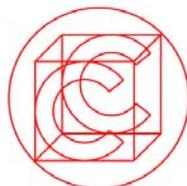


Popp's Ferry Causeway Park Back Bay Environmental Educational Center



CASHIO COCHRAN LLC

A LIMITED LIABILITY COMPANY



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Popp's Ferry Causeway Park
Master Plan

Prepared for:

City of Biloxi

Department of Parks and Recreation

A. J. Holloway – Mayor

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Recreation

Prepared by:



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Introduction

Popp's Ferry was named after John F. Popp, a New Orleans lumber magnate who purchased land on the south shore of the bay to be used as a ferry landing in 1883. Even after Mr. Popp's death in 1918 the ferry landing continued to be in use until the first bridge was built.

Since the removal of the Popp's Ferry Causeway Bridge eliminated the Causeway as a major thoroughfare, locals have visited the area to fish, shrimp, launch boats, walk jog and ride bikes. This prompted the City to purchase the Popp's Ferry Causeway property in West Biloxi in 2000 to preserve the area as a public recreation facility.

Existing Conditions

The 10 acre site is bounded by water on all sides, the Biloxi & Tchoutacabouffa Rivers to the north, Big Lake to the west and the Back Bay to the south and east.

The entrance to the site is located at Burnt Bridge. From this point the main road through the site travels in a south–easterly direction and dead ends at the foot of where the old bridge was located. The land adjacent to the road on the Biloxi River and Big Lake side slopes steeply into the water and to the bottom of the channel.

The site is composed mostly of brackish water marshes with one upland area located to the south. There are only two existing structures currently on the site, a boat launch that accommodates four boats and a dilapidated pier. The only parking on the site is associated with the boat launch.

The Planning Process

The team conducted a preliminary reconnaissance of the existing facility and potential land available for development. The design team reviewed with the client group's initial thoughts on the general Master Plan concept.

A comprehensive inventory and assessment of existing conditions was made to analyze and evaluate problems and formulate potential improvements to the site. Factors considered included topography, vegetation, mitigation planting, existing services, circulation, potentially available acreage, parking, access, utilities, visibility, existing facilities and off-site constraints.

A series of relationships between activities that would occur throughout the site were developed. A strong emphasis was placed on the educational component of the design which resulted in an Back Bay Interpretive Center on the uplands as a terminus to the park.

Several fishing and crabbing piers and overlook pavilions were linked together by a system of boardwalks that also take visitors throughout the marshes and wetlands.

Additional parking areas were incorporated to accommodate the potential influx of visitors.

Community Feedback & Program Development

On October 16, 2001 a workshop was held to present the Schematic Design to the community and to involve them, the users, in a dialog about their vision for the park. Over 100 Biloxi residents participated in the discussion.

Several people suggested running a boardwalk along the length of the park to be used for walking and fishing. The addition of fishing and crabbing piers was well received. Many agreed that Burnt Bridge was one of the few good places left to fish without a boat. They also felt strongly about additional piers because shrimpers and net throwers were crowding the boat launches.

Master Plan

Just after the curve in Old Popp's Ferry Causeway an entry sign was designed to create a portal through which to enter the site. After entering the park the visitor would cross Burnt Bridge which would be embellished with a wood guardrail to create a less industrial feel. A boardwalk system was designed to hang from the structure of the bridge to bring people to what so many described as the best fishing spot in the area.

Two type 'A' fishing piers occur along the new boardwalk system that hugs the existing road. A large covered, type 'B', fishing pier faces the river side of the park and the first system of marsh and wetland boardwalks branches off from this location into the Back Bay. Additional parking was added to service this cluster.

The boat launch itself would remain with the incorporation of new boarding docks. The existing parking has been reconfigured to more safely separate pedestrians, boaters, and vehicles. The through traffic would skirt

around the parking area toward the Back Bay side of the park so they would not be in conflict with the visitor's backing boats into the launch area. The proposed parking spaces are 10' by 45' pull through spaces to ease in maneuvering the turn to retrieve the boats.

A new covered fishing pier and parking complex will be constructed in place of the previous dilapidated pier. This will mark the entrance to the second system of marsh boardwalks.

