

December 18, 2019

Mr. Adam Johnson, P.E.  
Mississippi Department of Transportation  
Environmental Division  
P. O. Box 1850  
Jackson, MS 39215

**REF: Project No.: STPD-9376-00(004)/104384-811000 For Alternative "E"  
Popp's Ferry Road, Riverview Drive to Pass Road, Biloxi, Harrison  
County, Mississippi**

Dear Adam:

We respectfully request Federal Highway Administration (FHWA) and Mississippi Department of Transportation (MDOT) approval of the reevaluation of the Environmental Assessment for the above referenced project.

The Popp's Ferry Road, Riverview Drive to Pass Road, Biloxi, Mississippi as proposed involved plans to widen and upgrade an existing 2.4-mile section of Popp's Ferry Road, between Riverview Drive and Pass Road (Preferred Alternative E) in order to reduce traffic congestion and increase safety.

The anticipated social, economic and environmental impacts were evaluated as an Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI) on the project was issued by MDOT and FHWA on July 30, 2010.

Since the original project was approved, the city of Biloxi and its consultants have worked with MDOT to incorporate changes in bridge design. The bridge design has been changed from a bascule type bridge to a fixed-span bridge. The fixed span bridge will have a vertical clearance of 95 feet and a horizontal clearance of 220 feet.

Mr. Adam Johnson, PE  
December 18, 2019  
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In compliance with FHWA Policy, we have completed an environmental reevaluation of the revised project to determine if the project would cause any significant environmental impacts not otherwise assessed. Based on this reevaluation we have determined that the project would not result in significant impacts that would change the project FONSI determination of July 30, 2010 approved by MDOT and FHWA.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,



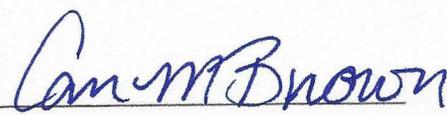
Dax Alexander, P.E. President

Attachments:

Approved by: 

Date: 3-5-2020

Environmental Division Administrator, MDOT

Approved by: 

Date: 3/6/2020

Division Administrator, FHWA



# **Re-Evaluation of FONSI**

**For Alternative “E”**

**Popp’s Ferry Road, Riverview Drive to Pass Road,  
Biloxi, Harrison County, Mississippi**

**Project No.: STPD-9376-00(004)/104384-811000**

# Mississippi Department of Transportation

## Commitments to Environmental Excellence

Project No: STPD-9376-00(004)/104384-811000

Environmental Re-Evaluation

Highway/Route: Popp's Ferry Road and

County: Bridge

Harrison

Date: December-

Page: 2019

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\*Value Engineering Study Recommended  Yes      No

Commitments/Requirements	Source of Commitment	Responsible Office	Place on Plans	Requires A Special Provision	Status of Commitment/Requirement
<b>Land Use/Traffic:</b> This project is improving an existing transportation facility that is already part of a view shed that consists of modern residential and commercial development. Most visual impacts to the roadway would be minimal. During construction, local and through traffic will be adequately and safely accommodated. Construction operations will be scheduled to minimize traffic delays.	Environmental Re-Evaluation Section 3.1	The City of Biloxi Project Consultants Project Contractors	Yes	No	Will be defined during design and implemented during construction.
<b>Relocations and ROW:</b> All displacements and relocations will be managed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).	Environmental Re-Evaluation Section 3.5	City of Biloxi MDOT Right-of-Way Division	No	No	Will be implemented during design.
<b>Water Quality:</b> Construction materials will be stored and disposed of such that they are not discharged into or alongside of streams and other water bodies. Best Management Practices (BMPs) will be implemented and maintained by trained personnel in effort to prevent impacts to water quality of Back Bay Biloxi.	Environmental Re-Evaluation Section 3.9	The City of Biloxi Project Consultants Project Contractors	Yes	No	Will be defined during design and implemented during construction.
<b>Wetlands and Other Waters of the US:</b> Construction of realigned roadway and bridge will be located to minimize impacts to wetlands and WOUS. Prior to construction, wetlands areas will be identified and marked to insure wetlands areas are protected.	Environmental Re-Evaluation Section 3.14	The City of Biloxi Project Consultants Project Contractors	Yes	No	Will be defined during design and implemented during construction.

\*Value Engineering Study Recommended  Yes  No

<p><b>Fish and Wildlife:</b> Construction limits will be posted and enforced to minimize impacts to fish and wildlife. Exposed surfaces will be promptly re-vegetated during construction. BMPs will be implemented to reduce impacts to fish and wildlife areas adjacent to the construction site and lay-down areas.</p>	<p>Environmental Re-Evaluation Section 3.16</p>	<p>The City of Biloxi Project Consultants Project Contractors</p>	<p>Yes</p>	<p>No</p>	<p>Will be defined during design and implemented during construction.</p>
<p><b>Threatened and Endangered Species:</b> Construction will be planned to avoid seasonal occurrences of sensitive species. For the protection of all Federally Listed Species, consultation with the USFWS and the Mississippi Natural Heritage Program will occur prior to construction.</p>	<p>Environmental Re-Evaluation Section 3.17</p>	<p>The City of Biloxi Project Consultants Project Contractors</p>	<p>Yes</p>	<p>No</p>	<p>Will be defined during design and implemented during construction.</p>
<p><b>Archaeology:</b> During construction, if previously unknown archaeological sites are discovered, MDAH will be contacted immediately so they may offer comments under 36 CFR 800.13. The portion of the remaining midden beneath the Popp's Ferry Bridge as well as the site 22Hr520/551 outside our APE will be set aside as a no-work area during bridge construction.</p>	<p>Environmental Re-Evaluation Section 3.18</p>	<p>The City of Biloxi Project Consultants Project Contractors</p>	<p>Yes</p>	<p>No</p>	<p>Will be defined during design and implemented during construction.</p>
<p><b>Section 4 (f) Lands:</b> During construction, measures will be taken to allow for alternative routes for access to Causeway Park to remain open to the public during construction. No impediment or interference with any functions of the park will occur during construction.</p>	<p>Environmental Re-Evaluation Section 3.21</p>	<p>The City of Biloxi Project Consultants Project Contractors</p>	<p>Yes</p>	<p>No</p>	<p>Will be defined during design and implemented during construction.</p>

**All practical and standard procedures and measures, including Best Management practices will be implemented to avoid or minimize impacts.**

**These commitments should be carried throughout each phase of the project development including Design, Right of Way, Construction, and Maintenance.**

\*Value Engineering (VE) Studies are recommended for projects on the NHS System with an estimated project costs approaching \$50 Million, for bridge projects on the NHS System with an estimated project costs approaching \$40 Million, and/or for all Major Projects approaching \$500 Million.

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## **Chapter 1. Introduction, Purpose and Need**

The City of Biloxi (City) and the Mississippi Department of Transportation (MDOT) proposes to widen and upgrade an existing 2.4-mile section of Popp's Ferry Road, between Riverview Drive and Pass Road in order to reduce traffic congestion and increase safety (See Figure 1).

Upgrades included a 4-lane boulevard section with turning bays, vegetated medians, curb and gutter, and sidewalks consistent with federal roadway standards and the replacement of the existing causeway and bascule drawbridge. The Finding of No Significant Impact (FONSI) dated July 30, 2010 approved the selection of the Preferred Alternative E described in the June 2010 Environmental Assessment (EA) as the Selected Alternative for the Popp's Ferry Improvements Project. Alternative E proposed the construction of a new causeway and bascule bridge with a vertical navigational clearance of 65 feet North American Vertical Datum of 1988 (NAVD 88) to be constructed within the existing right of way and east of the existing Popp's Ferry causeway - bridge. The proposed roadway was designed to accommodate four lanes of traffic with shoulders including a pedestrian/bike path on the east side.

Discussions with MDOT Bridge Division representatives and the City during early design phase of the project identified potential operational problems with a bascule type bridge. MDOT Bridge Division personnel also indicated that operation and maintenance (O & M) cost for bascule bridges are higher than an elevated fixed span bridge and analysis was suggested (See Meeting Notes of March 3, 2014 in Appendix B). Working with its design consultant, the fixed span bridge was evaluated, and the City determined that a fixed span bridge, with sufficient horizontal and vertical clearance was the most practical option to meet the purpose and need for this project. The fixed span bridge would have a vertical clearance of 95 feet (NAVD 88) and a horizontal clearance of 220 feet and the new bridge will be constructed immediately east of the existing bridge.

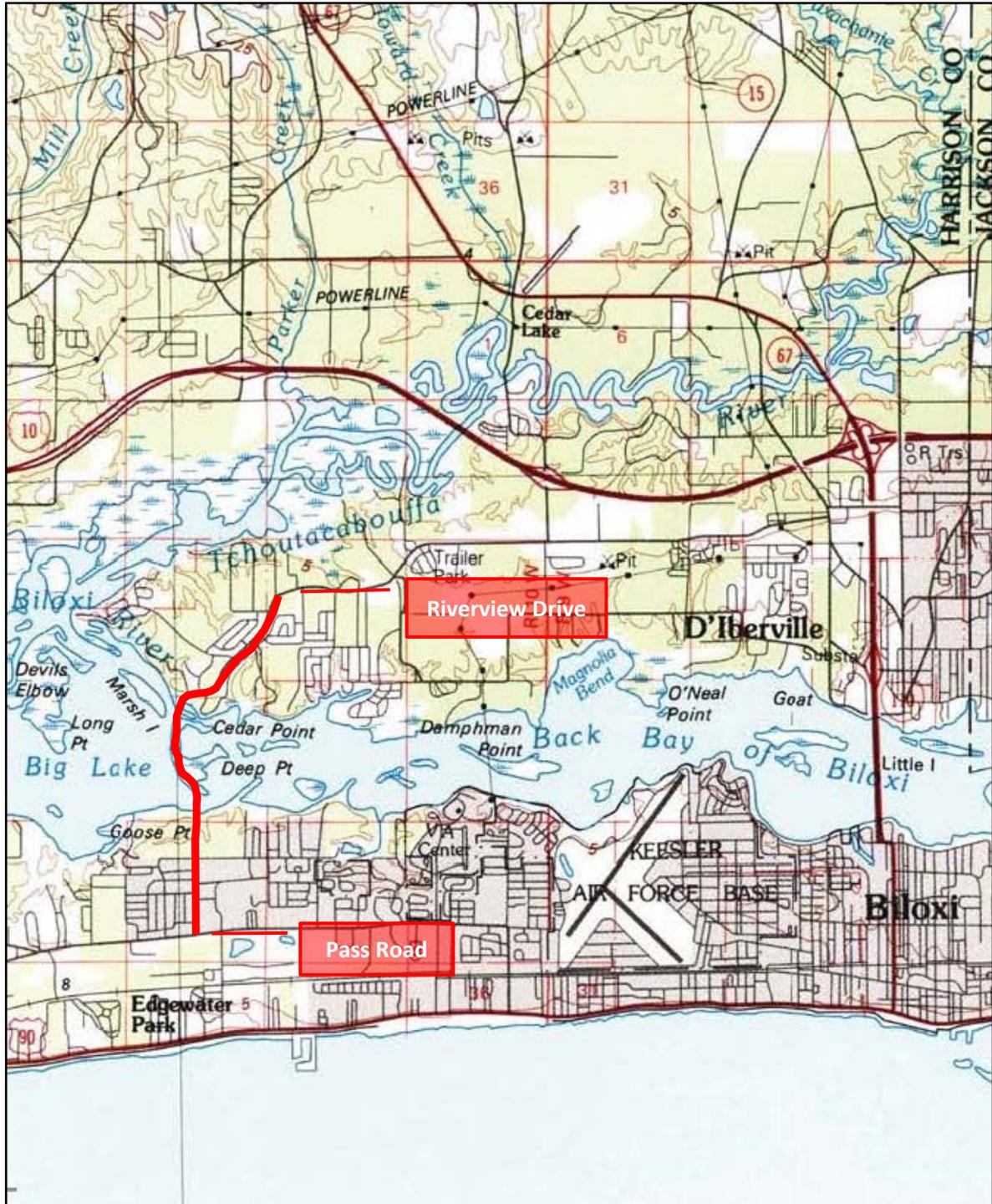


Figure 1: Vicinity Map (Source: USGS)

The purpose of this re-evaluation is to document changes in the original design and the affected environment since the change; assess impacts associated with those changes; and re-confirm the validity of the FONSI. The primary design changes addressed in this re-evaluation are the changes in bridge design, minor changes in alignment and the location of the Southern Termini, and the additional ROW required for the Southern Section of the roadway project.

### **1.1 Project Purpose**

The purpose of this project is to increase capacity and operational efficiency along the Popp's Ferry Corridor, reduce congestion and delays, and improve safety for drivers and pedestrians. The improvement project would create a controlled access road and increase daily efficiency and safety along this corridor, by eliminating the bottlenecks which occur during peak hours. Additionally, the new fixed span bridge will allow marine traffic to pass under the bridge without interrupting marine and vehicular traffic flow.

### **1.2 Need**

Widening Popp's Ferry Road to a four-lane divided facility with an improved, higher bridge over the Back Bay is needed to accommodate future growth, decrease traffic delays due to bridge openings, and improve emergency evacuation efficiency. Current traffic volumes along Popp's Ferry Road are nearing capacity for a two-lane roadway. The existing bascule bridge is regularly opened to allow barge traffic to navigate to the Bernard Bayou Industrial Seaway and there have been several occasions where the bridge becomes stuck in the open position. This condition causes traffic congestion and could create a serious problem during hurricane evacuation. The proposed project would reduce traffic congestion, both north and south of the Popp's Ferry Causeway, and upgrade and improve the roadway in order to enhance traffic patterns and flow.

## **Chapter 2. Proposed Action and Alternatives**

This chapter discusses the Proposed Action Alternative as modified to reflect the design changes currently considered for this project. The proposed plans for the Preferred Alternative (Alternative E) are as originally proposed with one exception. The bridge design has been changed from a bascule type bridge to a fixed-span bridge. The fixed span bridge will have a vertical clearance of 95 feet (NAVD 88) and a horizontal clearance of 220 feet. A description of Preferred Alternative design changes is shown below in Table 1.

