

MEETING SUMMARY FOR PUBLIC MEETING

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

**H.000284 US 90: Pearl River Bridges (HBI)
and H.000286 East Pearl River Bridge
Federal Aid Project No. H000284 & H000286**

Open House 4:30 PM to 7:30 PM

Tuesday, September 27, 2016

**Northshore High School Library
100 Panther Drive
Slidell, LA**



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OPEN HOUSE PUBLIC MEETING NOTICE

**OPEN HOUSE PUBLIC MEETING
PEARL RIVER BRIDGES AND EAST PEARL RIVER BRIDGE
STATE PROJECT NO. H.000284 and NO. H.000286
FEDERAL AID PROJECT NO. H000284 and NO. H000286
St. TAMMANY PARISH, LOUISIANA AND HANCOCK COUNTY, MISSISSIPPI**

The Louisiana Department of Transportation and Development (LADOTD), the Mississippi Department of Transportation (MDOT), and the Federal Highway Administration (FHWA) will conduct two Open House Public Meetings in support of the rehabilitation or replacement of the five US 90 bridges crossing the Pearl River waterways. The project limits extend along US 90 from US 190 in Louisiana to MS Highway 604 in Pearlinton, MS.

The public meetings have been scheduled as follows. Interested parties are invited to arrive at any time during the time on the dates and at the locations listed below.

**Thursday, September 22, 2016
4:00 pm – 7:00 pm
Pearlington Recovery Center
5265 Hwy. 604
Pearlington, MS 39572**

**Tuesday, September 27, 2016
4:30 pm – 7:30 pm
Northshore High School Library
100 Panther Drive
Slidell, LA 70461**

During the open house meeting there will be a continuous multi-media presentation about the project. Representatives of LADOTD, MDOT, FHWA and the project team will be available at the open house to answer questions and discuss issues related to the project. Verbal and written comments on the project can be submitted at the meeting. Comments can also be mailed to the address shown below, postmarked by **Tuesday, October 11, 2016** to be included in the transcript of the meeting. Verbal and Written statements also may be submitted through that date by electronic mail directly to **US90bridges@neel-schaffer.com**. All comments should include the name and address of the person commenting.

Should anyone require special assistance due to a disability to participate in this Open House Public Meeting, please contact Ms. Cathy Mastin of the LADOTD Project Management Section, P.O. Box 94245, Baton Rouge, Louisiana 70804, or by telephone at (225) 379-1652 at least five working days prior to the meeting.

**US 90 Bridges
Attn: Barry Brupbacher
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505**

OPEN HOUSE ATTENDANCE RECORD"

PUBLIC			
NAME	ADDRESS	PHONE	EMAIL
Chris Darte	1293 Bluff Dr, Slidell, La 704	Phone numbers and email addresses redacted	
Kristen + Greg Siless	59502 Autumn Dr. 70461		
Angela Vezichin	6061 McArthur Ln, Pearlington,		

PUBLIC AGENCIES				
NAME	ADDRESS	PHONE	EMAIL	REPRESENTING
Ryan Reviere	LA DOTD		Phone numbers and email addresses redacted	LA DOTD
Mark Bucci	DOTD			LA DOTD
Andrew Michael	LA DOTD			LA DOTD
TERESA EISEN	MDOT			MDOT
Ashlyn Brock	MDOT			MDOT - ROW
Aaron Woods	LA DOTD			LA DOTD REAL ESTATE
LACEY MCCASKILL	LA DOTD			LA DOTD - AE STP & Wash
LARRY SHARP	LA DOTD			LA DOTD
DAVID FRANK	USCG			
William Kenneth Dean	EPA, R4			EPA
BAMBI HALL	DOTD			PA

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

September 27, 2016

Public Meeting
Northshore High School Library
Slidell, LA

[illegible]

September 27, 2016

Public Meeting
Northshore High School Library
Slidell, LA

OPEN HOUSE PUBLIC MEETING HANDOUT

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 4:30 PM to 7:30 PM

**Tuesday, September 27, 2016
Northshore High School Library
100 Panther Drive
Slidell, LA 70461**



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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 4:30 PM and 7:30 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.

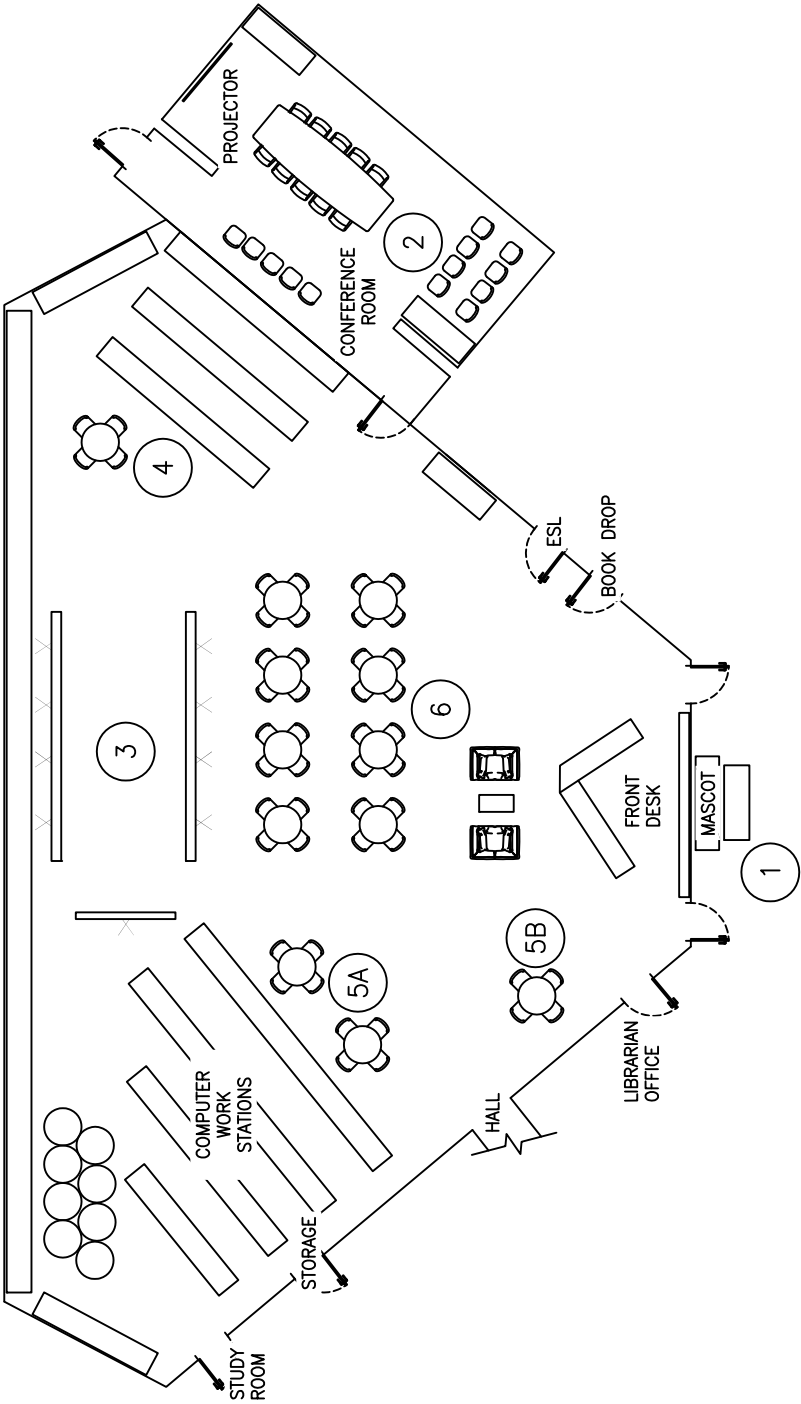
Station 3B – Map Exhibits – The three Middle Pearl Rivers Bridges. Related map exhibits are available for viewing at Station 3B; staff will also be available to answer questions.

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.
6. General seating

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

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.

NORTHSHORE HIGH SCHOOL – MEETING SPACE LAYOUT



STATION KEY:

- 1: SIGN-IN
- 2: POWERPOINT PRESENTATION
- 3: MAP EXHIBITS
- 4: REAL ESTATE
- 5A: WRITE COMMENTS AND QUEUE FOR STENOGRAPHER
- 5B: STENOGRAPHER
- 6: GENERAL SEATING

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


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/7th Avenue in Pearllington, 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

