

# **PUBLIC MEETING**

## **US 90 Pearl River Bridges Environmental Assessment St. Tammany Parish, LA and Hancock County, MS**

**STATE PROJECT NO. H.000284 & NO. H.000286  
FEDERAL AID PROJECT NO. H000284 & NO. H000286**

**Open House 4:00 PM to 7:00 PM**

**Thursday, September 22, 2016  
Pearlington Recovery Center  
5265 Hwy. 604  
Pearlington, MS 39572**



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## OPEN HOUSE FORMAT

This Public Meeting for the US 90 Bridges project is being conducted as an Open House. Attendees are welcome at any time during the hours of 4:00 PM and 7:00 PM. As you enter the building you will be asked to sign-in, so that a record of your participation can be maintained.

Throughout the Open House, the following Stations will be available (See Layout Plan which follows this page.)

1. Station 1 – Sign-in. You will receive a Handout and a copy of the PowerPoint presentation;
2. Station 2 – PowerPoint Presentation. A continuous, recorded presentation describing the proposed project.
3. Station 3A – Map Exhibits – East and West Pearl Rivers Bridges. Related map exhibits are available for viewing at Station 3A; staff will also be available to answer questions.

Station 3B – Map Exhibits – The three Middle Pearl Rivers Bridges. Related map exhibits are available for viewing at Station 3B; staff will also be available to answer questions.

4. Real Estate. Additional right-of-way may be required for the undertaking. You may speak to representatives of the LADOTD/MDOT real estate if you have questions regarding real estate acquisition and relocation. They will have brochures available regarding right-of-way acquisition and relocation assistance.
5. Comment Area - Area contains three components:
  - 5A - A Comment Table seating space for participants to write their comments, and queue for making verbal comments.
  - 5B - A stenographer will be available to directly record your comments.

Project staff will be available to assist and discuss project related issues with you.

An additional public meeting will be held in Louisiana on Tuesday, September 27, 2016 as follows:

4:30 pm – 7:30 pm

Northshore High School Library

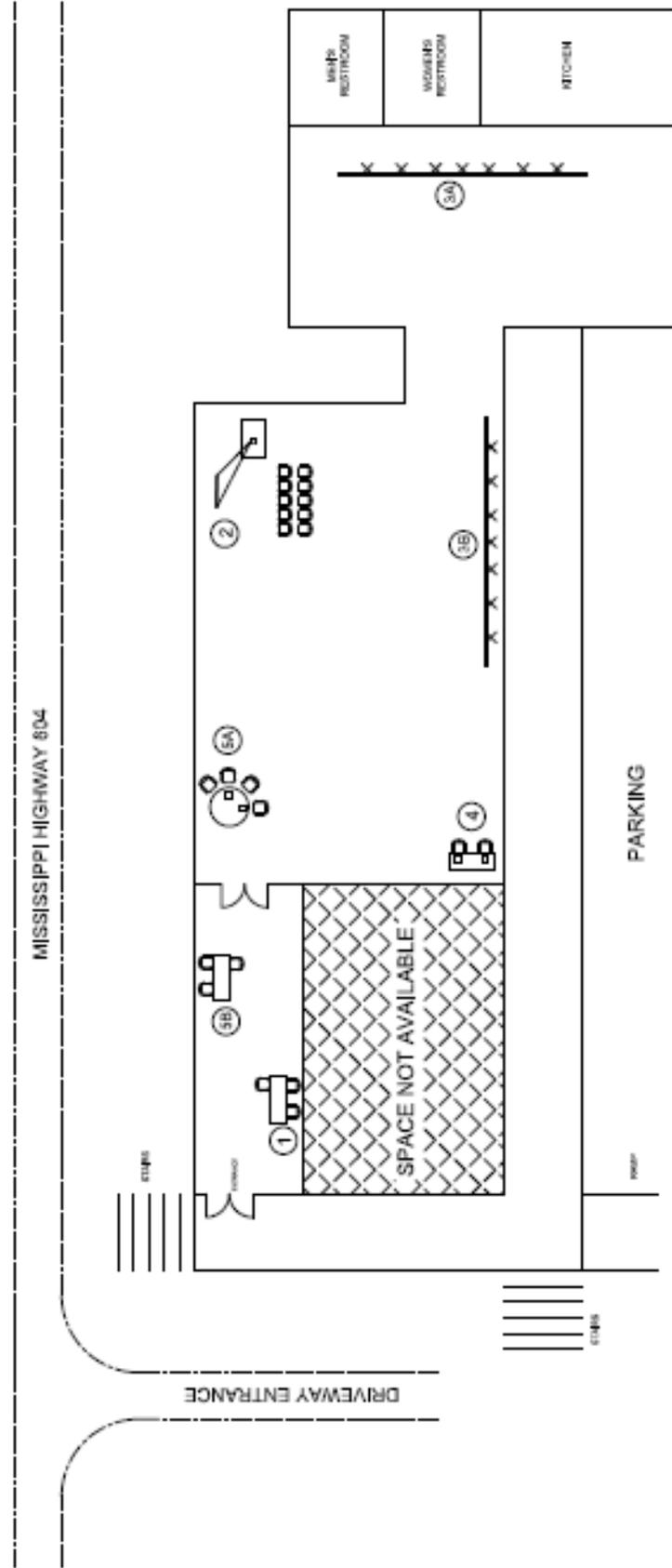
100 Panther Drive

Slidell, LA 70461

The next page is a plan of the Meeting site with each of these areas shown. To get the most from your visit to the Meeting, it is recommended that you visit all the areas.

# Meeting Site Diagram

## PEARLINGTON RECOVERY CENTER MEETING SPACE LAYOUT



- STATION KEY:
- 1: SIGN IN
  - 2: POWERPOINT PRESENTATION
  - 3A: MAP EXHIBITS: EAST AND WEST PEARL RIVERS
  - 3B: MAP EXHIBITS: MIDDLE PEARL RIVERS
  - 4: REAL ESTATE
  - 5A: WRITE COMMENTS AND QUEUE FOR COURT REPORTER
  - 5B: STENOGRAPHER

If you wish to present your views verbally tonight to the stenographer, please sign in at the Comment Table.

Whether or not you make verbal comments at this Meeting, you may present your views in writing. The last page of this handout is a Comment form, which you may use for this purpose.

Written statements may be submitted as follows:

- Turned in tonight at the Comment Table,
- Mailed to the address on the back of the Comment form, or
- Emailed to [US90bridges@neel-schaffer.com](mailto:US90bridges@neel-schaffer.com)

All verbal and written comments submitted at this meeting and written comments postmarked or received electronically no later than **Friday, October 11, 2016**, will be part of the transcript of this meeting.

## GENERAL PROJECT INFORMATION

The Louisiana Department of Transportation and Development (LADOTD) and the Mississippi Department of Transportation (MDOT) in cooperation with the Federal Highway Administration (FHWA) proposes to improve five bridge structures associated with the Pearl River system along US 90 in St. Tammany Parish, LA and Hancock County, MS. These include the West Pearl River, the West Middle Pearl River, the Middle Middle Pearl River, the East Middle Pearl River, and the East Pearl River. The limits of the study area extend along US 90 from US 190 in Louisiana to the intersection with Kelly Road/7<sup>th</sup> Avenue in Pearlinton, MS. **Figure 1** shows the limits of the study area. The project includes the planning, engineering, and environmental studies supporting improvements to the five US 90 bridges crossing the Pearl River waterways.

