




US 11 Bridge over Norfolk Southern Railroad

**A brief looping
slide presentation
will begin shortly.**

Please take a seat



Silence



WELCOME



PUBLIC INFORMATION MEETING

Environmental Assessment

April 10, 2018

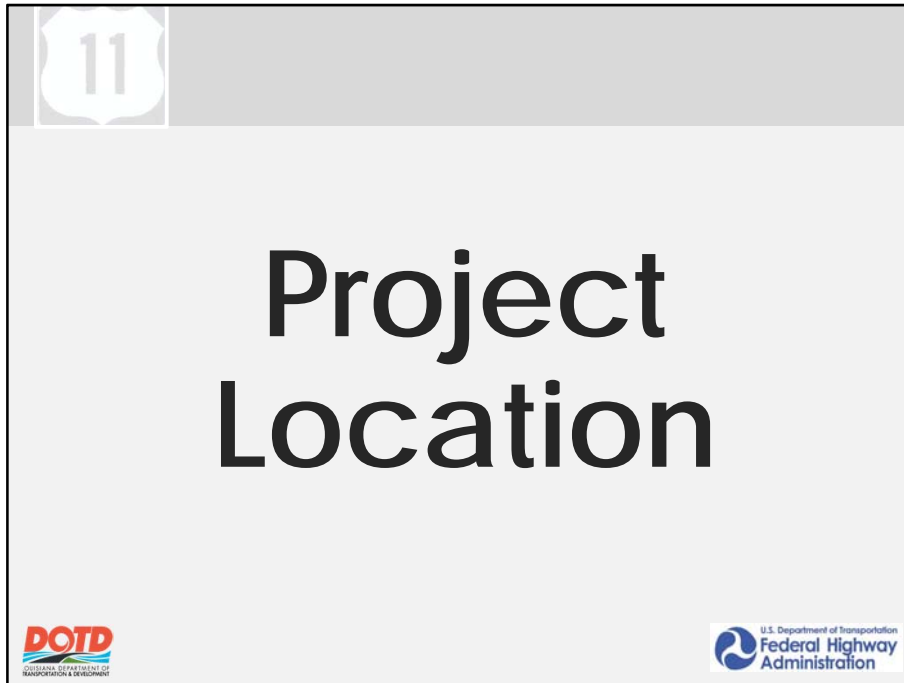
5:00 PM to 7:00 PM

US 11 Norfolk Southern Railroad
Route US 11
St. Tammany Parish, Louisiana
State Project No. H.000688.2
F.A.P. No. H000688

