

Popp's Ferry Road and Bridge Environmental Assessment



Presented By:



Public Meeting Handout (3-6-08)

SOUTHERN SECTION

(from causeway abutment south to Pass Road)

Alternative A - No build alternative

Alternative B - Widen Popps Ferry Road to 120' of right-of-way from the current centerline along Popps Ferry road south to the Popps Ferry/ Pass Road intersection. A total of 52 parcels will be acquired and 21 of those will be relocations.

Alternative C - Widen Popps Ferry Road from west right-of-way 120' to the east, adjusting the centerline accordingly, continuing south along this trajectory to the Popps Ferry Road/ Pass Road intersection. A total of 18 parcels will be acquired and 8 (east side only) will be relocations.

Alternative D - Widen Popps Ferry Road to the east from the current west right-of-way line to 120' of right-of-way continuing south along this trajectory to, but not including, the Winn Dixie Shopping Center. A total of 44 parcels will be acquired and 10 will be relocations. At the Winn Dixie Shopping Center, the right-of-way will be reduced to 100-110' of right-of-way along this trajectory south to the Popps Ferry/ Pass Road intersection. No businesses will be affected.

CAUSEWAY/BRIDGE

Alternative A - No build alternative

Alternative B - The proposed improvement of this section would consist of constructing a new structure parallel to the existing Popps Ferry Causeway accommodating four lanes of traffic with shoulders. The required horizontal and vertical navigational clearances will be obtained by utilizing a bascule (draw bridge) span for the navigational channel.

Alternative C - The proposed improvement of this section would consist of constructing a new structure parallel to the existing Popps Ferry Causeway, accommodating four lanes of traffic with shoulders. Portions of the existing causeway may be upgraded and utilized, particularly north of the proposed bridge. The required horizontal and vertical navigational clearances of the bridge will be obtained by utilizing a high-rise fixed span for the navigational channel.

Alternative D - The proposed improvement of this section would consist of constructing twin bridges. 1) a new high-rise fixed span structure parallel to the existing Popps Ferry Causeway, accommodating two lanes of traffic with shoulders. 2) the existing bascule bridge would be removed and replaced with a new high-rise fixed span structure, accommodating two lanes of traffic with shoulders. Portions of the existing causeway would be utilized where possible. Each bridge would meet the required horizontal and vertical navigational clearances.

NORTHERN SECTION

(from causeway abutment north to Sherry Library)

Alternative A - No build alternative.

Alternative B - Popps Ferry Road will be widened to the east and west, expanding to 120' of right-of-way. This alternative would require homes to be removed from the east and west sides of Popps Ferry Road along the length of this section. 80 parcels will be acquired and 68 of those will be relocations.

Alternative C - At the current west right-of-way would be expand 120' to the east. The current centerline would be adjusted to the east. 41 parcels will be acquired and 40 of those (east side only) will be relocations. Access to the homes on the west side of Popps Ferry will remain.

Alternative D - Widen to the east and west expanding to 120' of right-of-way along the current centerline continuing south to Sunkist Country Club Road intersection. The right-of-way will be realigned to the east 120' from the existing west right-of-way. This alternative would create a limited-access roadway. 64 parcels will be acquired, and 62 of those will be relocations. This alternative will create a minimum 20' green space between the homes remaining and Popps Ferry Road.

PROCESS OF PROJECT



On behalf of the City of Biloxi, welcome! Thank you for your concern for our community and your dedication to making it a better place to live and work! We are here tonight to let you know about a potential project the City is considering, and to listen to your comments and concerns before any decisions are made. The professional teams and city leaders involved in this project are here tonight, and we invite you to feel free to discuss issues with us.

The project we are discussing tonight is the first step in the process of improving a 2-mile portion of Popps Ferry Road and bridge. This initial phase is an Environmental Assessment, which will address issues that can arise during the future phases of the project.

