

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 4:00 PM to 7:00 PM

Thursday, September 22, 2016

**Pearlington Recovery Center
5265 Highway 604
Pearlington, MS**



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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 Pearlington, 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
William Fricke	18730 Fricke DR.	Phone numbers and email addresses redacted
John Worland	16485 Hwy 90	
W. J. Hill	608 1st Ave	
Jessica Steele	16480 Hwy 90	
Larry Lutzall	17007 Brown St	
Elizabeth Warren	5025 Pine St.	
Ronald Brelant	16041 Adams St.	
Yancy L. Booth	16074 12th St.	
Reddy Wilkins	5471 Kelly RD.	
Therese Esteck	16480 Hwy 90	
Tracy Haberman	55345 Hwy 90	
Neil Benson	55050 Hwy 90 Sidell	
Frank Whitten	5457 Acacia, Pearlington.	
Tom L. Lutzall	16480 Hwy 90	
Max Grady	16086 4th Pearlington MS	
David DEN	1027 Annal St Neweland MS	
Timi Smith	6719 Maple DR.	

PUBLIC		
NAME	ADDRESS	PHONE EMAIL
Patrick Wilkinson	P.O. 225 5451 ACADIA	
Marks Wilkinson	15039 Holden Rd.	
Zachary Hunt	17078 Cedar Dr Pearlignon	
Grover Bennett	6039 WALNUT DR Pearlignon	
Connie C. Rapson	5014 Jacksonville Cir Pearlignon	
Shayae Stephen Evans	5011 E. Miami Dr. Pearlignon	
Bob Dougherty	5028 9 th Ave. Pearlignon	
Reel Boy	5025 E. 10 th St Pearlignon, MS 39572	
Jessica C. Ancein	16600 Hwy 90, Pearlignon MS 39572	
Angela Shurden	16463 Hwy 90 Pearlignon MS 39572	
Genevieve West	16395 Hwy 90 Pearlignon 39572	
Christine Combel	614 Lake Superior Dr Slidell, LA 70414	
CATHERINE HIDALGO	4020 TAHITI RD PEARLIGNON MS 39572	
BRENT HIDALGO	4020 TAHITI RD PEARLIGNON MS 39572	
George M. Baker	60th 1st. PEARLIGNON MS	
Cecilia Boyer	P.O. BOX 254, Pearlignon	
Yonny Penny Dean	5113 PEARL AVE PEARLIGNON MS	

Phone numbers and email addresses redacted

PUBLIC			PHONE	EMAIL
NAME	ADDRESS	PHONE	EMAIL	
ALVIN A TERTHOFFER	P.O. BOX 66			
Billy Sharon Wood	4130 Kelly Rd. Washington			
Sharon Lesiak	6082 Bayou wood DR			
Glyde Lesiak	6082 Bayou wood DR			
Robert & Pamela Boston	16222 Boni Ed,			
Brett & Laurie Dawn	380 E Pearl Dr. Slidell			
BEAU GEX	706 Hwy 90 Waveland, MS 39576			
Denise Wilkinson	P.O. Box 325 physical 5471 Kelly Rd			
Merle Landrum	15025 Holders Rd			
ZOEL BOWERS	521 GENTLEST BSW. Rd 570			
Jorri Gibbon	10080 Senness Rd.			
Gerald Watkins	. 11 " "			
James Gibson	16071 First AVE.			
Curtis Murphy	11603 Hwy 91			
Maralee Sharp	16160 Hwy 90 29572			
Jeff Rogers	55345 Hwy 90 E			
JEAN TRAMMELL	6045 McARTHUR LN 39572			

Phone numbers and email addresses redacted

PUBLIC			
NAME	ADDRESS	PHONE	EMAIL
VILCE S. ZEID	5078 HWY 604, PEARLINGTON		Phone numbers and email address redacted
Ryan Johnson	105 FORTWORTH G. B.S.L. b		
DAWN BRENEGAN	4033 DEAN RD PEARLINGTON MS 39277		
Jeffrey Johnson	P.O. Box 695 Pearlington, MS 39272		
Josiah Reynolds	6050 11th Ave. Pearl. Sec. Missis		

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 4:00 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.

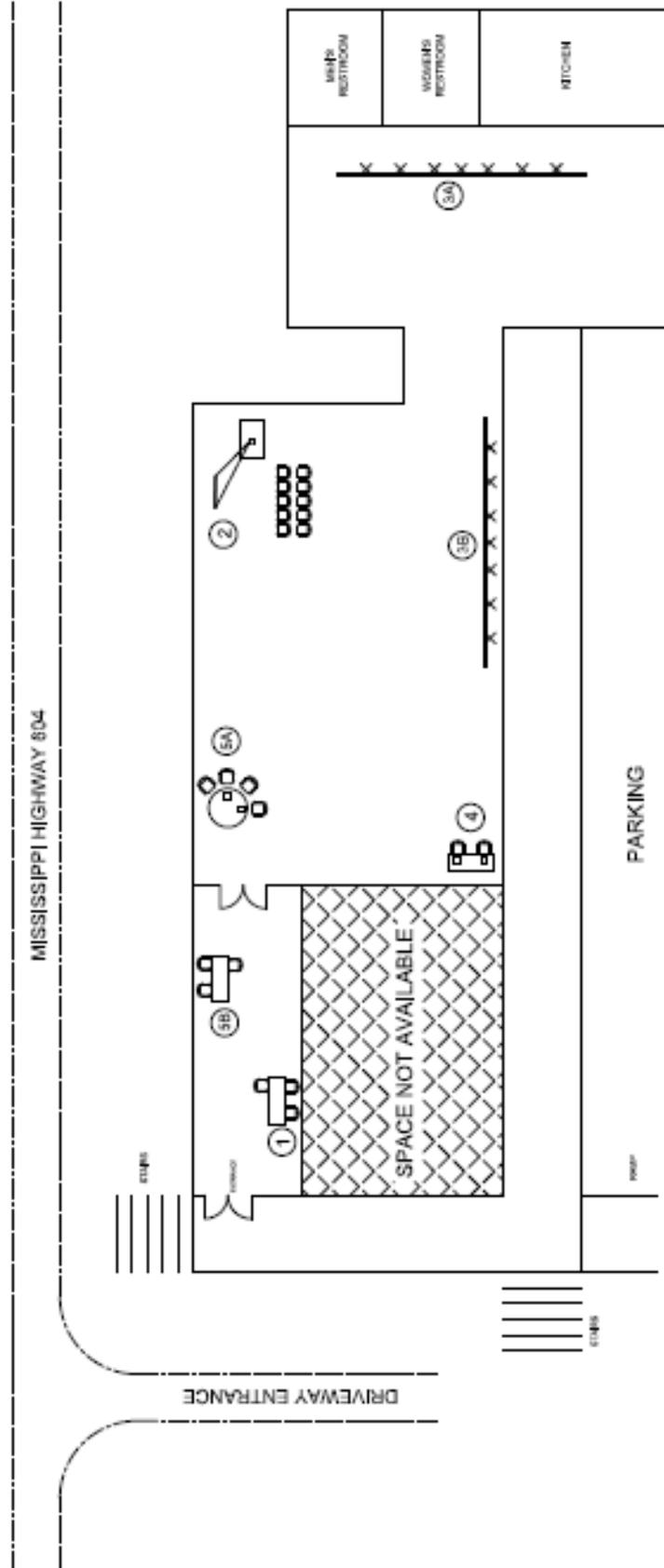
An additional public meeting will be held in Louisiana on Tuesday, September 27, 2016 as follows:

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

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 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

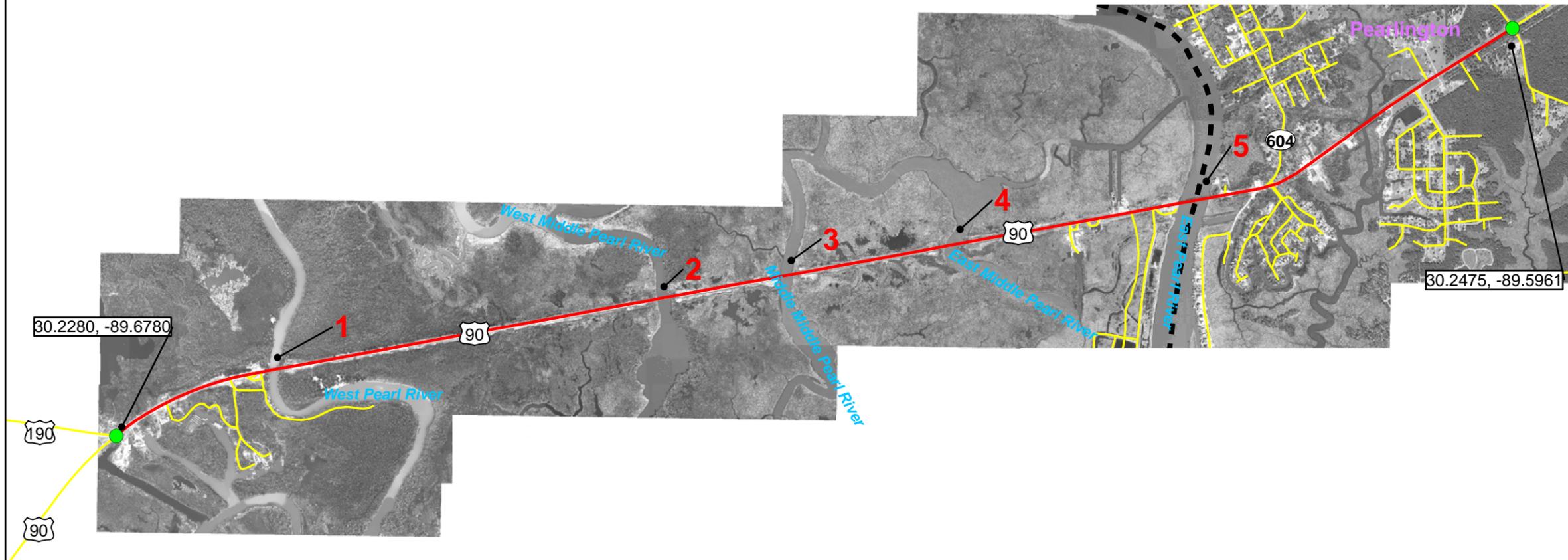
NOTE: Logical Termini are the intersections of US 90 with US 190 and Kelly Rd/7th Ave and latitude and longitude data are in decimal format

Figure 1 Study Area

Legend

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

XX.XXX, XX.XXX Latitude, Longitude



30.2280, -89.6780

30.2475, -89.5961

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 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://www.wapps.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 22, 2016
4:00 PM- 7:00 PM



ADDITIONAL PUBLIC MEETING IN LOUISIANA

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



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.



The image shows a 'PUBLIC MEETING COMMENT FORM' with logos for DOTD, Federal Highway Administration, and MDOT. It includes project details for State Project No. 808084 and No. 808085, and Federal Aid Project No. 808026. A paragraph of instructions follows, and there are several horizontal lines for writing comments. At the bottom, there are fields for NAME, ADDRESS, and DATE.

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 by the court reporter at the meeting.

Summary of Verbal Comments received by the Project Team at the Meeting:

From: Barry Brupbacher, Neel-Schaffer, Inc.

- A landholder was concerned about potential noise impacts, view from residence looking towards the new road, and how the project would impact the property.
- Most of the Pearlington community shops in Slidell. Concerns that the elderly would be intimidated by having to drive over the long span bridge, particularly at night.

From: Michelle Campbell, Huval and Associates

- Fixed span too high and intimidating for elderly drivers.
- Concerns from homeowners close to the river that the high rise would be noisier than the mechanical options.
- Most people preferred the mechanical option due to less impacts and less changes to the existing 604 intersection.
- One individual was there who had some responsibility for the utilities we will be affecting and was concerned about who would ultimately be responsible for moving these utilities.

From: Brock, Ashlyn, MDOT Right-of-Way

- A business owner expressed concern about the proposed access point and intersection lighting of MS 604 & US 90 shown on the long span bridge alternative. They said there are currently a lot of wrecks from vehicles entering and exiting property as this area is not well lit and vehicles on US 90 are traveling at a high rate of speed.
- There were flooding concerns mentioned as the Corps does not dredge the river anymore.
- A concern was expressed about the cost of utility relocation.

From: Chad Wallace, MDOT Environmental

- Concerns about bicycle/pedestrian movements were expressed by incoming residents.
- Concerns about noise of a fixed span vs a movable span were expressed.
- Concerns about navigation height of the fixed span were expressed.

WRITTEN COMMENTS

PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 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:

I am in favor of the East Pearl fixed span bridge. I own Turtle Landing and I like that that 604 would end almost at my driveway. I also would be put out of business if Hwy 90 is shut down for construction as 75% of my business is through traffic on Hwy 90. I am also 1 of only apprx. 10 businesses here in Pearlington.

Thank You!

NAME: Angela Shunder / Turtle Landing DATE: 9-22-16

ADDRESS: 16463 Hwy 90 Pearlington Ms 39572

PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 2016

US 90 PEARL RIVER BRIDGES
ENVIRONMENTAL ASSESSMENT
ST. TAMMANY PARISH, LA and HANCOCK COUNTY, MS
STATE PROJECT NO. H.000284 & NO. H.000286
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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:

We are concerned that LA. will use Hwy 90 as a Levee when the new road is finished.

NAME: Narcile B. Sharp DATE: 9/22/16

ADDRESS: 16160 Hwy 90 Pearlinton, MS. 39572

PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 2016

US 90 PEARL RIVER BRIDGES
ENVIRONMENTAL ASSESSMENT
ST. TAMMANY PARISH, LA and HANCOCK COUNTY, MS
STATE PROJECT NO. H.000284 & NO. H.000286
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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:

The East Pearl Bridges: I'm Happy with either option, Fixed Span or Moveable. I Like either one because, ~~the~~ Either option would stop people from turning around in my Driveway + Scoping out things to steal.

