mississippi Street	West Street to North Street	Project included total asphalt replacement, sidewalk replacement. Intersection ramps were replaced to meet ADA requirements, repaired curb and gutter, striping, replaced water lines and repaired sanitary sewer and stormwater lines as needed.	Construction completed in January 2023
State Street	Capitol Street to Fortification Street	Project includes total asphalt replacement, sidewalk replacement, curb and gutter replacement, intersection ramps replaced to meet ADA requirements. Based on engineering investigation and determination, water and sewer lines will be replaced, and stormwater lines will be rehabilitated or replaced.	Design phase

Table 3 (continued)

Project	Project Limits	Scope of Work	Status
Capitol Street	West Street to State Street	Project included replacement of all sidewalks and curb and gutters, installing conduit for lighting and installing areas for new landscape. Installed brick paver sidewalks and tree boxes (for DJP to plant trees). Coordinated with Entergy to replace streetlights. Coordinated with the City of Jackson to supply sleeves for new parking meters.	Construction was completed in January 2023
North Street	High Street to Fortification Street	Project includes total asphalt replacement, sidewalk replacement, curb and gutter replacement and replacement of intersection ramps replaced to meet ADA requirements. Based on engineering investigation and determination, water and sewer lines will be replaced and stormwater lines will be rehabilitated or replaced.	Design phase
J.R. Lynch Street	Dalton Street to University Blvd	Project includes total asphalt replacement, replacement of sidewalks, replacement of intersection ramps to meet ADA requirements. Based on engineering investigation and determination, water and sewer lines will be replaced, and stormwater lines will be rehabilitated or replaced. Utilities will be re-located underground for a portion of the project. Lights will be upgraded in the median and new security stations (blue light) will be installed.	Design phase

