

**Melinda L. McGrath**  
Executive Director

P. O. Box 1850  
Jackson, MS 39215-1850  
Telephone (601) 359-7001  
FAX (601) 359-7110  
GoMDOT.com



**James A. Williams, III**  
Deputy Executive Director/Chief Engineer  
**Lisa M. Hancock**  
Deputy Executive Director/Administration  
**Willie Huff**  
Director, Office of Enforcement  
**Charles R. Carr**  
Director, Office of Intermodal Planning

September 5, 2018

Rankin-Hinds Pearl River Flood & Drainage Control District  
Attn: Mr. Keith Turner  
Post Office Box 320790  
Flowood, MS 39232

Dear Mr. Turner,

The Mississippi Department of Transportation (MDOT) appreciates being recognized as a stakeholder in the Pearl River Basin Federal Flood Risk Management Project and having the opportunity to review the Integrated Draft Feasibility Study and Environmental Impact Statement developed under Section 211 of the Water Resources Development Act of 1996.

MDOT understands the need to reduce the risk of flooding within the Jackson Metropolitan Area to help protect critical infrastructure. In fact, there are nine (9) bridges owned by the State of Mississippi and maintained by MDOT within the proposed project's study area which are directly affected. The bridges of concern are the two (2) main channel bridges on SR 25 (aka Lakeland Drive), two (2) relief bridges on SR 25, two (2) main channel bridges on I-55, one (1) main channel bridge on US 80, and two (2) main channel bridges on I-20 as well as MDOT's wetlands/waters mitigation bank.

The Integrated Draft Feasibility Study and Environmental Impact Statement states that Alternative C, the tentatively selected plan (preferred alternative), will involve the dredging of the Pearl River. This is a concern to MDOT for two (2) reasons: 1) If dredging activities are conducted beneath any of the nine (9) bridges, it will reduce foundation embedment directly affecting the capacity of the bridges, 2) If dredging activities are conducted upstream and downstream of any of the nine (9) bridges but not under the bridges, a collapse due to sudden loss of the non-dredged material could occur. The most recent collapse of a MDOT Bridge was due to this exact situation.

Predicted scour depths at each bridge were provided to MDOT by the engineering firm that has been retained by the project sponsor. If the predicted scour depths occur, there will be catastrophic failure of all seven (7) of the main channel bridges mentioned above and the capacity of the relief bridges on SR 25 will be severely reduced. For this reason all nine (9) bridges will need to be replaced and the cost to replace the nine (9) bridges should be reflected in the cost of the Pearl River Basin Federal Flood Risk Management Project.

Mr. Keith Turner  
Page 2  
September 5, 2018

Based on the information provided in the Integrated Draft Feasibility Study and Environmental Impact Statement, it is unclear as to the effect this project would have on the MDOT's Pearl River Basin Mitigation Bank if any. We respectfully request that any effects be clearly discussed within the document and coordinated with MDOT accordingly.

If you have any questions or need additional information, please do not hesitate to contact Ms. Amy Mood or me at telephone number (601)359-7007.

Sincerely,



Melinda L. McGrath  
Executive Director

pc: Mr. Don Davis, Acting Division Administrator, FHWA – MS Division  
The Honorable Dick Hall, Chairman/Central District Commissioner, Mississippi  
Transportation Commission  
Mr. James Williams, Chief Engineer/Deputy Executive Director, MDOT  
Ms. Amy Mood, Assistant Chief Engineer – Preconstruction, MDOT  
Mr. Brian Ratliff, District 5 Engineer, MDOT  
Mr. Justin Walker, Director of Structures/State Bridge Engineer, MDOT  
✓ Ms. Kim D. Thurman, Environmental Division Director, MDOT

MLM:kdt:tbs