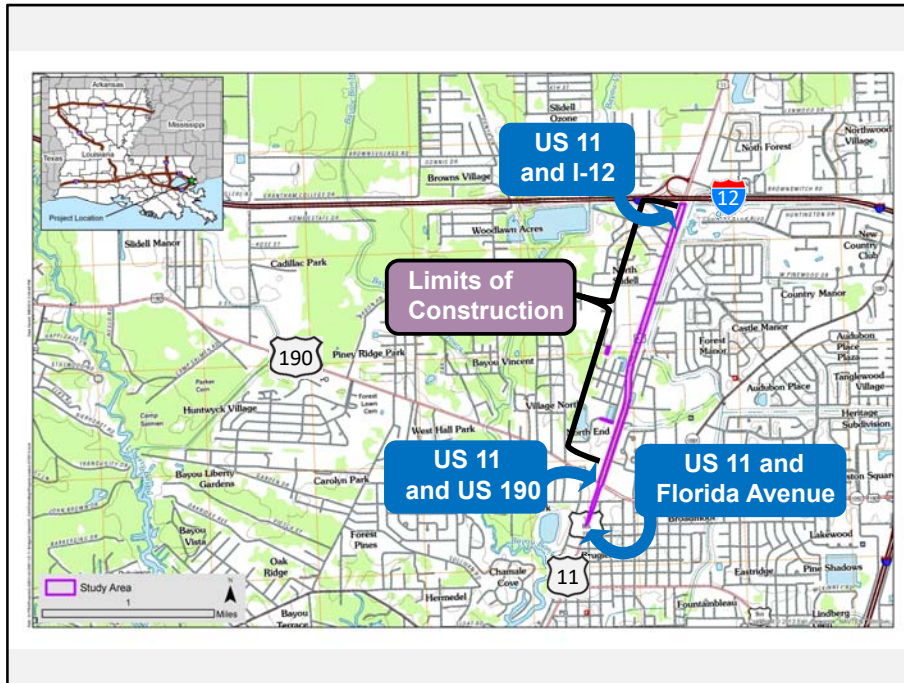


On behalf of the Louisiana Department of Transportation and Development and the Federal Highway Administration, we would like to welcome you to the Public Information Meeting for the US 11 Norfolk Southern Railroad bridge replacement and roadway widening project.

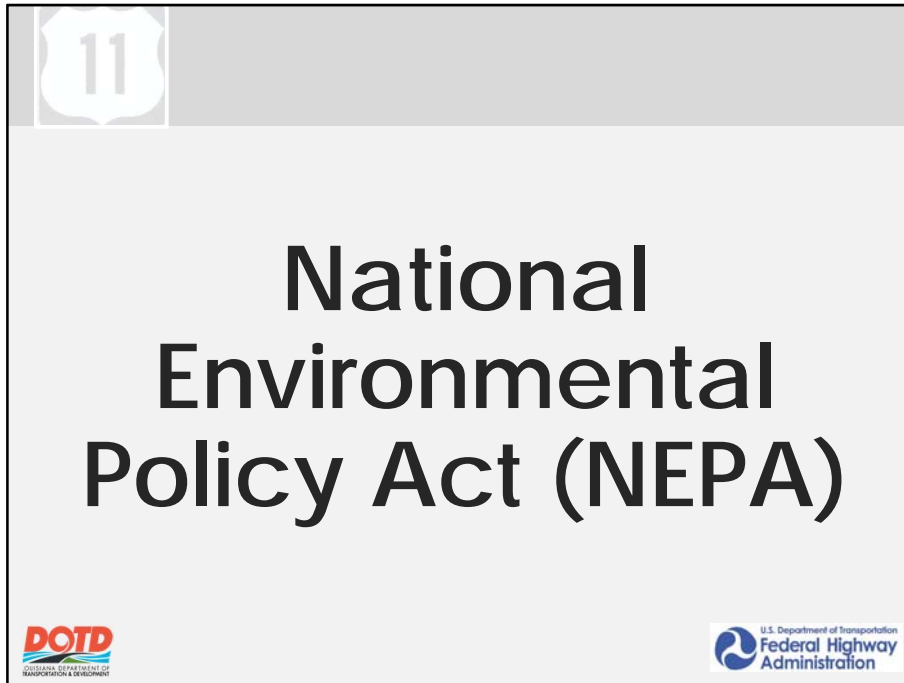
The purpose of tonight's meeting is to inform you about modifications to preferred alternative since the 2015 public hearing and obtain your input as we complete the environmental review process. Please be sure to review the materials you received at the Sign- In table and use them to record your comments.



Pause – The project study area (move to next slide)



is located within the City of Slidell in St. Tammany Parish along US Highway 11. The northern boundary is at (CLICK) US 11 and Interstate 12 and extends south through the US 11 / US 190 intersection (CLICK) with the southern boundary ending at Florida Avenue (CLICK). The limits of construction for the preferred alternative start at Powell Drive just south of Interstate 12 and extend south to Lafayette Street.



The National Environmental Policy Act requires that any proposed action involving federal funds and/or federal permitting, must be evaluated.



National Environmental Policy Act (NEPA)

NEPA Review Process

- Alternatives Analysis
- Impact Analysis
- Public and Agency Involvement
- Environmental Assessment (EA)
- Finding of No Significant Impact (FONSI)



The findings for the US 11 Norfolk Southern bridge replacement project and roadway widening are published in an Environmental Assessment document that has been made available to the public, regulatory agencies, and state and local officials.