CCID Master Plan (2019) Capital Projects

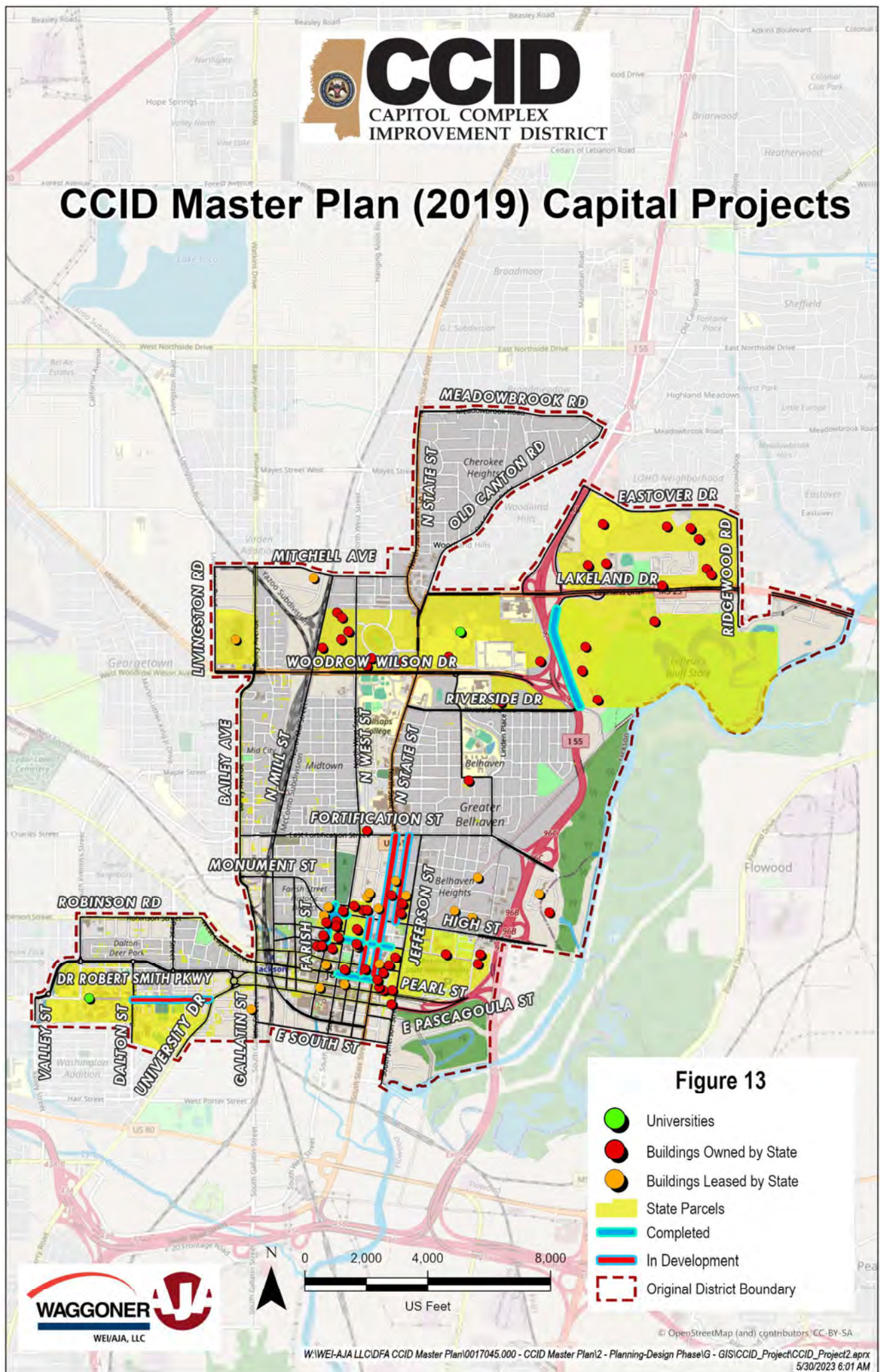


Figure 13

- Universities
- Buildings Owned by State
- Buildings Leased by State
- State Parcels
- Completed
- In Development
- Original District Boundary

Additional Plan Documents Reviewed

Additional plans and reports prepared by the City of Jackson, JSU, UMMC, and other agencies and organizations since the 2019 CCID Master Plan was completed were studied to catalog relevant infrastructure projects either planned or in development within the CCID as of 2022. As the documents were reviewed, a determination was made regarding each document's relevance to public infrastructure and current conditions within the CCID boundary. Listed and described below are the documents reviewed and determined to be most current and that have direct or indirect impact on the current condition of and planned improvements to public infrastructure within the CCID.

- City of Jackson Strategic Capital Infrastructure Improvement Plan Final Report (December 2020)
- 2045 Metropolitan Transportation Plan (November 2020)
- FY 2021-24 Transportation Improvement Program (TIP)
- New JSU Stadium Site Selection Study (2022)

City of Jackson Strategic Capital Infrastructure Improvement Plan Final Report (December 2020)

This document is a comprehensive plan for city projects developed by the Department of Public Works (DPW) in consultation with the 1% Municipal Sales Tax Commission. The primary purpose of the Strategic Capital Infrastructure Improvement Plan (SCIIP) is to provide the City of Jackson with a deliberate, planned approach to fund, implement, operate, and maintain its basic public infrastructure in a way that is sustainable for the long-term and that enhances the quality of life for residents, visitors, and businesses in the city. The SCIIP includes a Capital Improvement Program for high-priority projects to be implemented within 2 years of plan adoption (i.e., 2021 to 2023) and other recommended projects to be implemented in years 3, 4 and 5. The scope of projects recommended by the SCIIP includes street, curb and gutter improvements; bridge repair, construction and reconstruction; surface water drainage system construction and repairs; street lighting installation and replacement; traffic signal installation and replacement; water and sanitary sewer system installation, rehabilitation, and replacement; public park and public right-of-way enhancements; sidewalk repair, construction, and reconstruction; landscaping, relocation of power and communication lines, and other infrastructure and public safety improvements as deemed necessary by the Department of Public Works (DPW). This plan was reviewed to identify major City of Jackson projects within the CCID boundary which are either in progress or planned within the next 3 to 5 years. Despite efforts made to obtain the most current project status information, the DFA-CCID does not warrant the accuracy of information below at the time of publication of this document. The relevant capital projects identified in the SCIIP report are listed in **Table 4**.

