

Welcome

This 20-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
August 22, 2019
4:00 PM- 7:00 PM



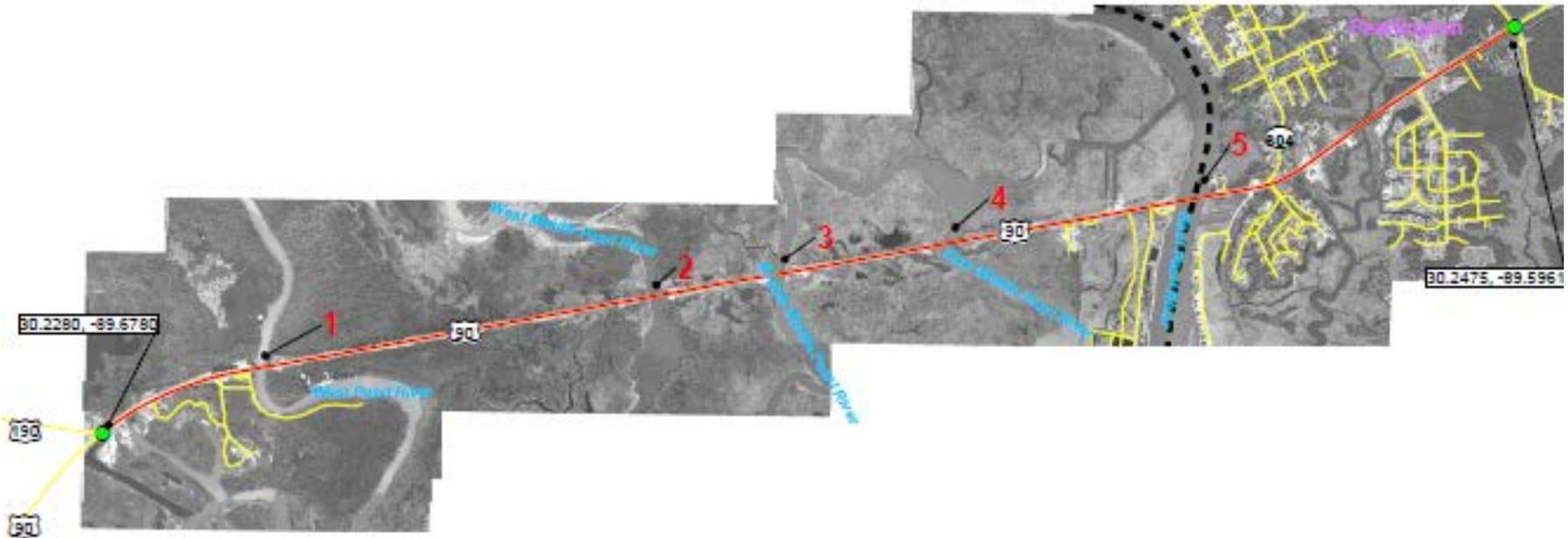


OBJECTIVES OF PUBLIC MEETING

- 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 requires Federal agencies to take into account the effects of their undertakings on historic properties.

In addition, this project will follow the measures set forth in the 2015 Programmatic Agreement (PA) among FHWA, LADOTD, the Advisory Council on Historic Preservation, and the LA State Historic Preservation Office Regarding Management of Historic Bridges.





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





Reason for this Public Meeting

Two public meetings for this project were conducted in September 2016. In response to comments received at those meetings and further analysis, new concepts were developed for the Long Span Bridge Alternative. The purpose of tonight's meeting is to present the latest concepts and receive public comment on the proposed alternatives and concepts.





