

Transportation moving into the future

New Biloxi Bay Bridge, other traffic improvements show progress in Biloxi

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The bridge is back—better than before.

The new Biloxi Bay Bridge, now open to six lanes of traffic and completed ahead of schedule, has become a symbol of the remarkable state of the city. With that symbol of renewal, rebuilding, and future

hope now a reality, Biloxi has recaptured its pre-Katrina rhythm and is picking up the tempo as it heads toward a future of wide open opportunity.

The bridge accommodates more vehicle traffic and also larger marine traffic, so it will serve the area well for many years of strong economic growth. It also is in step with the character of the communities it connects, thanks to the in-depth involvement of local leaders.

I find that those two values -- a determination to come back better than before, and a commitment to sustaining a cherished way of life -- have shaped most redevelopment in Biloxi, not only transportation infrastructure. Now, at this stage of rebuilding, those values are yielding results we can be very proud of.

The bridge is the most visible transportation improvement, but work is also proceeding well on various segments of U.S. 90 and I-110.

Here is the current status of several Biloxi-area projects being executed by MDOT:

Biloxi Bay Bridge

Cost: \$338 million

Expected completion: April 8, 2008

The contractor, GC Constructors, has finished all of the superstructure of the bridge and is currently applying safety features such as rail, grooving for skid resistance and installing lighting.

The asphalt has been placed except the final surface lift which will be placed under traffic to ensure proper lane markings. A traffic swap occurred February 12 and the final opening occurred before the April 16 deadline.

Traffic will remain traveling in one lane for approximately one more month. Motorist are asked to follow the posted speed limits through this area while work progresses.



April 8, 2008:
All lanes of the Biloxi Bay Bridge open to the motoring public, a week ahead of schedule.



Aerial photo by Susan Guice/Wings of Anglers. Inset: A nighttime photo of the Biloxi Bay Bridge. Photo by Nicole Lacour Young/Biloxi-D'Iberville Press.

U.S. 90, from Biloxi Bay Bridge to Rodenburg Avenue

Cost: \$20 million

Expected completion: January 2009

Lane Construction Company of Ocean Springs, Mississippi was awarded this contract.

Crews videoed and cleaned drainage pipes to improve water movement through this area.

The contractor is complete with all curb, sidewalks, driveways on the outside lanes between Oak Street and Main Street, and the first leveling lift of asphalt has been placed as well.

Traffic has been swapped at Oak Street and Main Street to the outside lanes so that demolition and reconstruction can begin on the inside lanes. Reconstruction has also begun on the north side of U.S. 90 in front of the Hard Rock and Beau Rivage casino resorts.

Motorist are asked to exercise patience and caution through this area as work progresses quickly.

U.S. 90, from Rodenburg Avenue to DeBuys Road

Cost: \$18 million

Expected completion: February 2009

Superior Asphalt Inc. was awarded this contract. The contractor has been acquiring subcontract approval request through Contract Administration Division and has started pouring foundation for an asphalt plant.

The contractor also videoed and cleaned drainage pipes



MDOT contractors install new curbing, part of the total remake of Beach Boulevard.

for improved water movement.

Demolition has begun in the area between DeBuys Road to Camelia Avenue, and crews have begun placement of curbs through this area. Traffic signal foundations are currently being installed at intersections. Motorist are asked to exercise patience and caution through this area as work progresses quickly.

S.R. 605 from I-10 to S.R. 67

Work has been completed.

Fender Repair Project at I-110

Cost: \$240,000

Completion: Completed.

Contractor Tony Parnell has completed this project to repair the timber fender system under the I-110 bascule bridge that was previously damaged.

Small craft harbor repairs may be completed by June

A new Biloxi Small Craft Harbor, with water as deep as 12 feet and more hurricane-resistant construction, is scheduled to be complete by June, and design of the repairs are in the works for Point Cadet Marina, the commercial harbor adjacent to the small craft harbor and at the Coliseum pier.

At the small craft harbor, dredging is complete and pile-driving and land-based utility work are both about 75 percent complete.

"Boaters will see several improvements when we unveil the new harbor in several months," said civil engineer Dreux Seghers of Wink Engineering. "They'll see concrete pilings supporting the piers instead of the wooden pilings of the past. We're also employing a technique that will have most of the utility lines -- electrical and water -- run within protective chases within the piers, and not hanging over the water as they had been in the past."

The work, funded by FEMA and MEMA, is expected to cost \$6.7 million.

Seghers said some demolition remains to be done, such as clearing the former site of McElroy's restaurant, and construction would soon begin on a new pavillion building adjacent to the Port Division administration building.



New moorings are installed at the Biloxi Small Craft Harbor.

Point Cadet Marina

Plans for repairs at Point Cadet Marina are complete and have been approved by FEMA. The project was scheduled to be bid by the end of March and a contract for construction is expected to be underway within 60 days.

Work, which is expected to take several months and cost about \$5 million, will include replacing damaged piers, and the installation of new power panels, and water and sewer lines.

Commercial harbor

Commercial boaters now in the Biloxi commercial harbor will be moored at a privately owned marina when repair work takes place this summer at the commercial harbor.

The city is continuing negotiations with FEMA on several design features in the commercial harbor. "The piers and pilings were mostly intact in the commercial harbor," Seghers said, "but we feel they have been structurally compromised, and we're seeking to replace them with concrete pilings."

The harbor work is expected to take several months and could cost between \$3.5 million and \$5 million.

Piers

The city has received tentative approval from FEMA to use concrete pilings for repairs to the Coliseum pier, and similar approvals are being sought for the Kuhn Street pier and the Lighthouse Pier.

The Coliseum Pier should take from 3 to 6 months to complete once construction begins, but no timetable is available on the Kuhn Street or Lighthouse piers.