**Table 1: Description of Preferred Alternative with Design Changes**

<b>Table 1: Description of Preferred Alternative with Design Changes</b>	
<b>Alternative E - Northern Section (preferred)</b>	<b>Follow Center to Ashwood, transition east to Sabrina, transition to Center:</b> Northern Section ROW would be symmetrically widened from the northern termini south to Ashwood Place/Popp's Ferry Road intersection, then shift to the east until its west ROW matches the existing west ROW boundary. At approximately Sabrina Drive, the ROW would then transition back to being evenly distributed approaching the north causeway abutment.
<b>Alternative C – Causeway-Bridge</b>	<b>Fixed Span Bridge:</b> Causeway-Bridge would include the construction of a new structure east of and parallel to the existing Popp's Ferry Causeway-Bridge and accommodating four lanes of traffic with shoulders including a pedestrian and bike path on the east side. The causeway portion would be constructed 13 feet (NAVD 88) above existing causeway height and would tie in with the Northern Section at approximately the same location where the existing tie-in occurs. The fixed span bridge would have a vertical clearance of 95 feet (NAVD 88), a horizontal clearance of 220 feet, and transition down to grade between Bonne Terra Boulevard and Atkinson Road.
<b>Alternative E – Southern Section (preferred)</b>	<b>Follow Center to Old Bay (Atkinson), transition West:</b> Alternative E – Southern Section would include a 120-foot wide ROW located along the current centerline of Popp's Ferry Road from the south bridge abutment to Old Bay/Atkinson Road. At Old Bay/Atkinson Road, the centerline would transition to the west and continue to Hinman Drive. At Hinman Drive, the ROW narrows to and continues along the existing ROW to the Popp's Ferry Road/Pass Road intersection. Access for residents of Anatole Bay Townhomes will be provided by a connection to Bertucci Boulevard.

## **Chapter 3. Affected Environment and Environmental Consequences**

This re-evaluation examines changes to the affected environment and environmental consequences for all environmental issues originally addressed in the EA. As discussed in Chapter 1, the EA/FONSI was completed in 2010. This section describes the changes in the design phase project and existing environment that have occurred since the EA/FONSI and the re-evaluation of the environmental consequences affected by the project currently proposed. Table 2 lists the resource issue areas and discusses the potential impacts to each resource/issue as a result of the proposed project. Specific resources that are discussed in more detail in this section are indicated by a "Yes" in the third column of the table.

**Table 2. Summary of Changes to the Affected Environmental and Impacts Addressed in the Re-Evaluation**

Resource/Issue	Affected Environment and Impact Assessment	Resource/Issue Studied in Further Detail in Re-Evaluation
<b>Land Use</b>	Land use in the project area is substantially the same as indicated in the EA/FONSI. A net total increase of 0.195 acres of ROW would result in the project area from design changes since the EA. Land use in areas of proposed additional ROW acquisition and environmental consequences of the additional ROW acquisition are discussed in Section 3.1	No (Section 3.1)
<b>Farmlands</b>	All of the areas of additional ROW within the project area are in areas that are not subject to the Farmland Protection Policy Act (FPPA). The proposed project is located within the city limits of Biloxi and Biloxi is located within Gulfport-Biloxi, Pascagoula, MS Metropolitan Statistical Area. By regulation, areas within the Gulfport-Biloxi, Pascagoula, Mississippi Metropolitan Statistical Area are not considered Prime Farmland. With regard to farmland soils and local important farmland soils, the analysis as reported in the EA/FONSI remains valid.	No (Section 3.2)
<b>Social and Economic Resources</b>	Census information was updated for population and demographics and compared to the socio-economic data presented in the original EA/FONSI. Base on this comparison, the analysis as reported in the EA/FONSI remains valid.	Yes (Section 3.3)
<b>Environmental Justice</b>	Census information was updated and compared to the data presented in the original EA/FONSI. Based on this comparison, the analysis for potential impacts to low income and minority populations as reported in the EA/FONSI remains valid.	Yes (Section 3.4)
<b>Relocations and ROW</b>	Information regarding displacements and relocations are discussed in Section 3.5. A recent analysis of the current design indicates that the total number of relocations will be 76 which is a slight increase. No businesses or multi-family units, public facilities, or non-profit organizations known to be in the project area will require relocation. Based on information developed for this Environmental Reevaluation the analysis for potential impacts associated with ROW acquisition and relocation reported in the EA/FONSI remain valid.	Yes (Section 3.5)

**Table 2. Summary of Changes to the Affected Environmental and Impacts Addressed in the Re-Evaluation. (Continued)**

Resource/Issue	Affected Environment and Impact Assessment	Resource/Issue Studied in Further Detail in Re-Evaluation
<b>Air Quality</b>	The bridge design changes would not have any potential impacts to air quality beyond what was reported in the EA/FONSI. The impacts to air quality associated with roadway portion of the improvements reported in the EA/FONSI remain the same and the findings in the EA/FONSI remain valid.	No (Section 3.6)
<b>Noise</b>	The design changes should not negatively impact noise levels assessed in the original noise study and EA. The fixed span bridge will not require steel grates and the overall noise level associated with steel grates used for the bascule bridge should be reduced. Therefore, the findings presented in the EA/FONSI remain valid.	No (Section 3.7)
<b>Geologic Resources</b>	The design changes should not negatively impact geologic resources in the study area and the findings presented in the EA/FONSI remain valid.	No (Section 3.8)
<b>Water Quality</b>	The design changes should not have any potential impacts to water quality beyond those discussed in the original EA. Therefore, the analyses of impacts to water quality in the EA/FONSI remain valid.	No (Section 3.9)
<b>Floodplains</b>	The affected environment for floodplains has not changed since this issue was analyzed in the EA/FONSI. The analysis of impacts to floodplains as reported in the EA/FONSI remains valid.	No (Section 3.10)
<b>Coastal Zone Management</b>	The project area is within the Coastal Zone limits of Mississippi. Construction of the Bridge/Causeway Section will require coordination with the federal and state regulatory agencies. The analysis as reported in the EA/FONSI remains valid.	No (Section 3.11)
<b>Coastal Barriers</b>	The project area is not located on a coastal barrier island Identified in the Coastal Barrier Resources System map. The design changes will not impact any Coastal Barrier Resources and the analysis as reported in the EA/FONSI remains valid.	No (Section 3.12)
<b>Wild and Scenic Rivers</b>	No river or river segments listed in the National Inventory of the National Wild and Scenic Rivers System are located within the project study area. The analysis as reported in the EA/FONSI remains valid.	No (Section 3.13)
<b>Wetlands and Other Waters of the US</b>	The affected environment for wetlands and other Waters of the US (WOUS) has not changed since analyzed in the EA/FONSI. The analysis of impacts to this resource issue as reported in the EA/FONSI remains valid.	No (Section 3.14)

**Table 2. Summary of Changes to the Affected Environmental and Impacts Addressed in the Re-Evaluation. (Continued)**

Resource/Issue	Affected Environment and Impact Assessment	Resource/Issue Studied in Further Detail in Re-Evaluation
<b>Vegetative Communities</b>	The project area has been highly impacted by urban development, and the natural plant communities are fragmented, disjoined, and small. Because of the urban nature of the project area and the minor design changes, the analysis of impacts to vegetation as reported in the EA/FONSI remains valid.	<b>No</b> <b>(Section 3.15)</b>
<b>Fish and Wildlife</b>	Limited wildlife and wildlife habitat was observed within the urban habitats identified in the project area. The description of potential effects to wildlife outlined in the EA/FONSI remains valid. Construction of the Bridge/Causeway Section will take place in areas designated as Essential Fish Habitat (EFH). The project impacts on EFH were addressed in the EA/FONSI. The design changes (Fixed Span Bridge) should not change the findings previously reported and impacts to EFH described in the original EA/FONSI remain valid.	Yes (Section 3.16)
<b>Threatened and Endangered Species</b>	Based on a review of the latest Threatened and Endangered Species (T & E) lists as of October 9, 2018 for Harrison County, and an evaluation of the impact areas within the project area, the analysis of impacts to T & E species as reported in the EA/FONSI remains valid.	Yes (Section 3.17)
<b>Cultural Resources</b>	The design change (Fixed Span Bridge), will not result in a direct use of or proximity impacts to any known historic site; therefore, the analysis as reported in the EA/FONSI remains valid.	No (Section 3.18)
<b>Visual and Aesthetic Qualities</b>	Review of the affected environment for visual and aesthetic qualities indicates there would be minimal change in the aesthetic characteristics of the proposed roadway and bridge. The fixed span bridge would be 30 ft higher than the bascule bridge which could impact the visual and aesthetic qualities in the area. Drawings of the fixed span bridge were reviewed by local residents and the public at the public meeting on March 12, 2015 and no negative comments were expressed. Based on this analysis, the findings reported in the EA/FONSI remain valid.	No (Section 3.19)
<b>Hazardous Materials</b>	Updated reviews of the project ROW to assess the potential for hazardous materials were completed for the re-evaluation and no sites were identified. Base on this review and the previous information, the findings reported in the previously submitted EA/FONSI remain valid.	Yes (Section 3.20)
<b>Section 4 (f)</b>	The design change (Fixed Span Bridge), will not result in a direct use of or proximity impacts to any known historic site; publicly owned park, recreation area or wildlife refuge of national, state or local significance. With regard to Section 4(f) impacts, the analysis as reported in the EA/FONSI remains valid.	Yes (Section 3.21)

Table 2. Summary of Changes to the Affected Environmental and Impacts Addressed in the Re-Evaluation (Continued)		
Resource/Issue	Affected Environment and Impact Assessment	Resource/Issue Studied in Further Detail in Re-Evaluation
<b>Construction</b>	The proposed design changes, including additional ROW acquisition, would not involve any types of construction impacts or mitigation measures that were not previously addressed in the EA/FONSI. The best management practices described in the EA/FONSI would be incorporated into final design to minimize potential construction-related impacts. Base on this review, the findings in the EA/FONSI remain valid.	No (Section 3.22)
<b>Indirect and Cumulative Impacts</b>	The design changes do not involve any indirect impacts that were not examined in the EA/FONSI, and the change in direct impacts would be minor. The net increase of 0.195 acres of proposed ROW in the project area would limit the amount of grassland, landscaped, and paved areas of adjacent properties that were originally described in the EA/FONSI. All of the analysis steps, documentation, and conclusions of the indirect and cumulative impact analyses conducted for the EA/FONSI remain valid.	No (Section 3.20)

### 3.1 Land Use

The design change will require the acquisition of additional ROW for the project. The ROW along the Southern Section south of the Causeway-Bridge section would be widened slightly to allow for the widening of the bridge approach section. The additional ROW will be approximately 0.195 acres which could limit the amount of grassland, landscaped, and paved areas of adjacent properties that were originally described in the EA/FONSI. The design change should not negatively impact the visual quality within the project area. This project is improving an existing transportation facility that is already part of a view shed that consists of a modern residential and commercial development. Most visual impacts to the roadway would be minimal.

### 3.2 Farmland

By regulation, areas within the Gulfport-Biloxi, Pascagoula, Mississippi Metropolitan Statistical Area are not considered Prime Farmland. Regarding farmland soils and local important farmland soils, the analysis as reported in the EA/FONSI remains valid.

### 3.3 Socio-Economic

Socio-economic data reported in the original EA/FONSI was based on the 2000 Census. The data has been updated and reflects the changes reported in the 2010 Census. The Popp's Ferry roadway improvements project traverses three census tracts along its path. Data regarding total population, population by age, and minority populations are compared in Tables 3 and 4.

Table 4 provides a comparison of the population data and changes in population since the 2000 Census. Between 1990 and 2000, both Harrison County and Biloxi saw an increase in population. The growth rate of Harrison County was well above that of the rest of the state, while the growth rate for the city of Biloxi was only a little less than the statewide rate. By contrast, both the city and the county show a sharp decrease in population between 2000 and 2006. This reflects the effect of Hurricane Katrina on regional population. Table 4 shows comparison of population in Mississippi, Harrison County and the City of Biloxi for the 2000 Census and the 2010 Census. As indicated in the original EA/FONSI, the decrease in population in Harrison County and Biloxi was directly related the impacts from Hurricane Katrina.

<b>Table 3. Comparison of Population Data for 2000 and 2010</b>				
	Population		Change	Percent Change
	2000	2010		
Mississippi (State)	2,844,658	2,967,297	122,639	+4.31
Harrison County	189,601	187,105	-2,496	-1.3
Biloxi (City)	50,644	44,054	-6,590	-13.0

A comparison of poverty levels for the state, Harrison County, Biloxi and the three Census Tracts within the project boundary is shown in Table 5. The poverty rate for the corridor is reasonably close to the poverty levels for the county and the city.

<b>Table 4. Comparison of Poverty Level Data for 2000 and 2010</b>				
Area	2000		2010	
	Total	Percent	Total	Percent
Mississippi	548,079	19.9%	604,272	21.2%
Harrison Co.	26,597	14.6%	27,036	15.3%
Biloxi	6,906	14.6%	5,454	12.9%
Tract 12.01	351	6.9%	566	12.9%
Tract 12.02	1,335	23.2%	773	11.3%
Tract 33.02	703	8.8%	181	3.5%

This issue was addressed in previously submitted EA/FONSI and the comparison data does not indicate that the socio-economic impacts will be significantly different than those discussed in the original EA/FONSI.

The change from a bascule bridge to a fixed span bridge will not have a negative impact on current or future commercial and recreational navigation on this segment of the waterway. The bridge is currently located at mile 8.0. The description of the bridge which appears in Coast Guard, DHS §117.686 will be modified to provide a new description as part of the bridge permit process.

### 3.4 Environmental Justice

EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) mandates that federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Socioeconomic and demographic data for the project site area were reviewed to determine if a disproportionate number of minority or low-income persons have the potential to be adversely affected by the proposed project. The project lies within the Census Tracts 12.01, 12.02, and 33.02 of Harrison County, Mississippi. According to U.S. Census Bureau data for the 2010 Census, the total population for Harrison County was 187,105 with a minority population of 56,739 individuals (30.3%). According to U.S. Census Bureau data for the 2010 Census, the total population for Census Tracts 12.01, 12.02, and 33.02 was 5,150, 5,929, and 4,233 respectively. The minority population within those Census Tracts was of 1,431 individuals (27.8%), 1,988 individuals (33.5%) and 913 individuals (21.6 %) respectively. While the population data has changed since the previously submitted EA/FONSI, no significant increased impacts to minority populations are anticipated from the proposed project.

Region	Total Population		Minority Population		Percent Minority		Percent Change
	2000	2010	2000	2010	2000	2010	
Mississippi	2,844,658	2,967,297	1,078,538	1,212,433	37.9%	40.9%	3.0%
Harrison Co.	189,601	187,105	50,909	56,739	26.9%	30.3%	3.4%
Biloxi	50,644	44,054	14,467	13,925	28.6%	31.6%	3.0%
Tract 12.01	5,364	5,150	1,268	1,431	23.6%	27.8%	4.2%
Tract 12.02	5,780	5,929	1,779	1,988	30.8%	33.5%	2.7%
Tract 33.02	7,983	4,233	1,353	913	16.9%	21.6%	4.7%

### 3.5 Relocations and ROW

Relocation and ROW issues were addressed in the previous EA/FONSI. The number of relocations required for the original project was 69. Based on an analysis of the current design the total number of relocations will be 76 which is a slight increase. No businesses or multi-family units, public facilities, or non-profit organizations known to be in the project area will require relocation.

A search of the Gulf Coast Association of Realtor, Inc. (<http://www.gcarealtors.com>) indicate that the current real estate market in the vicinity of the project area indicates that there is a sufficient inventory of comparable homes available for purchase or rent by displaced residents from single-family dwellings.