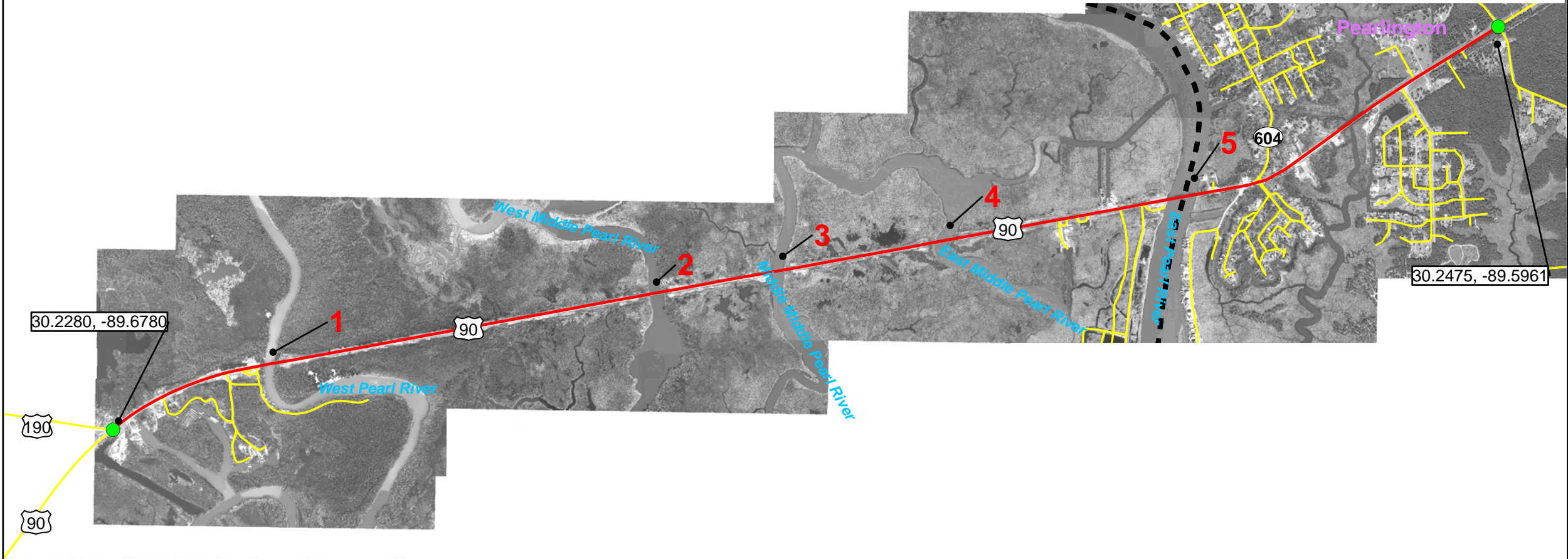
Map No.	Structure Number	Structure Type	Water Body Crossing
1	62520060705291	Movable: Lift-Span	West Pearl River
2	62520060706701	Pony Truss - Warren Truss	West Middle Pearl River
3	62520060707111	Pony Truss - Warren Truss	Middle Middle Pearl River
4	62520060707701	Pony Truss - Warren Truss	East Middle 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, Plaquemines, St. Bernard and St. Tammany Parishes (RPC) with permission from GOHSEP.

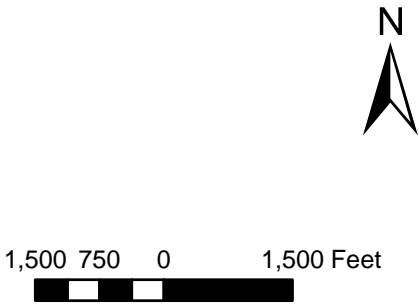
GOHSEP and the RPC are not responsible for any errors arising from any use of alterations made to the data. Under no circumstances is resale or distribution of the data permitted.

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 MAD 83; unit of measure is meters. The spatial resolution is approximately a six inch pixel. Any use of the data must be accompanied with this citation and accompanying seals and logos embedded within.

Prepared By: Neel-Schaffer, Inc.



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

Prepared For:



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

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 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**

E-Mail Comment to US90bridges@neel-schaffer.com.

PLEASE CONSIDER THE FOLLOWING COMMENTS:

[illegible]

NAME: _____ DATE: _____

ADDRESS: _____

US 90 Bridges
Attn: Barry Brupbacher
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505

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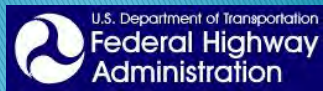
POWERPOINT PRESENTATION

Welcome

This 15-minute presentation will be repeated throughout tonight's meeting and will begin shortly.

This presentation is available on the LADOTD website at

http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=99



US 90 PEARL RIVER BRIDGES ENVIRONMENTAL ASSESSMENT ST. TAMMANY PARISH, LA and HANCOCK COUNTY, MS

STATE PROJECT NO. H.000284 and NO. H.000286
FEDERAL AID PROJECT NO. H000284; FEDERAL AID PROJECT NO. H000286

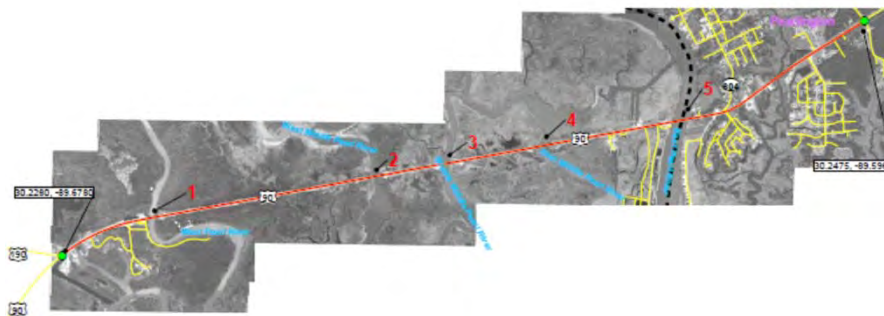
Open House Public Meeting
September 27, 2016
4:30 PM- 7:30 PM



OBJECTIVES OF PUBLIC MEETING

- Provide information about the proposed project and alternatives currently under consideration
- Solicit comments about the proposed project and alternatives from the public and other interested parties
- Provide the public opportunity to learn about Right-of-Way Acquisition and Relocation Assistance

PROJECT DESCRIPTION AND LIMITS



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	Movabe: Swing - Through Truss (Parker Truss)	East Pearl River

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

PRELIMINARY PURPOSE AND NEED

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.

Planning Considerations

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

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 through the EA process, those properties will also be subject to the Section 106 process.

Planning Considerations

Section 106 Coordination

As part of the Section 106 process, the Federal Highway Administration, along with LADOTD and MDOT, works 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 being a consulting party in the Section 106 process for the East Pearl River Bridge, please see a staff member at the sign-in table.

Planning Considerations

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.



Planning Considerations

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 for each bridge.

- 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

East Pearl River Alternatives

Existing Bridge



East Pearl River Alternatives

Alternatives developed to date include:

1. A long span structure
2. A mid-level, movable, lift span bridge
3. A mid-level, movable, bascule span bridge
4. Rehabilitation

East Pearl River Alternatives

Movable Span Alternatives Planning to Set the Bridge Elevation

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. The proposed mid-level alternatives were developed to provide a 25' vertical clearance in support of this concept.

East Pearl River Alternatives

Modifications to the Existing Bridge

To allow for the location of a downstream movable span, 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 would be accomplished to establish protocols supportive of continuous river navigation.

East Pearl River Alternatives

Design of the East Pearl River structure could begin as early as mid-2017 with right-of-way acquisition beginning as soon as late 2018. Tentatively, the current letting date is mid-2019.

West Pearl River Alternatives

Existing Bridge



West Pearl River Alternatives

Alternatives developed to date include:

1. A fixed span structure
2. A movable, lift span bridge
3. A movable, bascule span bridge
4. Rehabilitation

West Pearl River Alternatives

Future Planning

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.

Middle Pearl River Bridges

Existing Bridges



East Middle Pearl

West Middle and Middle Middle Pearl River Alternatives

Alternatives developed to date include:

1. A fixed span structure on offset alignment, upstream of the existing alignment
2. A fixed span structure on existing alignment, with the construction of temporary detour structures

East Middle Pearl River Alternatives

Alternatives developed to date include:

1. A fixed span structure on offset alignment, downstream of the existing alignment
2. A fixed span structure on existing alignment, with the construction of temporary detour structures
3. Rehabilitation

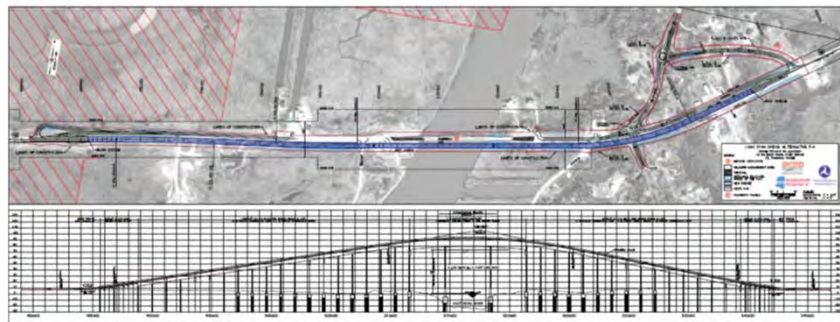
Middle Pearl River Elevations

West Middle Pearl River - The low chord elevation of the West Middle Pearl River alternatives would be approximately 2.5' higher than the existing bridge low chord elevation.

Middle Middle Pearl River - The low chord elevation of the Middle Middle Pearl River alternatives would be approximately 3.2' higher than the existing bridge low chord elevation.

East Middle Pearl River - The low chord elevation of the East Middle Pearl River alternatives would be approximately 3.3' higher than the existing bridge low chord elevation.

Meeting Exhibits (Example)



The information presented today represents a conceptual plan. The alternatives as presented may be modified and other alternatives may be developed for consideration.

Your comments tonight will help us carry the project forward through the Environmental Assessment.