Traffic Study



East Pearl River Alternatives

Existing Bridge





East Pearl River Alternatives

Alternatives developed to date include:

1. A mid-level, movable, lift span bridge
2. A mid-level, movable, bascule span bridge
3. A long span structure (2 options)
 - Loop Road Option
 - Gooseneck Frontage Road Option
4. Rehabilitation of the existing bridge





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

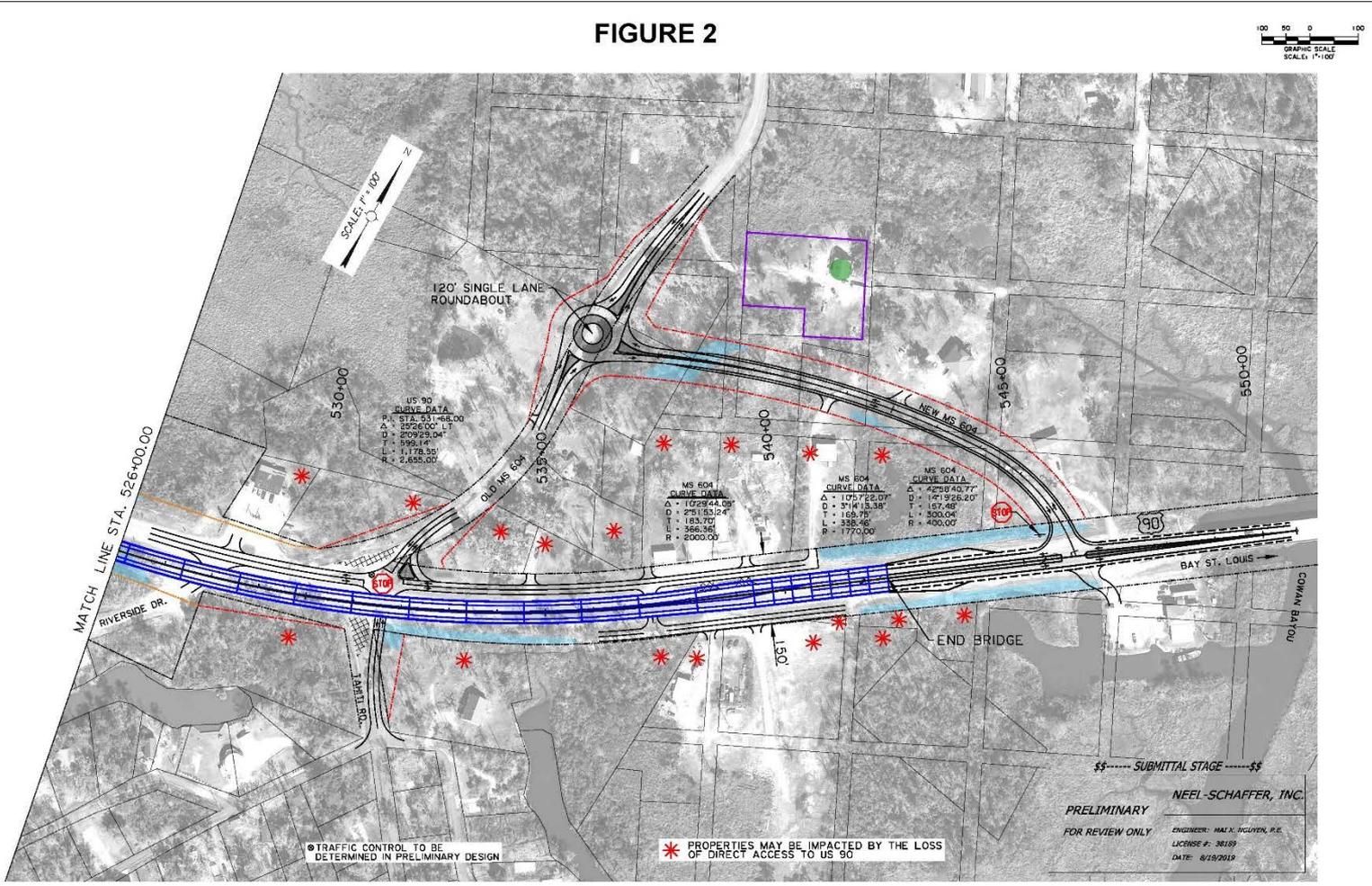
Long Span Alternative

Two options have been developed supporting the construction of a long span bridge over the East Pearl River, a loop road option and a gooseneck frontage road option. The loop option was presented at the previous public meetings. The gooseneck frontage road is presented tonight for the first time.