Issues addressed in an EA include:

- Comparison of various alignments, including public input
- Traffic patterns and projections
- Analysis of impacts to properties along the project area
- Noise and Land Use assessments and impacts
- Ecological impacts such as endangered species, wetlands
- Cultural resources and hazardous materials analysis
- Coast Guard requirements regarding bridge design
- Visual aesthetics of centerline adjustment and widening
- Identifying "best scenario" alternative

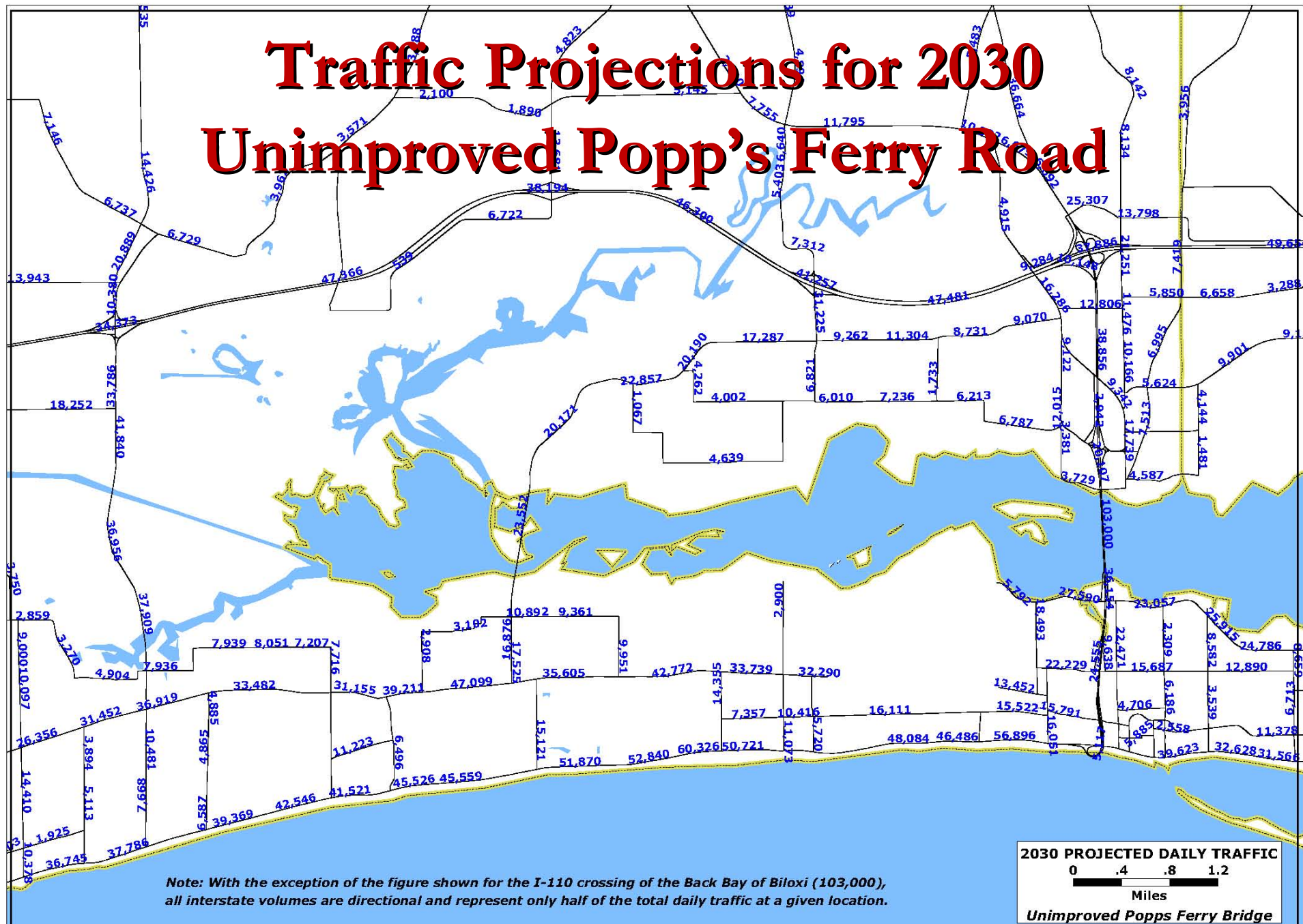
Popp's Ferry Road Improvements

Goals and Objectives

- Provide a safe and effective evacuation route
- Reduce bridge openings
- Promote better traffic flow during peak hours
- Provide adequate capacity for future transportation systems
- Improve aesthetics and quality of life for residents and visitors

