Welcome

This presentation will be repeated throughout tonight's meeting and will begin shortly.



MDOT

U.S. Department of Transportation
Federal Highway Administration

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

US 90 PEARL RIVER BRIDGES

ENVIRONMENTAL ASSESSMENT

ST. TAMMANY PARISH, LA

and HANCOCK COUNTY, MS

STATE PROJECT NO. H.000284; H.000286
FEDERAL AID PROJECT NO. H000284; H000286

Open House Public Hearing
4:30 PM- 7:00 PM

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Environmental Assessment Access

The Environmental Assessment can be found online at: https://www.dotd.la.gov/about/office-of-project-delivery/planning/environmental/projects-public-notices/district-62-st-tammany/

Also hardcopies are available for viewing at the Hancock County Public Library Pearlington Branch, St Tammany Parish Public Library Slidell Branch and South Slidell Branch and Louisiana State Library and Louisiana Department of Transportation and Development Headquarters.

Two Open House Public Hearing Dates and Locations

October 20, 2026
Pearlington Recovery Center
5265 Highway 604
Pearlington, Mississippi 39572
4:30 pm – 7:00 pm



October 26, 2026
Northshore High School
100 Panther Drive
Slidell, Louisiana 70461
4:30 pm – 7:00 pm

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PUBLIC HEARING OBJECTIVES

- Provide information about the proposed project.
- Solicit public comments on the proposed project and environmental assessment.
- Provide the public opportunity to learn about Right-of-Way Acquisition and Relocation Assistance

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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 date are in decimal format.



Legend

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

H.000284 US 90: PEARL RIVER BRIDGES AND H.000286 EAST PEARL RIVER BRIDGE ROUTE US 90 ST. TAMMANY PARISH, LA

SCALE: 1 INCH = 1000 FEET

1000 0 1000 2000 3000

N

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NATIONAL ENVIRONMENTAL POLICY ACT

- NEPA stands for the National Environmental Policy Act of 1969.
- NEPA requires analysis of all environmental impacts.
- The NEPA Review Process entails:
  - Alternatives Analysis
  - Impact Analysis
  - Public and Agency Involvement
  - Environmental Assessment (EA)
  - FHWA Decision Document



NEPA PROCESS

Complete 1. Purpose and Need of Project

Complete 2. Develop Reasonable and Feasible Alternatives to Address Need

Complete 3. Evaluate Effects of the Alternatives to the Community and Environment

Complete 4. Summarize Evaluation in an Environmental Assessment

TODAY 5. Hold Public Hearing on the Environmental Assessment

NEXT 6. Prepare a Final Environmental Assessment with request for Finding of No Significant Impact

PURPOSE AND NEED

The purpose and need of the proposed action are:

- To improve the structural integrity and functionality of the bridges.
- Reopen this segment of US 90.
- To maintain a system linkage on US 90, especially to provide a diversion route in the event of an incident on I-10.
- To support Safe Habor Evacuation.

East Pearl River Alternatives

Existing Bridge



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East Pearl River Alternatives Considered

Long span structure:

1. Goose neck frontage road
2. Loop Road

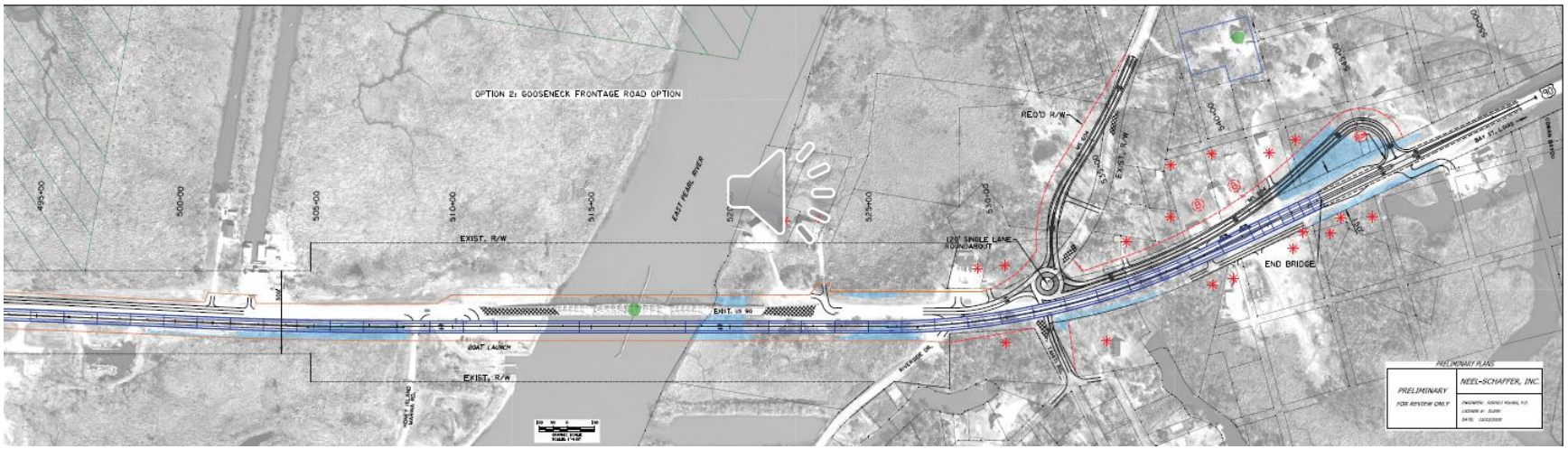


Mid-level movable span:

1. Bascule
2. Vertical Lift

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East Pearl River Bridge Long Span Goose Neck Option



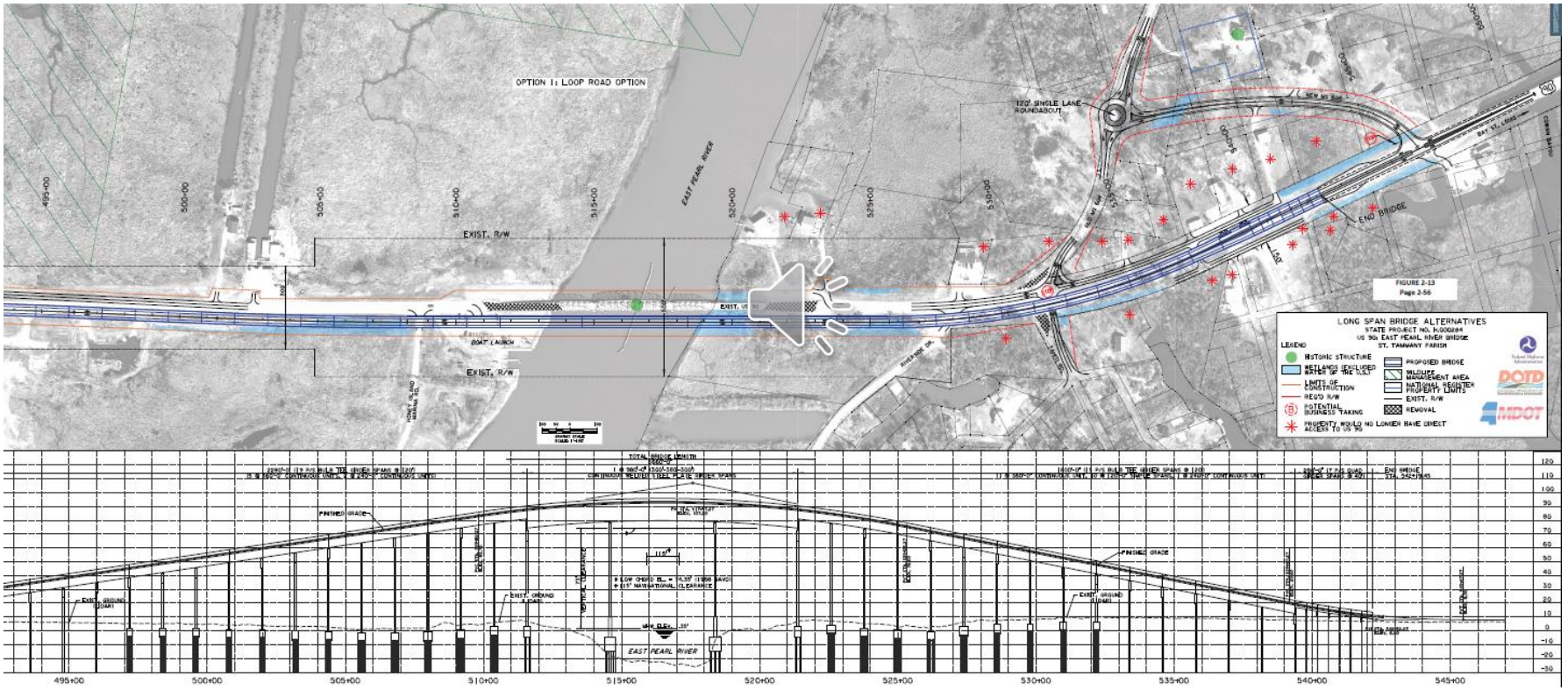
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East Pearl River Bridge Long Span Goose Neck Option