Table 4 – Strategic Capital Infrastructure Improvement Plan Projects in the CCID

Project	Location	Status
Street Projects		
Lakeland Drive	Old Canton Road to I-55	Project complete
Gallatin Street	Monument Street to Pascagoula Street	Project complete
West Street	Millsaps Street to Fortification Street	Planned but not started
Mill Street	Fortification Street to Woodrow Wilson Avenue	Segment from Fortification to Taft Street was completed in 2019; remainder to be funded with ARPA to address sewer repairs
Woodrow Wilson Ave	I-55 to Mill Street	Pending COJ/MDOT negotiation and agreement
Pearl Street	Gallatin Street to state maintenance	Planned but not started
Pascagoula Street	Gallatin Street to state maintenance	Planned but not started
Robinson Street	Capitol Street to Ellis Avenue	Resurfaced by Hinds County
Monument Street	W. Capitol Street to Mill Street	Project complete
Meadowbrook Road	I-55 to West Street/Northbrook Drive	Under construction
Mill Street	Woodrow Wilson Ave to Michell Ave	Pending approval of contract
Riverside Drive	State Street to I-55	Segment from I-55 to Peachtree Street is under construction
Dalton Street	Central Street to Hair Street	Planned but not started
Prentiss Street	Robert Smith Pkwy to Capitol Street	Planned but not started
Jefferson Street	Carlisle Street to Poplar Boulevard	Project complete
Central Street	Poindexter Street to Pecan Street	Planned but not started
Bridge Projects		
Mill Street	Town Creek	Under construction
Drainage Projects		
Belhaven Creek	St. Mary Street to Laurel Street	Project complete

2045 Metropolitan Transportation Plan (November 2020) and Transportation Improvement Program (TIP) FY 2021-24

The 2045 Metropolitan Transportation Plan (MTP) is a long-range transportation plan that serves as a comprehensive guide for federally funded transportation investments in the Jackson metropolitan area for the next 20 to 25 years. The Central Mississippi Planning and Development District (CMPDD), as the Jackson area's Metropolitan Planning

Organization (MPO), is responsible for implementing a transportation planning process to program transportation projects for the urbanized area over the next 20 to 25 years. The MTP is updated every five (5) years to reflect new planning priorities and changing patterns in population and economic growth that may impact travel demand. The plan is developed as part of a coordinated process between CMPDD, local communities, various local, state, and federal agencies, and the public to develop regional solutions to maintain, manage and improve the regional transportation network.

As a supplement to the 2045 MTP, a Transportation Improvement Program (TIP) is a planning document that provides a short-term, fiscally-constrained list of projects that have been selected by the MPO for implementation over a four-year period. In order for a project to be selected for funding through the MPO, it must first be identified as a need in the most recent MTP. By federal law, the TIP is required to be updated at least every four (4) years; CMPDD typically updates its TIP every two (2) years. The FFY 2021 – 2024 TIP covers the period from October 1, 2020 to September 30, 2024. The relevant capital projects within the CCID are listed below.

Table 5 – Projects for Jackson within the CCID in the FY 2021 – 2024 TIP

Project Name	Termini	Status
Operations/ Maintenance/ Minor Reconstruction Projects		
Woodrow Wilson Ave	I-55 to Martin Luther King Jr. Drive	Section between Mill St bridge and MLK Jr. Drive is in final design phase for 2023 construction start.
Meadowbrook Road	I-55 to West St /Northbrook Dr	Under construction
Safety Projects		
Signal Upgrades at Woodrow Wilson Av (3 locations)	At Medgar Evers Blvd/Livingston Rd (“Five-Points”), at Bailey Avenue, and at Bailey Ave Extension	Final design for 2023 construction (in coordination with COJ Woodrow Wilson Improvements project)
Signal Upgrades at South State Street (4 locations)	At S. State Street at South, Court, Tombigbee and Pascagoula Street intersections	Final design for 2023 construction
Signal Upgrades at North State Street (4 locations)	At. N. State Street at Pearl, Amite, Mississippi and High Street intersections	Final design for 2023-24 construction
Bridge Projects		
Mill Street Bridge Replacement	Mill Street at Town Creek	Under construction

New JSU Stadium Site Selection Study (2022)

In 2021, the Mississippi Legislature approved an appropriation of \$250,000 for a feasibility study to recommend a site for a new football stadium for the JSU Tigers. The study, which was completed in 2022, considered four potential sites, including an “on-campus” alternative. According to the study, the estimated cost of a new football stadium is \$120 million. All four sites are within the CCID, and each location would have significant site-specific impacts on the surrounding infrastructure. No decision has been made on a final location for the stadium.