NAME: Jessica C. Aucoin DATE: 9-22-16

ADDRESS: 16600 Hwy 90, Pearlinton, MS 39572

PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 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

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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:

For the entire community and the many
commuters from both LA, and MS it is
imperitive that traffic flow thru out the
entire 5 bridge area not be impeded.

NAME: Jeffrey B Johnson DATE: 9/25/16

ADDRESS: P.O. Box 695 16133 Bali Rd Pearlinton, ms
39572

PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 2016

US 90 PEARL RIVER BRIDGES
ENVIRONMENTAL ASSESSMENT
ST. TAMMANY PARISH, LA and HANCOCK COUNTY, MS
STATE PROJECT NO. H.000284 & NO. H.000286
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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:

I attended the "Public Meeting" at Pearlington Recovery Center on Sept 22, 2016.
Of the options put forth relative to the East Pearl River Bridge my preference would be for the "Movable Span Replacement Alternative". Regardless which option is chosen, Long Span or Movable span I would request, strongly, signage prohibiting use of "Jake Brakes" by tractor/trailer or other type vehicles be installed on the bridge and adjacent roadway. The signage is non-negotiable and must be installed.
Thank you.

NAME: Robert T. Bastian
16022 Bali Road
ADDRESS: Pearlington, MS 39572

DATE: 10/7/2016

Robert T. Bastian

Rec: 10/11/16

Cheryl Trumps

From: Thomas Steele <jessandtomm@aol.com>
Sent: Friday, October 21, 2016 11:44 AM
To: US90 Bridges; abrock@mdot.ms.gov
Subject: Property located at 16476,16478,16480 HWY 90 Pearlinton, MS

In regards to the property located at 16476, 16478, and 16480 in Pearlinton, Ms all belonging to Thomas and Jessica Steele. Maps that were used were not updated of Pearlinton. The maps did not show the name changes on the property, the kennels we have in our yard, nor did the maps show that our neighbor's home is historical. 16476 Hwy 90 is a burnt trailer which is located on our property. 16478 is our rental property that our son and his fiancé live in. 16480 is our home where we reside with our three daughters.

The road would affect all three addresses as well as our neighbor Virle Reid. The road would leave address 16478 with no back yard. 16480 would have no front yard left for our children to play. It would also affect our kennels, which is our business, which this new road would affect. It would leave us with no privacy, which is why we built our house in the back of the property. We would have to cross a state highway just to get to our other home to visit our son and for he as well. We would have two driveways to access our property. Again it would cross our neighbor's property which is historical to get to our property.

I know to some of you this may not seem like much, but our grandparents Verna and Frank Steele started buying this property in 1942. We got the first piece from Verna Steele in 2004.

I was told at the meeting that we do not have a lot of traffic here in Pearlinton. I beg to differ on that comment, when there is an accident or road construction happening on I-10 all traffic is diverted though Pearlinton. Which at times makes it difficult for us locals to even leave our homes. I have seen the traffic so bad that Hwy 604 and Hwy 90 are backed up for as far as the eye can see. Also when we have evacuations for hurricanes the traffic can get the same way.

I will also speak for the people of Pearlinton, not a single one of them that live on Hwy 90 wants to make travel through the town any harder than it has to be. Which means getting to the only local store, bar, or the title loan businesses. I can only see this new road as a big headache for myself as well as for the town of Pearlinton.

I also spoke with Ashlyn Brock voicing my concerns to her as well. Which she said she would document. The draw bridge would by a better option for the residents of Pearlinton, Ms.

Barry Brupbacher

From: khill58 <khill58@bellsouth.net>
Sent: Monday, October 10, 2016 10:07 PM
To: US90 Bridges
Subject: Questions concerning US 90 Pearl River Bridges

0 Attn: Barry Brupbacher

Questions: 1. What is the expected date of the project?
2. What is the expected completion date of the project?
3. How far north of the center line will the bridges be built?
4. Will the businesses on south and north of Hwy 90 in Hancock County, MS be impacted by the project ?

Thanks,

Kevin Hill

Sept. 14, '16

Dear Mr. Brupbacher,

Would it be possible to view any maps, plans or scope of work regarding the Hwy 90 bridge at the Pearlington community?

We have responded to the MS811 locate request and it appears some of the water & sewer lines maybe impacted.

The major question will be if lines are to be moved, who will pay for the cost of this project and what are your anticipated time line to complete the relocating of the lines?

Please call anytime,

Zoe L. Bowers
Pearlington Water & Sewer District
P.O. Bo 130
Pearlinton, MS 39520

228-216-5361 cell
228-533-0037 Office

Neel-Schaffer, Inc. Confidentiality Note:

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Cheryl Trumps

From: Glenn Snyder <glennrsnyder@att.net>
Sent: Monday, October 10, 2016 10:47 AM
To: US90 Bridges
Subject: Projects: H000284 & H000286 US 90 Pearl River Bridges
Attachments: H000284 H000286.jpg

Attached are the comments from the Belle Isle Property Owners Association, Inc. concerning the subject proposed projects in Hancock County, Mississippi.

Glenn R. Snyder, President
P.E. LA #9190 & P.E. MS #9755

BELLE ISLE PROPERTY OWNERS ASSOCIATION, INC.
POST OFFICE BOX 32
PEARLINGTON, MISSISSIPPI 39572

DIRECTORS: Glenn Snyder - President
Jeffrey Johnson - Vice President
Linda Solis - Secretary/Treasurer
Christian J. Nick
Robert L. Jordan
Sharon Graham
Sheila Zerangue

October 10, 2016

US 90 Bridges
Attn. Barry Brupbacher
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, Louisiana 70505
US90bridges@neel-schaffer.com

Subject: US 90 Pearl River Bridges
Environmental Assessment
St. Tammy Parish, LA & Hancock County, MS
State Projects H.000284 & H.000286
Federal Aid Projects H000284 & H000286

Gentlemen:

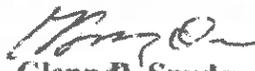
Following is our assessment of bridge construction least impact:

- 1, East and West Pearl River Bridges: We suggest "modification" of existing bridges.
 - a) Less impact on right-of-way acquisitions.
 - b) Less damage to property values.
 - c) Less damage to property accesses.
 - d) Less traffic interruption.
 - e) Less costly.
 - f) Better cost/benefit ratio.

- 2, All Middle Pearl River Bridges: We suggest "fixed-span structures on offset alignments"
 - a) Less impact on boat and vehicular traffic.
 - b) Likely most cost affective.
 - c) Better cost benefit ratio.

Respectfully,

Belle Isle Property Owners Association, Inc.



Glenn R. Snyder
P.E. La #9190 & P.E. Ms #9755
President

Cheryl Trumps

From: Bernard Schneider <bnschneider@yahoo.com>
Sent: Tuesday, October 11, 2016 1:55 PM
To: US90 Bridges
Cc: Jeff Rogers; Lynn Schneider
Subject: Public Meeting Comment Form
Attachments: Public Meeting Comment Form (10-11-16).pdf

Please see attached Public Meeting Comment Form and 1935 HWY right-of-way judgment.