The Back Bay Interpretive Center and Gardens makes up the final component of the park. An elliptical parking configuration was designed to complement the existing shape of the road, as well as offer enough spaces to accommodate the Interpretive Center, the proposed fishing piers and boardwalks, and the light commercial structure. The Interpretive Center itself should be approximately 5,000 square feet with the first floor elevation set at 15 feet. The ground level would be an open pavilion area where outdoor exhibits could occur.

The gardens associated with the Center would contain educational exhibits focusing on marsh development and the flora and fauna native to the area. Additionally, a Back Bay playground will be located among the exhibits. Typical garden exhibits depicted on the master plan are butterfly, humming bird, dragonfly, wildflower, speckled trout, redfish and other brackish water fish. The gardens encircle a wildflower meadow which ties them all together.

The roadway terminates in a cul de sac with a radius large enough to accommodate buses and returns visitors to the picnic area it borders.



Boardwalk

Type 'B'
Fishing Pier

Consession/Bait
Stand

Look Out

Back Bay
Interpretive &
Discovery
Center

Bus
Parking

Arrival
Court &
Drop Off

Parking

Parking

Parking

Turn Around

Picnic
Area

Marsh
Overlook &
Canoe
Rentals

Interpretive
Stations

Interpretive
Station

Interpretive
Playground

Wildflower
Meadow

Typical
Interpretive
Station

Back Bay Interpretive Center & Gardens

Work Previously Completed

Work Item	Description of Work
Demolition	Removal of pilings, concrete slabs, broken asphalt, concrete steps, etc.
Clearing & Grubbing	Selected clearing trees & shrubs, removal of dead trees, trash & debris, etc.
Water Edge Treatment (River Side)	Break up large concrete & asphalt slabs, top with uniformed limestone rip-rap from bridge to end of old piling south of existing boat launch
Boardwalk Development	8' concrete walk, benches, trash receptacles, lighting, etc. between bridge & boat launch
Asphalt Roadway Repair & Topping	Repair & top existing asphalt roadway with 2 1/2" wearing coarse from bridge to boat launch
Parking	Parking at fishing piers
Roadway Lighting	16' light standards @ 60' o.c. from bridge to boat launch
Boat Launch	Catwalk repair, parking & lighting
Fishing Piers	1-Type 'A' wood fishing piers (without shelters) between bridge & boat launch
Marsh Boardwalk & Shelters	6' wood boardwalk over marsh area with 1 shelters (north end)
Signage & Gate	2-Directional signs at Causeway Bridge Road
Utilities	Electrical and Water services from bridge to boat launch

Preliminary Construction Budget

Phase I

Work Item	Description of Work	Amount
Demolition	Removal of pilings, concrete slabs, broken asphalt, concrete steps, etc.	\$50,000
Clearing & Grubbing	Selected clearing trees & shrubs, removal of dead trees, trash & debris, etc.	\$50,000
Water Edge Treatment (River Side)	Break up large concrete & asphalt slabs, top with uniformed limestone rip-rap from bridge to end of old piling south of existing boat launch	\$100,000
Asphalt Roadway Repair & Topping	Repair & top existing asphalt roadway with 2 1/2" wearing coarse from boat launch to south end of existing road	\$60,000
New Asphalt Paving	Parking area at proposed North Marsh Boardwalk	\$6,000
Parking	Parking at fishing piers	\$9,000
	Roadway & parking from future Interpretive Center to picnic area, east side of existing roadway (includes turnaround)	\$40,000
Concrete Walkways & Curbing	4" concrete walkways & curbing at new parking areas	\$20,000
Roadway Lighting	16' light standards @ 60' o.c. from boat launch to turnaround	\$20,000
Fishing Piers	2-Type 'A' wood	\$34,000

	fishing piers (without shelters) between bridge & boat launch	
	1-Type 'B' fishing pier (with shelter & restrooms)	\$60,000
Marsh Boardwalk & Shelters	2 shelters on 6' wood boardwalk over marsh area (north end)	\$40,000
Picnic Area	Site Preparation, shelters, walkways, picnic tables, trash receptacles, etc.	\$40,000
Signage & gate	1-Park Entry sign & gate at bridge	\$6,000
	Directional graphics	\$3,000
Landscaping & Marsh Restoration	General landscaping to include trees, shrubs, seeding and marsh restoration planting	\$40,000
Utilities	Electrical and water services from boat launch to turnaround and force main services for entire Causeway	\$40,000