It is anticipated that a Finding Of No Significant Impact, or FONSI, will be issued once the environmental assessment has been modified to reflect all applicable comments and responses.



Purpose and Need





Purpose & Need

The purpose of the project is to address

- Safety features of the bridge crossing the Norfolk Southern railroad
- System reliability of the roadway segment from US 190 north to Powell Drive.



The purpose of the project is to address safety features of the bridge crossing the NS railroad and system reliability of the roadway segment from US 190 north to Powell Drive.



Project Need

The project is needed in order to

- Upgrade the bridge and roadway segment to current design standards and improve system reliability
- Address safety features of the bridge
- Improve capacity and travel time
- Relieve current and future congestion
- Improve area-wide mobility and system reliability



The project is needed in order to upgrade the bridge and roadway segment to current design standards.

More specifically, needs for the proposed project include:

- Address the safety features of the US 11 bridge crossing over the NS railroad;
- Improve capacity; Improve travel time; Relieve congestion on US 11 by removing the bottleneck between US 190 and I-12; Relieve future congestion on area roadways; and Improve area-wide mobility and system reliability.



The LADOTD, along with the FHWA



Alternatives - Bridge

- No Build
- Rehabilitation
- Replace with an at-grade crossing
- Build - Replace with a four-lane bridge



is proposing to replace the existing bridge crossing the Norfolk Southern Railroad and widen US Highway 11 from two lanes to four lanes extending from US 11 at Powell Drive, south to US 11 at Lafayette Street.



No Build



Built in the early 1930s, the bridge over the Norfolk Southern railroad is concrete and steel construction and has experienced deterioration from decades of use.

NEPA requires that doing nothing to address the project need be considered during the environmental review process. This alternative was designated as the No Build Alternative.



Rehabilitation



Because the existing bridge is listed on the LADOTD historic bridge inventory for its association with Politics/Government and Transportation, rehabilitation of it must be considered. However, any rehabilitation would have to meet the purpose and need for the project without adversely affecting the elements that make the bridge historic.



Rehabilitation



Rehabilitation that maintains the existing bridge would not sufficiently address structural and functional deficiencies of the bridge. Correction of structural and functional deficiencies would entail removal or replacement of the existing bridge components in order to meet current LADOTD roadway design criteria, while meeting railroad clearance requirements. Therefore, (CLICK) rehabilitation of the existing bridge was dismissed from further consideration.