American Rescue Plan Act (2022)

On September 30, 2022, the City of Jackson applied for American Rescue Plan Act (ARPA) funding from the Mississippi Municipality and County Water Infrastructure Grant Program (MCWI). MCWI was established by the Mississippi Legislature in 2022, and \$450 million of the state’s ARPA funds were allocated to provide local governments with match money to make repairs to water, sewer, and drainage infrastructure. The City of Jackson requested \$35.6 million in matching funds to address \$71.2 million of priority water and sewer projects. The City’s request for ARPA funding consisted of seven projects:

- \$1.65 million to replace aging raw water pumps
- \$8.8 million to rehabilitate filters
- \$1.45 million to convert manual chemical feeds to automated feeds at both the O.B. Curtis and J.H. Fewell plants
- \$8.8 million to replace filters and complete construction of a 48-inch water transmission line at J.H. Fewell
- \$2.75 million to repair and rehabilitate pumps at J.H. Fewell
- \$7.5 million to continue rehabilitation of the West Bank Sewer Interceptor -- a major sewer collection line that runs along the west bank of the Pearl River from northeast Jackson to the Savanna Street Wastewater Treatment Plant in south Jackson
- \$4.7 million to repair a broken sewer main under North Mill Street

It was announced in November 2022 that the City of Jackson’s ARPA request was approved for funding of all of its projects.

City of Jackson Water and Sewer Systems

A U.S. Department of Justice (DOJ) order in November 2022 transferred control of the City of Jackson's water system to an interim third-party water manager, who will administer the federal funding. The DOJ order included a "Priority Projects List" designed to remedy and stabilize the city's water supply, and a directive to the city to appoint an interim third-party manager to both manage the water distribution system and implement a Priority Projects List. This order places the administration of all the City's water system improvement projects, including the waterline projects that are listed in the City's SCIP, at the discretion of the interim third-party administrator. To date, no announcements regarding the planning or schedule for implementation of water improvement projects have been made.

It was reported during the court hearings held in May 2023 that control of the City of Jackson's sewer system may also be transferred under the court order to the interim third-party administrator. A federal judge ordered attorneys to write an order to combine the City's sewer consent decree with the federal order that transferred control of the water system from the City of Jackson to the interim third-party administrator. On June 29, 2023, the Jackson City Council approved a stipulated order placing its sanitary sewer system under the control of the interim third-party administrator. On July 31, 2024, a federal judge mandated that the interim third-party administrator be placed in charge of the municipal sewer system, as agreed upon by the Justice Department, EPA, MDEQ, and the City of Jackson.

Capital Improvement Plan

A capital improvement plan (CIP) is a short-range plan for implementation of infrastructure improvements. It is a financing and construction plan for projects that require significant capital investment. The CCID Master Plan is the basis for making decisions for infrastructure projects within the CCID to be included in the CIP. Most of the projects presented in this CCID Master Plan will be primarily funded from the CCID Fund established by the Mississippi Legislature. Some projects may include external funding.

Prioritization Methodology

The first step in preparing a CIP is identifying candidate projects for consideration. Based on the stakeholder meetings, research on past planning efforts, and the field review of existing conditions of infrastructure in the District, a list of potential projects was developed for review and prioritization by DFA-CCID. A prioritization methodology framework was created to help DFA-CCID to evaluate and prioritize candidate projects to include in the Plan. The prioritization framework provides a consistent method for identifying projects to fund in each year of the plan.

The following is the list and description of the project evaluation criteria developed for the CCID Master Plan.

- 1. Proximity and Access to State Facilities** – Projects are rated and scored based on their proximity and access (direct or indirect) to State properties. A project that provides direct access to multiple State properties would receive the highest rating, and a project that does not access or service any State properties would receive the lowest rating.
- 2. Stakeholder Priority** - Projects are rated and scored on consistency with priorities expressed by stakeholders either during CCID stakeholder interviews or identified in existing plans.
- 3. Immediate Impact** – Projects are rated and scored based on factors such as project readiness, implementation timeline, and visible impacts. A project that is “shovel ready” or anticipated to be highly visible to the public and perceived as a significant improvement to infrastructure will rank higher than a project that would be barely visible or noticed by the public.
- 4. Economic and Community Impact** – Projects are rated and scored based on their expected economic and community benefits. A project that is generally expected to improve quality of life throughout the district, improve economic development potential along a major corridor, and improve access to major employment centers or regional tourist destinations, would rank highest.

- 5. Public Health and Safety** – Projects are rated and scored based on extent to which the project will address and mitigate risks to public health and safety. A project that promotes multi-modal access to parks and civic amenities, improves quality of water and sewer service, or improves safety by reducing vehicular/pedestrian/bicycle conflicts, would rank highest.
- 6. Condition and Level of Service** – Projects are rated and scored on the extent of improvement to the condition of the facility. A project that improves a facility that is in poor condition or has reached the end of its useful life, would rank higher than a project which improves a facility that is in good or fair condition.
- 7. Funding Source** – Projects are rated and scored on whether another entity or entities can partially fund the project, and on the percentage of the project that can be paid for with non-CCID funds. For example, a project that can be funded 50% with non-CCID funds from another entity, would rank higher than a project that will be funded entirely from the CCID Project Fund.