### **3.6 Air Quality**

This issue was addressed in the previously submitted EA/FONSI. No significant increased impacts to air quality are anticipated from the proposed project.

### **3.7 Noise**

The previous assessment of potential impacts related to noise indicated that twenty-one (21) receptors were predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) levels for the Build Alternatives. A variety of possible noise abatement measures were discussed in the original noise investigation report and these measures will be implemented where applicable. The previous assessment also determined that because of the number of streets that intersect Popp's Ferry Road, noise barriers would not be an effective abatement measure.

### **3.8 Geologic Resources**

The coastal area of Mississippi is underlain by a series of unconsolidated estuarine and deltaic sediments ranging in age from Miocene (Tertiary System) to recent. The significant geologic units present in coastal Mississippi include the Pleistocene and Holocene coastal and terrace deposits and alluvium, which are underlain in turn by the Citronelle Formation, the Graham Ferry Formation, the Pascagoula Formation, the Hattiesburg Formation, and the Catahoula Sandstone. The major aquifers for groundwater withdrawal in general vicinity of Gulfport, Harrison County are the Citronelle and Graham Ferry Formations, and the well depths range from 100-325 feet below ground surface.

### **3.9 Water Quality**

Potential project impacts on water quality were assessed and described in the previously submitted EA/FONSI. Although it was previously discussed it should be noted that the City will require each individual contractor involved with the proposed project to comply with water quality standards. This will include contractor compliance with MDOT's Standards and Plans for preventing and abating water quality impacts to streams and water bodies.

### **3.10 Floodplains**

Portions of the project area fall within the 100-year floodplain. Impacts to floodplains and work within floodplains were addressed in previously submitted EA/FONSI. No significant increased impacts are anticipated from the proposed project.

### **3.11 Coastal Zone**

The project falls within the areas of coastal Mississippi defined as the Coastal Zone. No significant increased impacts are anticipated from the proposed project.

### **3.12 Coastal Barriers**

There are no Coastal Barriers within the project boundaries. No significant increased impacts are anticipated from the proposed project.

### **3.13 Wild and Scenic Rivers**

There are no Wild and Scenic Rivers within the project boundaries. No impacts are anticipated from the proposed project.

### **3.14 Wetlands and WOUS**

Natural and man-made wetlands are located on the east and west sides of the causeway and bridge. The location and extent of wetlands and WOUS as well as the potential impacts to wetlands and WOUS as a result of the new bridge design have not changed. The analysis of impacts for this resource issue as reported in the EA/FONSI remains valid.

### **3.15 Vegetation**

Species composition of the plant communities within the project ROW include Oak/Pine/Magnolia Forests, Mixed Pine/Hardwoods, and Coastal Marsh. With the exception of the Coastal Marsh plant community, most of the habitat along the ROW has been modified by development and the introduction of urban-residential landscape species such as ornamental azaleas, palms, and pears. The design changes discussed in this environmental reevaluation will not change the impact analysis for vegetation and the findings as reported in the EA/FONSI remains valid.

### **3.16 Fish and Wildlife**

Limited wildlife and wildlife habitat exists within the urban habitats identified in the project area. The US Fish and Wildlife Service (USFWS) and the Mississippi Museum of Natural Science (MMNS) reviewed the project and had no additional comments or recommendations related to fish and wildlife resources. The description of potential effects to wildlife outlined in the EA/FONSI remains valid. Construction of the Bridge/Causeway Section will take place in areas designated as Essential Fish Habitat (EFH). The impacts associated with bridge construction in areas designated as EFH were addressed in the EA/FONSI. The design changes will not require any additional assessment of impacts to EFH and the findings for EFH impacts reported in the EA/FONSI remains valid.

### **3.17 Threatened and Endangered Species**

The USFWS and the MMNS have reported that 38 animal and 4 plant species listed as either threatened or endangered have geographic ranges that include this portion of Harrison County. That list includes the Eastern Black Rail (*Laterallus jamaicensis jamaicensis*) which was proposed for listing by the USFWS on October 9, 2018. As part of the environmental re-evaluation the USFWS requested an updated "effects determination" for the Alabama red-bellied-turtle, the Gulf sturgeon, the West Indian manatee, and the Eastern black rail. The effects determination was provided to the USFWS via email dated December 13, 2019 and USFWS concurrence was received via email response that same day (See email chain in Appendix B. Based on this, and previous coordination with the USFWS and the MMNS, the recommended measures to avoid impacts to the listed species will be incorporated into the final plans for the project. The design changes addressed in this Environmental Reevaluation will not change the impact analysis findings for threatened and endangered species and the findings as reported in the EA/FONSI remains valid.

### **3.18 Historical, Cultural, and Archaeological**

Historical and cultural resources within the study area for this project are limited. The original EA/FONSI addressed these resources and the design changes should not cause any impacts not otherwise addressed in the original EA/FONSI.

### **3.19 Visual and Aesthetic Qualities**

The fixed span bridge would be 30 ft higher than the bascule bridge which could impact the visual and aesthetic qualities in the area of the bridge approach and southern shoreline of Back Bay Biloxi. This issue discussed at the public meeting on March 12, 2015. No additional concerns relative to the additional height of the fixed span bridge were expressed and no impacts to visual and aesthetic qualities are anticipated from the proposed project.

### **3.20 Hazardous Waste**

Previous assessment for hazardous waste sites indicated that no hazardous material sites are located within the right-of-way proposed for construction. Field reviews to assess potential contaminated sites not previously documented were also conducted for the original EA and no significant sites were discovered. Updated reviews of the project ROW to assess the potential for hazardous materials were completed for the re-evaluation and no sites were identified. Based on this review and the previous information, the findings reported in the previously submitted EA/FONSI remain valid.

### **3.21 Section 4(f)**

The most significant Section 4(f) area located within and surrounding the study area is the Popp's Ferry Causeway Park. Popp's Ferry Causeway Park includes fishing platforms, a fishing pier, a boat ramp, and parking areas. This park area was recently improved to increase public usage. Based on a more recent assessment the findings reported in EA/FONSI remain valid.

### **3.22 Construction**

The proposed design changes, including additional ROW acquisition, would not involve any types of construction impacts or mitigation measures that were not discussed in the EA/FONSI. The best management practices described in the EA/FONSI would be incorporated into final design to minimize potential construction-related impacts.

### **3.23 Indirect and Cumulative Impacts**

The design changes do not involve any indirect impacts that were not examined in the EA/FONSI, and the change in direct impacts would be minor. The net increase of 0.195 acres of proposed ROW in the project area would limit the amount of grassland, landscaped, and paved areas of adjacent properties that were originally determined in the EA/FONSI. All of the analysis steps, documentation, and conclusions of the indirect and cumulative impact analyses conducted for the EA/FONSI remain valid.

## **Chapter 4. Agency and Public Involvement**

As part of the environmental re-evaluation, the City of Biloxi has coordinated with federal and state agencies, local agencies, and the public to insure maximum input on the project design change. The initial coordination meetings involved FHWA and MDOT along with City of Biloxi Engineering Department and the design team took place in early 2013 with follow-up meetings and conference calls were scheduled to address matters relating to process and specific design issues identified in the coordination meetings.

Throughout the environmental re-evaluation process, every effort has been made to keep the public aware of the project and to provide opportunities for public involvement. The design team met with the Anatole Bay Property Owners Association on January 8, 2015, La Bonne Terre Homeowners Association on February 20, 2015, and held a public meeting on March 12, 2015. A copy of the draft Environmental RE-Evaluation document was provided to the USFWS, the MSDWFP, the MDMR, and the MDEP and comments from the respective agencies were requested. Correspondence, comments, meeting notes, and legal notices relative to these meetings are provided in Appendix B.

## **Chapter 5. Conclusion:**

The FONSI dated July 30, 2010 approved the selection of the Preferred Alternative E in the June 2010 EA as the Selected Alternative for the Popp's Ferry Improvements Project. Alternative E proposed the construction of a new Causeway-Bridge structure within the existing right of way and extending east of the existing Popp's Ferry Causeway-Bridge, accommodating four lanes of traffic with shoulders including a pedestrian/bike path on the east side. The bridge design proposed a bascule drawbridge span with a vertical navigational clearance of 65 ft.

Discussions with MDOT Bridge Division representatives and the City of Biloxi during the early design phase of the project identified potential operational problems with bascule type bridges and an elevated fixed span bridge was recommended. The fixed span bridge would have a vertical clearance of 95 feet (NAVD 88) and a horizontal clearance of 220 feet

The re-evaluation of the project with the design changes described herein has determined that the fixed span bridge will not cause any significant negative impacts to the socio-economic resources, air quality, cultural resources, or Section 4(f) lands. The current design will not cause any significant negative impacts to fish and wildlife resources, wetlands and WOUS, or threatened and endangered species to extent greater than determined in the original EA/FONSI. Furthermore, the design changes will not significantly increase the need for additional ROW or impacts associated with relocation. The re-evaluation of the project with the fixed span design should eliminate traffic congestion relating to bridge openings and improve vessel and vehicular traffic flow during an evacuation.

Based on this re-evaluation of the original EA/FONSI as it relates to the design change for a fixed span bridge in lieu of the originally proposed bascule bridge, it has been concluded that impact analysis as reported in the original EA/FONSI remain valid.

## **Appendix A**

### **Figures for Popp's Ferry Bridge and Roadway Improvements**

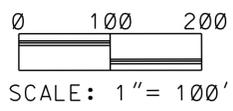


**LEGEND**

- RELOCATION REQUIRED\*
- - - PROPOSED ROW LINE
- PROPERTY LINE
- - - EXISTING ROW LINE

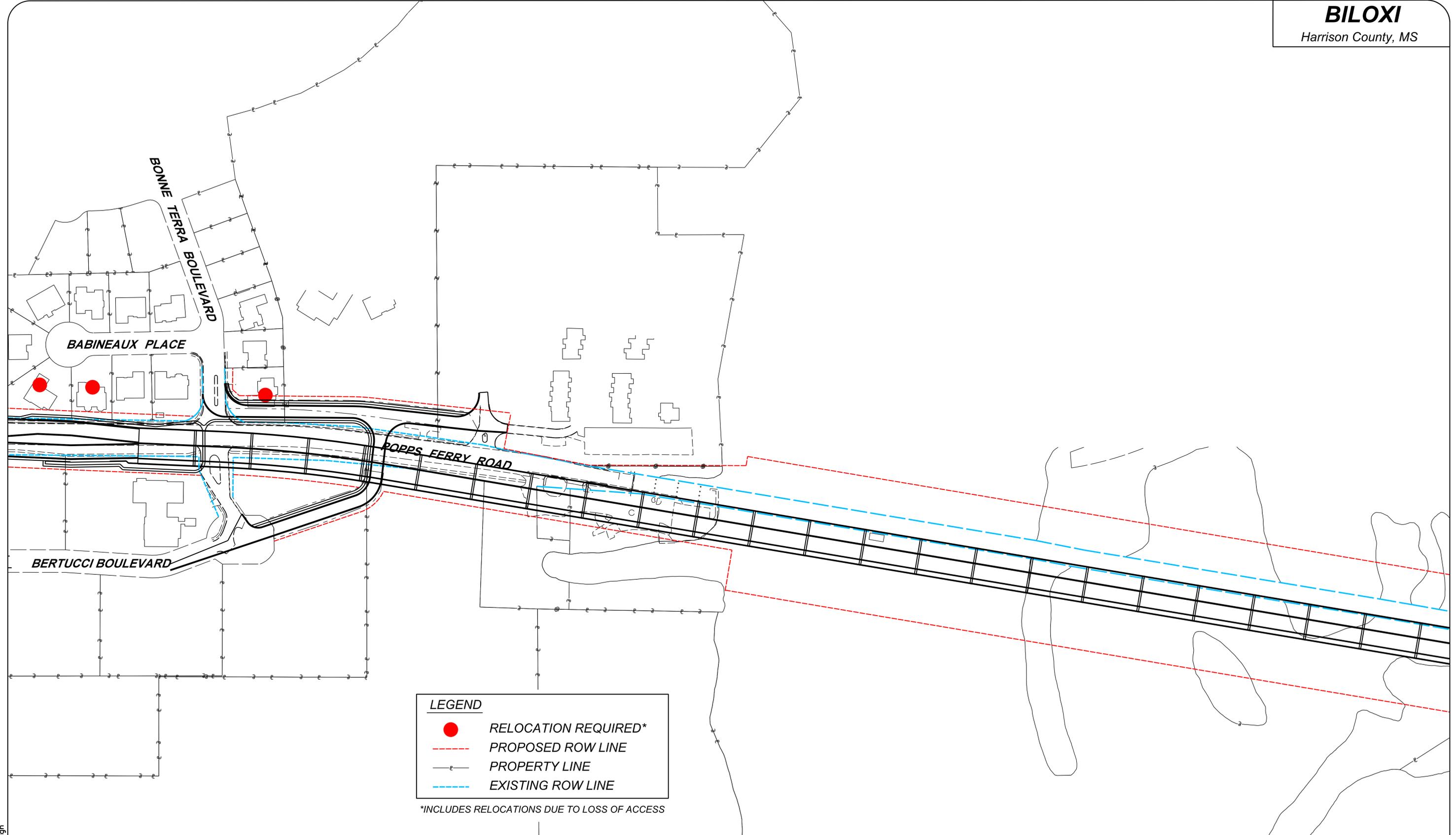
\*INCLUDES RELOCATIONS DUE TO LOSS OF ACCESS

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**Popp's Ferry Road & Bridge Improvements**