Traffic Projections for 2030

Unimproved Popp's Ferry Road



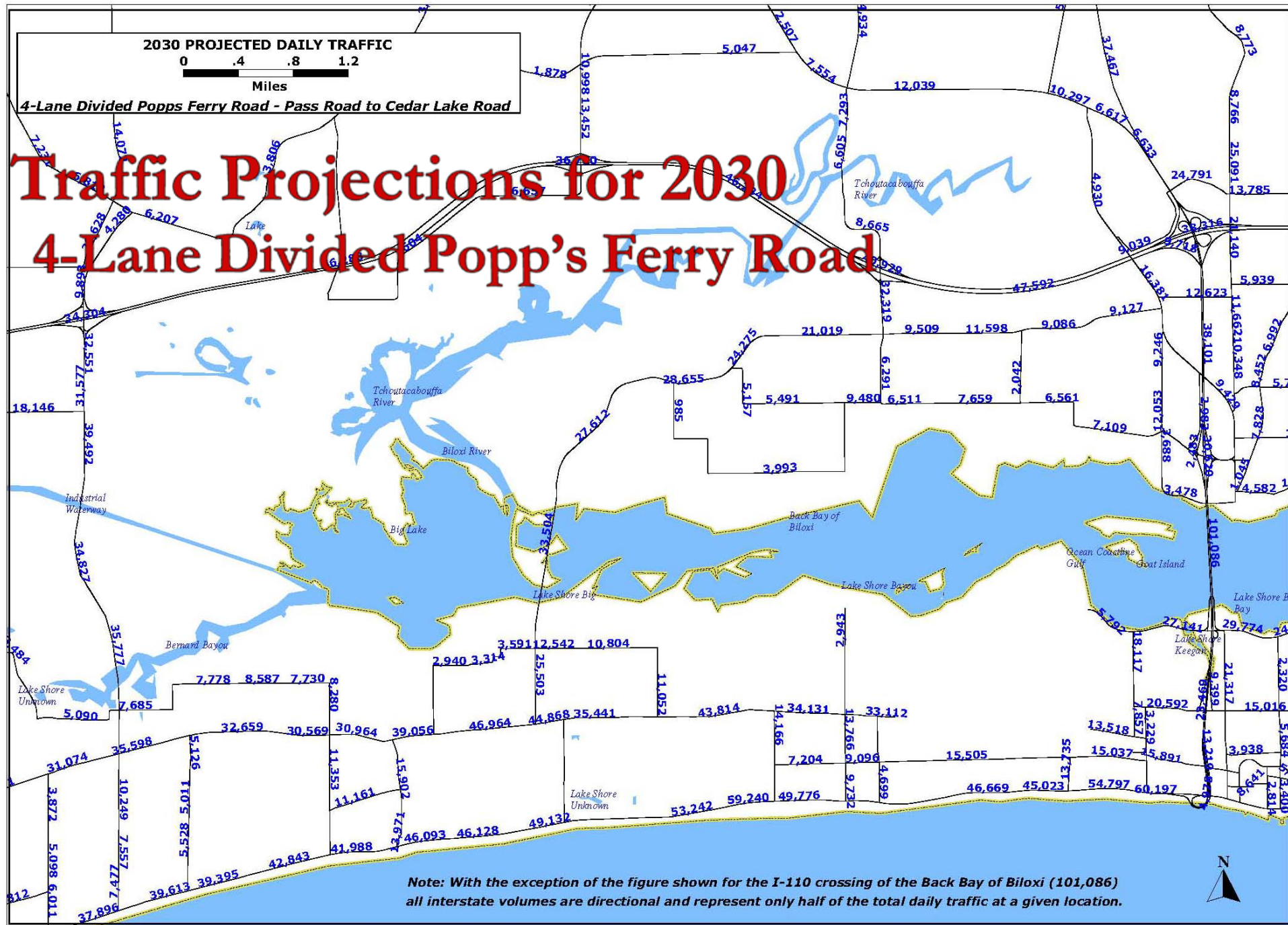
2030 PROJECTED DAILY TRAFFIC