Using these seven criteria, a selection committee was tasked to rank each candidate project on a scale of 1 to 10 for each criterion. Committee members were given a project scorecard and asked to independently score each of the projects. Each candidate capital project can receive a maximum of 1,000 points. A weight was applied to each criterion based on predetermined multipliers that reflect the priorities of the DFA-CCID for that evaluation period. The weights were applied uniformly to all candidate projects for each evaluation period. The points and weights for each criterion are listed in **Table 6**.

Table 6 – Evaluation Criteria

Criteria	Max. Points	Weight
Proximity and Access to State Facilities	10	30
Stakeholder Priority	10	5
Immediate Impact	10	10
Economic and Community Impact	10	10
Public Health and Safety	10	15
Condition and Level of Service	10	25
Funding Source	10	5

The candidate projects were placed into a scoring matrix and the scores from committee members were averaged and tabulated similar to **Table 7**:

Table 7 – Scoring Matrix Example

Criteria	Weight	Project 1		Project 2		Project 3	
		Rating	Score	Rating	Score	Rating	Score
Proximity and Access to State Facilities	30	5	150	8	240	10	300
Stakeholder Priority	5	8	40	10	50	8	40
Immediate Impact	10	5	50	10	100	8	80
Economic / Community Impact	10	6	60	8	80	5	50
Public Health and Safety	15	10	150	10	150	5	75
Condition and Level of Service	25	8	200	10	250	5	125
Funding Source	5	0	0	10	50	0	0
SUBTOTAL			650		920		670
DISCRETIONARY ADJUSTMENT			0		0		100
TOTAL POINTS			650		920		770

The weights are multiplied by the rating for each project to determine the overall score. A discretionary point adjustment can also be applied to any project by DFA-CCID based on additional needs or priorities for that evaluation period. A minimum Project Score of 700 is needed for inclusion in the CCID CIP. Using the above example, the minimum 700 points needed for inclusion means that Project 1, which scored 650 with no discretionary adjustment, would not be included in the Plan.

The scoring matrix is intended as a tool to assist DFA-CCID in prioritizing projects each year; however, the projects that are selected by DFA-CCID may be implemented in an order that differs from the final scores. For the life of the document, the CCID Master Plan will be updated every five (5) years, or as frequently as needed, as determined by DFA-CCID. The CIP projects will be reviewed annually and revised as needed to reflect updated priorities, scheduling, available funding, and project status.

The results of the prioritization scoring and the summary list of recommended projects for the next five years (2024 – 2028) is presented in **Appendix B**.

Financing

The Capitol Complex Improvement District Project Fund was established by the Mississippi Legislature to finance the improvement projects in the CCID that are recommended by this plan. The legislative intent is that no less than 85% of the Fund shall be used to pay for the projects included in the Master Plan. The fund can also be used to fund a portion of an improvement project within the District that has been initiated and partially financed by outside entities who need additional funding to complete the project, provided the project meets the criteria established by the Legislature for eligibility. Such a project would have to be evaluated by CCID-DFA staff to determine if it should be incorporated into the CIP.

Mississippi Code of 1972 (as amended) Section 29-5-201 et al. provides funding for the CCID Project Fund from the monthly State sales tax revenue collected within the corporate limits of the City of Jackson in the following percentages:

- August 15, 2018 to August 14, 2019 – 2%
- August 15, 2019 to August 14, 2020 – 4%
- August 15, 2020 – 6%

During the 2023 Legislative Session, House Bill 1020 was passed which increased the sales tax diversion from 6% to 9% effective July 15, 2023 and each succeeding month thereafter. The monthly sales tax diversion will remain at 9%, unless adjusted by subsequent legislation.