COMPLETING THE ENVIRONMENTAL PROCESS

- ❖ Review comments from this meeting
- ❖ Complete data review and field work
- ❖ Complete Environmental Assessment document
- ❖ Hold Public Hearings
- ❖ Submit document to Federal Highway Administration and request approval of a Finding Of No Significant Impact

Right-of-Way Acquisition and Relocation Information

The only requirement for additional right-of-way in Louisiana is associated with the East Pearl River Movable Span alternatives. All of the East Pearl River alternatives in Mississippi require additional right-of-way as shown on the exhibit drawings. Brochures explaining the Acquisition of Right-of-Way and Relocation Assistance Program for both LADOTD and MDOT are available tonight at the relocation table or can be obtained later from:

LADOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804-9245
(225) 242-4593

MDOT ROW District Coordinator
Attn: Ashlyn Brock
P.O. Box 551
Hattiesburg, MS 39403-0551
(601) 544-6511

If you have questions regarding your individual situation, staff will take your contact information and have a relocation specialist contact you.

WHY COMMENT?

BECAUSE....

- ❖ Community concerns and preferences are factors that are considered.
- ❖ All comments must be considered in the Environmental Assessment.
- ❖ We need to know if there are any issues or opportunities with the project as proposed.

LADOTD **Federal Highway Administration** **MDOT**

PUBLIC MEETING COMMENT FORM

STATE PROJECT NO. 11-000000 and NO. 11-000000
FEDERAL AID PROJECT NO. 11-000000

Please provide your comments regarding the need for the project, the alternatives being considered, and the impact the Project will have on the community in general for the study. When completed, please return the form to the Project Manager. Comments received tonight or postmarked by October 11, 2016, or received electronically on or before October 11, 2016 will become part of the record. To save the time, fill the form in full with the address already on the record and use with a small piece of tape.

Contact: J. N. W. Design
Attn: J. N. W. Design
Cecil Schaffer, Sr.
P.O. Box 5220
Baton Rouge, LA 70804

E-Mail Comment to: jnw@jnwdesign.com

PLEASE PROVIDE THE FOLLOWING COMMENTS:

NAME: _____ DATE: _____

ADDRESS: _____

Comments received tonight or post-marked by
October 11, 2016 will be part of the official transcript of this
public meeting.

Thank you for your time.
Please visit the remaining stations
to view the exhibits and
provide your comments.

This is the end of the presentation.

This presentation will repeat every 15 minutes.



TRANSCRIPT OF VERBAL COMMENTS

No verbal comments were received at the meeting.

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WRITTEN COMMENTS

PUBLIC MEETING COMMENT FORM
SLIDELL, LOUISIANA
SEPTEMBER 27, 2016

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

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT OF THIS MEETING, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN OCTOBER 11, 2016.

Mail to: US 90 Bridges
Attn: Barry Brupbacher
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505

E-Mail Comment to US90bridges@neel-schaffer.com.

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Have all of these bridges reached the of their life cycle?

What are the expected start and end dates for each bridge?

Are there any expected environmental issues that would prevent new bridge construction?

NAME: E. L. Bellusio DATE: 9-27-16

ADDRESS: 510 Bradford Drive Slidell, La 70461



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITIES' FLOODPLAIN ADMINISTRATORS' BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: September 15, 2016

Cheryl Trumps

From: Lobred, Anthony R MVK <Anthony.R.Lobred@usace.army.mil>
Sent: Tuesday, September 13, 2016 2:24 PM
To: Vijay Kunada; US90 Bridges; Pfeffer, Stephen D MVN
Cc: Barry Brupbacher; Tonya Smith; Cheryl Trumps
Subject: Re: [EXTERNAL] US 90 Pearl River Bridges Public Meeting Announcement

All,

I would highly recommend that a resource agency meeting be performed for this proposed project because it is crossing two EPA regions, different state agencies as well as two USACE Districts for this one project.

Respectfully,

Anthony Lobred

Sent from my BlackBerry 10 smartphone.

From: Vijay Kunada
Sent: Tuesday, September 13, 2016 12:49 PM
To: US90 Bridges
Cc: Barry Brupbacher; Tonya Smith; Cheryl Trumps
Subject: [EXTERNAL] US 90 Pearl River Bridges Public Meeting Announcement

All,

Attached contains open house public meeting notice for the following project,

PEARL RIVER BRIDGES AND EAST PEARL RIVER BRIDGE
STATE PROJECT NO. H.000284 and NO. H.000286
FEDERAL AID PROJECT NO. H000284 and NO. H000286
St. TAMMANY PARISH, LOUISIANA AND HANCOCK COUNTY, MISSISSIPPI

Vijay K. Kunada, P.E., PTOE, PTP
Engineer Manager / Office Manager

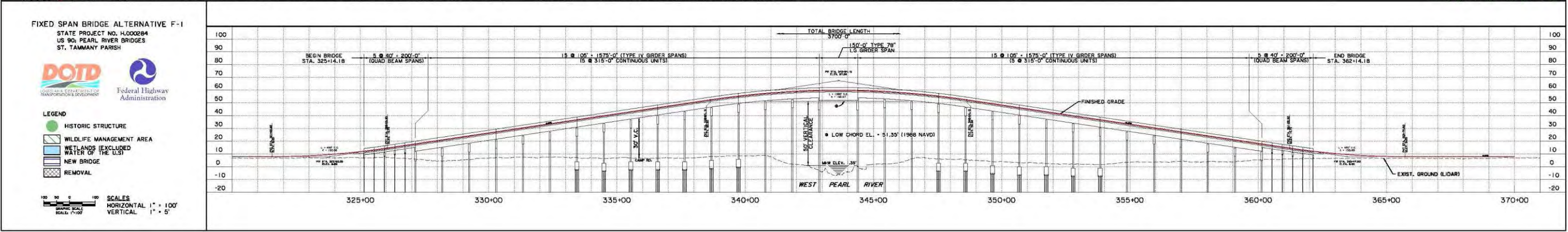
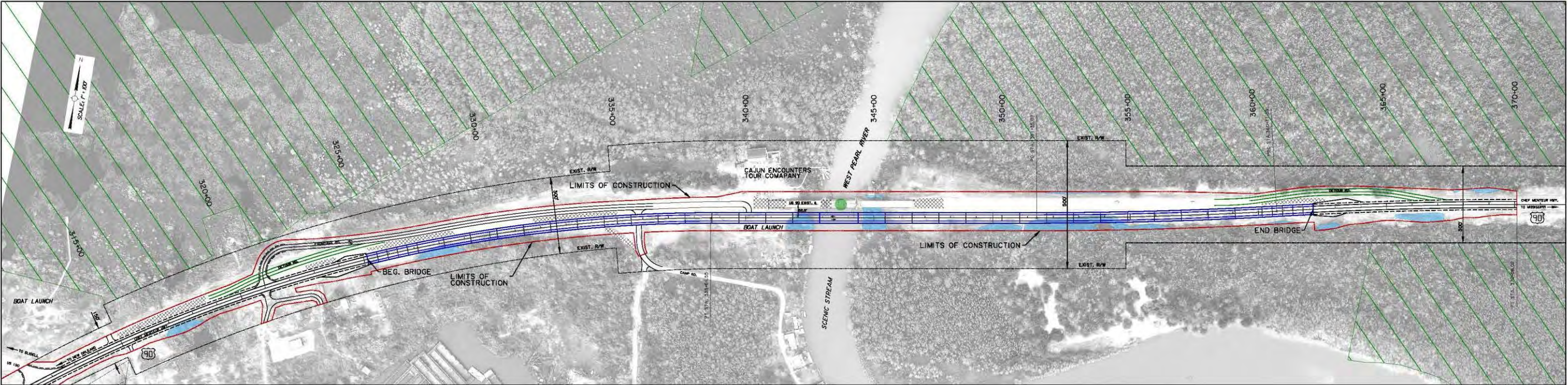
Neel-Schaffer, Inc.
314 Audubon Blvd
Lafayette, LA 70503
Phone: 337.232.6111
FAX: 337.232.6166
Cell: 337.322.9855
Website: Blockedwww.neel-schaffer.com

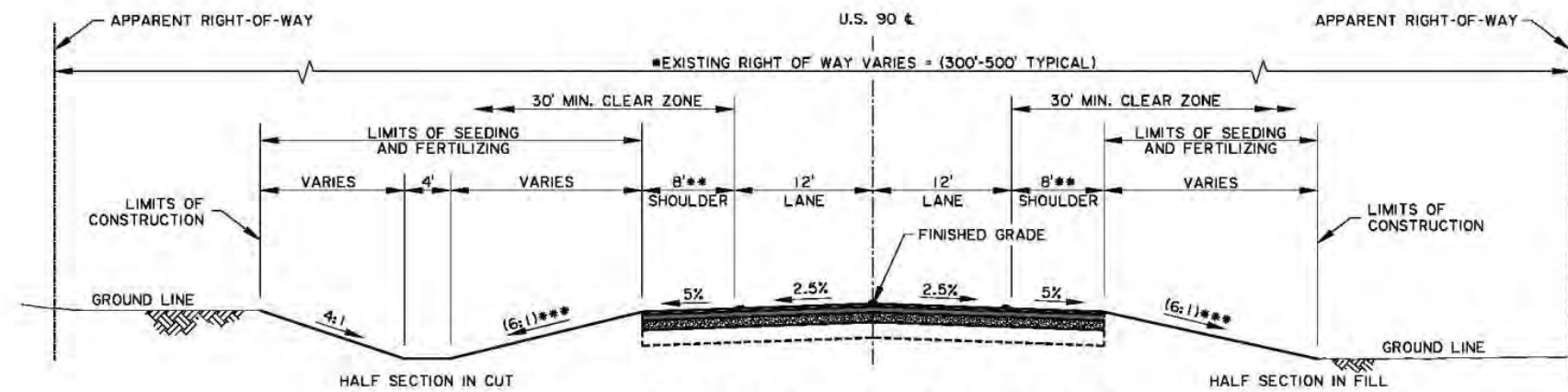
Neel-Schaffer, Inc. Confidentiality Note:

Information contained in this message along with any attachment(s) may be confidential and protected by legal privilege. This message is meant solely for the use of the individual(s) to whom it is addressed. Viewing or the use of information and attachment(s) within this message without the expressed permission of Neel Schaffer, Inc. is prohibited. If you are not the intended recipient of this message, Neel Schaffer, Inc. requests you take immediate action to notify the sender of the error and that you delete this message and all attachments without modifying, copying or distributing its content.