East Pearl River Alternatives

FIGURE 2



PREPARED BY NEEL-SCHAFFER, INC.

US 90: EAST PEARL RIVER BRIDGE
 LONG SPAN BRIDGE ALTERNATIVE LOOP OPTION ROAD
 STATE PROJECT NO. H.000286
 ST. TAMMANY PARISH, LA / HANCOCK COUNTY, MS

LEGEND

- HISTORIC STRUCTURE
- NATIONAL REGISTER PROPERTY LIMITS
- PROPOSED BRIDGE
- REQ'D R/W
- WETLANDS (EXCLUDED WATER OF THE U.S.)
- REMOVAL
- LIMITS OF CONSTRUCTION
- EXIST. R/W



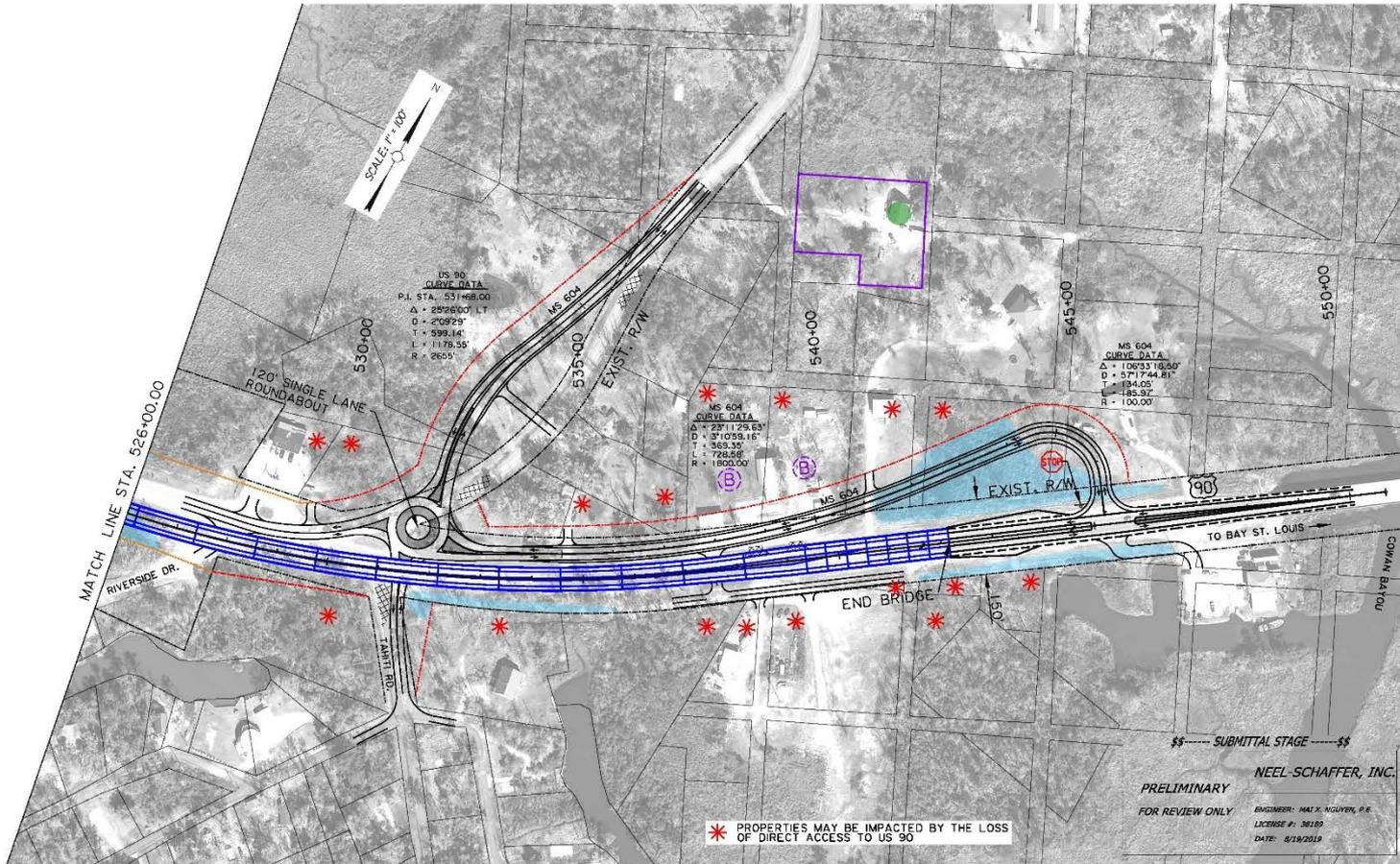
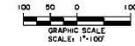
NEEL-SCHAFFER, INC.
 PRELIMINARY FOR REVIEW ONLY
 ENGINEER: MALCOLM H. GUYEN, P.E.
 LICENSE #: 38189
 DATE: 6/18/2019