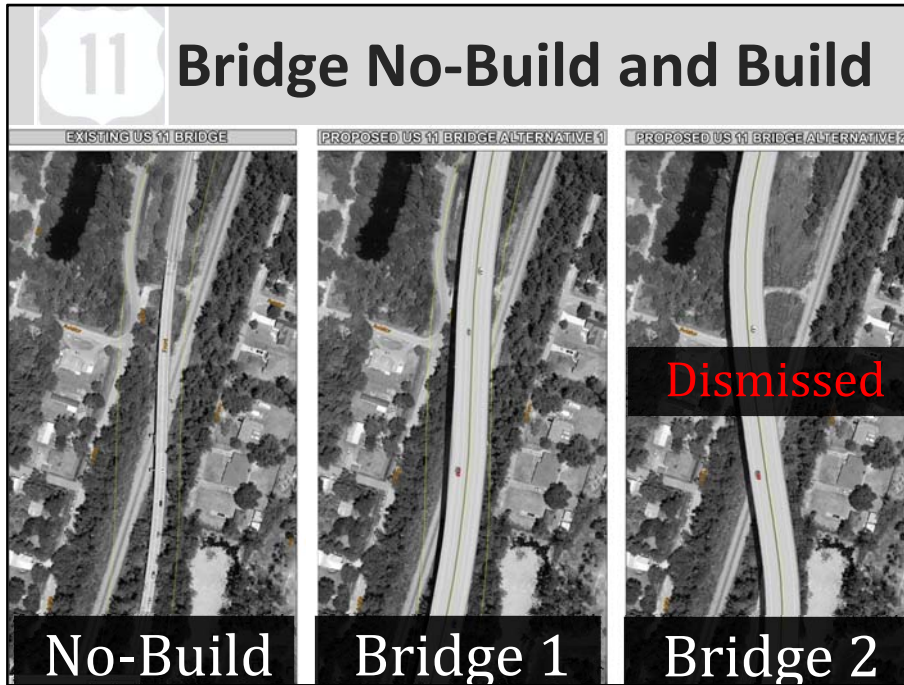


Rehabilitation



Since the existing US 11 Bridge over the Norfolk Southern Railroad is anticipated to be replaced following completion of the EA, the LADOTD will be marketing the bridge under the Louisiana Historic Bridge Marketing for Alternate Use Program.

For more information contact the LADOTD project team at 225-242-4517.

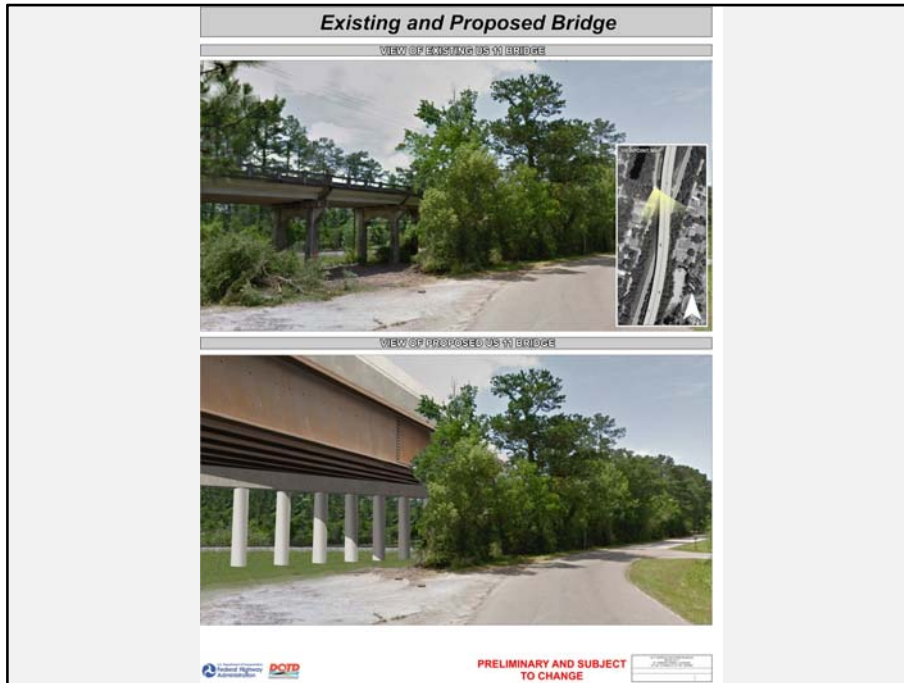


Three Bridge Alternatives were considered:

(CLICK) The no build alternative, which would not make any improvements to the existing bridge.

(CLICK) Bridge Alternative 1, which would maintain the crossing of the railroad at the current angle and