MEETING EXHIBITS

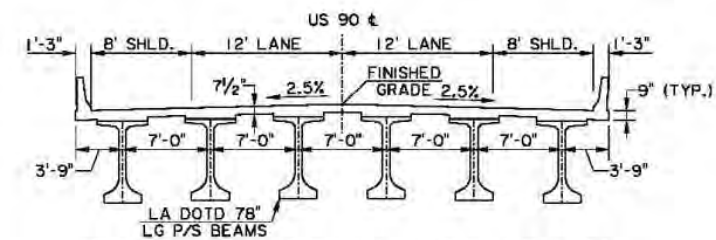
West Pearl River Bridge



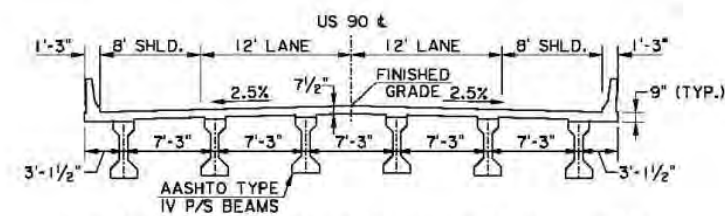


ROAD TYPICAL FINISHED SECTION (N.T.S.)

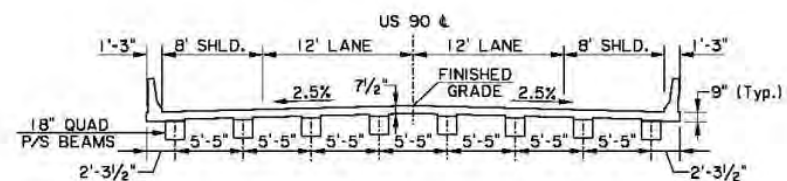
- * EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- ** FULL WIDTH PAVED SHOULDER
- *** 20:1 FORESLOPE WAS USED ON AS-BUILTS



150' MAIN SPAN TYPICAL SECTION (N.T.S.)



105' APPROACH SPAN TYPICAL SECTION (N.T.S.)

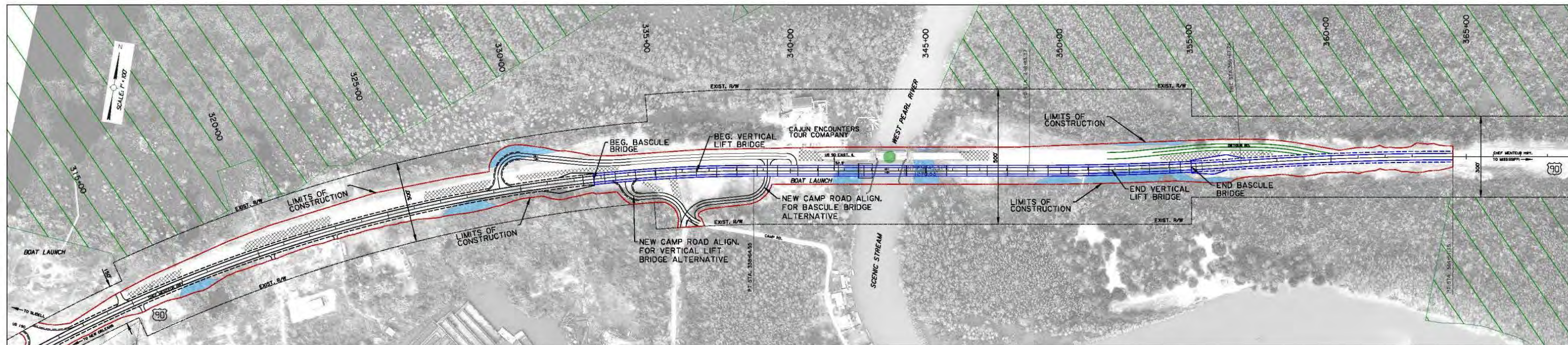


40' END SPAN TYPICAL SECTION (N.T.S.)