APPENDIX

Appendix A – Record of Visual Pavement Surveys

Appendix B – Capital Improvement Plan

APPENDIX A

Record of Visual Pavement Surveys

Principal Arterials					
Street/Segment	Assessment Limits	Segment	2013 Jackson PCI*	Condition Assessment	
				2018	2022
North State Street	Capitol Street - Meadowbrook Road	Meadowbrook Rd. - Hartsfield St.		Failure	Good
		Hartsfield St. - Woodrow Wilson Blvd.	44.3 - 59.7	Fair	Fair
South State Street		Woodrow Wilson Blvd. - Fortification St.	20.6 - 48.6	Poor	Good
	Capitol Street - East South Street	Capitol Street - East South Street	31.8 - 49.8	Fair	Poor
High Street		Pearl River Levee - N. West Street	46 - 68	Good	Fair
	Pearl Rv Levee - North Farish Street	N West Street - N Lamar Street	47	Poor	Good
Lakeland Drive		N. Lamar Street - Farish Street	21.5 - 30.8	Fair	Poor
	Ridgewood Road to Old Canton Road	Ridgewood Road - Interstate 55	85.1 - 74.8	Good	Good
West Capitol Street		I-55 - Old Canton Road	Resurfaced since 2013	Fair	Good
West Street	N. Gallatin Street - Robinson Road	N. Gallatin Street - Robinson Road	45.8 - 62.2	Fair	Poor
	Mitchell Street - High Street	Mitchell Avenue - Woodrow Wilson Ave	58.6 - 73.8	Fair	Fair
		Woodrow Wilson Av. - Millsaps Ave	Rehabilitated since 2013	Fair	Poor
		Millsaps Av. - Fortification Street	13.5 - 70.4	Poor	Poor
Woodrow Wilson Blvd.		Fortification Street - High Street	48.1 - 66	Fair	Poor
	Interstate 55 North - Livingston Road	I-55 - Mill Street	46.1 - 75.7	Fair	Poor
Mill Street		Mill Street - Livingston Road	38.1 - 68.7	Poor	Failure
	Pascagoula Street - Woodrow Wilson Ave.	Fortification Street to Woodrow Wilson Ave.	17.7 - 25.9	Poor	Failure
Bailey Ave.		Capitol Street - Fortification Street		Poor	Good
	West Monument Street - Idlewild Street	Pascagoula Street - Capitol Street	71.3	Good	Fair
Bailey Ave. Extension	Idlewild Street - Stonewall Street	West Monument Street - Idlewild Street	25.4 - 55.1	Fair	Fair
Pascagoula Street	I-55 - University Boulevard	Idlewild Street - Stonewall Street		Poor	Fair
		I 55 - State Street	39.8	Poor	Fair
		State Street - West Street	Resurfaced since 2013	Good	Fair
Gallatin Street	West Capitol Street - West Monument Street	West Street - University Boulevard	Resurfaced since 2013	Fair	Fair
Gallatin Street	West Capitol Street - Hooker Street	West Capitol Street - West Monument Street	30.7	Failure	Good
Robinson Road	West Capitol Street - Prentiss Street	West Capitol Street - Pascagoula Street	23 - 30	Failure	Fair
	Florence Street - Dr. Robert Smith Parkway	West Capitol Street - Prentiss Street	No PCI rating	Failure	Good
University Blvd.		Florence Street - Dr. Robert Smith Parkway	No PCI rating	Fair	Fair
	*	From Jackson Paved City Roads with Data 2013 to 2022 Report			