DATE: 09/2019  
**FIGURE: 1**

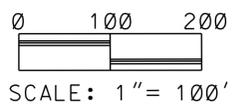


**LEGEND**

- RELOCATION REQUIRED\*
- - - PROPOSED ROW LINE
- — — PROPERTY LINE
- - - EXISTING ROW LINE

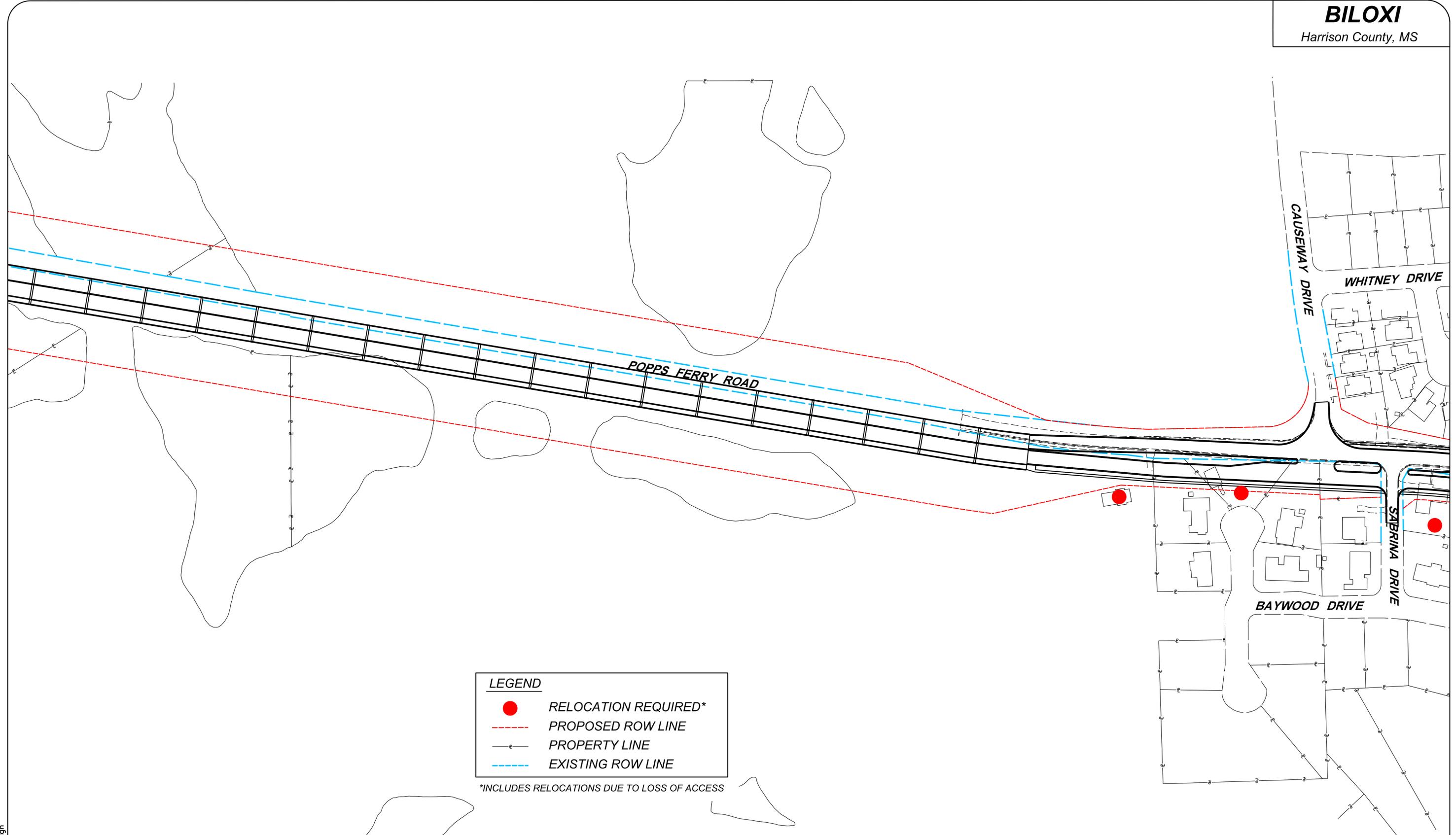
\*INCLUDES RELOCATIONS DUE TO LOSS OF ACCESS

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**Popp's Ferry Road & Bridge Improvements**

DATE: 09/2019  
**FIGURE: 2**

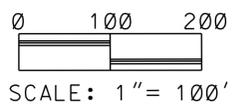


**LEGEND**

- RELOCATION REQUIRED\*
- - - PROPOSED ROW LINE
- PROPERTY LINE
- - - EXISTING ROW LINE

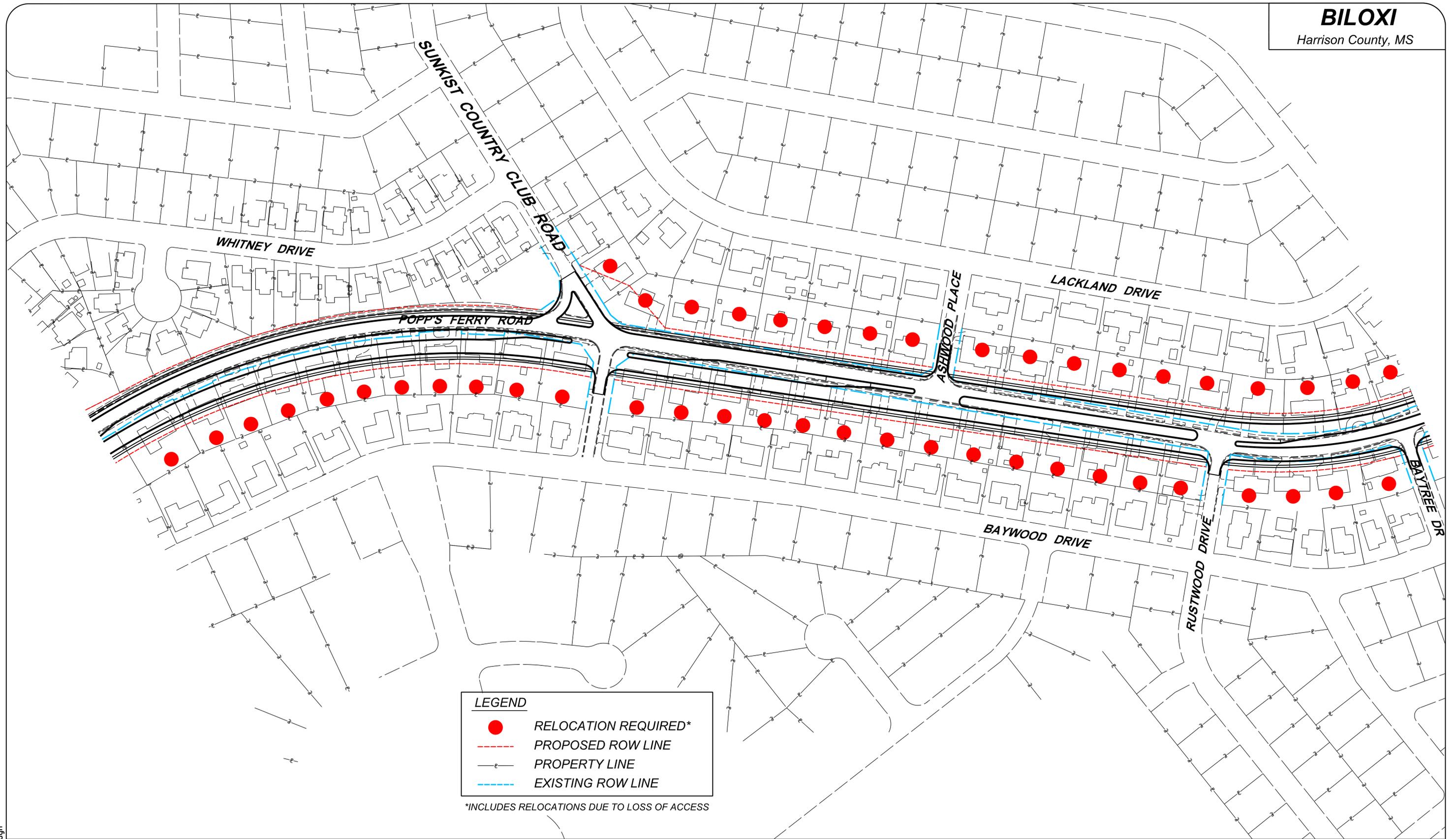
\*INCLUDES RELOCATIONS DUE TO LOSS OF ACCESS

n:\projects\11000\11412\_popp's\_ferry\_bridge\cadd\property\_figures.dgn

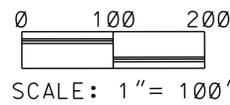


**Popp's Ferry Road & Bridge Improvements**

DATE: 09/2019  
**FIGURE: 3**

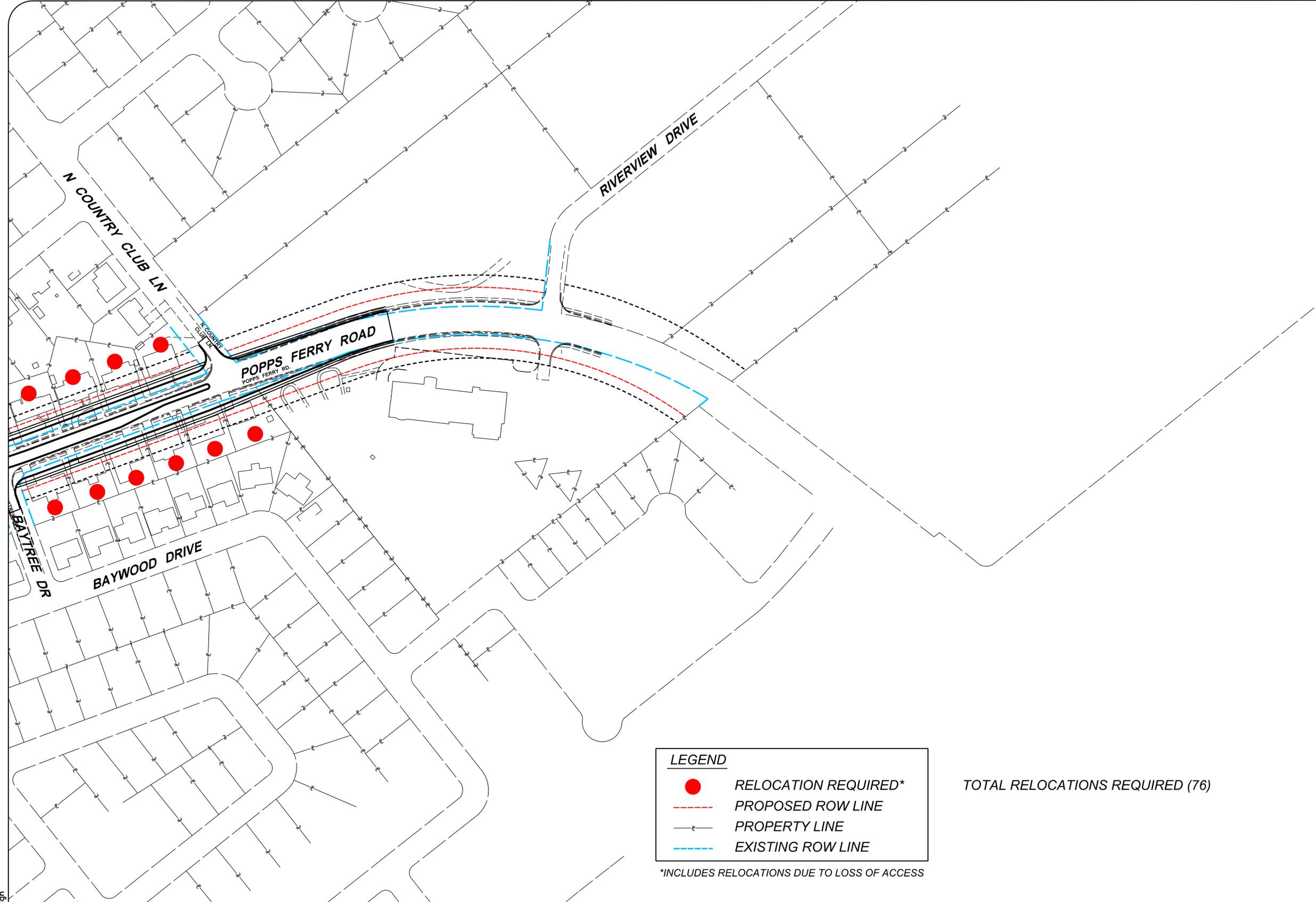


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**Popp's Ferry Road & Bridge Improvements**

DATE: 09/2019  
**FIGURE: 4**



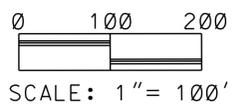
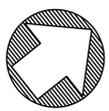
**LEGEND**

- RELOCATION REQUIRED\*
- PROPOSED ROW LINE
- PROPERTY LINE
- EXISTING ROW LINE

TOTAL RELOCATIONS REQUIRED (76)

\*INCLUDES RELOCATIONS DUE TO LOSS OF ACCESS

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**Popp's Ferry Road & Bridge Improvements**

## **Appendix B**

### **Agency and Public Coordination**

As part of this environmental re-evaluation, the City of Biloxi, MDOT, and the consultant team organized and participated in a number of meetings with individuals and the public to provide information and receive public comments. Information regarding two stakeholder meetings and a public hearing are included in this appendix.

KICKOFF-MEETING MINUTES (rev 2, 03-19-13)

March 5, 2013

10:00 AM

Biloxi Community Development Auditorium

676 Dr. Martin Luther King Blvd.

Biloxi, MS

1. Introductions were made, see attached attendee list.
2. Contractual Relationships: Brown, Mitchell and Alexander (BMA) is the prime consultant, and its agreement is with the City of Biloxi. The other consultants have agreements with BMA. Biloxi has a grant agreement with MDOT for the design of the project.
3. Funding: There are 2 funding sources for the project, one at 100% MDOT funding and one at 80% MDOT / 20% Local funding of the Preliminary Engineering. There is currently no funding for construction.\*
4. Schedule: BMA noted that the bar chart schedule for the design had been converted to a precedence-based schedule, and copies were passed out to Neel-Schaffer, Pickering and Transystems with a request for review and comment. A copy was given to the City, and the new schedule was also transmitted by letter to MDOT. Subsequent discussions indicated that the Value Engineering activity might be best done around the time of the Field Review. MDOT concurred, and Jeff Altman was to check on this and advise.
5. MDOT: Discussions on MDOT requirements were led by personnel from Bridge, Bridge Hydraulics, Roadway Design, Right-of-Way and LPA Divisions, and the Special Projects Engineer.
  - Environmental: David Seyfarth to send to Bill Powell the gold sheet requirements.
  - Bridge: MDOT stated that bascule bridges tend to maintenance nightmares, est. O&M costs to be provided by MDOT. Little-used bascules are also problems because of their lack of use. Fixed-span to be considered in the Value Engineering study, timing of VE is important. Jeff Altman to lead the effort to talk with FHWA about moving the timing of the VE study to around the Field Review activity. Discussion of barge traffic, bents to be designed for barge impact. City has the final decision on what they would prefer.
  - Bridge Hydraulics: The Popp's Ferry Road crossing is located within Zones AE and VE on the effective FEMA Flood Insurance Rate Map. The project will require a complete hydraulic (including coastal/wave) analysis as per FEMA guidelines and regulations, demonstrating that the

cumulative effects of the existing and proposed construction will not cause more than 1.0-ft increase in the base flood elevations at any point within the community. A complete scour analysis (per HEC-18) will also be required.\*\*

- Roadway: LPA 700 discussed, design of grades and cuts, MDOT says OK to show extra ROW in the preliminary stage. Neel-Schaffer is doing the roadway section, new memo on sidewalk setback spacing.
- Right-of-Way: Kickoff for this will be after the Field Review. MDOT will check all appraisals, maps and deeds prior to authorizing the start of property acquisition. ROW consultants are not yet selected by City. MDOT has a specific form that is required for the deeds. MDOT estimates a minimum of 2 years property acquisition time.
- LPA Division: Master contract list required for ROW acquisition. Talk with MPO (GRPC) about possible special match credit for ROW acquisition.
- Possible phasing of project discussed, with more than 1 construction contract.
- MDOT will consider approving aesthetic improvements for the bridge.