ALTERNATIVE F-1 TYPICAL SECTIONS FIXED SPAN BRIDGE AT WEST PEARL RIVER





MOVABLE BRIDGE ALTERNATIVES

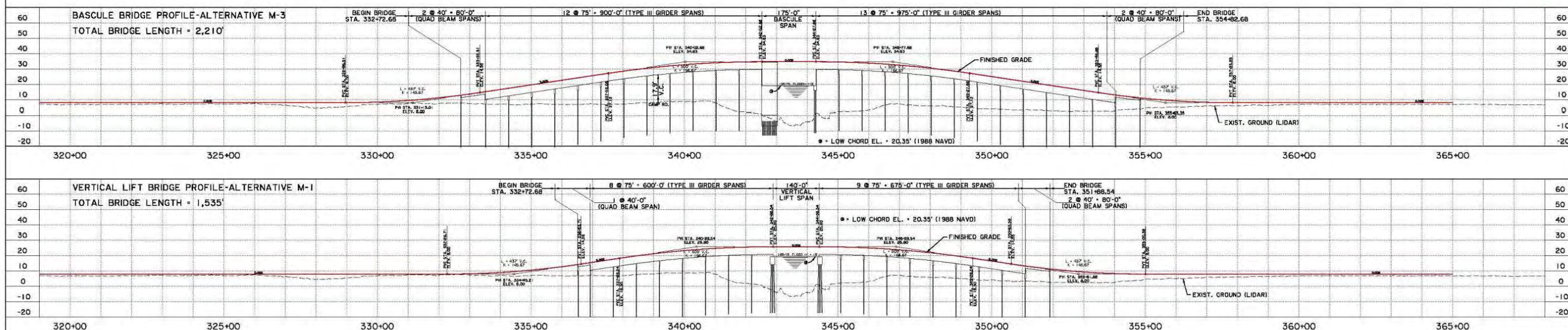
STATE PROJECT NO. H.000286
US 90, PEARL RIVER BRIDGE
ST. TAMMANY PARISH



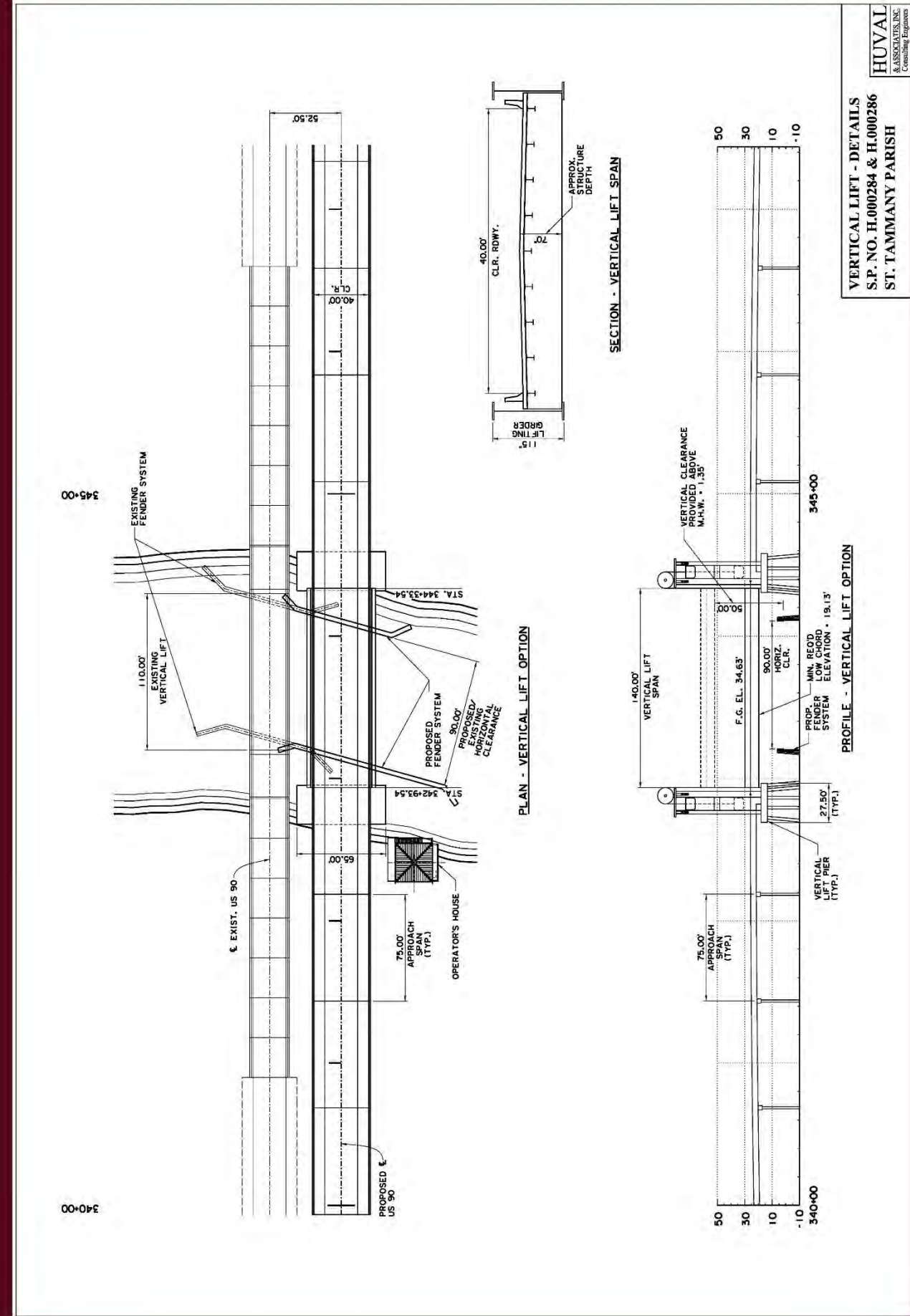
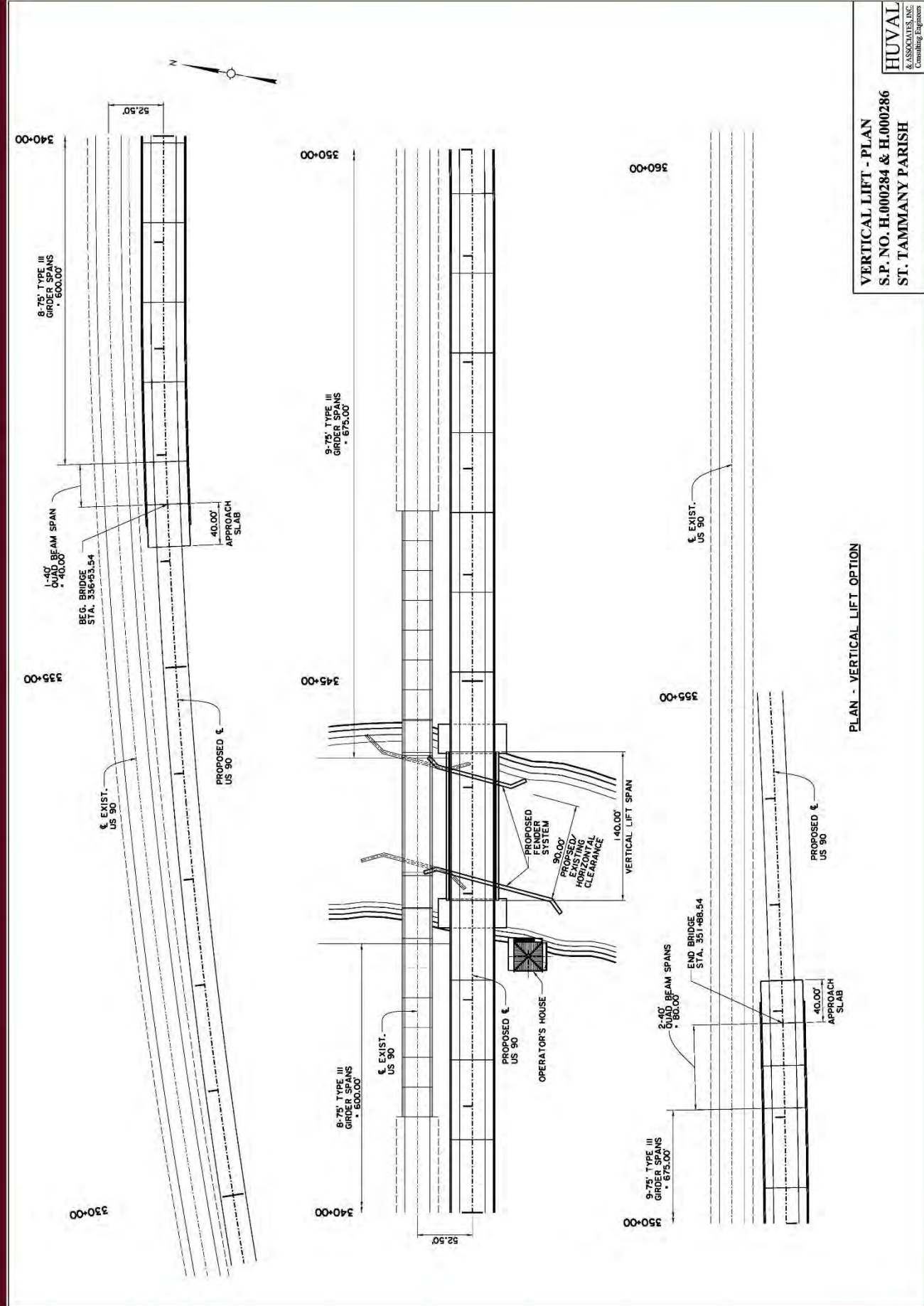
LEGEND

- HISTORIC STRUCTURE
- WILDLIFE MANAGEMENT AREA
- WETLANDS (EXCLUDED WATER OF THE U.S.)
- NEW BRIDGE
- REMOVAL

SCALES
HORIZONTAL 1" = 100'
VERTICAL 1" = 5'



West Pearl - Vertical Lift Option



PLAN - SINGLE LEAF TRUNION BASCULE OPTION

12-75' TYPE III GIRDER SPANS * 900.00'

13-75' TYPE III GIRDER SPANS * 975.00'

240' BEAM SPANS * 80.00'