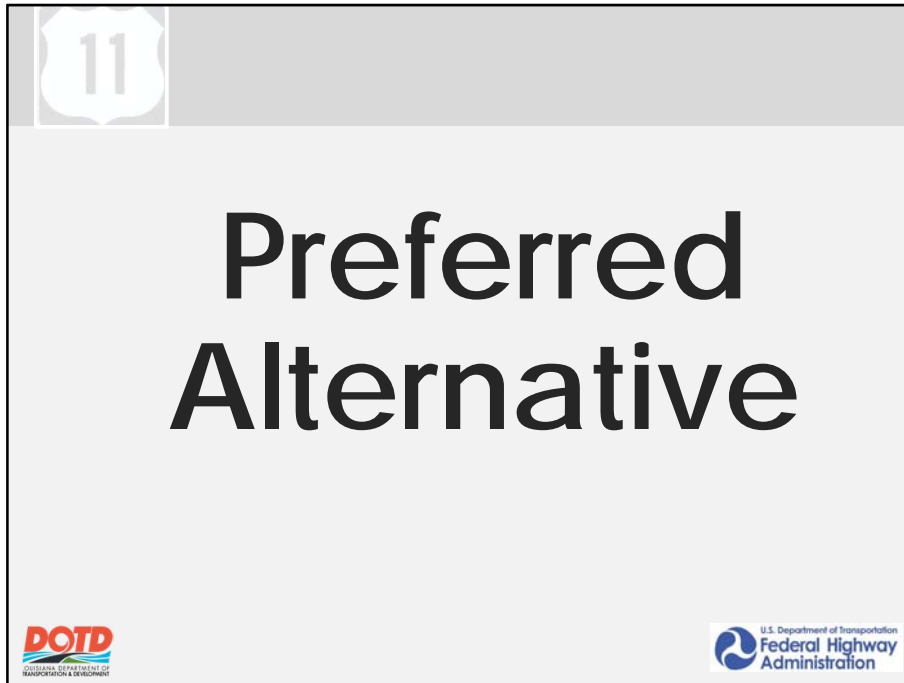
(CLICK) Bridge Alternative 2, which would slightly change the angle of the crossing. (CLICK) This bridge alternative was dismissed because complete closure of US 11 would be required for construction and additional impacts result.



This is a photograph of the existing bridge along with a visualization of what the Preferred Alternative Bridge would look like from the north end of Addis Boulevard.



This is a visualization of what the Bridge Preferred Alternative would look like. The view is looking north on US 11.



As mentioned at the beginning of this presentation, the preferred alternative has been modified since the 2015 Public Hearing.



Changes Since 2015 Public Hearing

- Southern limits: Lafayette St. instead of Florida Ave.
- Travel lane widths were reduced to minimize impacts
- Addis Blvd connection to US 11 restored.
- A roundabout was added at Powell Drive.



A list of these modifications is included in your handout. Key changes to the preferred alternative include the following:

- The southern limits of the preferred alternative are now at Lafayette Street instead of Florida Avenue;
- The width of travel lanes were reduced to 11 feet to minimize right of way impacts;
- The connection at Addis Blvd and US 11 was restored;
- A roundabout was added at Powell Drive;

The preferred alternative can be viewed at tonight's meeting on display boards.



Preferred Alternative 1R Modified

- Widening US 11 from Lafayette St. north to Powell Dr.
- Building a 4-lane bridge crossing NS Railroad
- Allowing for maintenance of traffic on US 11
- Providing a sidewalk connecting to local roads