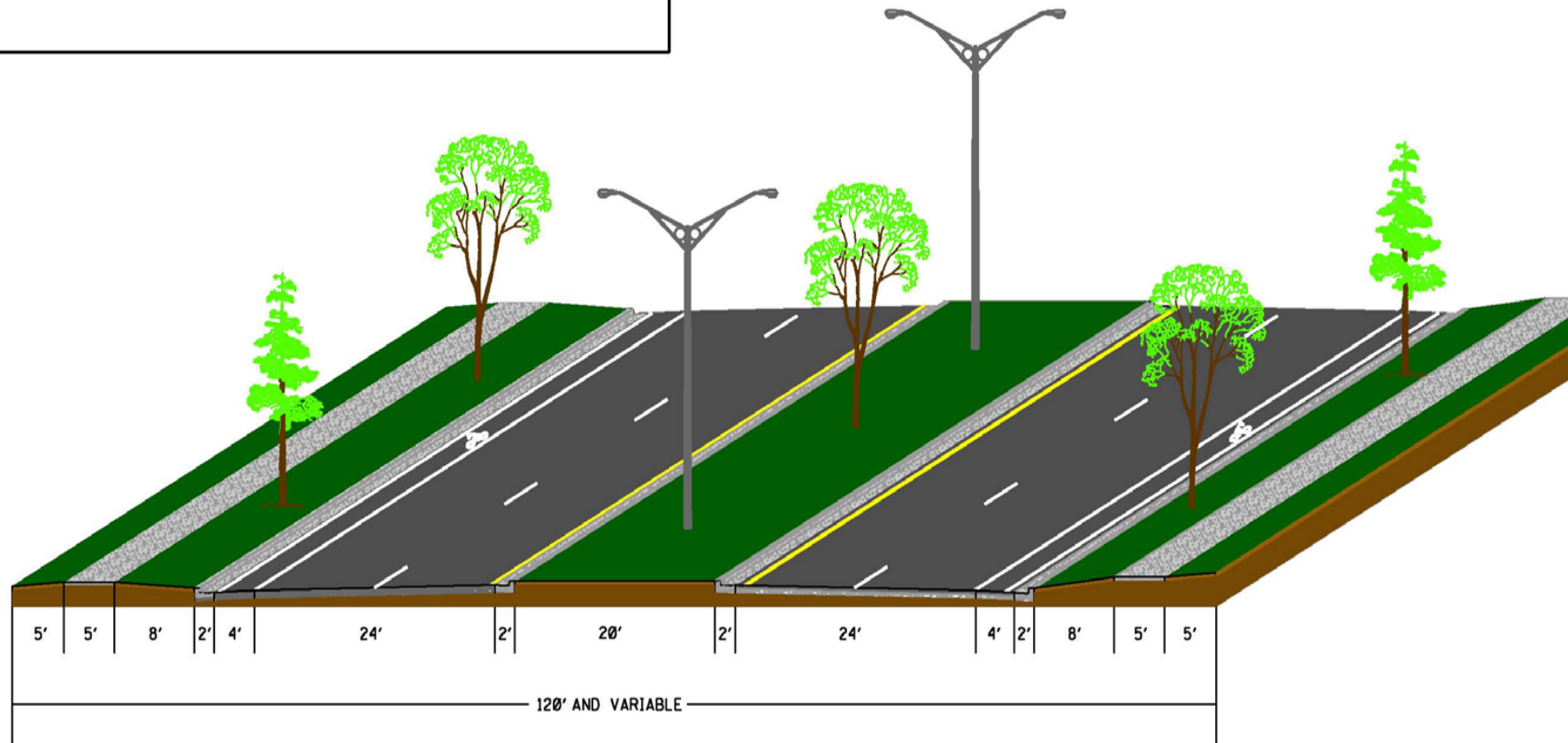
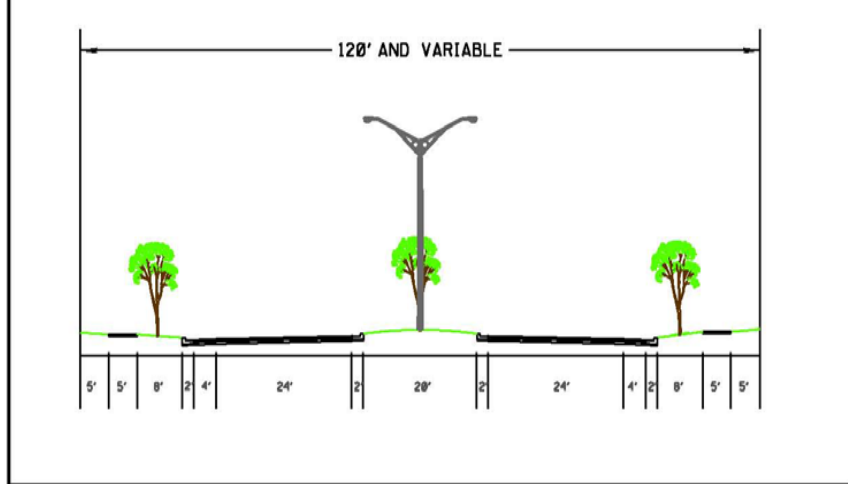