PROJECT NUMBER	ST. TAMMANY
PROJECT NAME	
DATE	03.09.19
SCALE	3 OF 3
PROJECT NUMBER	H-000286
PROJECT NAME	
DATE	
SCALE	
PROJECT NUMBER	
PROJECT NAME	
DATE	
SCALE	

8/19/2019 10:20:59 AM
 US 90 EA
 BW Lay EP Fix 3 Loop Option.dgn

East Pearl River Alternatives

FIGURE 3



* PROPERTIES MAY BE IMPACTED BY THE LOSS OF DIRECT ACCESS TO US 90

PRELIMINARY FOR REVIEW ONLY
 NEEL-SCHAFFER, INC.
 ENGINEER: MAI X. NGUYEN, P.E.
 LICENSE #: 36189
 DATE: 8/19/2019

PREPARED BY NEEL-SCHAFFER, INC.

US 90: EAST PEARL RIVER BRIDGE
 LONG SPAN BRIDGE ALTERNATIVE GOOSENECK OPTION FRONTAGE ROAD
 STATE PROJECT NO. H.000286
 ST. TAMMANY PARISH, LA / HANCOCK COUNTY, MS

LEGEND

- HISTORIC STRUCTURE
- NATIONAL REGISTER PROPERTY LIMITS
- PROPOSED BRIDGE
- REQ'D R/W
- BUSINESS IMPACTED
- WETLANDS (EXCLUDED WATER OF THE U.S.)
- REMOVAL
- LIMITS OF CONSTRUCTION
- EXIST. R/W

SHEET NUMBER		ST. TAMMANY	
PROJECT NUMBER	SECTION	DATE	PROJECT
HANCOCK COUNTY	5 OF 3	8/19/2019	H.000286
EAST PEARL RIVER BRIDGE ALTERNATIVE PLAN VIEW			
FAST PLAN - RIVER BRIDGE			

8/19/2019 10:21:05 AM

US 90 EA

EW_Lay_EP_Fix_3_Goose Neck Option.dgn





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. USCG permits would be required for the work and coordination with the USCG would be accomplished to establish protocols supportive of continuous river navigation.



Louisiana Bridge Alternatives

- ▶ The following slides provide an overview of the alternatives for each bridge location.
- ▶ It should be noted that there was a change to the West Pearl River Bridge exhibits in order to update the assumed ROW based on information received at the 2016 public meeting.



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



Middle Pearl River Bridges

Existing Bridges



East Middle Pearl





West Middle, Middle Middle, and 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





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

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.





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.

(One Minute Break)