~Bernard

Bernard N. Schneider
208 Sheffield Place
San Antonio, Texas 78213
mobile: (210) 861-9150

**PUBLIC MEETING COMMENT FORM
PEARLINGTON, LOUISIANA
SEPTEMBER 22, 2016**

**US 90 PEARL RIVER BRIDGES
ENVIRONMENTAL ASSESSMENT
ST. TAMMANY PARISH, LA and HANCOCK COUNTY, MS
STATE PROJECT NO. 11.000284 & NO. 11.000286
FEDERAL AID PROJECT NO. 11000284 & NO. 11000286**

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 US9obridges@neel-schaffer.com.

PLEASE CONSIDER THE FOLLOWING COMMENTS:

These comments are specifically for the West Pearl River Bridge only.

My family owns the property on the west bank of the river (both north and south sides of US 90) and has for many years. We lease the river front property on both sides of the highway to Cajun Encounters Tour Co owned by Mr. Jeff Rogers. Mr. Rogers started his business on the north side of US 90 in 2003 and later added the south side when it became available.

The primary beneficiaries of the lease payments derived from this property are my two sisters, both retired school teachers. The lease payments are a very important portion of their monthly income. Any alternative that would reduce or eliminate Mr. Roger's use of the property may have a direct effect on my sisters' income. Therefore I respectfully request that you select an alternative that utilizes only the existing 200 ft highway right of way.

Also related to this matter, I enclose a copy of 12/8/1935 Judgment by the 22nd Judicial District Court that clearly limits the US 90 highway right of way to 100 feet on each side of the center line.

NAME: Bernard Schneider

DATE: 10/11/2016

ADDRESS: 208 Sheffield
San Antonio, TX 78213

Ph. 210/861-9150

MATTHEW P. SCHNEIDER, ET AL. 22ND JUDICIAL DISTRICT COURT
VS. No. 7099 PARISH OF ST. TAMMANY
LOUISIANA HIGHWAY COM'N., ET AL. - STATE OF LOUISIANA

J U D G M E N T

This case having come on this day to be heard pursuant to previous assignment, there being present in open Court, L. W. COOLEY, JR. attorney for the Plaintiff, and E. R. STOKER, Attorney for the Louisiana Highway Commission and Guy A. Smith, Clerk of Court, the other defendant, whereupon the Court after hearing the pleadings and the statement of counsel rendered judgment as follows, to-wit:

IT IS ORDERED, ADJUDGED, AND DECREED that there be judgment herein declaring the said right-of-way deed from the Estate of P. W. Schneider to the Louisiana Highway Commission, and the State of Louisiana, under date of February 8, 1955, original bearing No. 55772 and as recorded in C. C. B. 124 page 154 of the records of St. Tammany Parish, Louisiana, be and the same is hereby declared to be null and void and without effect, and the defendant, Guy A. Smith, Clerk of Court, and ex-officio recorder of mortgages, is hereby ordered to cancel and erase the same from the records of his office.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED that the said Louisiana Highway Commission, and the State of Louisiana, is hereby declared to be the owner in full title of a portion of the land as described in paragraph one of the plaintiff's petition, which said portion of land forms part of the Rigolets-Pearlington State Highway and is more particularly described as follows:

That portion of the right of way of the Rigolets-Pearlington State Highway, as located by the State Highway Engineer which extends over and lies upon the property of the grantor located in the Parish of St. Tammany, State of Louisiana, being a strip or parcel of land having a width of 100 feet from the center line to the right or south side of said right of way and 100 feet from the center line to left or north side of said right of way, or a total right of way of 200 feet in width, between survey stations 356/67.0 and 345/00 of the Louisiana Highway Commission.

The defendants to pay all costs of these proceedings.

Judgment read, rendered, and signed in open Court at Covington.

Louisiana, this 18th day of December, 1935.

Chris Oll
Judge.

FILED

Dec 18 1935

Harold Drakken CLERK

STATE OF LOUISIANA }
PARISH OF ST. TAMMANY. } Clerk's Office
I certify that this instrument was filed
for record, Dec. 18th 1935
at _____ M.
Recorded Dec. 26th 1935
in C. O. Book 131
page 140 of the official records.
Harold A. Drakken
Clerk of Court & Ex-Officio Recorder

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:

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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:

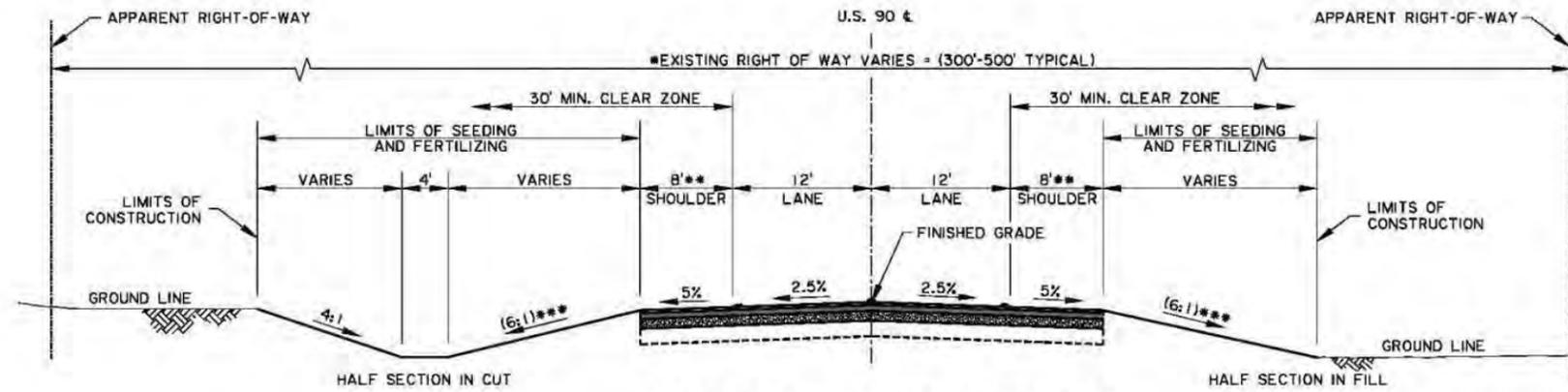
Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: September 15, 2016

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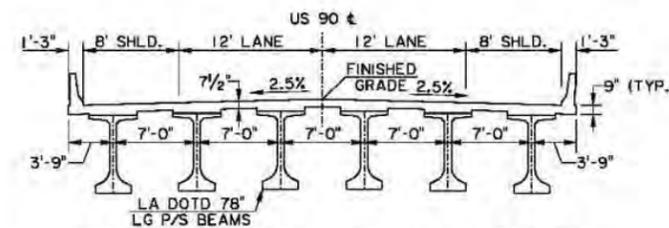
MEETING EXHIBITS

West Pearl River Bridge

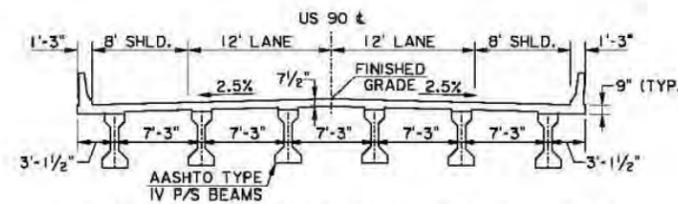


ROAD TYPICAL FINISHED SECTION (N.T.S.)