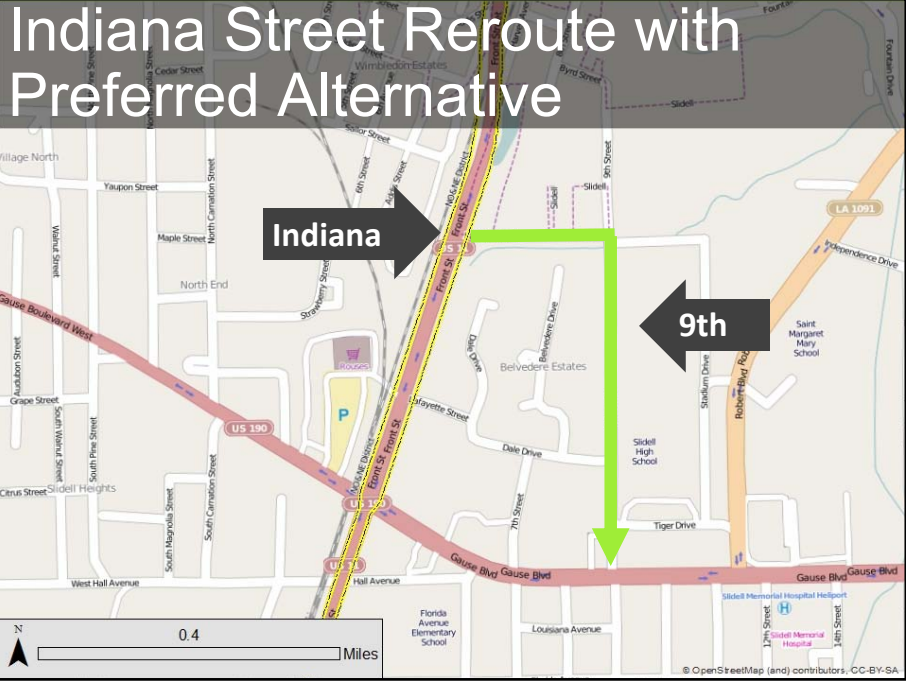


The modified preferred alternative is known as alternative 1R modified. In addition to the changes shown on the previous slide, the preferred alternative includes:

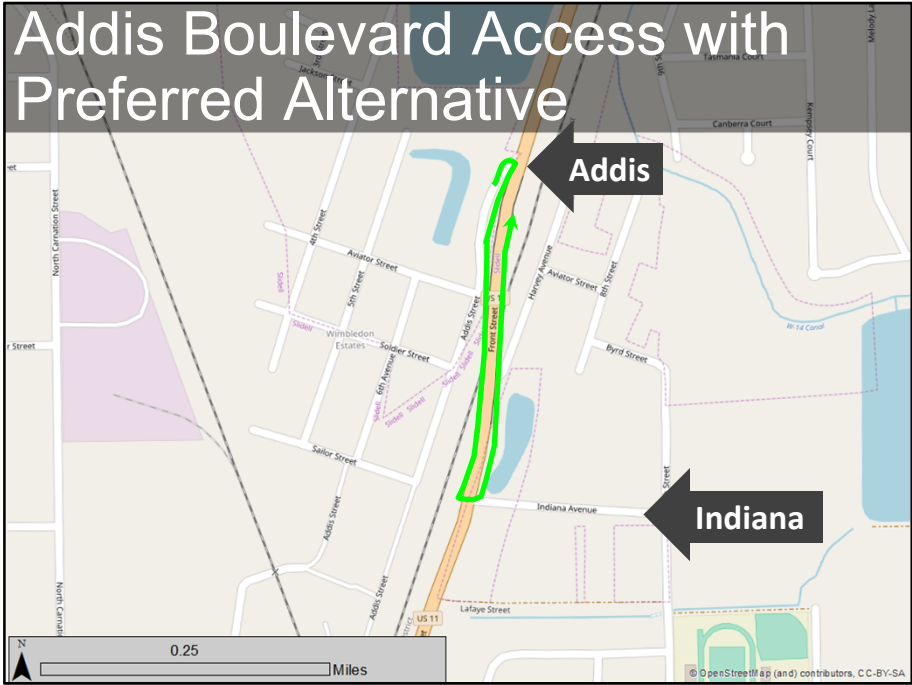
- Widening of US 11 from Lafayette Street north to Powell Drive;
- 4-lane bridge crossing NS Railroad;
- Replacing the existing bridge with a new four-lane bridge;
- Allows for maintenance of traffic on US 11 and;
- Provides a sidewalk connecting to local roads



