

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



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This Version of the Power Point Presentation is made available for the Hearing Impaired

**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**



Welcome to the Open House Public Meeting on the Environmental Assessment, or EA, for the US 90 Pearl River Bridges. The meeting is sponsored by the Louisiana Department of Transportation and Development, the Mississippi Department of Transportation, and the Federal Highway Administration.

This recorded presentation provides an overview of planning undertaken to date and the work that will be accomplished in preparation of an Environmental Assessment document for this proposed project.

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**



An additional Public Meeting on this project is scheduled in Louisiana for:

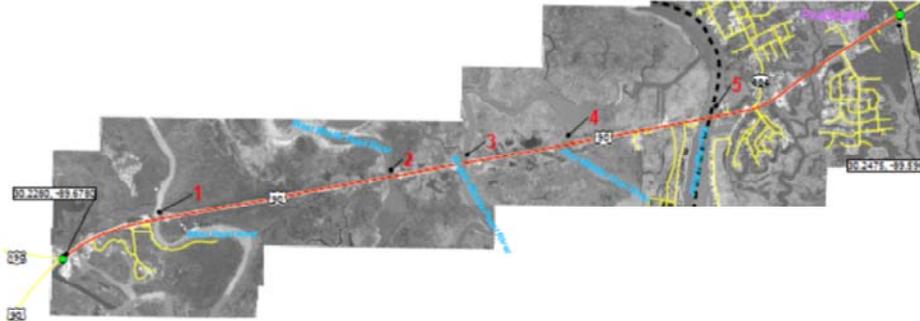
Tuesday, September 27, 2016
4:30 pm – 7:30 pm
Northshore High School Library
100 Panther Drive
Slidell, LA 70461

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

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

The project limits extend along US 90 from US 190 in Louisiana to the US 90 intersection with Kelly Road / 7th Avenue in Pearl, MS. The project provides improvements to the five US 90 bridges crossing the Pearl River waterways.

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

An Environmental Assessment, known as an EA, is being prepared for the proposed project.

An EA contains a Purpose and Need for the Proposed Action; an Analysis of Alternatives; a Comparison of Impacts; Public Comments; and Findings.

The Purpose and Need of the project is preliminary. Currently, LADOTD and MDOT are in the process of developing reasonable and feasible alternatives to address the need and evaluating the effects of the alternatives to the community and the environment.

In the future, this evaluation will be summarized in an Environmental Assessment. LADOTD and MDOT plan on holding a public hearing in each state to present the EA. After the public comment period, the EA will be finalized and submitted by LADOTD and MDOT to the Federal Highway Administration with a recommendation of the preferred alternative and a request that a "Finding of No Significant Impact," be made.

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.

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Please provide us with your thoughts, comments, and concerns.

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.

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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.

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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.

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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.



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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

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East Pearl River Alternatives

Existing Bridge



The existing East Pearl span is a swing span structure. The navigation channel is 90-foot, and in the open position there is no vertical restriction. In the closed position, the existing span is approximately 10' above high water.

The US Coast Guard requested that the navigation channel clearances of the replacement US 90 structure match the navigation clearances of the I-10 span crossing of the East Pearl River to the north. To accomplish this, the horizontal clearance of new structures are increased from 90' to 115' and the vertical clearance is set at 73' above High Water. Both fixed and movable span alternatives are proposed. The movable span alternatives would be set at 25' above high water with the bridge in the closed position.

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

Read from slide.

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.

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Both lift span and bascule span alternatives have been developed. Exhibits are provided in the meeting showing details of the lift and bascule span alternatives as proposed.

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.

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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.

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West Pearl River Alternatives

Existing Bridge



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 existing navigation clearance will be maintained.

Both fixed and movable span alternatives are proposed. The movable span alternatives are set above the FEMA DFIRM elevation. This would place the new bridge low chord approximately 7.5' higher than the elevation of the existing lift span in the closed position.

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

Read from slide.

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.

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Middle Pearl River Bridges

Existing Bridges



East Middle Pearl

All three of the existing middle pearl river bridges are pony truss fixed span structures which provide horizontal navigation clearance of 60'. Vertical clearance of the existing fixed spans is approximately 10' above high water. New bridges will provide the existing horizontal clearance, and the low chord elevation of each bridge will be governed by the LADOTD storm surge flood criteria.

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

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East 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.
3. Rehabilitation

Read from slide.

Middle Pearl River Elevations

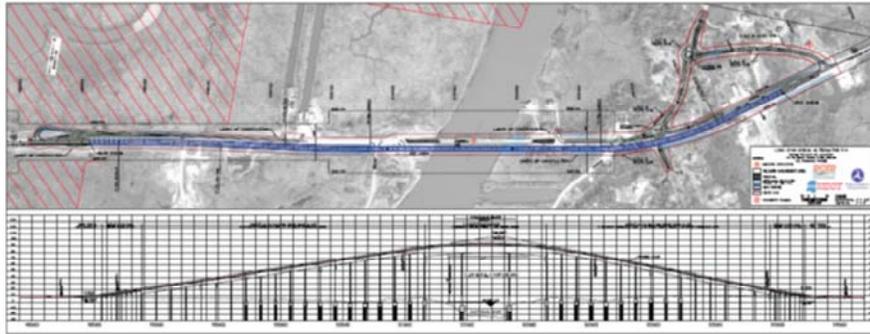
West Middle Pearl River - The low chord elevation of the West Middle Pearl River alternatives would be approximately 2.5' higher than the existing bridge low chord elevation.

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.

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Meeting Exhibits (Example)



The meeting exhibits station presents detailed drawings of the proposed alternatives currently under consideration.

The roadway corridor will be continuously open to traffic as new bridges are constructed.

Access to abutting properties is shown on the exhibits and staff are available to answer your questions.

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.

Please note that 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

As part of the environmental process, LADOTD and MDOT will address any comments from this meeting; complete data review, field work, and the Environmental Assessment document; hold a public hearing in each state; and request approval of a Finding of No Significant Impact from the Federal Highway Administration.

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.

Read from slide.

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.



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Please visit the remaining stations to view the exhibits and
provide your comments.

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