- Presented at August 22, 2019 Public Meeting
- Would support continued east-west access between MS 604 and US 90.
- Access provided to existing residences and commercial properties.
- Two commercial properties would be acquired.
- May impact approximately 19 properties along US 90 in Pearlington due to loss of direct US 90 access.
- Estimated Implementation Cost-$200 million.
- Estimated 75-year life cycle Operation and Maintenance cost-$10 million.

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East Pearl River Bridge Long Span Loop Option



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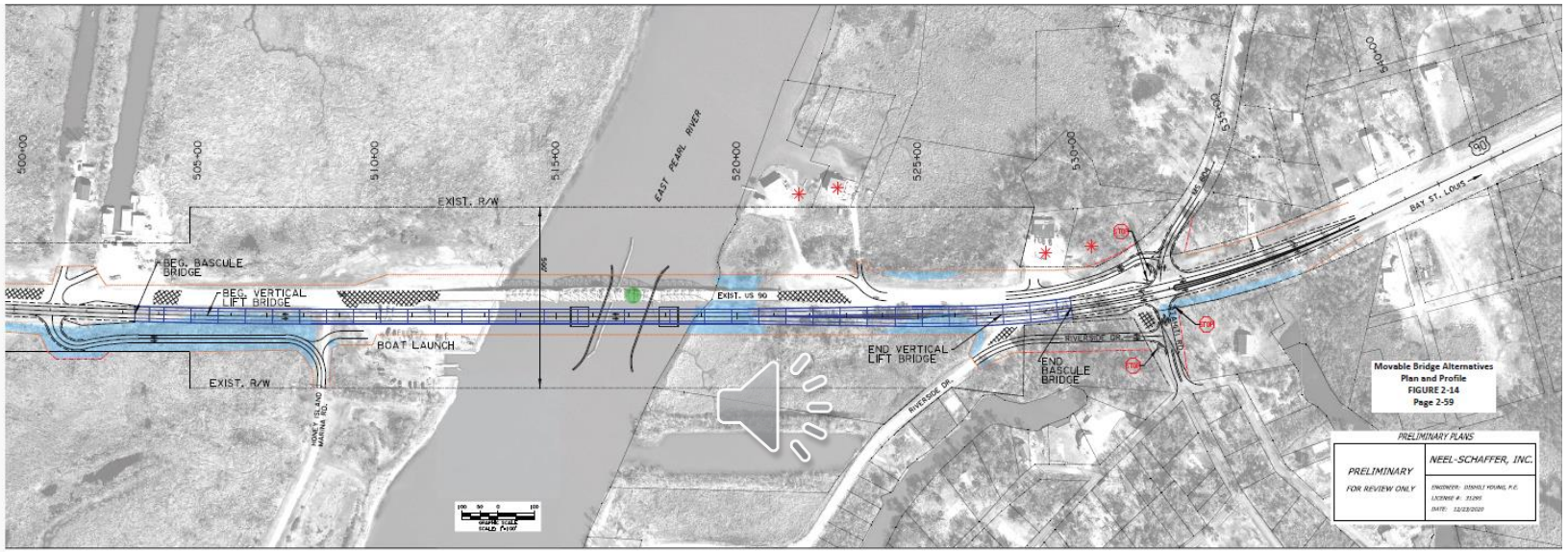
East Pearl River Bridge Long Span Loop Option