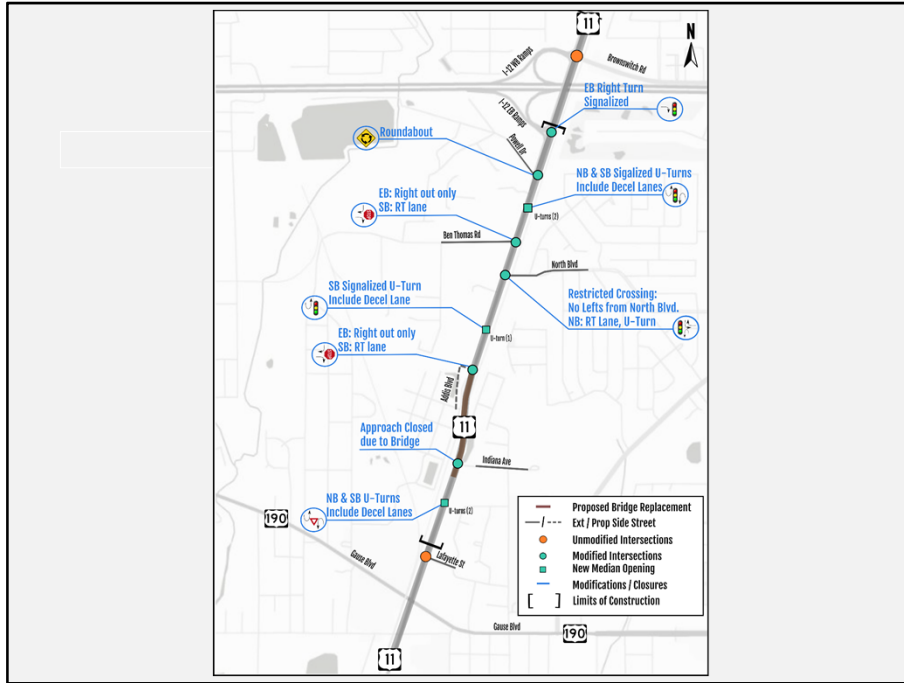
Due to the increased length of the proposed bridge crossing the NS railroad, Indiana Avenue will no longer have access to US 11 ([CLICK](#)).



The intersection of Indiana Avenue and US 11 is located immediately south of the existing bridge and is signed as a right in/right out intersection. With the proposed bridge improvements, Indiana Street (CLICK) traffic would be rerouted along 9th street (CLICK) to US 190 Gause Blvd as shown here (CLICK).



The preferred alternative would modify most intersections along the US 11 corridor. An example of one modification is demonstrated at Addis Boulevard (CLICK). Traffic intending to travel north on US 11 from Addis Boulevard would make a right turn, cross the bridge, then make a U-turn near Indiana Avenue. These intersection restrictions are safer than existing conditions and will improve traffic operations on US 11.



After the presentation, please see the intersection modification board, which is on display to illustrate other intersection changes throughout the corridor.



Impacts and Costs

Preferred Alternative Impact Matrix


Evaluation Factors	Alternative 1R Modified, Bridge 1	No Build
Structure Impacts		
Residence	0	0
Business	5	0
Church	0	0
Public Facility	0	0
Underground Storage Tanks/Pumps/Piping	0	0
Signage	6	0
Parking Spaces	25	0
Potential Relocations	3	0
Noise	5	5
Natural Resources		
Cemetery	0	0
100-Year Floodplain (acres)	21	0
Surface Waters (acres)	1.5	0
Wetland (acres)	<2	0
Prime Farmland (acres)	0	0
Archaeological	0	0
Potential Historic Resources > 50 Years	23	0
Eligible Historic Resources - Impacted	1	0
Known Underground Storage Tanks	3	0
Water Wells	3	0
Oil and Gas Wells	0	0
Traffic Impacts		
Permanent Road Closures	1	0
Temporary Detour	0	0

Preferred Alternative Cost Analysis


Evaluation Factors	Alternative 1R Modified, Bridge 1	No Build
Total Length (miles)	1.4	0
Cost (million dollars)		
Roadway Construction	13.6	0
Roundabout Construction	1.9	0
Bridge Construction	48.2	0
Utility Relocation	0.405	0
Right-of-Way Acquisition	3.7	0
Wetland Mitigation	0.20	0
Surveying, Engineering, Construction Supervision, and Inspection	3.8	0
TOTAL	71.8	0

Includes 20% Roadway and 10% Bridge Contingency for Estimating Purposes. Costs Rounded.

Also on display tonight are updated impacts and construction costs for the preferred alternative.