Minor Arterials						
Street/Segment	Assessment Limits		Segment	2013 Jackson PCI*	Condition Assessment	
					2018	2022
Prentiss Street	Robinson Road - Dr. Robert Smith Parkway	Robinson Road - Dr. Robert Smith Parkway		31.8	Poor	Poor
Meadowbrook Road	Old Canton Road - North State Street	Old Canton Road - North State Street		32.1 - 49.6	Poor	Under Construction
Old Canton Road	Lakeland Drive - Meadowbrook Road	Lakeland Drive - Duling Ave		46.7 - 61.6	Fair	Good
		Duling Ave - Meadowbrook Rd.		9.5 - 40.8	Poor	Good
Jefferson Street	East Amite Street - East Fortification Street	East Amite Street - Mississippi Street		Resurfaced since 2013	Excellent	Good
		Mississippi Street - E. Fortification Street		17 - 44.2	Poor	Fair
Jefferson Street	East Amite Street - East South Street	East Amite Street - East Pascagoula Street		Resurfaced since 2013	Excellent	Good
		East Pascagoula Street - East South Street		40.8 - 43.3	Fair	Fair
South Street	Gallatin St. - South Farish St.	Gallatin St. - South Farish St.		41.9 - 43.6	Fair	Failure
South Street	South Farish Street - South Jefferson Street	South Farish Street - South Jefferson Street		18.5 - 43.1	Poor	Failure
Mill Street	West Woodrow Wilson Blvd. - Mitchell Street	Woodrow Wilson Blvd. - Mitchell Street		36	Poor	Poor
West Street	East Capitol Street - East South Street	E Capitol St. - Pascagoula Street		Resurfaced since 2013	Good	Fair
		Pascagoula Street - E. South Street		26.1 - 41.3	Poor	Poor
West Street	High St. - East Capitol St.	High St. - Griffith		58.3	Fair	Fair
		Griffith - Capitol St		Resurfaced since 2013	Good	Good
Amite Street	Jefferson Street - North Farish Street	Jefferson Street - North Farish Street		Resurfaced since 2013	Good	Fair
Amite Street	Farish Street - North Gallatin Street	Farish Street - Mill Street		51.1 - 69.4	Fair	Fair
		Mill Street - North Gallatin Street		55.2	Fair	Fair
East Capitol Street	Farish Street - State Street	Farish Street - West Street		Reconstructed since 2013	Excellent	Good
		West Street - State Street		Resurfaced since 2013	Good	Good
West Capitol Street	North Gallatin Street - Farish Street	Farish St - North Gallatin St		Reconstructed since 2013	Excellent	Good
		North Gallatin St - Robinson Road		43.5 - 62.2	Fair	Poor
Fortification Street	Pearl River Levee - Bailey Avenue	Pearl River Levee - Bailey Avenue		Reconstructed since 2013	Good	Fair
Dr. Robert Smith Parkway	South Gallatin Street - Valley Street	South Gallatin Street - Valley Street		No PCI Rating	Fair	Fair
Monument Street	North Farish Street - Bailey Ave.	Farish Street - Mill Street		39.5	Fair	Poor
		Mill Street - Bailey Avenue		32.8 - 35.2	Poor	Poor
Livingston Road	Mitchell Street - Woodrow Wilson Blvd.	Mitchell Street - Woodrow Wilson Blvd.		74.4 - 76.8	Good	Poor
	*		From Jackson Paved City Roads with Data: 2013 to 2022 Report			

Appendix A - CCID Street Condition Assessment Tables
Visual Assessment Survey

Collectors					Condition Assessment	
Street/Segment	Assessment Limits	Segment	2013 Jackson PCI*		2018	2022
South Lamar Street	East Capitol Street - Court Street	East Capitol Street - Court Street	47.2 - 60.7		Fair	Fair
North Lamar Street	East Capitol Street - East Fortification Street	East Capitol Street - Griffith Street	Resurfaced since 2013		Good	Excellent
		Griffith Street - George Street	28 - 44		Poor	Excellent
		George Street - Fortification Street	24.8 - 54.7		Poor	Poor
South President	East Amite Street - East South Street	East Amite St. - E. Pascagoula St.	Resurfaced since 2013		Good	Poor
		E. Pascagoula St. - E. South St.	46 - 60		Fair	Poor
North President Street	Fortification Street - East Amite Street	High Street - East Amite Street	10.5 - 30.2		Failure	Failure
		High Street - Fortification Street	N/A			Failure
North Congress Street	Mississippi Street - East Capitol Street	Mississippi Street - East Capitol Street	38		Poor	Poor
	Fortification Street - George Street	Fortification Street - George Street	N/A			Poor
	East Capitol Street - Court Street	E. Capitol Street - Pascagoula Street	43.1		Fair	Fair
South Congress Street		Pascagoula Street - Tombigbee Street	36		Poor	Poor
		Tombigbee Street - Court Street	Resurfaced since 2013		Excellent	Good
Court Street	Gallatin Street - South State Street	Gallatin Street - South State Street	18.9 - 60.6		Fair	Fair
North Farish Street	Capitol Street - High Street	Capitol Street - W. Amite Street	58.4 - 59.5		Fair	Fair
		W. Amite Street - W. Hamilton Street	No PCI Rating		Good	Good
		W. Hamilton Street - High Street	No PCI Rating		Good	Good
South Farish Street	Capitol Street - West Pascagoula Street	Capitol Street - West Pascagoula Street	50.5 - 53.1		Fair	Poor
Pinehurst Street	Greyhound Street - Peachtree Street	Greyhound Street - Peachtree Street	32.5 - 44.8		Poor	Poor
Peachtree Street	Pinehurst Street - Woodrow Wilson Avenue	Pinehurst Street - Riverside Drive	39.7 - 54.9		Poor	Poor
		Riverside Drive - Woodrow Wilson Avenue	46		Fair	Poor
Greyhound Ave.	Fortification Street - Pinehurst Street	Fortification Street - Pinehurst Street	19 - 44.9		Good	Fair
Eastover Drive	Ridgewood Road - I-55N / East Frontage Rd	Ridgewood Road - I-55N / East Frontage Rd	Resurfaced since 2013		Excellent	Good
Valley Street	J. R. Lynch Street - Palisades Apt. Entrance	J.R. Lynch Street - Palisades Apt. Entrance	Resurfaced since 2013		Excellent	Good
Dalton Street	Florence Avenue - Dr. Robert Smith Parkway	Florence Avenue - Dr. Robert Smith Parkway	47 - 72		Fair	Poor
Hamilton Street	North Mill Street - North West Street	North Mill Street - North West Street	27 - 36		Poor	Poor
Griffith St	North Mill Street - Lamar Street	North Mill Street - Lamar Street	41 - 53		Fair	Failure
Mitchell Street	North State Street - North West Street	North State Street - North West Street	53		Fair	Fair
George Street	Farish Street - Lamar Street	Farish Street - Lamar Street	N/A			Failure
Henry Street	Lamar Street - Bloom Street	Lamar Street - Bloom Street	N/A			Poor
* From Jackson Paved City Roads with Data: 2013 to 2022 Report						