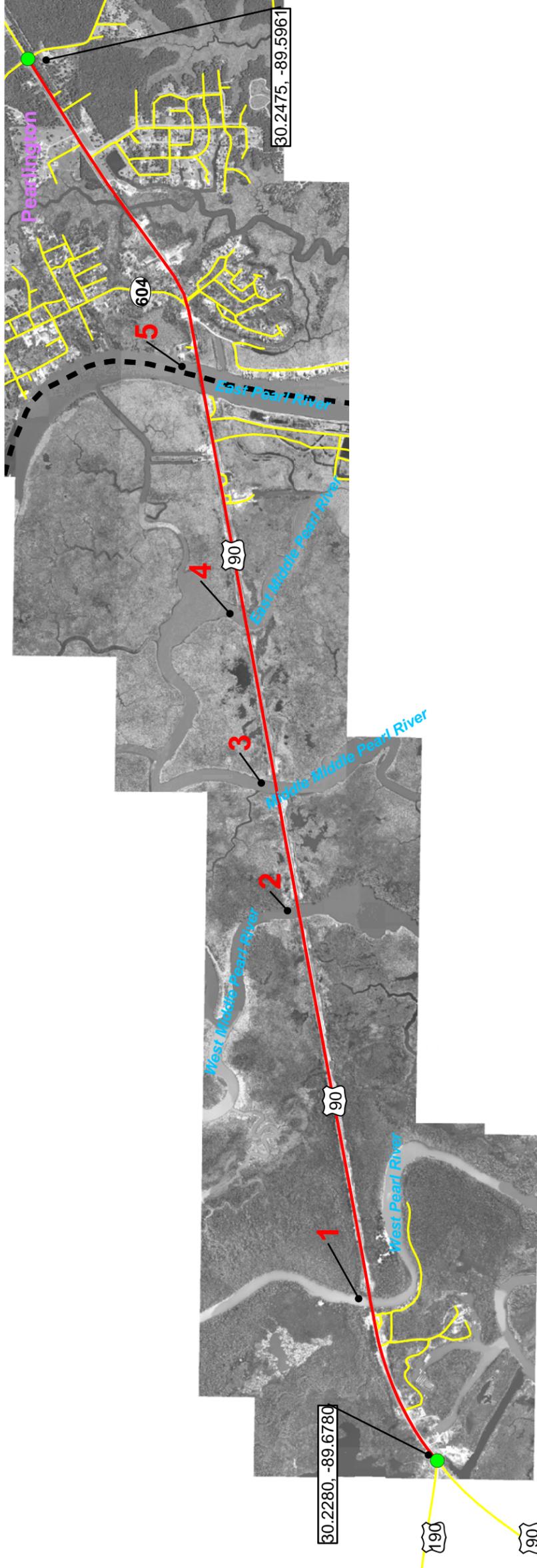
The following chart outlines the steps anticipated to be carried out under the National Environmental Policy Act or NEPA process for this US 90 Bridges project.

### NEPA PROCESS

- Preliminary** 1. Purpose and Need of Project (Ongoing)
  - ONGOING** 2. Develop Reasonable and Feasible Alternatives to Address Need
  - ONGOING** 3. Evaluate Effects of the Alternatives to the Community and Environment
  - NEXT** 4. Summarize Evaluation in an Environmental Assessment
  - NEXT** 5. Hold Public Hearing on the Environmental Assessment
  - NEXT** 6. Prepare a Final Environmental Assessment with request for Finding of No Significant Impact
- 

Map No.	Structure Number	Structure Type	Water Body Crossing
1	62520060705291	Movable: Lift-Span	West Pearl River
2	62520060706701	Pony Truss - Warren Truss	West Middle Pearl River
3	62520060707111	Pony Truss - Warren Truss	Middle Middle Pearl River
4	62520060707701	Pony Truss - Warren Truss	East Middle Pearl River
5	62520060800001	Movable: Swing - Through Truss (Parker Truss)	East Pearl River

NOTE: Logical Termini are the intersections of US 90 with US 190 and Kelly Rd/7th Ave and latitude and longitude data are in decimal format



# Figure 1 Study Area

## Legend

- Logical Termini
- Project Limits
- Roadway Network
- LA/MS State Boundary Line

XX.XXX, XX.XXX Latitude, Longitude



Source (Citation) for 2010 six inch pixel imagery Parish Mosaics  
 This imagery was provided by the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) as the sole source owner, and is shared with Louisiana state government agencies in the interest of good government practices.  
 Reproduction and distribution of the data is prohibited. Please refer any requests for data to the Deputy Director for Management, Finance and Interoperability of GOHSEP. This imagery was distributed by the Regional Planning Commission for Jefferson, Orleans, Plaquemine, St. Bernard and many Parishes (RPC) with permission from GOHSEP.  
 GOHSEP and the RPC are not responsible for any errors arising from any use of alterations made to the data. Under no circumstances is resale or distribution of the data permitted.  
 Mosaics were produced and compressed by the Louisiana State University Coastal Studies Institute.  
 Imagery Information: The red, green, blue (true color) and near-infrared four-band aerial imagery was captured between February 10th and April 1st of 2010 (re-flights for any corrections flown until April 28th, 2010) by Sanborn Map Company, Inc.  
 The imagery is projected to UTM 15 NAD 83; unit of measure is meters.  
 The spatial resolution is approximately a six inch pixel.  
 Any use of the data for purposes other than those intended by the originator and accompanying seals and logos embedded within.