Draft Environmental Assessment



**US 11 Norfolk Southern Railroad
Environmental Assessment**
Route US 11
State Project No. H.000688.2
Federal Aid Project No. H000688
St. Tammany Parish, Louisiana

November 2015



- LADOTD Headquarters, Env. Section,
Baton Rouge
- FHWA, Baton Rouge
- New Orleans Regional Planning
Commission Office
- St. Tammany Parish Library, Slidell
Branch
- State Library, Baton Rouge
- LADOTD District 62 Office,
Hammond
- LADOTD's Website at:

http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Environmental/Documents/H.000688%20US%2011%20Norfolk%20Southern%20Railroad/10-US%2011%20EA%20FINAL_Complete.pdf

Detailed information about the project is available in the Environmental Assessment (EA). Copies are available for public review at the following locations:

- LADOTD Environmental Section Office, 1201 Capitol Access Road, Room 502P, Baton Rouge;
- FHWA Office at 5304 Flanders Drive, Suite A, Baton Rouge;
- RPC
- St. Tammany Parish Library, Slidell Branch;
- The State Library in Baton Rouge;
- The EA is also available for review on the LADOTD website and can be reviewed and/or purchased at the LADOTD District 62 Office, in Hammond, Louisiana.



Questions & Comments

- Written Comments may be made at the Comment Station at tonight's meeting.
- Written Comments may also sent by mail if postmarked by April 24, 2018 to:

US 11 Project Manager
ARCADIS U.S., Inc.
10352 Plaza Americana Drive
Baton Rouge, Louisiana 70816



Your knowledge and opinions matter. Tell us what you know. Fill in your form drop it off at the Comment Station. If you choose to mail the comment form, please be sure that it is postmarked no later than April 24th. The address for mailing is pre-printed on the Comment Form.

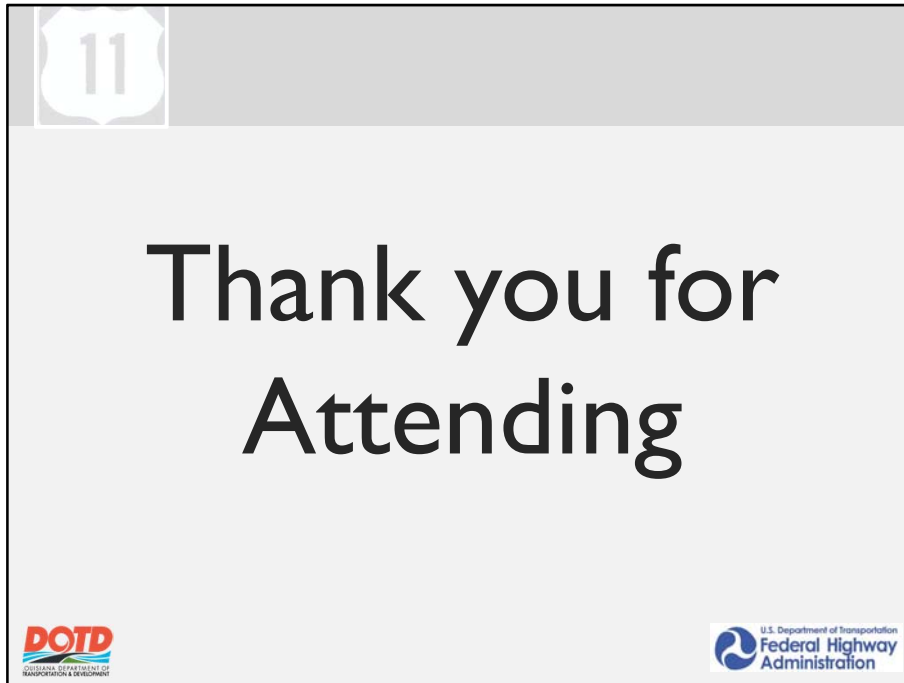


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We appreciate that you've taken the time to attend this meeting. Many of the graphics displayed in this presentation are available for viewing tonight. Please proceed to view the exhibits and speak with our project team, ask questions, and provide your comments.



Thank you for your participation. This is the end of the presentation. It will be repeated every 10 to 15 minutes until 7:00 pm tonight.