\* Paragraph 3 revised to correct current funding.

\*\* Bridge hydraulic requirements added per MDOT comment.

City of Biloxi  
 Preliminary Engineering Kick-Off Meeting  
 Federal Aid Project No. STPD-9376-00(004)LPA/104384-811000  
 Pops Ferry Road from Pass Road to Riverview Drive  
 Tuesday, March 05, 2013 10:00 AM  
 Community Development Auditorium, 676 Dr. Martin Luther King, Jr Blvd, Biloxi

**PLEASE SIGN IN:**

Name	Company	Contact Information (if needed)
David Seyfarth 	 District VI	Office phone: 228.832.0682 cell phone: 228.326.9130 email: dseyfarth@mdot.ms.gov
Zach Parchman	Pickering	Office phone: (601) 956 - 2044 cell phone: (662) 422-1510 email: zparchman@pickeringfirm.com
Rick Ferguson	Pickering	Office phone: (601) 956 - 3663 cell phone: (601) 940-8643 email: rferguson@pickeringfirm.com
Micah Dew	MDOT - Bridge	Office phone: (601) 359-7200 cell phone: email: mdew@state.ms.gov
Mandy Gong	MDOT Bridge Hydraulics	Office phone: (001) 359 7200 cell phone: email: Mngong@mdot.ms.gov
Justin Walker	MDOT - Bridge	Office phone: 601-359-7200 cell phone: email: jmwalker@mdot.ms.gov
Nick J. Altobelli	MDOT Bridge	Office phone: (601) 359-7200 cell phone: email: naltob@mdot.ms.gov
Dax Alexander	BMA	Office phone: 228-864-7612 cell phone: 228-380-1131 email: dax@bmaengineers.com
Bill Powell	BMA	Office phone: 228-864-7612 cell phone: email: bpowell@bmaengineers.com
Dorrie Shivers	MDOT	Office phone: 601-544-6511 cell phone: 601-946-7414 email: rshivers@mdot.ms.gov

City of Biloxi  
 Preliminary Engineering Kick-Off Meeting  
 Federal Aid Project No. STPD-9376-00(004)LPA/104384-811000  
 Poppas Ferry Road from Pass Road to Riverview Drive  
 Tuesday, March 05, 2013 10:00 AM  
 Community Development Auditorium, 676 Dr. Martin Luther King, Jr Blvd, Biloxi

PLEASE SIGN IN:

Name	Company	Contact Information (if needed)
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Christy LeBataud	City of Biloxi	Office phone: 228-435-6269 cell phone: 228-348-8072 email: clebataud@biloxi.ms.us
Adam Boggan	MDOT - RWD	Office phone: 601-359-7253 cell phone: email: aboggan@mdot.state.ms.us
Kreg Overstreet	Neel-Schaffer, Inc	Office phone: 228-347-1211 cell phone: 228-380-1240 email: kreg.overstreet@neel-schaffer.com
STEVE TWEED	Neel Schaffer	Office phone: 16 " cell phone: 228 297 1829 email: Steve.Tweed@neel-schaffer.com
Jeffrey C. Altman	LPA MDOT	Office phone: 601.359.7675 cell phone: 601.946.7697 email: jaltman@mdot.ms.gov
Heath T. Patterson	MDOT - LPA	Office phone: 601-359-9837 cell phone: 601-613-1060 email: hpatterson@mdot.ms.gov
Steven Sharp	TransSystems	Office phone: 954-200-8142 cell phone: 954-529-1005 email: SSharp@TransSystems.com
Serge Silver	TransSystems	Office phone: 954-200-8243 cell phone: email: SSilver@TransSystems.com



BRIDGE LAYOUT MEETING NOTES

October 1, 2013  
10:00 AM  
Biloxi Engineering Department Conference Room

In Attendance:

Damon Torricelli	City of Biloxi
Kristy Lebatard	City of Biloxi
Bill Powell	Brown, Mitchell and Alexander
David Stauts	Neel-Schaffer

By Phone:

Rick Ferguson	Pickering Engineers
Larry Lewis	BMI Environmental
Serge Stiven	Transystems

The stated purpose of the meeting was to finalize the parameters for the bridge layout, so as to be able to proceed with the design, environmental assessment and permitting, construction phasing considerations and property acquisition requirements. A priority restriction on the project construction is that 2-way traffic must be maintained.

The construction sequence was generally described as: construct 2 new lanes to the east of the existing bridge/causeway, divert traffic to the new lanes, demolish the existing bridge and build the western 2 lanes (southbound). It was noted that this sequence was pretty much as outlined in the approved Environmental Assessment document, and should actually be simpler because of the change from a bascule bridge to a fixed-span.

Possible environmental impacts were discussed, including wetlands degradation, shading effects, and redredging of the existing barge work canal. A perspective on the scope of the Environmental Re-evaluation was that it should appropriately deal with environmental impacts and permitting within the bridge right-of-way. Should construction techniques selected by the contractor result in environmental impacts outside of the project right-of-way, these issues would be the responsibility of the construction contractor.

The question then came up regarding the right-of-way width for the bridge portion of the project (landside is 120 feet), and it was considered that 300 feet would be an appropriate width. Bridge layout was set as follows: the east edge of the 2 new northbound lanes would be 60 feet from the east edge of the existing Bridgetender's house. Rick Ferguson advised that the horizontal dimensions pertinent to the bridge section have not changed

Popp's Ferry Road and Bridge Improvements Project  
Harrison County, MS  
STPD-9376-00-(004)LPA / 104384-812000

from those shown in the approved Environmental Assessment document. It was therefore considered that the centerline alignment would be the west edge of the 2 new northbound lanes. Action Item: David Stauts is to use this information to provide revised alignment drawings.

Permitting responsibility was discussed. Pickering was to be the primary contact with the Coast Guard, with BMI Environmental being the primary contact with the Corps of Engineers, the MDMR and other State agencies. Larry Lewis of BMI Environmental is to coordinate with Pickering to confirm the regulatory process.

PRE-DESIGN CONFERENCE SUMMARY MINUTES

February 5, 2014

10:00 AM

Gulf Regional Planning Commission Conference Room

1635 Popp's Ferry Road

Biloxi, MS

1. INTRODUCTIONs were made, see attached attendee list.
  
2. GENERAL COMMENTS – Bill Powell, BMA
  - Amendments to subconsultant agreements for Supplemental Agreement No. 2 to be mailed out shortly.
  - We are looking at the “Request for Field Inspection” activity as a project milestone. The Field Inspection, the subsequent Final Right-of-Way plans and the Environmental Re-Evaluation are all activities which must be successfully completed prior to authorization to acquire right-of-way.
  - It was noted that construction funding for the project has not been identified, nor is funding for property acquisition in place. Because of the large total project cost, incremental funding is anticipated. The Environmental Re-Evaluation will therefore address implementing the project in three (3) phases, possibly (a) roadway and utility adjustments south of the bridge, (b) roadway and utility adjustments north of the bridge and (c) the bridge itself, including the fixed-span, causeway and approaches.

3. ENVIRONMENTAL RE-EVALUATION

BMA noted that the environmental re-evaluation would have been required even without the change to fixed-span because the FONSI was issued more than three years ago. General discussion was then initiated by Larry Lewis of BMI Environmental, with questions, comments and suggestions offered by Kim Thurman and Rhea Vincent of MDOT Environmental and Christy Poon-Atkins of FHWA. Highlights are as follows:

- The appropriate document title was determined by Kim Thurman to be “Environmental Re-Evaluation of the FONSI” for the project, as opposed to an addendum or supplement to the existing Environmental Assessment.
- Items to be addressed include solicitation of views and a meeting with resource agencies, public involvement, and additional impacts such as visual impact for the fixed-span and additional right-of-way acquisition.

Where there are no changes in impacts discussed in the original EA, this should be noted in the environmental re-evaluation.

- Considering that changes in impacts to natural resources would not appear to be significant, an overall time frame of ninety (90) days was suggested. Kim Thurman shared her experience that obtaining a FONSI would take not less than six (6) months. This time frame was subsequently discussed as starting in March 2014 with the approval of the final conceptual plans and ending in the fall of 2014, approximately concurrent with the Field Inspection. MDOT Environmental would like to see the Environmental Re-Evaluation schedule when finalized.
- Bridge aesthetics were touched on, and it was noted that the new bridge plan included a 10-foot wide bicycle/pedestrian path on the east side of the bridge. Also discussed was the fact that the aesthetic perspective of a fixed-span bridge differs from that of a bascule bridge.
- The Coast Guard's concurrence will be required for the 95-foot vertical clearance. This necessity for this clearance was questioned by the GRPC representative, and it was stated that vessels requiring large vertical clearances were known to use this channel, and also that the 95-foot would match the clearance for the existing Biloxi-Ocean Springs US 90 bridge.
- Regarding property acquisitions, it was noted that the original EA had identified 69 residential acquisitions. Additional acquisitions being considered for the fixed-span design include two (2) more residences south of the waterway, due to the landside portion of the bridge, and four additional residences on the west side of the roadway near the south end of the project. The extended right-of-way that would result from acquisition of these properties should be discussed.
- It was noted that the current Transportation Improvements Plan (TIP) does not include the Popp's Ferry Road and Bridge project. It was suggested that Right-of-Way acquisition could be included as a TIP project through 2016.
- Participants in the gold sheet should be considered.
- The existing private/public boat ramp should be addressed.
- Reasons why the high-rise was dismissed in the original EA should be discussed.
- The US Army Corps of Engineers District for this project is Vicksburg.
- DMR is the lead agency, they need to know that this is an MDOT project.

#### 4. PROJECT REQUIREMENTS – CONCEPTUAL PLANS

- Phase construction is to be addressed in the conceptual plans
- Lighting plans are to be included for the roadway plans, bridge plans and approaches

- Proposed schedule for Roadway Plans, Drainage and Utility Plans and Bridge Plans, through the Request for Field Inspection activity, is as follows:

	<u>SCHEDULE</u>
Draft Conceptual Plans to BMA	02-11-14
Begin Field Inspection Plans	03-14-14
Submit Draft Field Inspection Plans	05-12-14
Submit Final Field Inspection Plans to BMA	07-11-14
BMA Requests Field Inspection	08-01-14

- Steve Twedt of Neel-Schaffer stated that he was OK with this schedule
- Grady Martin of BMA stated that he was OK with this schedule
- Rick Ferguson of Pickering stated that he was OK with this schedule
- Serge Stiven of Transystems stated that he was OK with this schedule
- MDOT would like to review the plans at every submittal/review stage, pdf format would be preferable. Plans could be made available for review on the existing project Sharefile site.

5. PROJECT REQUIREMENTS - Centerline Soil Profile and Preliminary Geotechnical Design Report (Soiltech)

- Soiltech reported that they plan to begin the additional borings required by SA #2 on February 17 and should have the geotech report ready for submittal in about 4 weeks (the first week in March).
- Pickering and Transystems representatives stated that they were OK with this schedule, they did not immediately need the geotech report.

6. PROJECT REQUIREMENTS – Preliminary Right-of-Way Plans (BMA, Neel-Schaffer, Pickering)

- It was determined that the preliminary right-of-way plans would be submitted with the conceptual plans

7. PROJECT REQUIREMENTS – FIELD INSPECTION PLANS

- A March 2014 date for the submittal of the Bridge Hydraulic Analysis and Wave Study reports was considered premature
- OEA (wave study) does not yet have a subconsultant agreement
- Rick Ferguson noted that River Science (hydraulic analysis) will need more information, and mid-May would be the earliest time frame for a report submittal

8. QUESTION, COMMENTS

- For consideration: Will developments in the environmental process (public meeting, public hearing) result in a change in the design?
- David Seyfarth, LPA Coordinator, would like to be updated monthly on the project.

9. It was announced the next Design Status Meeting would be held March 19, 2014 at 1:30 PM in the City Engineering Department conference room.



**BROWN, MITCHELL  
& ALEXANDER, INC.**

CONSULTING ENGINEERS

Project: Popp's Ferry Road and Bridge Improvements Project  
 STPD-9376-00-(004) LPA / 104384-812000  
 BMA Project No. 09-3222A  
 RE: **PRE-DESIGN MEETING SIGN-IN SHEET**  
 Date: February 5, 2014  
 Time: 10:00 A.M., Local Time  
 Location: Gulf Regional Planning Commission

NAME	FIRM	CONTACT INFORMATION
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BILL POWELL	BROWN, MITCHELL & ALEXANDER	228-864-7612 BPOWELL@BMAENGINEERS.COM
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Nick Altobelli	MDOT - Bridge Div	601-559-7200 naltob@mdot.ms.gov
Justin Walker	MDOT - Bridge Div	601-359-7200 jmwalker@mdot.ms.gov
Adam Jackson	MDOT Bridge Div	adja@mdot.ms.gov
Russell Thames	MDOT Bridge Div	rthames@mdot.ms.gov
Larry Lewis	BMI Environmental	larry@bmienvironmental.com
Rick Ferguson	Pickering Firm	rferguson@pickeringfirm.com
Grady Mackin	Brown, Mitchell, & Alexander	grady@bmaengineers.com
DANNY DAVIS	TRAN SYSTEMS	ddavis@transystems.com
SERGE STIVEN	LI II	ststiven@transystems.com
Jian Huang	Transystems	jhuang@transystems.com
Kim Thurmen	MDOT - Env	kthurmen@mdot.ms.gov
Rhawn Vincent	MDOT - Env.	vincent@mdot.ms.gov
Christy Don Atkins	FHWA	Christy.Don-Atkins@dot.gov
Mandy Gong	MDOT Bridge Hydr.	mgong@mdot.ms.gov
Kres Overstreet	NSI	Kres.Overstreet@neel-schaffer.com
Don Hendon	MDOT Bridge Hydr.	dhendon@mdot.ms.gov



## Meeting Notes

**Project:** 3222: Popp's Ferry Road and Bridge Improvements  
**Date & Time:** Thursday, January 8, 2015 @ 7:00 pm  
**Location:** Anatole Bay Clubhouse  
**Re:** Anatole Bay HOA – Stakeholder Meeting Update  
**Attachments:**

### Summary

- BMA, Neel-Schaffer, and the City updated residents of Anatole Bay regarding changes in the project that includes access to their property and change in the type of bridge being proposed.
- Below are some of the questions brought up by residents:
  - How high will the bridge be at the end of the project?
  - What is the timing and schedule of the project?
  - What will happen to the existing road under the bridge? Will the pavement be removed and turned into green space?
  - Will any of the facilities owned or maintained by Anatole Bay be impacted?
  - Will a boat launch be added?
  - Is there a plan to have this project connect to the Causeway Park project?
  - Will the exhibits shown be available for review?
- The residents specifically asked they will be compensated for the removal of signs and structure near Popp's Ferry Road.
- The group would also prefer a fence be installed to separate their property from the facilities under the bridge.