40.00' APPROACH SLAB

175.00' BASCULE SPAN

90.00' PROPOSED LIFTING HORIZONTAL CLEARANCE

PROPOSED ELECTRIC SYSTEM

PROPOSED OPERATOR'S HOUSE

EXIST. US 90

PROPOSED US 90

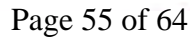
END BRIDGE STA. 354+82.68

330+00 335+00 340+00 345+00 350+00 355+00 360+00

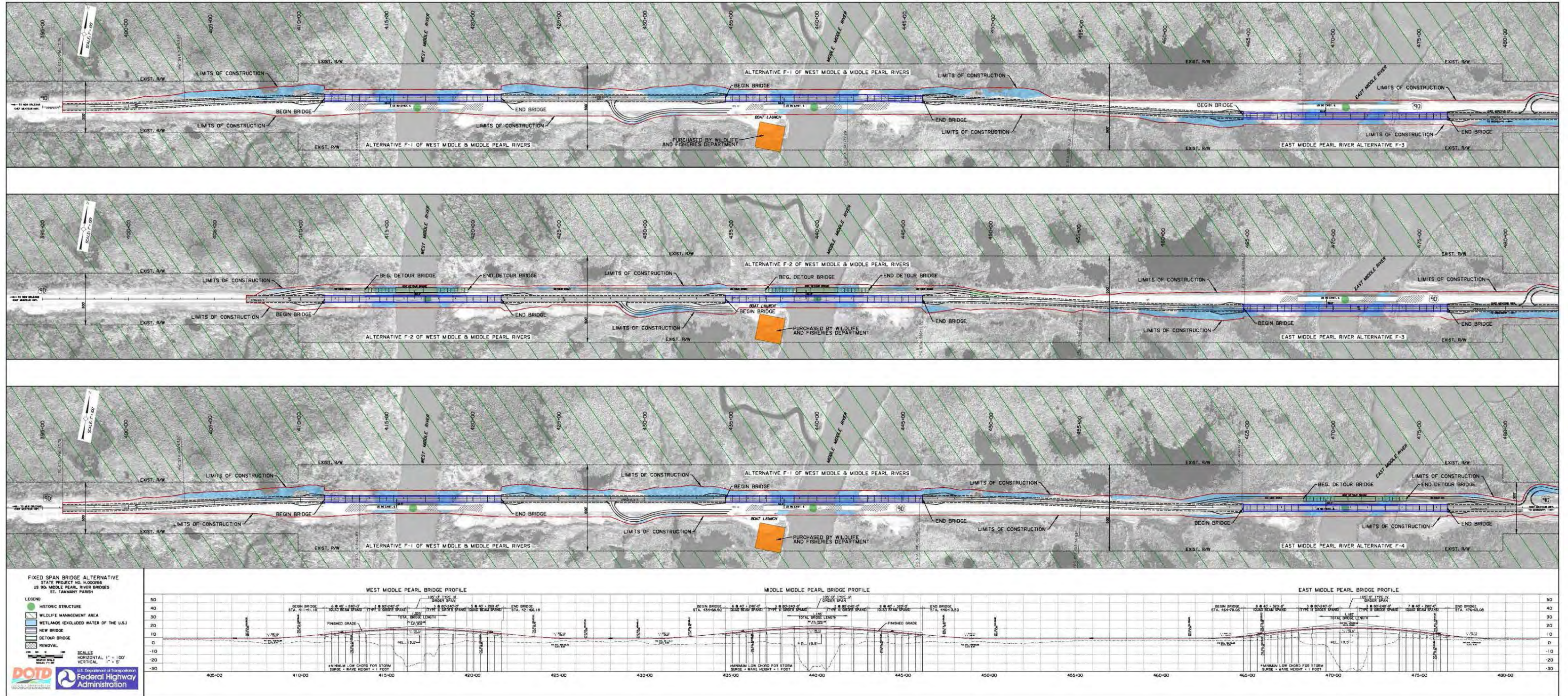
N

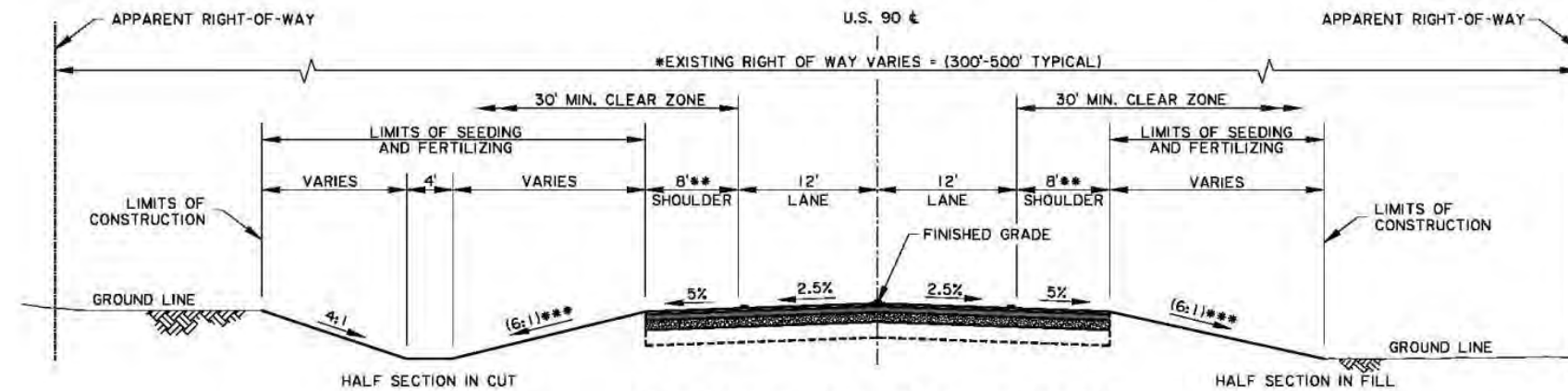
HUVAL & ASSOCIATES, INC.
Consulting Engineers

SINGLE LEAF BASCULE - PLAN
S.P. NO. H.000284 & H.000286
ST. TAMMANY PARISH



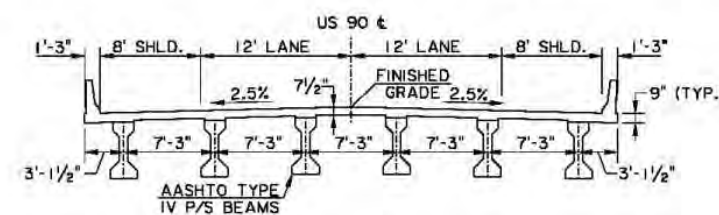
Middle Pearl River Bridges



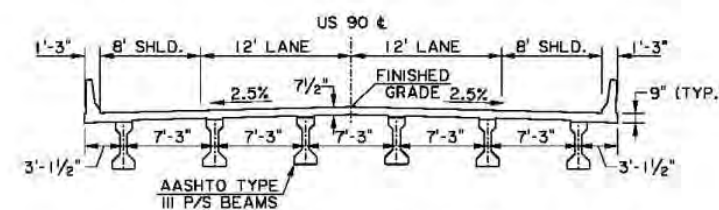


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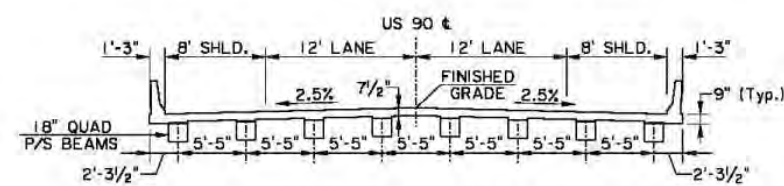
- * EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- ** FULL WIDTH PAVED SHOULDER
- *** 20:1 FORESLOPE WAS USED ON AS-BUILTS



105' MAIN SPAN TYPICAL SECTION (N.T.S.)



80' APPROACH SPAN TYPICAL SECTION (N.T.S.)



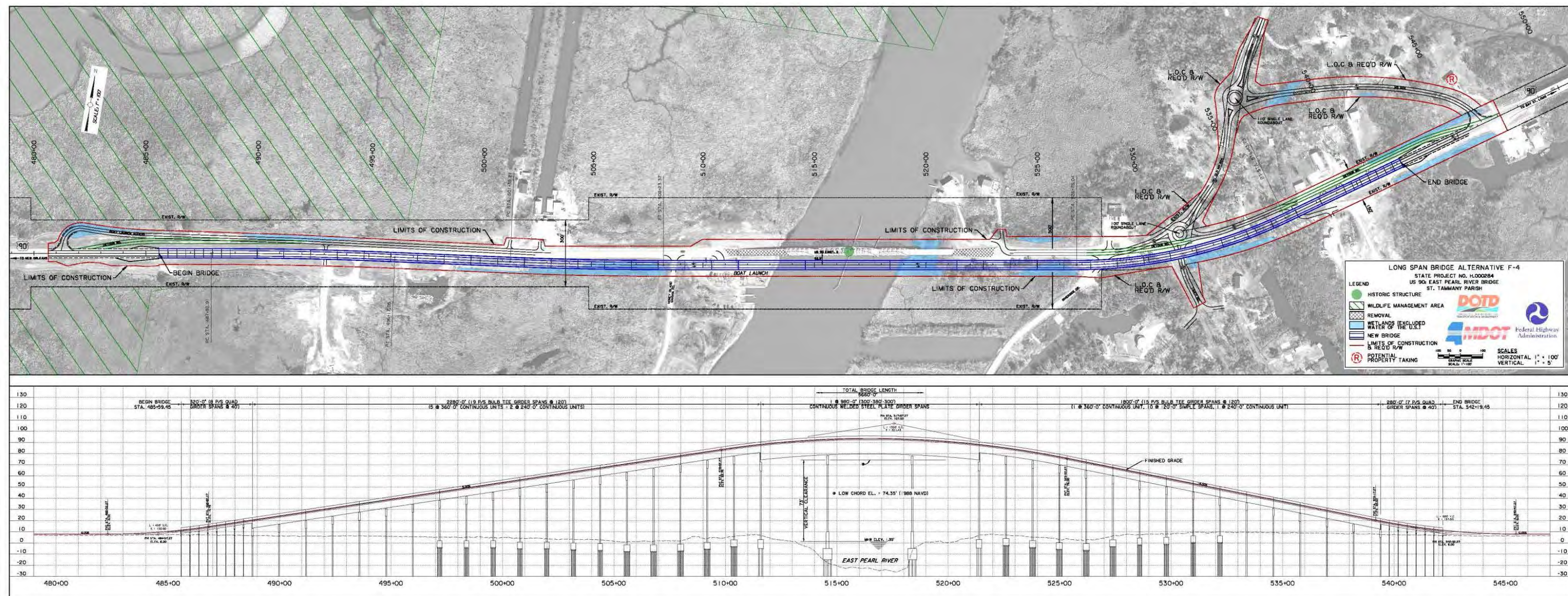
40' END SPAN TYPICAL SECTION (N.T.S.)