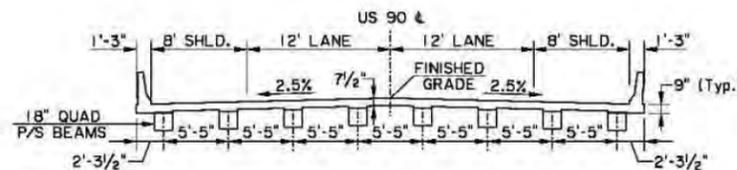
- * EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- ** FULL WIDTH PAVED SHOULDER
- *** 20:1 FORESLOPE WAS USED ON AS-BUILTS



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



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

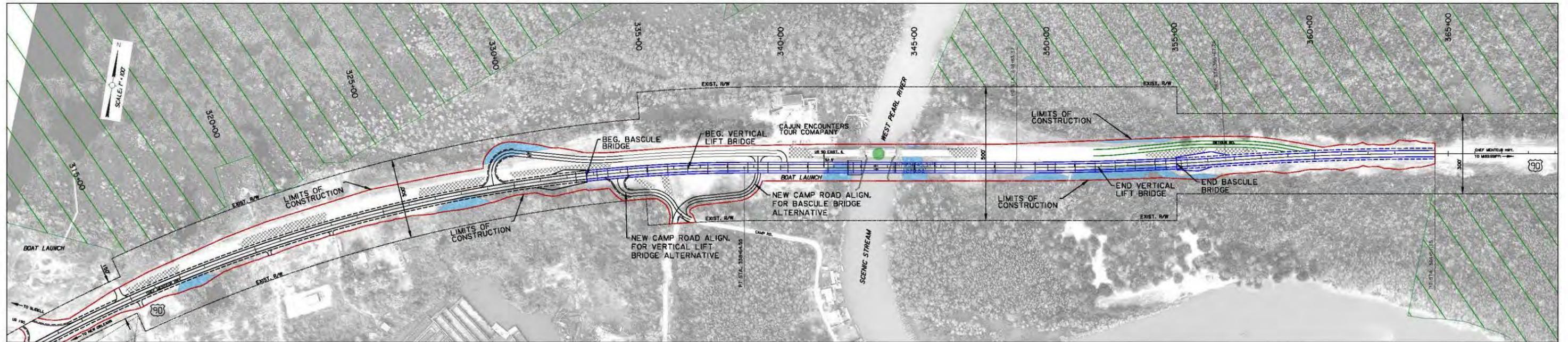


40' END SPAN TYPICAL SECTION (N.T.S.)



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





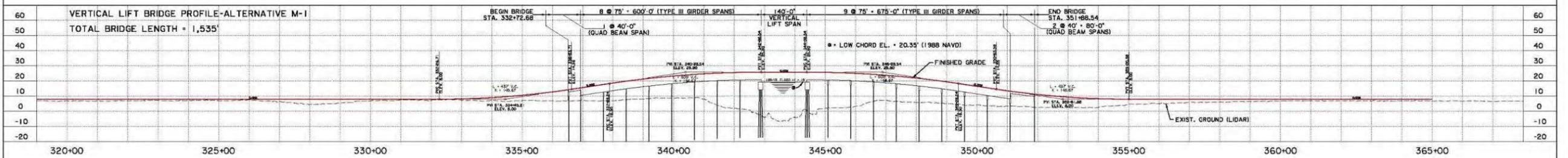
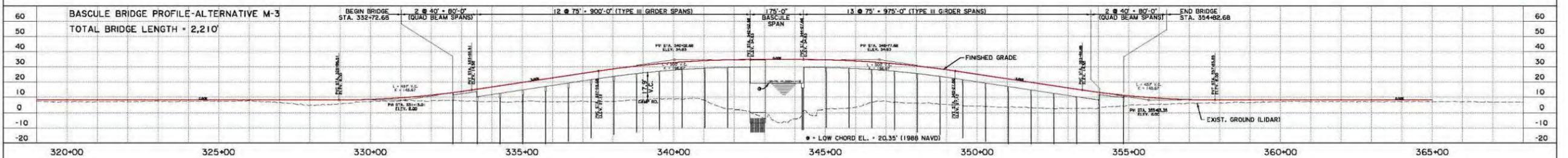
MOVABLE BRIDGE ALTERNATIVES
 STATE PROJECT NO. H-000286
 US 90 PEARL RIVER BRIDGE
 ST. TAMMANY PARISH