**Popps Ferry Road & Bridge Improvement Project  
Anatole Bay HOA Meeting**

**Sign-In Sheet  
Thursday, January 8, 2015 6:00 P.M. (Local Time)  
Meeting Location: Anatole Bay  
Biloxi, Mississippi**

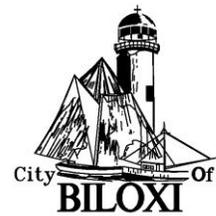
NAME	TELEPHONE	E-MAIL
Ben Smith	(228) 436-7612	ben@bmaengineers.com
David Stauts	228-861-4775	David.Stauts@neel-schaffer.com
KREG OVERSTREET	(228) 374-1211	kreg.overstreet@neel-schaffer.com
GRADY MARTIN	(228) 436-7612	grady@bmaengineers.com
DAMON TORRICELLI	(228) 435-6269	DTORRICELLI@BILOXI.MS.US
GERALDINE ORGIER	662-617-1316	gorzier@hotmail.com
ROS R	228-277-5511	REKOSR@adcore.net
Wendy Muel Cy	228 383 2272	WendyMuelCy@gmail.com
Janet Abraham	228 860 9279	biloxij@gmail.com
Randy Cody	228-596-3202	rancody@gmail.com
Carolyn Suarez	228 348 1301	CJSUAREZ@cableone.net
JOE JEFFERS	228-388-0902	JANNT1313@XAHQ.COM
DAVE CONDIT	228-209-7520	david.condit@msn.com
CAROLYN BALDWIN	228-861-2257	maxbaldwin@cableone.net
JOANN WACK	228-388-9609	Joannwack@att.net
Judy + Stan Golden	717-318-3168	JAGNSAS@earthlink.net
GREG WILLIAMS	228-872-5520	GREGWILLIAMS@USA.NET
JERRY FARISH	228-388-9010	justfarish@hotmail.com

## Meeting Notes

**Project:** 3222: Poppo Ferry Road & Bridge  
**Date & Time:** Tuesday, January 20, 2015 @ 7:00 pm  
**Location:** Donal Snyder Center  
**Re:** La Bonne Terre HOA Meeting  
**Attachments:** Sign-In Sheet

### Summary

- BMA, Neel-Schaffer, & the City held a meeting with residents of La Bonne Terre to update them changes to the project, upcoming tasks, and answer questions.
- Exhibits were available for residents to view and ask questions prior to the start of the meeting.
- Below are questions from the residents regarding the project.
  - When does property acquisition start and what will trigger this action?
  - Will other roads in La Bonne Terre be repaved?
  - Will the existing La Bonne Terre off of Poppo Ferry Road be closed and for how long?
  - Another resident asked for more of an outline on how and when property acquisition will occur?
  - Will this project eventually extend to Highway 90?
  - Could the navigational channel be moved north?
  - Will exhibits at the meeting be available to the Public?



**Popps Ferry Road & Bridge Improvement Project  
La Bonne Terre HOA Meeting**

**Sign-In Sheet  
Tuesday January 20, 2015 7:15 P.M. (Local Time)  
Meeting Location: Donal Snyder Center  
Biloxi, Mississippi**

<b>NAME</b>	<b>TELEPHONE</b>	<b>E-MAIL</b>
Ben Smith	(228) 436-7612	<a href="mailto:ben@bmaengineers.com">ben@bmaengineers.com</a>
David Stauts	(228) 861-4775	<a href="mailto:Daid.stauts@neel-schaffer.com">Daid.stauts@neel-schaffer.com</a>
Kreg Overstreet	(228) 374-1211	<a href="mailto:Kreg.overstreet@neel-schaffer.com">Kreg.overstreet@neel-schaffer.com</a>
Grady Martin	(228) 436-7612	<a href="mailto:grady@bmaengineers.com">grady@bmaengineers.com</a>
Damon Torricelli	(228) 435-6269	<a href="mailto:dtorricelli@biloxi.ms.us">dtorricelli@biloxi.ms.us</a>
Tim Stafford	228 365 1889	<a href="mailto:tistafford@att.net">tistafford@att.net</a>
John & Shirley Quirk	228 207 7406	<a href="mailto:jsquirk@aol.com">jsquirk@aol.com</a>
Kelly Thompson	228 860 2421	<a href="mailto:Kathythom77@gmail.com">Kathythom77@gmail.com</a>
Daren Garvelt	228 380 0283	<a href="mailto:Dbgarvelt09@gmail.com">Dbgarvelt09@gmail.com</a>
John H. III	228 365 3576	<a href="mailto:johnhandleykink@gmail.com">johnhandleykink@gmail.com</a>
Tina Gauttie	228 251 5371	<a href="mailto:tinagauttie@yahoo.com">tinagauttie@yahoo.com</a>
Jane Meynardie	228 594 0288	<a href="mailto:Jane.meynardie@gmail.com">Jane.meynardie@gmail.com</a>
Joseph Littlepage	228 388 1994	<a href="mailto:jlextra@carleone.net">jlextra@carleone.net</a>
James Garner	228 594 2317	<a href="mailto:Jgarner252@aol.com">Jgarner252@aol.com</a>
Michael Massey	504 485 1163	michailmassey@sa
Kalie Leoyd	228 594 9811	
Brian Hard	228 594 9811	
Ralph Pitts	228 967 7337	<a href="mailto:ralphpits@bellsouth.net">ralphpits@bellsouth.net</a>
Kay & Ervin Keene	594128	
Bob Vadon	228 697 4357	<a href="mailto:Bm=vadon@cableone.net">Bm=vadon@cableone.net</a>
Flora Paint	228 594 1928	<a href="mailto:fspaint@bellsouth.net">fspaint@bellsouth.net</a>
Carolyn Catchot	228 861 2271	<a href="mailto:ccatchot@aol.com">ccatchot@aol.com</a>

LEGAL NOTICE FOR OPEN FORUM PUBLIC HEARING  
Popps Ferry Road FROM Riverview Drive TO Pass Road  
Biloxi, Harrison County  
PROJECT STPD-9376-00(004)/104384/811000

The City of Biloxi has scheduled an open forum public hearing to discuss updates to planned improvements to Popps Ferry Road and Bridge in Biloxi, Harrison County. The hearing will be held **Thursday March 12, 2015, from 6:00 P.M. to 8:00 P.M.** at the Donal Snyder Community Center, 2520 Pass Rd., Biloxi, MS 39531-2726. (228) 436-5191.

Any individual who needs auxiliary aids or special accommodations to attend the hearing should advise Brown, Mitchell & Alexander, Inc. of their needs by calling 228-436-7612, or by email at [jenn@bmaengineers.com](mailto:jenn@bmaengineers.com).

Citizens are invited to come and go as they please during the hours of the hearing to view updated plans regarding the 2.4 Mile section of Popps Ferry Rd. including a proposed fixed span bridge providing 95 foot vertical clearance for shipping traffic.

Ben Smith, P.E., Project Manager  
Brown, Mitchell & Alexander Inc., Biloxi, MS

# Proof of Publication

STATE OF MISSISSIPPI

COUNTY OF HARRISON

Before me, the undersigned Notary of Harrison County, Mississippi personally appeared Crista Brackett who, being by me first duly sworn, did depose and say that she is a clerk of The Sun Herald, a newspaper published in the city of Gulfport, in Harrison County, Mississippi, and the publication of the notice, a copy of which is hereto attached, has been made in said paper 2 times in the following numbers and on the following dates of such paper, viz:

Vol. 131 No., 154 dated 6 day of Mar, 2015

Vol. 131 No., 160 dated 12 day of Mar, 2015

Vol. \_\_\_\_\_ No., \_\_\_\_\_ dated \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Vol. \_\_\_\_\_ No., \_\_\_\_\_ dated \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Vol. \_\_\_\_\_ No., \_\_\_\_\_ dated \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Vol. \_\_\_\_\_ No., \_\_\_\_\_ dated \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Vol. \_\_\_\_\_ No., \_\_\_\_\_ dated \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

Affiant further states on oath that said newspaper has been established and published continuously in said county for a period of more than twelve months next prior to the first publication of said notice.

Crista Brackett

MAR 13 2015

Clerk

Sworn to and subscribed before me this 12 day of March, A.D., 2015

[Signature]

Notary Public

\*The Sun Herald has been deemed eligible for publishing legal notices in Jackson County to meet the requirements of Miss. Code 1972 Section 13-3-31 and 13-3-32

LEGAL NOTICE FOR OPEN FORUM PUBLIC HEARING  
Popps Ferry Road FROM Riverview Drive TO Pass Road Biloxi, Harrison County  
PROJECT STPD-9376-00(004)/104304/81000  
The City of Biloxi has scheduled an open forum public hearing to discuss updates to planned improvements to Popps Ferry Road and Bridge in Biloxi, Harrison County. The hearing will be held Thursday March 12, 2015, from 5:00 P.M. to 8:00 P.M. at the Donal Snyder Community Center, 2530 Pass Rd., Biloxi, MS 39531-2726, (228) 438-5191. Any individual who needs auxiliary aids or special accommodations to attend the hearing should advise Brown, Mitchell & Alexander, Inc. of their needs by calling 228-438-7612, or by email at jenn@bmaengineering.com. Citizens are invited to come and go as they please during the hours of the hearing to view updated plans regarding the 2.4 Mile section of Popps Ferry Rd. including a proposed fixed span bridge providing 95 foot vertical clearance for shipping traffic. Ben Smith, P.E., Project Manager  
Brown, Mitchell & Alexander Inc., Biloxi, MS  
ADV6,12,1FRI,1THU  
155-4073



# Mississippi Department of Wildlife, Fisheries, and Parks

Sam Polles, Ph.D.  
Executive Director

October 01, 2019

**BMI Environmental Services, LLC**  
401 Cowan Road, Suite A  
Gulfport, MS 39507

Re: Pops' Ferry Road  
Improvements  
Harrison County, MS

**Project #** STPD-9376-00(004)/104384-811000  
**Internal Id** 1197

To Larry Lewis:

In response to your request for information dated **September 06, 2019**, we have searched our database for occurrences of state or federally listed species and species of special concern that occur within 2 miles of the site of the proposed project. Please find our concerns and recommendations below.

**The following species of concern may occur within 2 miles of the proposed project area:**

Scientific Name	Common Name	Federal Status	State Status	State Rank
<i>Pseudemys alabamensis</i>	Alabama Red-bellied Turtle	LE	LE	S1
<i>Erythrodiplax umbrata</i>	Band-winged Dragonlet			S1
<i>Scleria reticularis</i>	Reticulated Nutrush			S1
<i>Thalasseus maximus</i>	Royal Tern			S1B,S4N
<i>Pelecanus occidentalis</i>	Brown Pelican		LE	S1N
<i>Trichechus manatus</i>	West Indian Manatee	LT	LE	S1N
<i>Lepidochelys kempii</i>	Kemp's Ridley Sea Turtle	LE	LE	S1N,S1B
<i>Enallagma concisum</i>	Cherry Bluet			S2
<i>Physalis angustifolia</i>	Coast Ground-cherry			S2

<b>Scientific Name</b>	<b>Common Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>State Rank</b>
<i>Enallagma pollutum</i>	Florida Bluet			S2
<i>Nerodia clarkii clarkii</i>	Gulf Salt Marsh Snake			S2
<i>Rhynchospora harveyi</i>	Harvey's Beakrush			S2
<i>Malaclemys terrapin pileata</i>	Mississippi Diamondback Terrapin			S2
<i>Ruellia noctiflora</i>	Night-flowering Wild-petunia			S2
<i>Fundulus jenkinsi</i>	Saltmarsh Topminnow	SC		S2
<i>Charadrius nivosus</i>	Snowy Plover	PS:LT	LE	S2
<i>Egretta thula</i>	Snowy Egret			S2B,S1N
<i>Rynchops niger</i>	Black Skimmer			S2B,S3N
<i>Anas fulvigula</i>	Mottled Duck			S2B,S4N
<i>Limosa fedoa</i>	Marbled Godwit			S2N
<i>Charadrius melodus</i>	Piping Plover	LT	LE	S2N
<i>Egretta rufescens</i>	Reddish Egret			S2N
<i>Rhynchospora latifolia</i>	Giant Whitetop Sedge			S2S3
<i>Cyperus ovatus</i>	Ovateleaf Flatsedge			S2S3
<i>Rhadinaea flavilata</i>	Pine Woods Snake			S2S3
<i>Dalea carnea</i> var. <i>gracilis</i>	White-tassels			S2S3
<i>Macrodiplax balteata</i>	Marl Pennant			S3
<i>Cleistesiospis oricamporum</i>	Small Coastal Plain Spreading Pogonia			S3
<i>Scleria muehlenbergii</i>	Muehlenberg's Nutrush			S3?
<i>Sternula antillarum</i>	Least Tern	PS:LE		S3B,S3N
<i>Rhynchospora rariflora</i>	Few-flowered Beakrush			S3S4
<i>Rhynchospora colorata</i>	Narrowleaf Whitetop			S3S4
<i>Carex turgescens</i>	Swollen Sedge			S3S4
<i>Platanthera cristata</i>	Yellow-crested Orchid			S3S4

#### **State Rank**

**S1** - Critically imperiled in Mississippi because of extreme rarity (5 or fewer occurrences or very few remaining individuals or acres) or because of some factor(s) making it vulnerable to extirpation.

**S2** - Imperiled in Mississippi because of rarity (6 to 20 occurrences or few remaining individuals or acres) or because of some factor(s) making it vulnerable to extirpation.

**S3** - Rare or uncommon in Mississippi (on the order of 21 to 100 occurrences).

#### **State and Federal Status**

**LE Endangered** - A species which is in danger of extinction throughout all or a significant portion of its range.

**LT Threatened** - A species likely to become endangered in foreseeable future throughout all or a significant portion of its range.