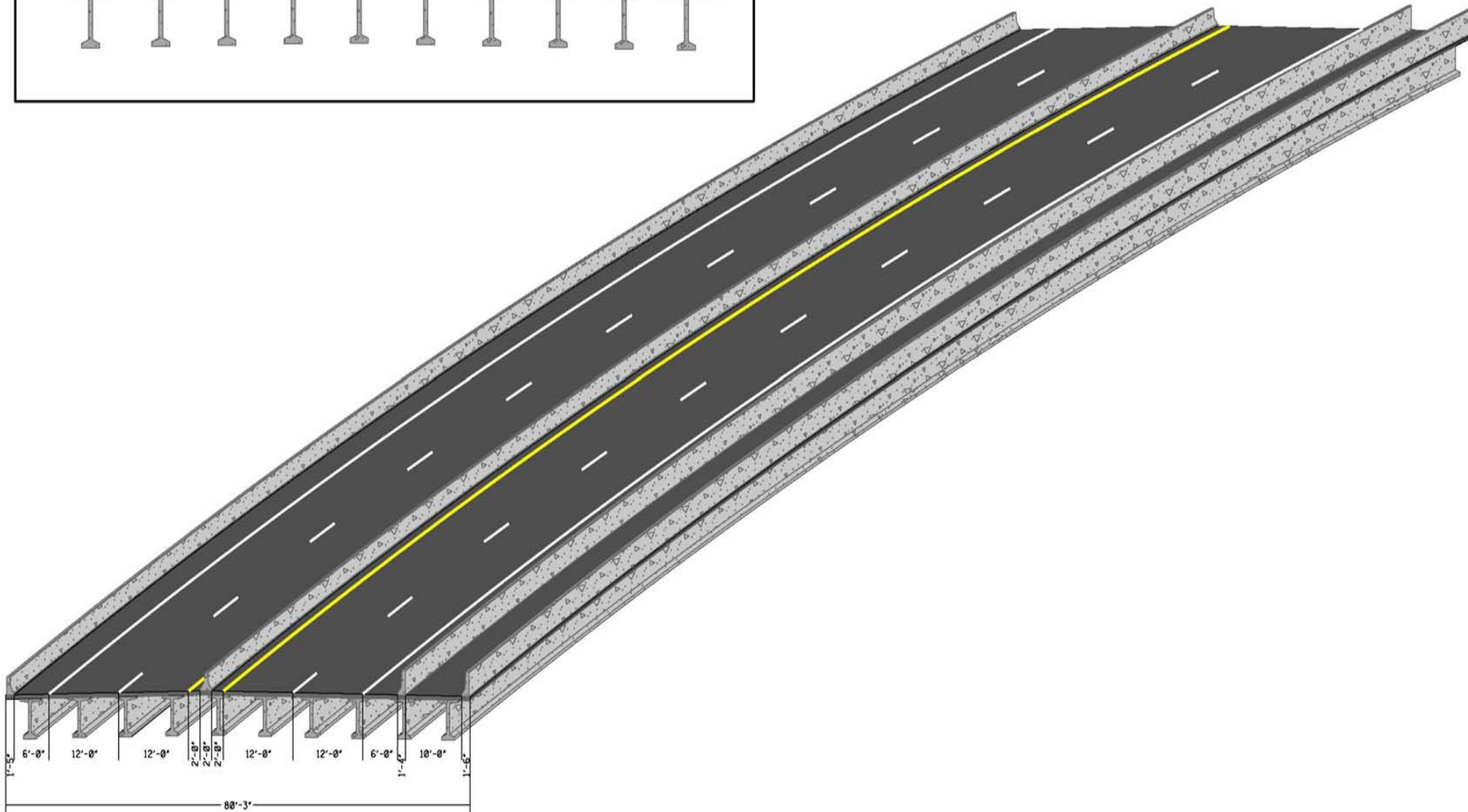
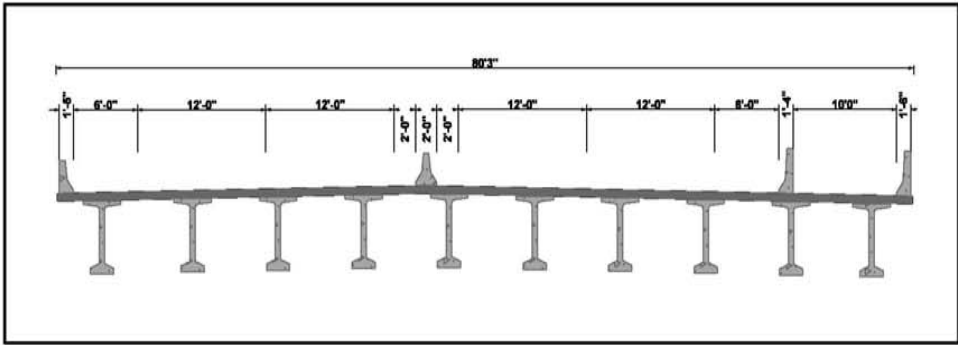
4-Lane Divided Popp's Ferry Road - Pass Road to Cedar Lake Road