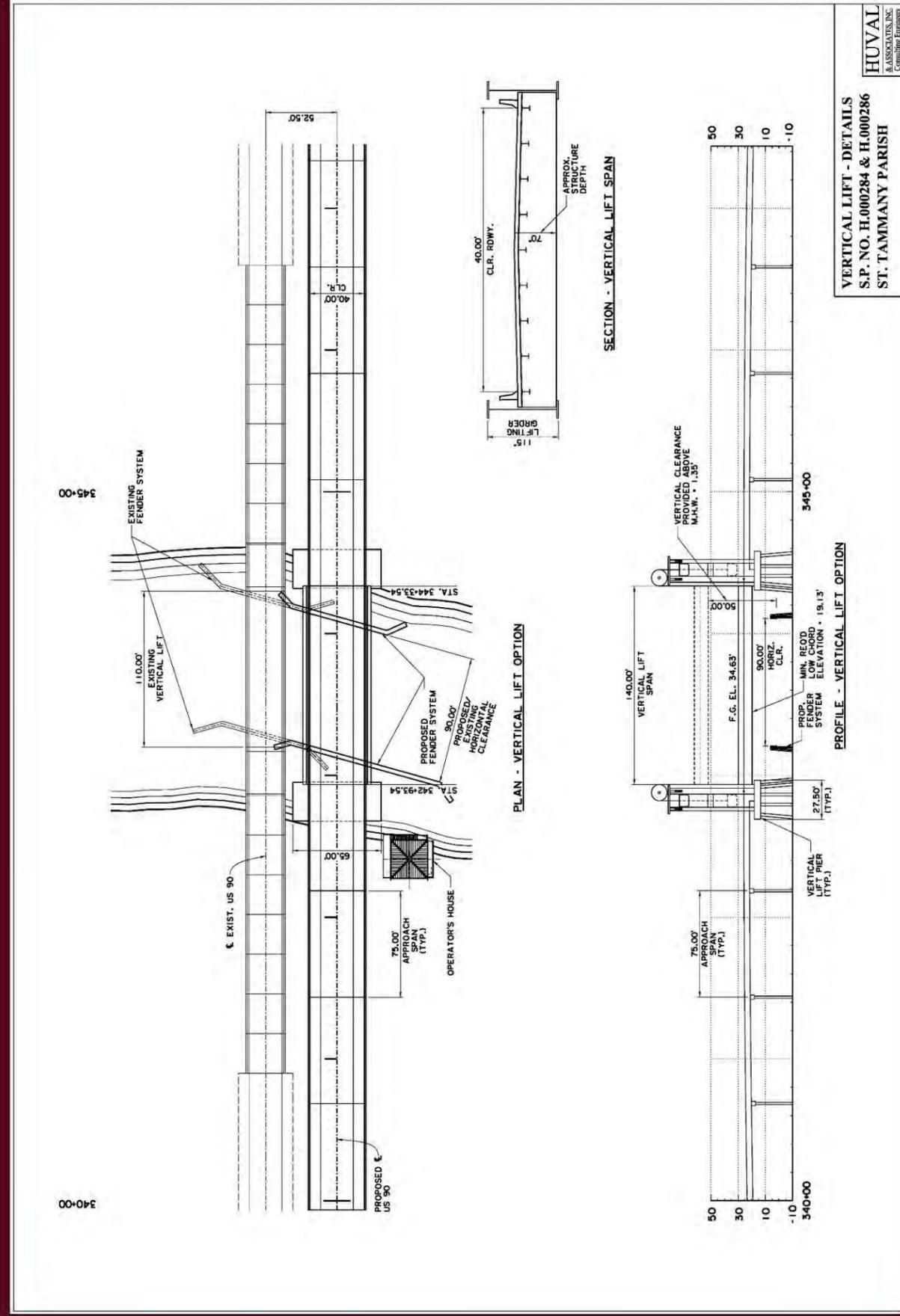
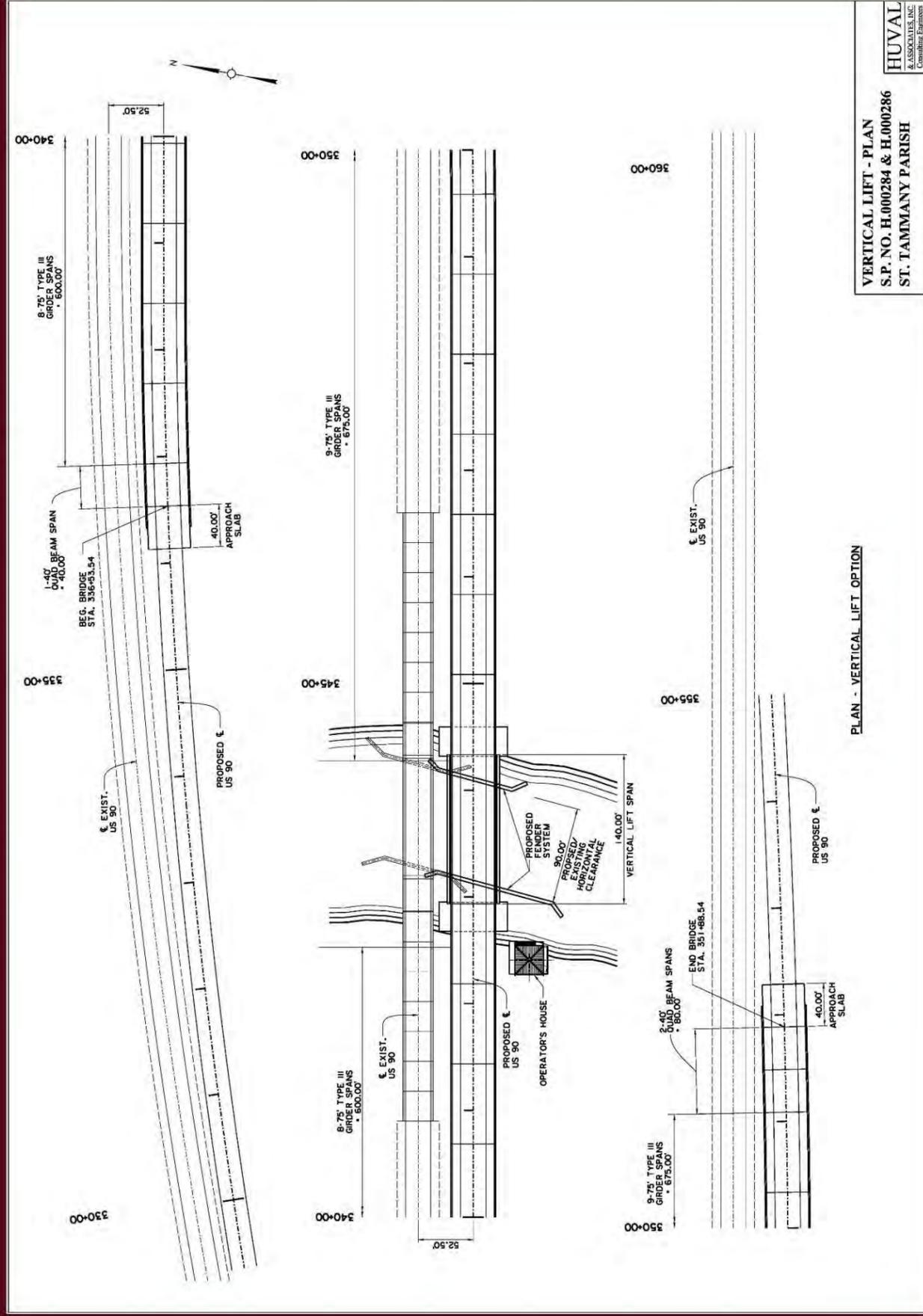
LEGEND