**Based on the information provided, we conclude that if best management practices are properly implemented, monitored, and maintained (particularly measures to prevent, or at least, minimize negative impacts to water quality), the proposed project likely poses no threat to listed species or their habitats.**

#### **Recommendations:**

As listed above, there are 34 species of concern within a 2-mile radius listed in our database for the proposed Popp's Ferry Road Improvement project between Riverview Drive and Pass Road in Biloxi, MS (30.41452000, -88.97575400). Of the 34 species listed, one species is listed as "special concern", six species as state endangered, three listed as federally threatened, and two listed as federally endangered. The Back Bay of Biloxi contains many suitable nesting areas for both the federally threatened Alabama Red-bellied Turtle and the S2 ranked Mississippi Diamondback Terrapin. The AL Red-bellied turtle prefers to nest in semi-forested uplands adjacent to a body of brackish water, while the MS diamondback terrapin prefers small beaches or sand ramps adjacent to marsh to construct its nests. Although it is unlikely that the Alabama redbelly turtle nests in the proposed project area, the MS diamondback terrapin is known to nest all throughout the Back Bay with at least one occurrence in close proximity to the proposed project. We recommend using alternative means of shoreline armoring for future efforts that would allow these species to access their preferred nesting habitats (i.e. coir logs or living shorelines that can be scaled by these turtles). Brown Pelicans are listed as state endangered and have been documented within two miles of your project site. Coastal development and loss and disturbance of roost can negatively impact this species. West Indian Manatee are listed as federally threatened and state endangered. They are susceptible to injury or death by collisions with power boats and barges and can be trapped, crushed, or drowned in automatic flood control structures and power plant intake pipes. Any manatees discovered in Mississippi during winter should be reported to the U.S. Fish and Wildlife Service. Sea turtles spend most of their life cycle in marine environments, coming ashore only to lay eggs. Depending on species, nesting can occur April through November. Development on nesting beaches is detrimental. Human activity and artificial lighting on developed beaches may deter nesting females and disorient hatchlings. In Mississippi, Southeastern Snowy Plover is not listed federally, but is listed as state endangered. They nest on the barrier islands and occasionally on mainland beaches in Harrison County from April to July. Southeastern Snowy Plovers can be found year-round in Mississippi in expanses of flat, dry sand along seacoast beaches. We recommend that important habitat such as tidal flats and adjacent sandy sand beaches should be protected from development. If destruction is unavoidable, appropriate mitigation should be implemented. Piping Plover is listed as federally threatened and state endangered in Mississippi. They can be found in Mississippi much of the year on coastal beaches and barrier islands. We recommend that important habitat, such as tidal flats and adjacent sandy beaches, should be protected from development. If destruction is unavoidable, appropriate mitigation should be implemented. The Interior Least Tern is a subspecies that is listed federally and state endangered. In Mississippi, the Interior Least Tern nests on sandbars in the Mississippi River between late May and June depending upon when water levels are low enough to expose sandbars. This subspecies is most impacted by elimination of sandbar nesting habitat by the construction of reservoirs and channelization of rivers. In order to protect nesting sites, we recommend that construction activities or sand and gravel mining on or adjacent to sandbars used for nesting should be avoided. Activities that modify the landscape can be detrimental because they can adversely affect water quality by increasing herbicide and pesticide load, sediment deposition, turbidity, exhaust runoff from roads, and other unintentional introduction of pollutants. These factors may negatively impact habitat conditions by detrimentally affecting respiration, feeding, and reproduction of bats, birds, fishes, manatees, and vegetation. Furthermore, maintenance of natural floodplain vegetation and hydrology are important factors contributing to the survival of many of these species. Should

this project be approved, we ask that serious consideration be given to potential impacts of the Back Bay of Biloxi and Biloxi River Marshes Coastal Preserve. As such, we recommend that best management practices be properly implemented, maintained, and monitored regularly for compliance. Specific emphasis should be placed on measures that help minimize the occurrence of excess sedimentation, suspended particulate matter, and contaminants at the project site and surrounding areas from leaving in stormwater run-off or from direct entry into nearby streams and waterbodies. Please check MS Department of Environmental Quality for BMP.

Please feel free to contact us if we can provide any additional information, resources, or assistance that will help minimize negative impacts to the species and/or ecological communities identified in this review. We are happy to work with you to ensure that our state's precious natural heritage is conserved and preserved for future Mississippians.

Completed by Quentin Fairchild

*The Mississippi Natural Heritage Program (MNHP) has compiled a database that is the most complete source of information about Mississippi's rare, threatened, and endangered plants, animals, and ecological communities. The quantity and quality of data collected by MNHP are dependent on the research and observations of many individuals and organizations. In many cases, this information is not the result of comprehensive or site-specific field surveys; most natural areas in Mississippi have not been thoroughly surveyed and new occurrences of plant and animal species are often discovered. Heritage reports summarize the existing information known to the MNHP at the time of the request and cannot always be considered a definitive statement on the presence, absence or condition of biological elements on a particular site.*

## Larry Lewis

---

**From:** Larry Lewis  
**Sent:** Friday, September 13, 2019 9:45 AM  
**To:** amy\_commens-carson@fws.gov  
**Subject:** Poppo Ferry Project

Amy...nice talking to you and I appreciate your thoughts on the review process for the Environmental Re-Evaluation. I am attaching the review draft of the EA and would appreciate any comments you wish to make. Also attached is a copy of the previous comment letter from the USFWS. If you have any questions or if we can provide any additional information, please let me know. Thank.

### *Larry Lewis*

#### *Senior Environmental Scientist*

BMI Environmental Services, LLC

401 Cowan Road, Suite A

Gulfport, Mississippi 39507

228-864-7612 Office

228-864-7676 Fax

228-380-1260 Cell

[www.bmienvironmental.com](http://www.bmienvironmental.com)

[Adding Value Blog](#)



Please consider the environment before printing this e-mail

## Larry Lewis

---

**From:** Doug Rackley <Doug@bmaengineers.com>  
**Sent:** Monday, September 23, 2019 3:14 PM  
**To:** Larry Lewis  
**Subject:** FW: Draft Environmental Assessment Comments: Poppo Ferry Bridge Biloxi

Larry,

This is the response from the USCG. I have also attached a sheet that indicates the river mile crossing (fifth bullet). Let me know if you need assistance in addressing the other concerns.

Thanks,  
Doug

---

**From:** Robinson, Geri A CIV [mailto:Geri.A.Robinson@uscg.mil]  
**Sent:** Monday, September 23, 2019 1:59 PM  
**To:** Doug Rackley  
**Cc:** Blakemore, Douglas A CIV  
**Subject:** Draft Environmental Assessment Comments: Poppo Ferry Bridge Biloxi

Good afternoon,

We have completed the review of the subject Environmental Assessment. Please see the following comments:

- Resolution of any and all outstanding issues, consultation, environmental commitments and/or mitigation with resource agencies would be necessary prior to issuance of a USCG bridge permit;
- The Environmental Assessment includes a discussion of proposed vertical bridge clearance. However, the vertical clearance datum is not discussed.  
We request that the North American Vertical Datum of 1988 (NAVD 88) be used in all bridge project plans and descriptions;
- A short description of present and prospective commercial and recreational navigation on the waterway is needed;
- Reference any coordination with expertise agencies for all of the above.
- Please include information on the river mile point crossing for the proposed bridge.

Thank you,

Geri Robinson, MPH, JD  
Bridge Management Specialist  
United States Coast Guard, Eighth District  
500 Poydras Street  
New Orleans, LA 70130  
(504) 671-2130

**From:** Blakemore, Douglas A CIV <Douglas.A.Blakemore@uscg.mil>  
**Sent:** Wednesday, September 11, 2019 12:21 PM  
**To:** Robinson, Geri A CIV <Geri.A.Robinson@uscg.mil>  
**Subject:** FW: Pops Ferry Bridge Biloxi

**Doug Blakemore**  
**Chief, Bridge Administration Branch**  
**Eighth Coast Guard District**  
**500 Poydras Street**  
**New Orleans, LA 70130**  
[Douglas.A.Blakemore@uscg.mil](mailto:Douglas.A.Blakemore@uscg.mil)  
**(504) 671-2127 (w)**  
**(618) 225-7727 (c)**

---

**From:** Doug Rackley <[Doug@bmaengineers.com](mailto:Doug@bmaengineers.com)>  
**Sent:** Thursday, September 5, 2019 7:49 AM  
**To:** Blakemore, Douglas A CIV <[Douglas.A.Blakemore@uscg.mil](mailto:Douglas.A.Blakemore@uscg.mil)>  
**Cc:** Larry Lewis <[larry@bmienvironmental.com](mailto:larry@bmienvironmental.com)>; Ben Smith <[Ben@bmaengineers.com](mailto:Ben@bmaengineers.com)>  
**Subject:** [Non-DoD Source] Pops Ferry Bridge Biloxi

Doug,

Attached is the re-evaluation copy that we are submitting to agencies for comments. Please review and if you need additional information, do not hesitate to call.

Thanks,

Douglas Rackley, P.E.

Brown, Mitchell & Alexander, Inc.  
796 Howard Avenue, 2nd Floor  
Biloxi, MS 39530

228-436-7612

## Coast Guard, DHS

## § 117.686

(b) The draws of the Grassy Point bridge, mile 8.0, and the Arrow Head bridge, mile 8.7, shall open on signal; except that, from January 1 through March 15, the draw shall open on signal if at least 24 hours notice is given. The opening signal for the Grassy Point bridge is two prolonged blasts followed by one short blast and for the Arrow-head bridge is three prolonged blasts.

(c) The draw of the Duluth Missabe and Iron Range Railway bridge, mile 16.3, need not be opened for the passage of vessels. The owner shall return the draw to operable condition within a reasonable time when notified by the District Commander to do so.

### § 117.671 Upper Mississippi River.

(a) The draws of all bridges between Lock and Dam No. 10, mile 615.1, and Lock and Dam No. 2, mile 815.2, shall open on signal; except that, from December 15 through the last day of February, the draws shall open on signal if at least 24 hours notice is given.

(b) The draws of all bridges between Lock and Dam No. 2, mile 815.2, and Lock and Dam No. 1, mile 847.6, shall open on signal; except that, from December 15 through the last day of February, the draws shall open on signal if at least 12 hours notice is given.

## MISSISSIPPI

### § 117.675 Back Bay of Biloxi.

(a) The draw of the I-110 bridge, mile 3.0 at Biloxi, shall open on signal if at least six hours notice is given.

(b) The draw of the Pops Ferry Road bridge, mile 8.0, at Biloxi, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and from 4:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays, the draw need not be opened for passage of vessels. The draw shall open at any time for a vessel in distress.

[CGD8-85-05, 50 FR 27583, July 5, 1985, as amended by CGD08-96-049, 64 FR 6221, Feb. 9, 1999; CGD08-06-015, 71 FR 26416, May 5, 2006]

### § 117.677 Big Sunflower River.

The draw of the Columbus and Greenville railroad bridge, mile 96.1 at Baird, shall open on signal if at least four hours notice is given.

### § 117.681 Old Fort Bayou.

The draw of the bridge, mile 1.6 at Ocean Springs, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least eight hours notice is given to the Old Fort Bayou drawtender. During periods of storm or hurricane warnings issued by the National Weather Service, the draw shall open on signal at any time.

[CGD 82-025, 49 FR 17452, Apr. 24, 1984; 49 FR 37382, Sept. 24, 1984]

### § 117.683 Pearl River.

See § 117.486, Pearl River, listed under Louisiana.

[USCG-2001-10881, 71 FR 70311, Dec. 4, 2006]

### § 117.684 Bayou Portage.

The draw of the Henderson Avenue Bridge, mile 2.0, at Pass Christian, MS shall open on signal if at least two hours notice is given to the Harrison County Board of Supervisors.

[CGD08-04-010, 69 FR 69531, Nov. 30, 2004]

### § 117.685 Tchoutacabouffa River.

The draw of the Cedar Lake Road Bridge over the Tchoutacabouffa River, mile 8.0, shall open on signal if at least twenty-four hours notice is given.

[CGD08-98-055, 63 FR 49822, Sept. 18, 1998]

### § 117.686 Yazoo River.

(a) The draws of the Canadian National/Illinois Central railroad bridge, mile 16.7 at Redwood, and the Satartia highway (S433) bridge, mile 53.3 at Satartia, shall open on signal if at least two hours notice is given. When a vessel has given notice and fails to arrive within the two hour period specified, the drawtender shall remain on duty for two additional hours and open the draw if the requesting vessel appears. After this time, an additional two hour notice is required.

(b) The draws of the bridges upstream from the Satartia highway (S433) bridge shall open on signal if at least four hours notice is given. When a vessel has given notice and fails to arrive within the four hour period specified, the drawtender shall remain on duty for two additional hours and open the draw if the requesting vessel appears.



**STATE OF MISSISSIPPI**

Phil Bryant  
Governor

**MISSISSIPPI DEPARTMENT OF MARINE RESOURCES**

Joe Spraggins, Executive Director

October 1, 2019

Larry Lewis  
Senior Environmental Scientist  
BMI Environmental Services, LLC  
401 Cowan Road, Suite A  
Gulfport, MS 39507

RE: DMR-080469; City of Biloxi Public Projects

Dear Mr. Lewis:

The Department of Marine Resources in cooperation with other state agencies is responsible under the Mississippi Coastal Program (MCP) for managing the coastal resources of Mississippi. Proposed activities in the coastal area are reviewed to ensure that the activities are in compliance with the MCP.

The Department has received a request to review a proposal for the City of Biloxi to improve and upgrade a 2.4-mile section of Popp's Ferry Road, including the Popp's Ferry bridge over the Back Bay of Biloxi in Biloxi, Harrison County, Mississippi. The Department reviewed the original project design in 2008 and those comments still apply to the current project design. A copy of those comments has been enclosed for your convenience. Thank you for the opportunity to comment on your project.

For more information, questions concerning this correspondence, or to obtain an application packet, contact Brock Peacock with the Bureau of Wetlands Permitting at (228) 523-4105 or [Brock.Peacock@dmr.ms.gov](mailto:Brock.Peacock@dmr.ms.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Willa J. Brantley".

Willa J. Brantley  
Bureau Director, Wetlands Permitting

WJB/bhp

Enclosure

## Larry Lewis

---

**From:** Florance Bass <FBass@mdeq.ms.gov>  
**Sent:** Thursday, October 10, 2019 3:31 PM  
**To:** Larry Lewis  
**Subject:** Re: Catching Up

Larry,

Provided any applications for a 401 WQC includes information as outlined our previous letter, we have no further comments on this proposed project at this time.

Thanks!

Florance

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**From:** Larry Lewis <larry@bmienvironmental.com>  
**Sent:** Tuesday, October 1, 2019 8:55:46 AM  
**To:** Florance Bass <FBass@mdeq.ms.gov>  
**Subject:** FW: Catching Up

Florance...this is a follow-up to our conversation regarding the Popp's Ferry Causeway/Bridge project. We are trying to put the Re-Evaluation Document together and want to include MDEQ's comments. Given the fact that you provided comments on the previous review, an informal note or email will work just fine. Hope all is well and thanks.

**Larry Lewis**

**Senior Environmental Scientist**

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**From:** Larry Lewis  
**Sent:** Thursday, September 19, 2019 3:10 PM  
**To:** Florance Bass (FBass@mdeq.ms.gov) <FBass@mdeq.ms.gov>  
**Subject:** Catching Up

Florance...been trying to call your office phone and know you are probably very busy...at any rate, I would like to follow up with you if you still have a question and also touch base on the Popp's Ferry project. It has been a while since the original EA was prepared and the changes to the project are minor. I am attaching a copy of your original comment letter to give you some idea about comments in 2008. Hope all is well and have a great rest of the day.