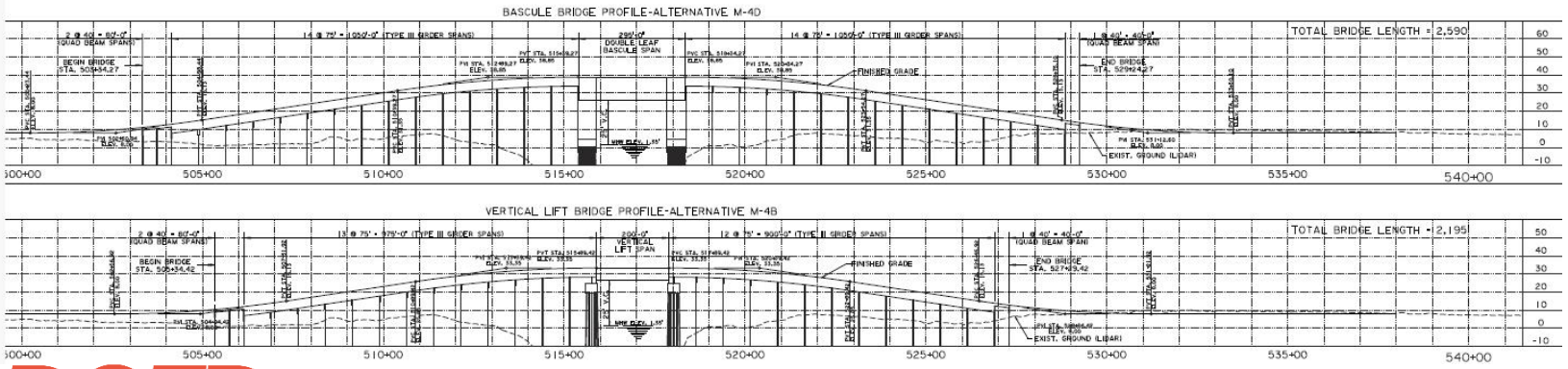
- Presented at August 22, 2019 Public Meeting
- Would support continued east-west access between MS 604 and US 90.
- Access provided to existing residences and commercial properties.
- May impact approximately 20 properties along US 90 in Pearlington due to loss of direct US 90 access.
- Estimated Implementation Cost-$202 million.
- Estimated 75-year life cycle Operation and Maintenance cost-$10 million.



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East Pearl River Bridge Movable Span Option





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East Pearl River Bridge Movable Span Option

- Would consist of bascule or vertical lift span south of existing bridge.
- Would require reversal of existing swing span direction during new bridge construction resulting half hour to four hour delay opening to navigation.
- After construction, would require 5-10 minute to cycle closure operation.
- Access provided to existing residences and commercial properties.
- May impact approximately four properties along US 90 in Pearlington due to loss of direct US 90 access.
- Estimated Implementation Cost-$105 million.
- Estimated 75-year life cycle Operation and Maintenance cost-$60 million.