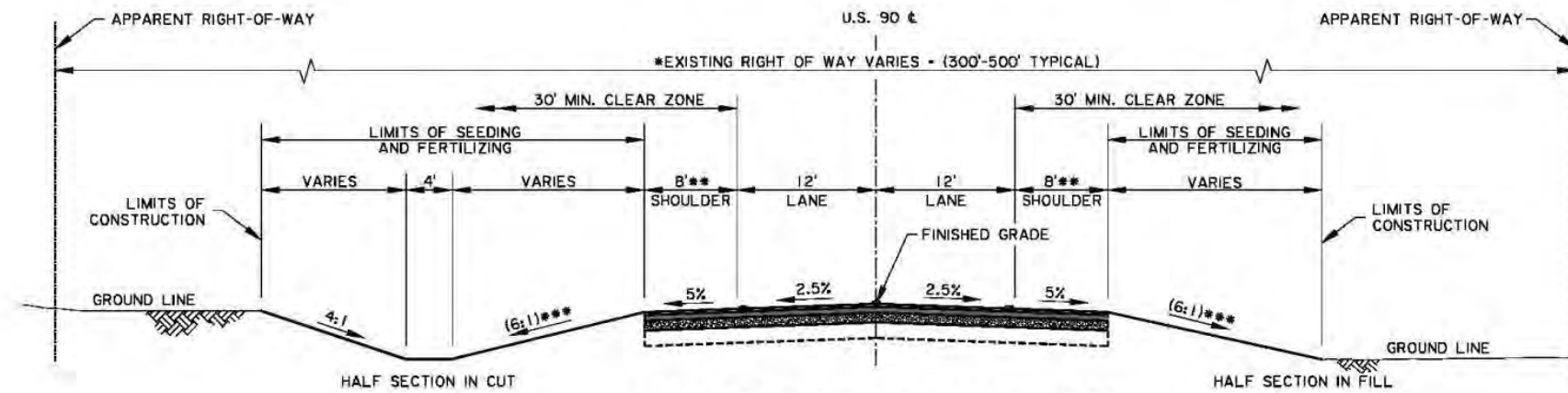


TYPICAL SECTIONS FIXED SPAN BRIDGE AT 3 MIDDLE PEARL RIVERS



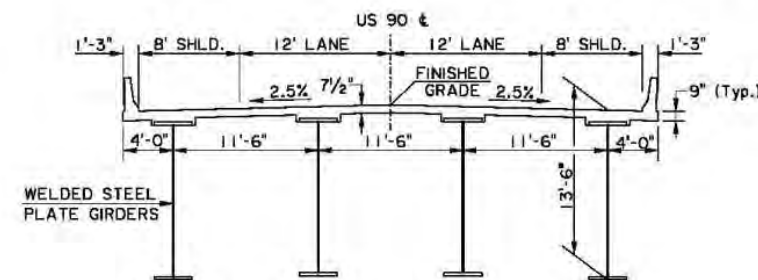
East Pearl River Bridge



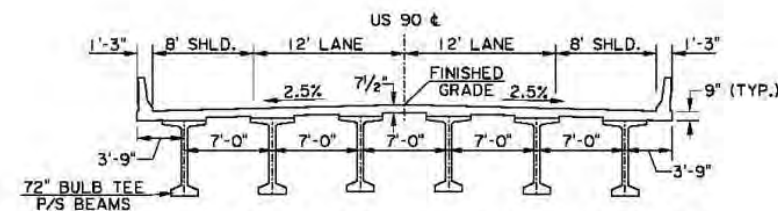


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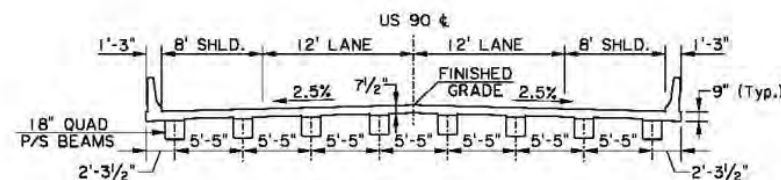
- * EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- ** FULL WIDTH PAVED SHOULDER
- *** 20:1 FORESLOPE WAS USED ON AS-BUILTS



FIXED BRIDGE TYPICAL SECTION (N.T.S.)
300'-380'-300' MAIN SPANS



120' APPROACH SPAN TYPICAL SECTION (N.T.S.)

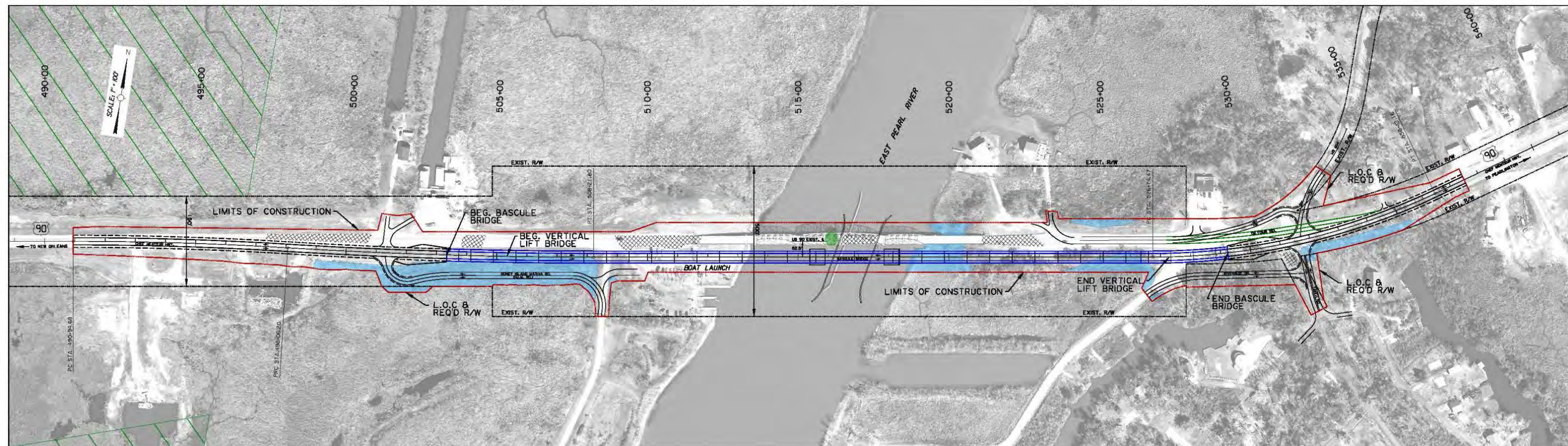


40' END SPAN TYPICAL SECTION (N.T.S.)



ALTERNATIVE F-4 TYPICAL SECTIONS LONG SPAN BRIDGE AT EAST PEARL RIVER





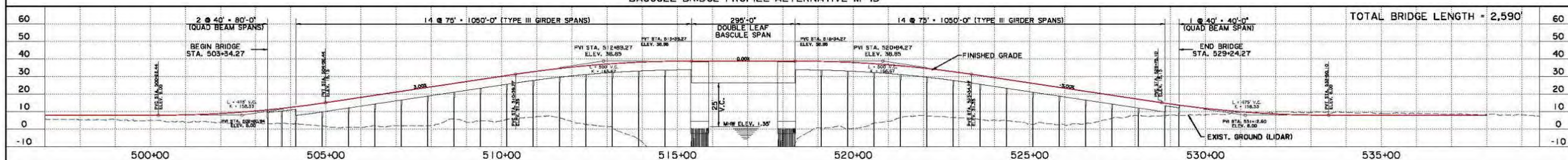
MOVABLE BRIDGE ALTERNATIVES
STATE PROJECT NO. H.000284
US 90: MIDDLE PEARL RIVER BRIDGES
ST. TAMMANY PARISH



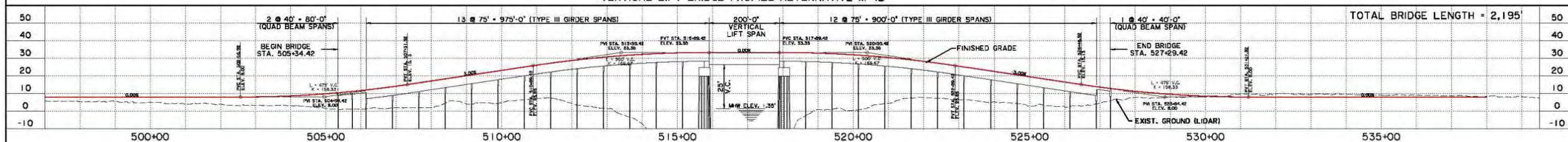
- LEGEND**
- HISTORIC STRUCTURE
 - ▨ WILDLIFE MANAGEMENT AREA
 - ▨ WETLANDS (EXCLUDED WATER OF THE U.S.)
 - ▨ NEW BRIDGE
 - ▨ REMOVAL
 - LIMITS OF CONSTRUCTION & REQ'D R/W

SCALES
HORIZONTAL 1" = 100'
VERTICAL 1" = 5'