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

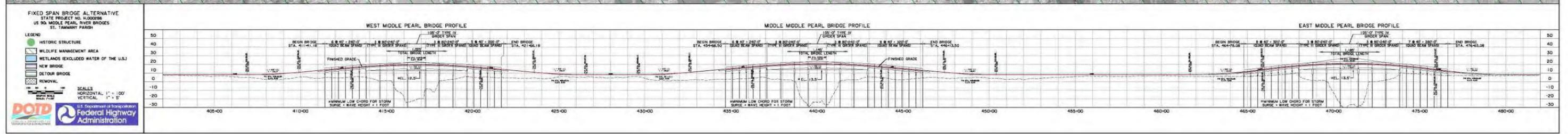
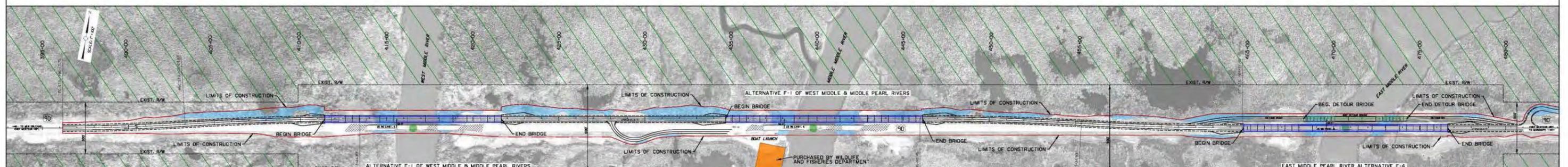
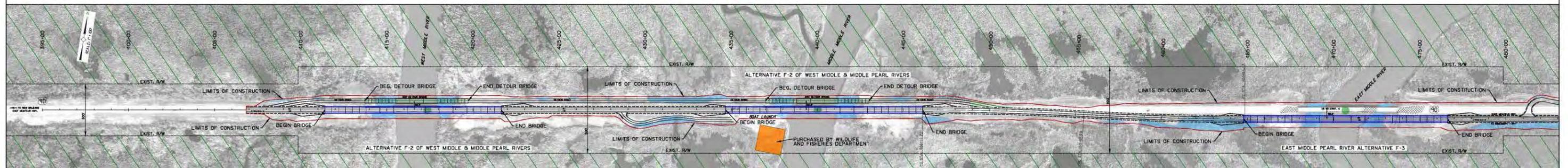
SCALES
 GRAPHIC SCALE: 1" = 100'
 HORIZONTAL SCALE: 1" = 100'
 VERTICAL SCALE: 1" = 5'

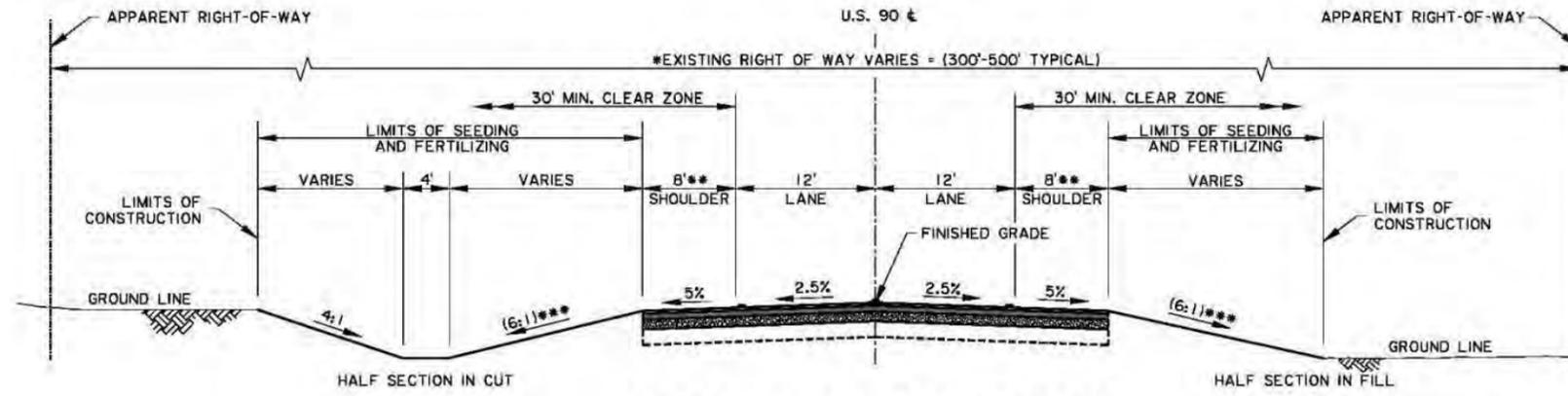


West Pearl - Vertical Lift Option



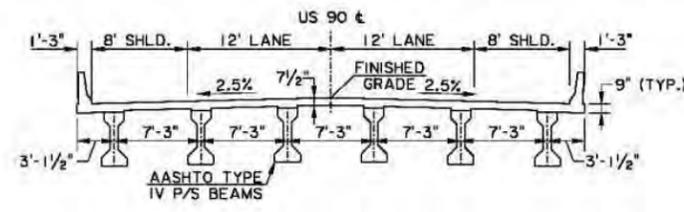
Middle Pearl River Bridges



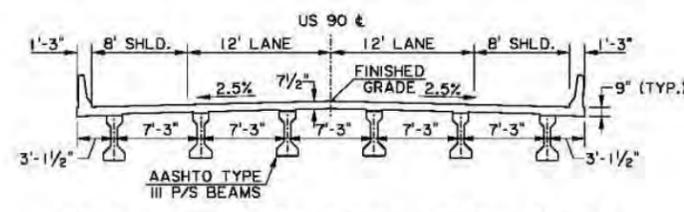


ROAD TYPICAL FINISHED SECTION (N.T.S.)

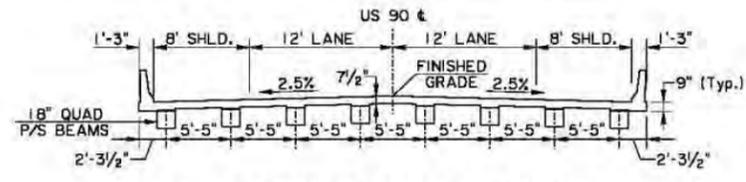
- * EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- ** FULL WIDTH PAVED SHOULDER
- *** 20:1 FORESLOPE WAS USED ON AS-BUILTS



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



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



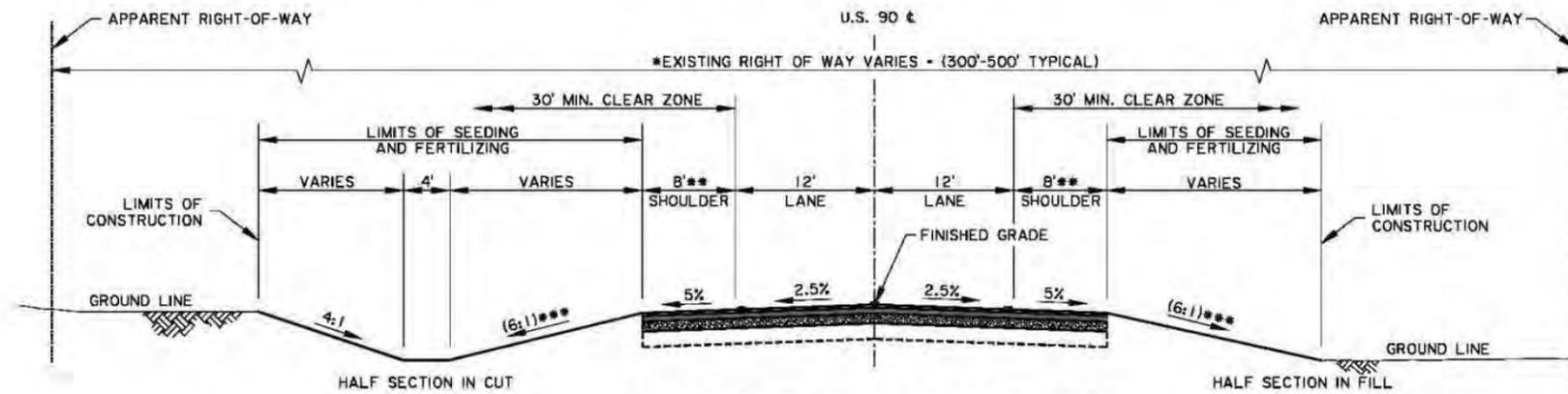
40' END SPAN TYPICAL SECTION (N.T.S.)