**Larry Lewis**

**Senior Environmental Scientist**

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## Larry Lewis

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**From:** Commens-Carson, Amy <amy\_commens-carson@fws.gov>  
**Sent:** Friday, December 13, 2019 1:26 PM  
**To:** Larry Lewis  
**Cc:** Doug Rackley; Adam Johnson  
**Subject:** Re: [EXTERNAL] Endangered Species Coordination-Environmental RE-Evaluation for Proposed Popp's Ferry Road Improvements,

Larry,

Thank you for providing the additional information for the Popp's Ferry Bridge replacement project. The Service concurs with your determination that the proposed project "may affect, but is not likely to adversely affect" the federally endangered Alabama red-bellied turtle (*Pseudemys alabamensis*), the proposed threatened eastern black rail (*Laterallus jamaicensis jamaicensis*), the threatened Gulf sturgeon (*Acipenser oxyrinchus (=oxyrhynchus) desotoi*), and the threatened West Indian manatee (*Trichechus manatus*). Thank you for committing to conservation measures to avoid impacts to federally listed species. No further consultation under the ESA is required with our office unless there are changes in the scope or location of the proposed project. Please contact me if you have any questions.

Thank you,

Amy

On Fri, Dec 13, 2019 at 11:52 AM Larry Lewis <[larry@bmienvironmental.com](mailto:larry@bmienvironmental.com)> wrote:

Amy

As part of the environmental re-evaluation of the Proposed Popp's Ferry Road Improvements project, we have conducted an analysis of the species of concern referenced in your email message of December 10, 2019. The species of concern include the Alabama Red Bellied Turtle (*Pseudemys alabamensis*), the Eastern Black Rail (*Laterallus jamaicensis jamaicensis*), the Gulf Sturgeon (*Acipenser oxyrinchus desotoi*), and the West Indian Manatee (*Trichechus manatus*). Our analysis and findings of effects for these species are as follows:

## LISTED SPECIES AND EFFECTS DETERMINATION

### Alabama Red Bellied Turtle (*Pseudemys alabamensis*)

The Alabama red-bellied turtle is a large, freshwater turtle with an elongated, arched carapace which is brown to olive, with yellow, orange, or reddish streaks and mottling. The plastron grades from orange to red. The skin is olive to black with yellow to light orange facial stripes. There is a prominent notch at the tip of the upper jaw, bordered on either side by a tooth-like cusp. This turtle inhabits rivers, ponds, and freshwater wetlands. It is found most often in backwater bays with a water depth of 3.3-6.6 feet, where there is extensive submerged and emergent vegetation, such as bulrushes. The turtle nests along the banks and uses the dense beds of aquatic vegetation for basking. The Alabama red-bellied turtle was placed on the U.S. Fish and Wildlife Service's Endangered Species List in 1987 and is of the highest conservation concern. The Alabama red-bellied turtle was first reported in Mississippi in 1932. From then until 1990, only a few turtles identified as red-bellied turtles were collected in Mississippi. When the Alabama red-bellied turtle was listed as federally endangered in 1987, its range description only included Alabama. Since 1990, researchers have established that red-bellied turtles occur in portions of most coastal Mississippi drainages east of St. Louis Bay, including the headwaters of Bayou Cumbest, the lower Pascagoula River and its tributaries (Bluff Creek, Escatawpa River), and lower portions of three coastal rivers entering Back Bay of Biloxi (Old Fort Bayou, the Tchoutacabouffa River, and the Biloxi River). Live adults and a dead hatchling have also been found on the beach at Horn Island and dead hatchlings have been found on the beaches of South Rigolets Island and Round Island. It is probable that these sightings represent waifs and are not indicative of a permanent presence of the species in these areas (MMNS, 2014)

**Affects Determination:** The range of the red-bellied turtles includes the Tchoutacabouffa and Biloxi Rivers which enter Back Bay Biloxi in the western portion of the bay. The mouths of these rivers are approximately 1.5 and 1.8 miles north northwest of the construction site and the majority of the construction activity will occur in small embayment like feature of Back Bay Biloxi east of Causeway Drive. Based on the habitat preference and its limited occurrence in this portion of the bay, the proposed action may affect but is not likely to adversely affect the Alabama Red Bellied Turtle.

### Black Rail (*Laterallus jamaicensis jamaicensis*)

The Eastern Black Rail extremely secretive, tiny marsh bird, no bigger than a sparrow. It walks or runs through the marsh and is rarely seen in flight. The eastern black rail is broadly distributed, living in salt and freshwater marshes in portions of the United States, Central America, and South America. Partially migratory, the eastern subspecies winters in the southern part of its breeding range. The U.S. Fish and Wildlife Service was petitioned in April 2010 to list the eastern black rail as an endangered or threatened species under the Endangered Species Act (84 FT 54732). The Eastern black rail habitat can be tidally or non-tidally influenced, and range in salinity from salt to brackish to fresh. Nesting behavior is not thoroughly studied but the literature suggests the nest site is usually a couple of inches above ground or shallow water in a clump of vegetation, often at a spot slightly higher than surrounding marsh. They are somewhat migratory, withdrawing from northern areas in winter. Between 2010 and 2017, no credible records are known for Tennessee, Alabama, or Mississippi, and only a small number from Louisiana and Georgia (USFWS website accessed December 12, 2019).

**Affects Determination:** The Eastern Black Rail is an extremely secretive found in both tidal and non-tidal habitats. Data indicates that while its range includes states from North Carolina to Texas, no records do not indicate its presence in Tennessee, Alabama, or Mississippi. Based on the fact that the proposed action will not impact any tidal marsh and based on its limited occurrence in Mississippi, the proposed action may affect but is not likely to adversely affect the Eastern Black Rail.

### **Gulf Sturgeon (*Acipenser oxyrinchus desotoi*)**

The present range of the Gulf sturgeon extends from Lake Pontchartrain and the Pearl River system in Louisiana and Mississippi east to the Suwannee River in Florida. The Gulf sturgeon is an anadromous fish. Adults spawn in freshwater then migrate to feed and grow in estuarine and marine habitats. Gulf sturgeon are opportunistic and indiscriminate bottom feeders. They spawn in upriver reaches during the early spring and young-of-the-year spend 6–10 months feeding in the river as they migrate downstream. In Mississippi, large sub-adult and adult Gulf sturgeon have been shown to overwinter in the Mississippi Sound, congregating near the passes between barrier islands. The Mississippi Sound is listed as one of fourteen areas or units designated as critical habitat for the Gulf sturgeon (68 FR 13370, March 19, 2003). While the entire Mississippi Sound is designated as critical habitat, the upper reaches of the Back Bay of Biloxi (including the project area) are not designated as critical habitat.

Gulf sturgeon subpopulations in the Pascagoula and Pearl Rivers move from those river systems through estuarine waters of the Mississippi Sound to feeding areas around the barrier islands which form the southern boundary of the Mississippi Sound. Subadults and adults of these subpopulations may also move between the Pearl and Pascagoula Rivers (Rogillio et al., 2001; Ross et al., 2001a). The proposed project location is inshore, and it is distant from the mouths of the Pearl or Pascagoula Rivers. Based on the location of the project area in relation to the Pearl and Pascagoula River systems, it is not likely that the project would directly impact the movement of the Gulf sturgeon between the rivers and the feeding areas in the southern limits of the Mississippi Sound. Furthermore, it is not likely that the proposed action would negatively impact inter-riverine migratory movements. Gulf sturgeon may be affected by interaction with construction equipment and dredging operations associated with project construction. This effect is insignificant. The species is highly mobile and can easily avoid these interactions. Additionally, this species will very likely avoid the project site during construction activities due to construction noise and the physical presence of machinery (NMFS 2011).

**Affects Determination:** Gulf Sturgeon utilize the estuarine areas of the Mississippi Sound as a corridor for movement between the river systems and between the barrier islands. The species is highly mobile and can easily avoid construction area due to construction noise and the physical presence of machinery. Based on the location of the project site and the ability to avoid the construction site, the proposed action may affect but is not likely to adversely affect the Gulf sturgeon.

### **West Indian Manatee (*Trichechus manatus*)**

West Indian manatees are found in freshwater, brackish, and marine environments. Typical coastal and inland habitats include coastal tidal rivers and streams, mangrove swamps, salt marshes, freshwater springs, and vegetated bottoms

(Florida Fish and Wildlife Conservation Commission [FWC] 2007). As herbivores, manatees feed on the wide range of aquatic vegetation that these habitats provide. Shallow seagrass beds, with ready access to deep channels, are generally preferred feeding areas in coastal and riverine habitats (Smith 1993). Manatees use springs and freshwater runoff sites for drinking water; secluded canals, creeks, embayments, and lagoons for resting, cavorting, mating, calving and nurturing their young; and open waterways and channels as travel corridors (Gannon et al. 2007). Manatees occupy different habitats during various times of the year, with a focus on warm water sites during winter. Manatees have also adapted to changing ecosystems in Florida. Industrial warm water discharges and deep-dredged areas are used as wintering sites, stormwater/freshwater discharges provide manatees with drinking water, and the imported exotic plant, Hydrilla has become an important food source at wintering sites (Smith 1993). The biggest threats to manatee survival are collisions with boats and loss of warm water springs that provide important habitat, but they are also vulnerable to entanglement in fishing gear, red tide blooms, and loss of seagrass beds they feed upon due to pollutants (National Wildlife Federation Website accessed 2019).

**Affects Determination:** West Indian Manatees have been known to occur in coastal waters of the Mississippi. Mississippi records indicate 27 reported sightings since 1979 (Fertl, et al). Of that total 16 of the sightings were reported for Biloxi Bay between 1978 and 1981. The West Indian Manatee is transitory through the area and no occurrences were reported for the upper portion of Back Bay of Biloxi, particularly in winter months. Based on the limited occurrences of the West Indian Manatee and its ability to avoid the construction site, the proposed action may affect but is not likely to adversely affect the West Indian Manatee.

## **CONSERVATION MEASURES FOR THE SPECIES OF CONCERN**

The conservation measures listed below are considered general in nature and are provided to describe the measures to be implemented if an encounter with one of the species, or any other species of concern not necessarily listed is observed.

1. All on-site personnel will be responsible for observing water-related activities for the presence of protected species referenced by the USFWS.
2. If any of the listed species are spotted within a 50-foot radius (buffer zone) of the active work area, all work, equipment, and vessel operation must cease until the species has left the buffer zone on its own accord, and after 30 minutes have passed without additional sightings of manatee(s) in the buffer zone, in-water work can resume under careful observation.
3. If a listed species is sighted outside of, but near to the project area, all vessels associated with the project should operate at "no wake/idle" speeds within the construction area and at all times while in waters where the draft of the vessel provides less than a four-foot clearance from the bottom. Vessels should follow routes of deep water whenever possible.
4. If used, siltation or turbidity barriers should be properly secured and be monitored to avoid entrapment or obstruction.
5. Temporary signs must be posted as needed prior to and during all in-water project activities and removed upon completion. Each vessel involved in construction activities must display at the vessel control station or in a prominent location, visible to all employees operating the vessel, a temporary sign at least 8½" x 11" reading language as required by the USFWS.

A second temporary sign measuring 8½" x 11" must be posted at a location prominently visible to all personnel engaged in water-related activities and should read language similar.

6. Collisions with, injury to, or sightings of manatees must be immediately reported to the

Service's Mississippi's Ecological Services Office (601-965-4900) and the Mississippi's Department of Wildlife and Fisheries, Natural Heritage Program (601-576-6046). Please provide the nature of the call (i.e., report of an incident, species sighting, etc.); time of incident/sighting; and the approximate location, including the latitude and longitude coordinates, if possible.

## REFERENCES

- Fertl, D., A. Schiro, G. Regan, C. Beck, N. Adimey, L. Price-May, A. Amos, G. Worthy and R. Crossland. 2005. Manatee Occurrence in the Northern Gulf of Mexico, West of Florida. *Gulf and Caribbean Research* 17 (1): 69-94. Retrieved from <https://aquila.usm.edu/gcr/vol17/iss1/7>
- Audubon Society. Audubon Guide to North American Birds: retrieved at <https://www.audubon.org/field-guide/bird/black-rail>
- Florida Fish and Wildlife Conservation Commission. 2007. Enhanced Manatee Protection Study. Florida Fish and Wildlife Conservation Commission, Tallahassee, Florida. Final Report. 37 pp. + appendices.
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- Rogillio, H.E., E.A. Rabalais, J.S. Forester, C.N. Doolittle, W.J. Granger, and J.P. Kirk. 2001. Status, movement and habitat use study of Gulf sturgeon in the Lake Pontchartrain Basin, Louisiana. Louisiana Department of Wildlife and Fisheries. 43 pp.
- Rogillio, H.E. R. T. Ruth, E. H. Behrens, C. N. Doolittle, W. J. ,G. & J.P. Kirk. 2007 Gulf Sturgeon Movements in the Pearl River Drainage and the Mississippi Sound, *North American Journal of Fisheries Management*, 27:1, 89-95, DOI: [10.1577/M05-170.1](https://doi.org/10.1577/M05-170.1)
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- Smith, K.N. 1993. Manatee habitat and human-related threats to seagrass in Florida: a review Florida Department of Environmental Protection, Bureau of Protected Species Management. Tallahassee, Florida. 38 pp.
- US Fish and Wildlife Service. 1987. "Endangered and threatened wildlife and plants: determination of endangered status for the Alabama red-bellied turtle. *Federal Register* 52:22939-22943.
- U.S. Fish and Wildlife Service. 2003. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Gulf Sturgeon. *Federal Register* 68 FR 13369-13495.
- U.S. Fish and Wildlife Service. 2010. Endangered and Threatened Wildlife and Plants; Review of Domestic and Foreign Species That Are Candidates for Listing as Endangered or Threatened; Annual Notification of Findings on Resubmitted Petitions; Annual Description of Progress on Listing Actions. *Federal Register* 84 FR 54732-54757.

U.S. Fish and Wildlife Service website <https://www.fws.gov/southeast/wildlife/birds/eastern-black-rail/> accessed December 12, 2019.

**Larry Lewis**

**Senior Environmental Scientist**

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## **Appendix C**

**Original EA-FONSI For Alternative “E”  
Popp’s Ferry Road, Riverview Drive to Pass Road,  
Biloxi, Harrison County, Mississippi  
Project No.: STPD-9376-00(004)/104384-811000**

**Environmental Assessment  
Finding of No Significant Impact**

**for Alternative E**

**Proposed Improvements to Popp's Ferry Road  
From Riverview Drive to Pass Road**

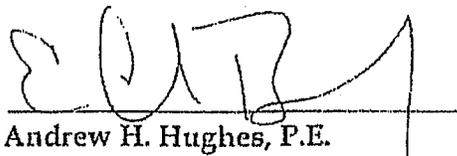
**Project No. STPD-9376-00(004)/104384-811000  
Harrison County**

Submitted to  
US Department of Transportation  
Federal Highway Administration

Submitted by  
Mississippi Department of Transportation

APPROVAL:

July 30 '10  
Date

  
Andrew H. Hughes, P.E.  
Division Administrator  
Federal Highway Administration