H.000284 US 90: PEARL RIVER BRIDGES AND  
 H.000286 EAST PEARL RIVER BRIDGE  
 ROUTE US 90  
 ST. TAMMANY PARISH, LA

Prepared For:



Prepared By: Neel-Schaffer, Inc.

## **Purpose and Need:**

The Purpose and Need of the project is preliminary. The purposes of the proposed action identified to date, are:

- To maintain a system link to provide a diversion route in the event of an incident on I-10
- To improve the structural integrity and functionality of the bridges.
- To support hurricane evacuations

## **Planning Considerations:**

### *Section 106 of the National Historic Preservation Act of 1966 (NHPA)*

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies to take into account the effects of their undertakings on historic properties. Historic properties are properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. All five bridges are eligible for the National Register of Historic Places and subject to the Section 106 process. Should other historic properties be identified, those properties would also be subject to the Section 106 process.

As part of the Section 106 process, the Federal Highway Administration, along with LADOTD and MDOT work with consulting parties. Consulting parties for this project would include the Louisiana and Mississippi State Historic Preservation Officers, Federally-recognized Indian Tribes, local governments, as well as other individuals and organizations with an interest in the project. If you are interested in requesting to be a consulting party in the Section 106 process for this project, please see a staff member at the sign-in table.

### *United States Coast Guard (USCG) Permits*

All five bridges are located on navigable waterways and USCG permits are required demonstrating that the new bridges provide continued access to navigation. USCG permits consider the bridges horizontal channel clearance (the channel width) as well as the bridges “low chord elevation” which is the lowest point of the bridge structure over the navigable waterway.

### *LADOTD Floodplain Guidance*

LADOTD requires that the low chord elevation of bridges remain 1-foot above the flood elevation. On this project the Department evaluated two criteria before establishing the minimum low chord flood elevations.

- The St. Tammany Parish DFIRM elevation plus 1-foot
- An LADOTD determination of the projected hurricane surge, plus the projected wave height plus 1-foot

## *Consideration of Alternatives Developed to Date*

Drawings of the alternative concepts developed to date can be viewed at the Meeting Exhibits Station. Meeting documents also can be viewed at the following LADOTD web page: [http://wwwapps.dotd.la.gov/administration/public\\_info/projects/home.aspx?key=99](http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=99)

### **East Pearl River Alternatives:**

#### *Existing Swing Span Structure*



The existing East Pearl Span is a swing span structure. The navigation channel is 90-foot and there is no vertical restriction. The USCG has requested that the navigation channel clearances of the replacement structure match the navigation clearances of the I-10 span crossing of the East Pearl River to the north. The horizontal clearance would be increased to 115' and the vertical clearance would be 73' above High Water. To date, both fixed and movable span replacement alternatives have been considered.

#### *No Build Alternative*

Under the No Build Alternative, no rehabilitation of the existing bridge or new construction would occur. The bridge would continue to operate in its current capacity.

#### *Long Span Replacement Alternative*

West of the river, a new road would be constructed to the north of existing US 90 which would tie back to the existing US 90 centerline. This road would provide continued access to the existing bridge during construction of the new bridge. Access to Honey Island Marina road and the boat launch would remain as it is in the existing condition. The launch would be impacted by the placement of support piers.

East of the river, a new roundabout would be constructed at the intersection of existing US 90, slightly relocating Tahiti Road and existing MS 604. The roundabout would also connect with Riverside Drive, and it would provide continued access to the existing bridge during construction of the new long span bridge.

Because the construction of the new long span bridge would prohibit continued east–west access along US 90 to the east of Tahiti Road, a new road would be constructed between MS 604 and US 90 which would tie MS 604 north of its current intersection with US 90 to US 90 east of the bridge construction. This road would support continued east–west access along US 90 while the new bridge is constructed and continued access between MS 604 and US 90. Access would be provided to existing residences and commercial properties as shown in the meeting drawings. There is one relocation anticipated.