**TYPICAL SECTIONS
FIXED SPAN BRIDGE AT 3 MIDDLE PEARL RIVERS**

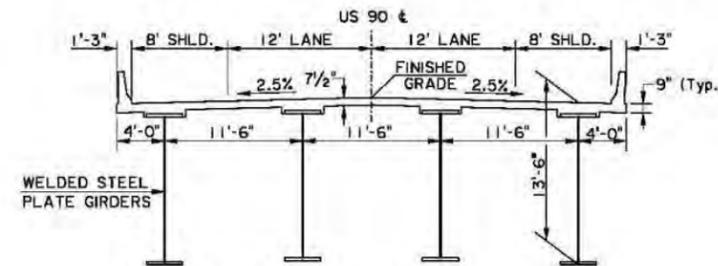


East Pearl River Bridge

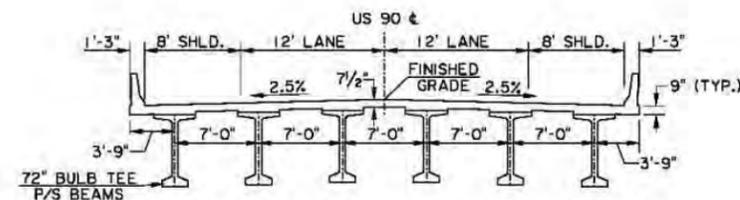


ROAD TYPICAL FINISHED SECTION (N.T.S.)

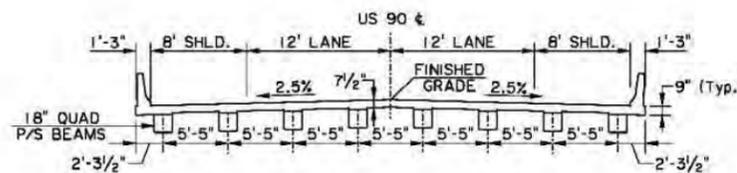
- EXISTING RIGHT-OF-WAY TAKEN FROM AS-BUILTS
- FULL WIDTH PAVED SHOULDER
- 20:1 FORESLOPE WAS USED ON AS-BUILTS



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



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

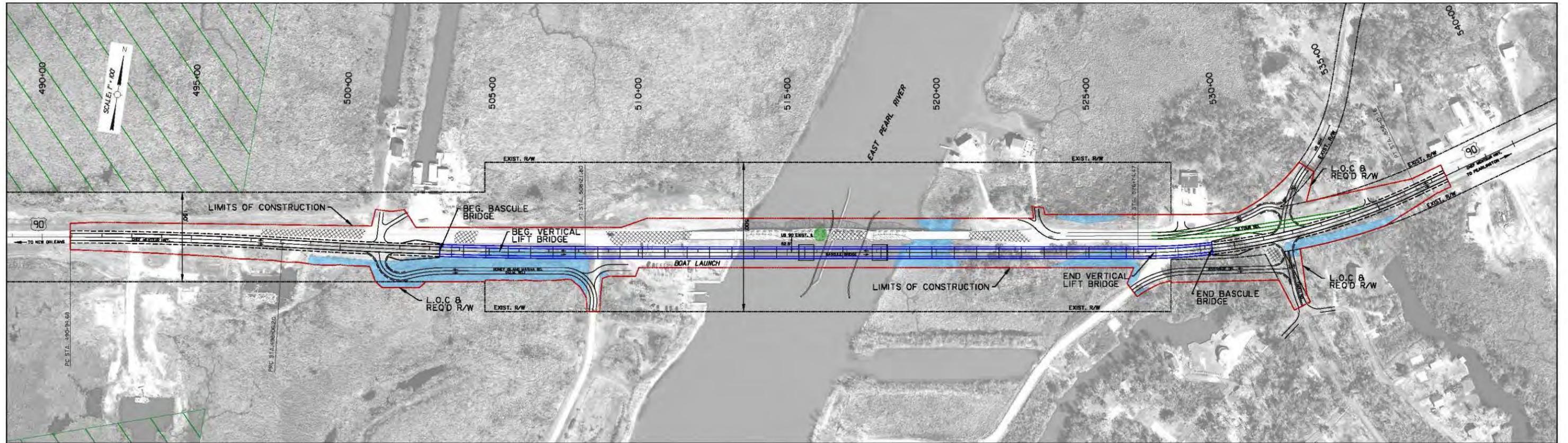


40' END SPAN TYPICAL SECTION (N.T.S.)



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



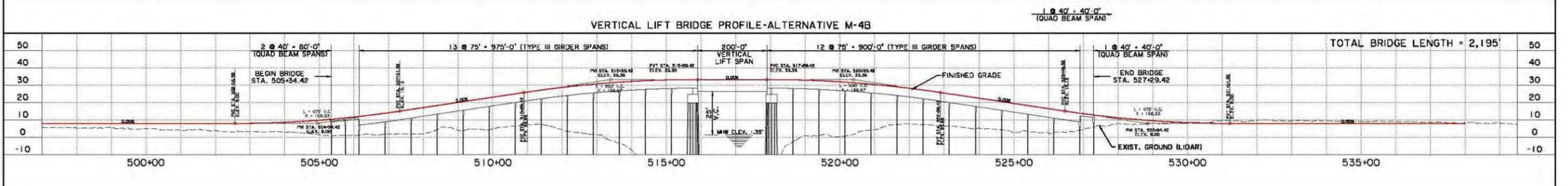
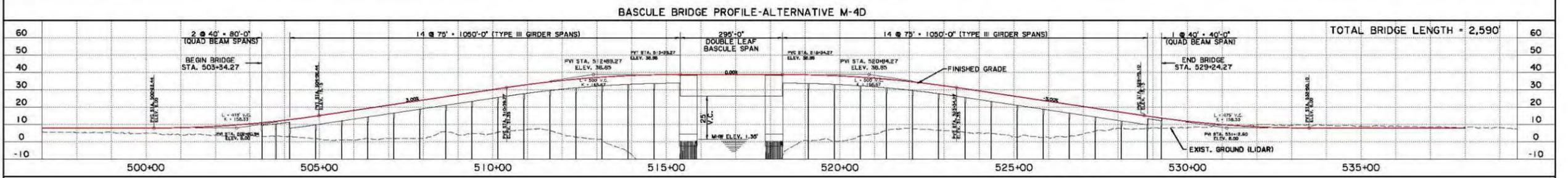


MOVABLE BRIDGE ALTERNATIVES
 STATE PROJECT NO. H.000284
 US 90: MIDDLE PEARL RIVER BRIDGES
 ST. TAMMANY PARISH



- 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'



East Pearl - Mid-Level Vertical Lift Option