Traffic Projections for 2030

4-Lane Divided Popp's Ferry Road

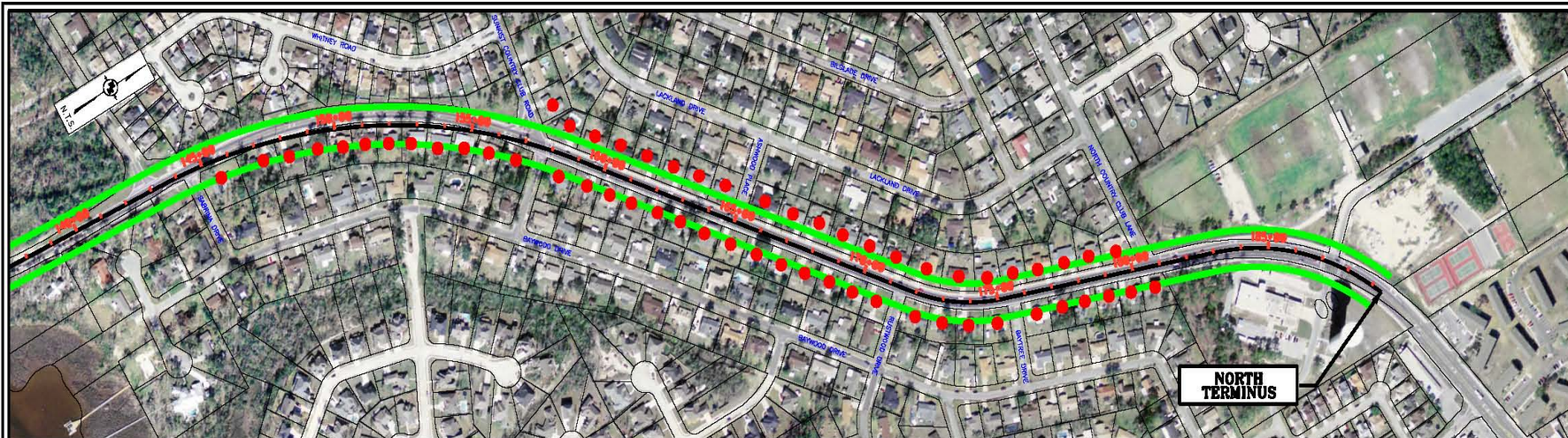






Relocations by Alternative

Alternate	Title	Relocations
A	No Build	0
B Northern Section	B-Widen 60' East & West from Centerline	36 east 28 west
C Northern Section	C-Widen 60' to East	38 east 0 west
D Northern Section	D- Combination of B & C	38 east 22 west
E Northern Section	E- Combination of B & C (preferred)	36 east 22 west
B Bridge	55 ft, 4-lane Bascule-Use Existing Alignment	0
C Bridge	90 ft. Bridge Highrise-New Alignment East	0
D Bridge	55 ft. Twin Bridge New Alignment East	0
E Bridge	55 ft., 4-lane Bascule- New Alignment East (preferred)	0
B Southern Section	B-Widen to West	0 east 16 west
C Southern Section	C-Widen to East	8 east 0 west
D Southern Section	D-Widen 60' from Centerline	0 east 22 west
E Southern	E-Combination of B & C (preferred)	0 east 11 west



ALTERNATE E (PREFERRED) NORTHERN SECTION WEST 22
EAST 36

FIGURE
2.3



ALTERNATE E (PREFERRED) – 55' DRAWBRIDGE



ALTERNATE E (PREFERRED) SOUTHERN SECTION WEST 11 EAST 0

Why Alternate E was Selected

- Reduces Bridge Openings
- Limited Access Corridor
- Limits Number of Relocations (69 Homes)
- No Significant Impact to 4-F Property
- Opinion of Probable Cost = \$76.5 Million