### *Movable Span Replacement Alternatives*

To allow for the location of a downstream movable span at 52.5' offset, modifications would have to be made to the existing swing span structure allowing the structure to reverse the direction of its swing. The work to modify the existing span could take up to a month, and there would be temporary disruptions of bridge operations relating to the modifications. During this period when the electrical system is down, the bridge would require manual opening, potentially resulting in navigation delays from a half hour to up to four hours. USCG permits would be required for the work and coordination with the USCG will be accomplished to establish protocols supportive of continuous river navigation.

A review of three years of navigation data showed that approximately 80% of the marine traffic requiring that the existing bridge be opened would be able to transit the river unimpeded if the clearance of the new bridge in the closed position was 25' or greater above MHW. The mid-level alternatives were developed to provide 25' vertical clearance in support of this concept. Both lift span and bascule span concepts have been evaluated. Exhibits are provided in the meeting showing details of the lift and bascule span alternatives as proposed.

West of the river, the mid-level span does not provide sufficient vertical clearance to support continued access to the boat launch and Honey Island Marina Road at their current connections with US 90. A new road would be constructed south of and parallel to the alignment of the new mid-level span which would support continued access to Honey Island Marina Road and the boat launch. Access to the existing bridge would remain as is during construction of the new bridge.

East of the river, because of conflicts with the siting of the new bridge, Riverside Drive would be routed east to tie into Tahiti Road, and a new intersection would be constructed including US 90, slightly relocated Tahiti Road and MS 604. Access would also be provided as shown to existing commercial and residential properties located north and east of the new intersection.

Both Lift span and Bascule span movable bridge concepts have been evaluated.

### *Rehabilitation Alternatives*

Rehabilitation alternatives to be evaluated for the existing East Pearl River structure include Rehabilitation, Rehabilitation with construction of a new parallel bridge together forming a 1-way couplet pair and Adaptive Reuse.

### **West Pearl River Alternatives:**

#### *Existing Lift Span Structure*



The existing West Pearl River lift span provides horizontal navigation clearance of 90'. Vertical clearance of the existing lift span is 50' with the bridge in the open position. In the closed position, the existing span is approximately 10' above high water. The alternatives developed to date conform to the existing navigation clearances. However, the vertical clearance of the upstream I-10 West Pearl River span is 35' above high water. LADOTD may pursue adjusting the vertical clearance of the US 90 span from 50' to 35' at a later date. This decision would include future consultations with the USCG, and upstream property owners would be notified as part of the USCG consultations.

#### *No Build Alternative*

Under the No Build Alternative, no rehabilitation of the existing bridge or new construction would occur. The bridge would continue to operate in its current capacity.

#### *Fixed Span Alternative*

The new fixed span structure would provide 50' vertical clearance above High Water. The existing 90' wide channel would be retained. West of the river, a new road would be constructed to the north of existing US 90 which ties back to the existing US 90 centerline. This road would provide

continued access to the existing bridge during construction of the new fixed span bridge. Access to Camp Road would remain essentially as it is in the existing condition.

If the future span is constructed at a 35' clearance, it is anticipated that impacts to resources such as wetlands would be reduced by lowering the fixed span elevation as the runout approach to the bridge would be shortened.

#### *Movable Span Alternatives*

The horizontal navigation channel would remain at 90'. The vertical clearance with the movable span in the open position would be 50' above High Water. The clearance of the bridge in the closed position would be at the 100-year flood plus 1-foot elevation, which is 19'. This would place the bridge low chord clearance approximately 7.5' higher than the elevation of the existing lift span in the closed position. Both lift span and bascule span concepts have been evaluated. Exhibits are provided in the meeting showing details of the lift and bascule span alternatives as proposed.

A new intersection would be created located slightly west of the existing US 90 intersection with Camp Road. The new intersection would connect Camp Road and a new road constructed to the north of existing US 90 which ties back to the existing US 90 centerline. This new road would provide continued access to the existing bridge during construction of the new movable span bridge.