APPENDIX B

Capital Improvement Plan



2023 CCID Master Plan Update
CCID Capital Projects Planned for 2024-2028

Project	Limits	Approx. Segment Length (ft)	Project Description	Project Score
President Street	Pearl Street to Amite Street	750	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	705
West Street	Capitol Street to High Street	1,900	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons, and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	820
Mississippi Street	Jefferson Street to North Street	400	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacements of sidewalks and curbs; repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	745
South Street (Segment 1)	Jefferson Street to State Street	800	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons, and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	620
South Street (Segment 2)	State Street to Town Creek Bridge	1,450	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	690
South Street (Segment 3)	Town Creek Bridge to Farish Street	650	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons, and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	630
South Street (Segment 4)	Farish Street to Gallatin Street	1,300	<i>Roadway rehabilitation.</i> Primary work to include repairs or replacement of sidewalks, driveway aprons, and curbs; ADA improvements at intersections, repairs or replacement of utilities and drainage systems (as determined by engineering investigation); pavement repairs; milling and asphalt overlay, and pavement striping to match existing.	630
Downtown Sidewalk Repairs	Varies		<i>Sidewalk Improvements.</i> Primary work to make repairs to sidewalks and curbs, and install ADA improvements at intersections at various locations in downtown Jackson.	855



2023 CCID Master Plan Update
CCID Capital Projects Planned for 2024-2028

Project	Location/Limits	Approx. Segment Length (ft)	Opinion of Probable Project Costs			
			Construction ¹	Planning & Design	Construction Phase Eng.	Total Project Cost
President Street	Pearl Street to Amite Street	750	\$4,500,000	\$410,000	\$360,000	\$5,270,000
West Street	Capitol Street to High Street	1,900	\$11,400,000	\$920,000	\$920,000	\$13,240,000
Mississippi Street	Jefferson Street to North Street	400	\$2,400,000	\$240,000	\$200,000	\$2,840,000
South Street (Segment 1)	Jefferson Street to State Street	800	\$4,800,000	\$440,000	\$390,000	\$5,630,000
South Street (Segment 2)	State Street to Town Creek Bridge	1,450	\$8,700,000	\$740,000	\$700,000	\$10,140,000
South Street (Segment 3)	Town Creek Bridge to Farish Street	650	\$3,900,000	\$370,000	\$320,000	\$4,590,000
South Street (Segment 4)	Farish Street to Gallatin Street	1,300	\$7,800,000	\$660,000	\$630,000	\$9,090,000
Downtown Sidewalk Repairs	Varies (locations to be defined during planning)		\$1,000,000	\$120,000	\$80,000	\$1,200,000
Totals by Cost Category:			\$44,500,000	\$3,560,000	\$3,560,000	\$52,000,000

Notes:

¹ Construction cost based on average costs for recent roadway rehab. projects with similar scope including utilities.

Prepared by:



Disclaimer: WEI/AJA LLC has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, and does not guarantee that actual project or construction cost will not vary from opinions of probable cost.



Planned CCID Projects Map 2023 Plan Update