Right-of -Way = \$18.5 Million

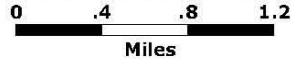
Bridge = \$35.7 Million

Roadway = \$12.3 Million

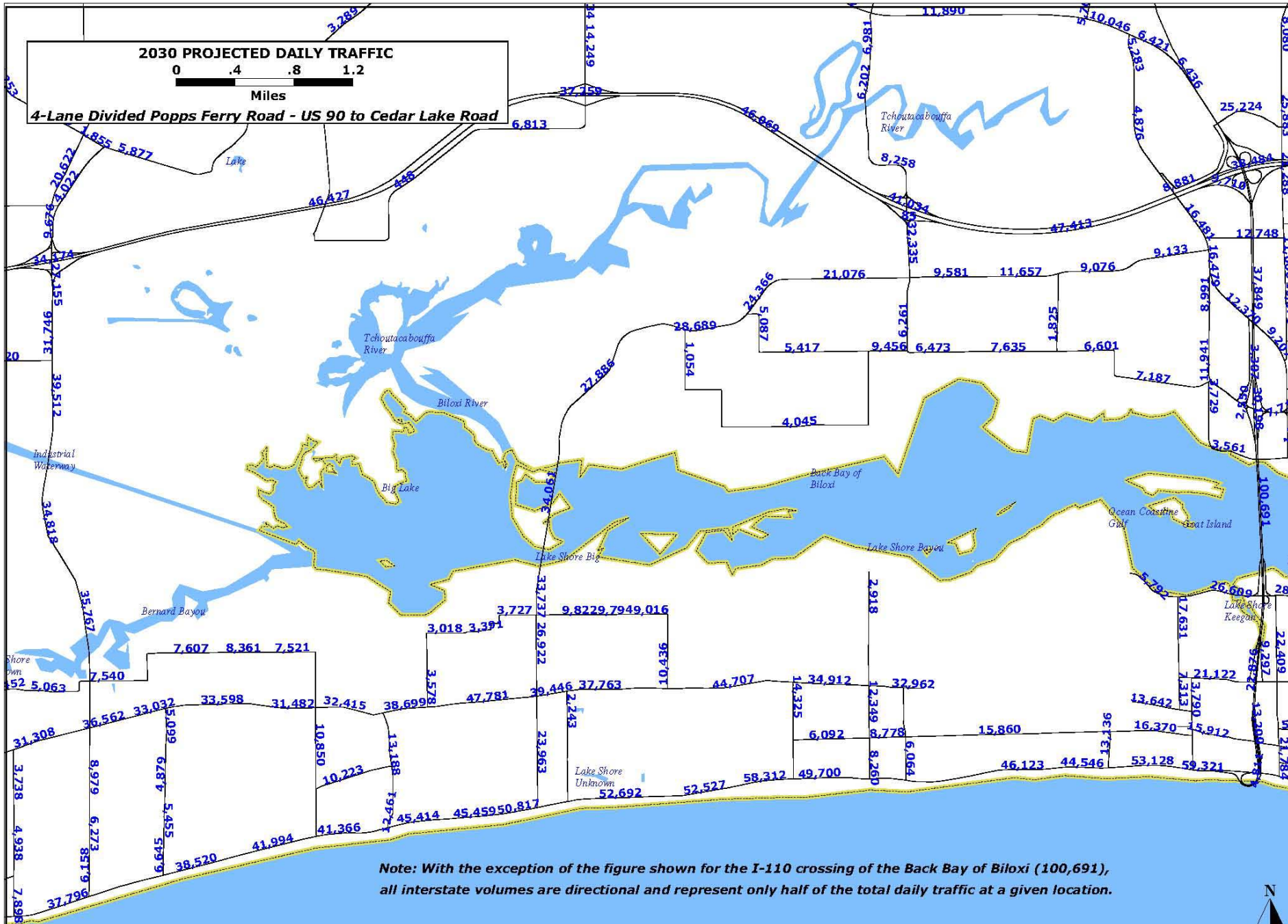
Contingency = \$10.0 Million



2030 PROJECTED DAILY TRAFFIC



4-Lane Divided Poppo Ferry Road - US 90 to Cedar Lake Road



Note: With the exception of the figure shown for the I-110 crossing of the Back Bay of Biloxi (100,691), all interstate volumes are directional and represent only half of the total daily traffic at a given location.