There would be a reduction in construction costs if the future movable span is constructed at a 35' vertical clearance, but no changes in environmental impacts are anticipated as the approaches to the new 35' vertical clearance movable span bridge would have the same geometric characteristics as the approaches to the 50' vertical clearance movable span.

#### *Rehabilitation Alternatives*

Rehabilitation alternatives to be evaluated for the existing West Pearl River structure include Rehabilitation, Rehabilitation with construction of a new parallel bridge together forming a 1-way couplet pair and Adaptive Reuse.

#### **East Middle Pearl River Alternatives:**

The existing East Middle Pearl River bridge is a pony truss fixed span structures which provides horizontal navigation clearance of 60'. Vertical clearance of the existing fixed span is approximately 10' above high water. Replacement bridge alternatives would provide the existing horizontal clearance, and the low chord elevation of the bridge would be governed by the LADOTD storm surge flood criteria. The low chord elevation of the East Middle Pearl River alternatives would be approximately 3.3' higher than the existing bridge low chord elevation.

#### *No Build Alternative*

Under the No Build Alternative, no rehabilitation of the existing bridge or new construction would occur. The bridge would continue to operate in its current capacity.

### *Fixed Span Alternative on Offset Alignment*

A replacement alternative locating the new bridge downstream from the existing span. The existing bridge would remain operational during the construction of the replacement bridge.

### *Fixed Span Alternative on Existing Alignment*

A replacement alternative located on the existing alignment. In this alternative a new detour bridge would be constructed so that the entire US 90 corridor remains open during the construction of the replacement bridge on existing alignment.

### *Rehabilitation Alternatives*

Rehabilitation alternatives to be evaluated for the existing East Middle Pearl River structure include Rehabilitation, Rehabilitation with construction of a new parallel bridge together forming a 1-way couplet pair and Adaptive Reuse.

### **Middle Middle Pearl River Alternatives:**

The existing Middle Pearl River bridge is a pony truss fixed span structure which provides horizontal navigation clearance of 60'. Vertical clearance of the existing fixed span is approximately 10' above high water. Replacement bridge alternatives would provide the existing horizontal clearance, and the low chord elevation of the bridge would be governed by the LADOTD storm surge flood criteria. The low chord elevation of the Middle Middle Pearl River alternatives would be approximately 3.2' higher than the existing bridge low chord elevation. There is a public boat launch located downstream on the west side of the Middle Middle River. The launch serves as the primary water access point of departure to the Pearl River Wildlife Management Area. Continuous access from US 90 to the launch would be maintained during construction the new bridge, and thereafter.

### *No Build Alternative*

Under the No Build Alternative, no rehabilitation of the existing bridge or new construction would occur. The bridge would continue to operate in its current capacity.

### *Fixed Span Alternative on Offset Alignment*

A replacement alternative locating the new bridge upstream from the existing span. The existing bridge would remain operational during the construction of the replacement bridge.

### *Fixed Span Alternative on Existing Alignment*

A replacement bridge located on the existing alignment. In this alternative a new detour bridge would be constructed so that the entire US 90 corridor remains open during the construction of the replacement bridge on existing alignment.

## **West Middle Pearl River Alternatives:**

The existing West Pearl River bridge is a pony truss fixed span structures which provides horizontal navigation clearance of 60'. Vertical clearance of the existing fixed span is approximately 10' above high water. Replacement bridge alternatives would provide the existing horizontal clearance and the low chord elevation of the bridge would be governed by the LADOTD storm surge flood criteria. The low chord elevation of the West Middle Pearl River alternatives would be approximately 2.5' higher than the existing bridge low chord elevation.

### *No Build Alternative*

Under the No Build Alternative, no rehabilitation of the existing bridge or new construction would occur. The bridge would continue to operate in its current capacity.

### *Fixed Span Alternative on Offset Alignment*

A replacement alternative locating the new bridge upstream from the existing span. The existing bridge would remain operational during the construction of the replacement bridge.

### *Fixed Span Alternative on Existing Alignment*

A replacement bridge located on the existing alignment. In this alternative a new detour bridge would be constructed so that the entire US 90 corridor remains open during the construction of the replacement bridge on existing alignment.



US 90 Bridges  
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