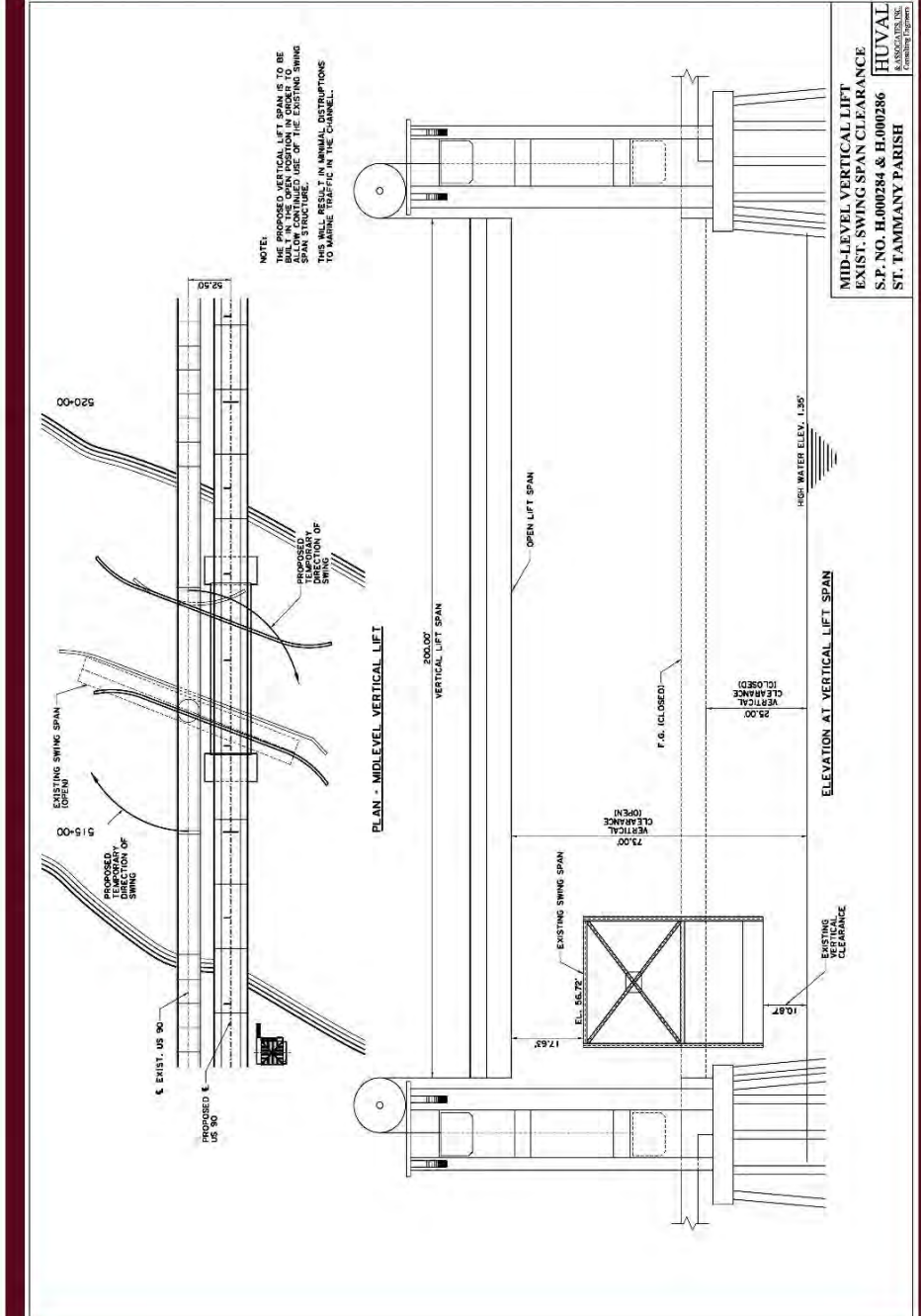
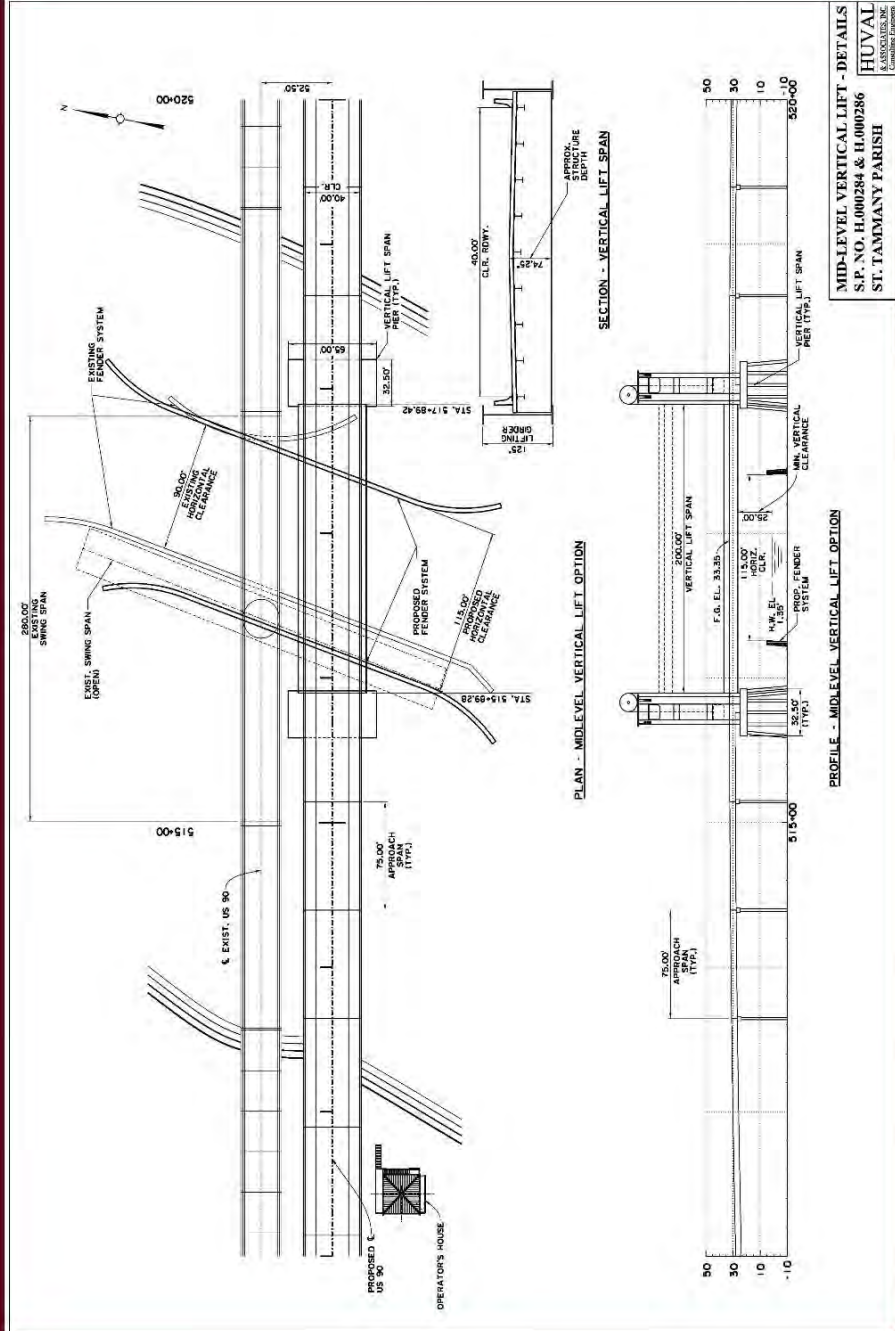
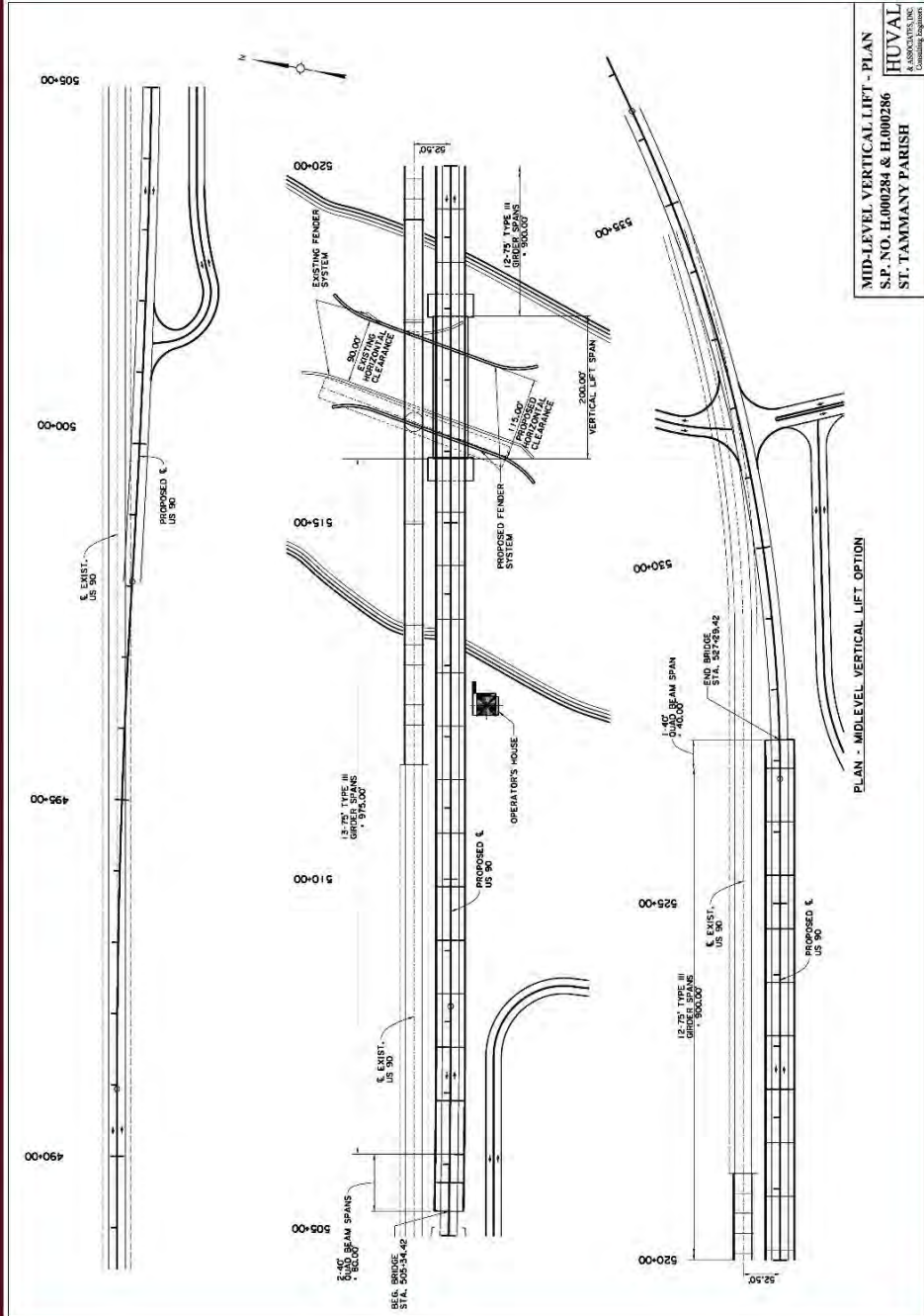
BASCULE BRIDGE PROFILE-ALTERNATIVE M-4D



VERTICAL LIFT BRIDGE PROFILE-ALTERNATIVE M-4B



East Pearl - Mid-Level Vertical Lift Option



East Pearl - Mid-Level Bascule Option