Subtotal	\$618,000
15% Contingency	\$92,700
Testing & Permitting	\$4,000
Total Estimated Phase I Construction Budget	\$714,700

Phase II

Work Item	Description of Work	Amount
Water Edge Treatment	Rework existing rip-rap edge, add uniform limestone rip-rap from first phase treatment to Causeway Bridge	\$60,000
Boardwalk Development	8' concrete walk, benches, trash receptacles, lighting, etc. between boat launch & Phase II Type 'B' fishing pier	\$25,000
Asphalt Paving	Asphalt roads & parking at Interpretive Center area	\$88,000
Concrete Walkways & Curbing	4" concrete walkways & curbing at new Interpretive Center parking areas	\$16,000
	Concrete walkway to peninsula fishing piers	\$9,000
Roadway Lighting	16' light standards at new parking areas	\$33,000
Fishing Piers	Bridge fishing pier and boardwalk (includes lighting, benches, wood curbing railing, etc.)	\$50,000
	2-Type 'A' fishing piers (without shelters) one between boat launch and turn around and two along peninsula	\$16,000
	1-Type 'B' fishing piers (with shelter & restroom)	\$60,000
Bridge Cladding	Wood cladding of existing bridge guard rails	\$5,000
Landscape & Irrigation	Trees, shrubs & seeding	\$50,000

Interpretive Center Park Development	Improvements include site clearing & grubbing, grading & drainage, fences & gates, walkways, trash receptacles, benches, lighting, landscaping & irrigation, play area, drinking fountains, interpretive stations & graphics, restrooms, utilities, etc.	\$361,000
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Subtotal	\$773,000
15% Contingency	\$115,950
Testing & Permitting	\$4,000
Total Estimated Phase II	\$892,950
Construction Budget	

Phase III

Work Item	Description of Work	Amount
Interpretive Center Building	Improvements include site preparation, arrival plaza, lower deck, second story exhibit area, upper deck, handicap ramp, look out tower, elevator, interior interpretive exhibits, furniture, fixtures & equipment, & south marsh boardwalks & shelters	\$1,773,000
Subtotal		\$1,773,000
15% Contingency		\$265,950
Testing & permitting		\$20,000

Total Estimated \$2,058,950
Phase III
Construction Budget

Phase IV

Work Item	Description of Work	Amount
Concession & Bait Stand	Improvements include site preparation, building, decking, F,F&E, utilities, etc.	\$217,000
Subtotal		\$217,000
15% Contingency		\$32,550
Testing & permitting		\$5,000

Total Estimated \$254,550
Phase IV
Construction Budget

**Popps Ferry Causeway Cost Estimate
updated March 2013**

Phase of Work	Previously City Funded	Previous FEMA Funding	Previous Tidelands Funding	Proposed BP Funding	Total Improvements
Engineering/Design/Permitting	\$220,000			\$420,000	\$640,000
Removal of debris, obstructions, old pilings & old bulkheads			\$215,000		\$215,000
Construction of the existing Boardwalk on the west side of the Causeway			\$390,000		\$390,000
Re-Construction of the existing boardwalk on the west side of the Causeway due to Hurricane Katrina		\$150,000			\$150,000
Construction of the proposed concrete promenade, fishing piers, and roadway repairs on the east side of the Causeway			\$650,000		\$650,000
Back Bay Environmental Educational Center Phase I*				\$714,700	\$714,700
Back Bay Environmental Educational Center Phase II*				\$892,950	\$892,950
Back Bay Environmental Educational Center Phase III*				\$2,058,950	\$2,058,950
Back Bay Environmental Educational Center Phase IV*				\$254,550	\$254,550
Total	\$220,000	\$150,000	\$1,255,000	\$4,341,150	\$5,966,150

*As shown in the Cashio Cochran Master Plan