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

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

<table>
<thead>
<tr>
<th>Map No.</th>
<th>Structure Number</th>
<th>Structure Type</th>
<th>Water Body Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>62520060705291</td>
<td>Movable: Lift-Span</td>
<td>West Pearl River</td>
</tr>
<tr>
<td>2</td>
<td>62520060706701</td>
<td>Pony Truss - Warren Truss</td>
<td>West Middle Pearl River</td>
</tr>
<tr>
<td>3</td>
<td>62520060707111</td>
<td>Pony Truss - Warren Truss</td>
<td>Middle Middle Pearl River</td>
</tr>
<tr>
<td>4</td>
<td>62520060707701</td>
<td>Pony Truss - Warren Truss</td>
<td>East Middle Pearl River</td>
</tr>
<tr>
<td>5</td>
<td>62520060800001</td>
<td>Movabe: Swing - Through Truss (Parker Truss)</td>
<td>East Pearl River</td>
</tr>
</tbody>
</table>
NEPA PROCESS

1. Purpose and Need of Project (Ongoing)
2. Develop Reasonable and Feasible Alternatives to Address Need
3. Evaluate Effects of the Alternatives to the Community and Environment
4. Summarize Evaluation in an Environmental Assessment
5. Hold Public Hearing on the Environmental Assessment
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.
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

FIGURE 4

Prepared by Neel-Schaffer, Inc.
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
East Pearl River Alternatives
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.
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 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
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

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.

Comments received tonight or post-marked by September 3, 2019 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.

(One Minute Break)