East Pearl River Bridge Alternatives

Summary of Environmental Effects - East Pearl River Bridge

Evaluation Criteria	Unit	Replacement Alternatives		
		Long Span		Movable Span
		Loop Road Option	Gooseneck Frontage Road Option	
Corridor Alignment and ROW and Considerations				
Additional Required ROW to be Acquired	acres	3.0	3.8	0.81
Number of Parcels for Appraisal	number	31	27	8
Total Estimated Cost		$1,701,160	$2,341,422	$973,718
Residential Relocations	number	0	0	0
Commercial Relocations	number	0	2 bldgs (4 possible relocations*)	0
Engineering / Purpose and Need				
Conforms with Navigation Clearances	Y/N	Y	Y	Y
Support Safe Harbor Navigation / Evacuations and US 90 capability to function as an I-10 Bypass	See Notes	❶	❶	❷
Conforms with Design Criteria	Y/N	Y	Y	Y
Human Environment Considerations and Estimated Impact				
Potential for Community Disruption	Low/High	High	High	Low
Community Facility Impacts	Y/N	N	N	N
Air Quality Impact	Y/N	N	N	N
Noise Impacts	Y/N	N	N	N
Recreational Facility Impacts	Y/N	Y	Y	Y
NRHP Eligible Standing Structures	number	2	1	1
NRHP Eligible Archaeological Sites	number	0	0	0
Section 4(f)	number	1	1	1
Section 6(f)	number	0	0	0
Hazardous Waste Sties	number	0	0	0
Natural Environment Considerations and Estimated Impact				
Wetlands and Waters of the U.S.	acres	5.17	5.76	5.17
100-Year Floodplains	acres	27.8	28.3	18.4
Wild and Scenic Rivers	number	0	0	0
Coastal Zone Impact	Y/N	Y	Y	Y
Intermediate Marsh	acres	2.0	2.8	2.1
Freshwater Marsh	acres	--	--	--
Baldcypress Swamp	acres	--	--	--
Scrub/Shrub Swamp	acres	0.7	0.7	0.8
Mixed Hardwood-Loblolly Forest	acres	1.6	1.1	1.2
Bottomland Hardwood Forest	Acres	0.2	--	--
Maintained	acres	21.0	21.5	12.0
Significant Trees	number	0	0	0
Endangered Species Present	Y/N	Y	Y	Y
Essential Fish Habitat	acres	2.77	2.77	2.77
Prime Farmlands	Y/N	N	N	N
Estimated Construction Cost				
Implementation Cost[1]	Dollars ($)	$200,000,000	$202,000,000	$105,000,000
75-Year Life Cycle O&M Cost	Dollars ($)	$10,000,000	$10,000,000	$60,000,000

❶ Long Span meets the Purpose and Need as it provides maximum support for safe harbor navigation, evacuations and I-10 Bypass

❷ Mid-Level Movable Span may provide less resiliency. As storms approach, evacuations and safe harbor navigation may be compromised. Also, US 90 may perform with less efficiency / reliability as an I-10 Bypass.

[1]*Except for O&M costs, cost shown include design, roadway & bridge construction, utility relocations, and right-of-way acquisition*

**It is unknown if occupancy is owner or tenant for the two commercial businesses within required ROW. Tenant occupancy is utilized in the estimate so two relocations assumed for each (owner & tenant).*

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East Pearl River Bridge Preferred Alternative

- Long Span alternatives eliminate navigation delays and provides more secure I-10 bypass and provides improved vessel access to safe harbor.
- Long span Gooseneck option avoids National Register Listed Property (5098 MS State Route 604).
- Preferred Alternative: Long Span Gooseneck Option.

West Pearl River Alternatives

Existing Bridge



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West Pearl River Alternatives Considered

1. Rehabilitation.
2. A fixed span structure with-50’ vertical clearance.
3. A movable lift span bridge-50’ vertical clearance.
4. A movable bascule span bridge-unlimited vertical clearance.



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West Pearl River Preferred Alternative

After the roadway and bridges were closed, LADOTD considered a new alternative for the West Pearl River Bridge. LADOTD proposes to replace the bridge on existing alignment with a fixed bridge. LADOTD proposed two scenarios with different vertical clearances to the U.S. Coast Guard who placed the proposals on public notice. After the receipt of public comments, LADOTD in consultation with the Coast Guard decided to provide a fixed bridge with a 20’ vertical clearance and a 90’ horizontal clearance. As part of this alternative, a new road would be constructed to the north of existing US 90 which ties back to the existing US 90 centerline. This roadway would provide access to adjacent properties. The cost estimate for this alternative is $34 million.

Middle Pearl River Bridges

Existing Bridges



East Middle Pearl

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West Middle and Middle Middle Pearl River Alternatives Considered

1. A fixed span structure on offset alignment, upstream of the existing alignment.
2. A fixed span structure on existing alignment, (construction of temporary detour structures no longer necessary) **Preferred**

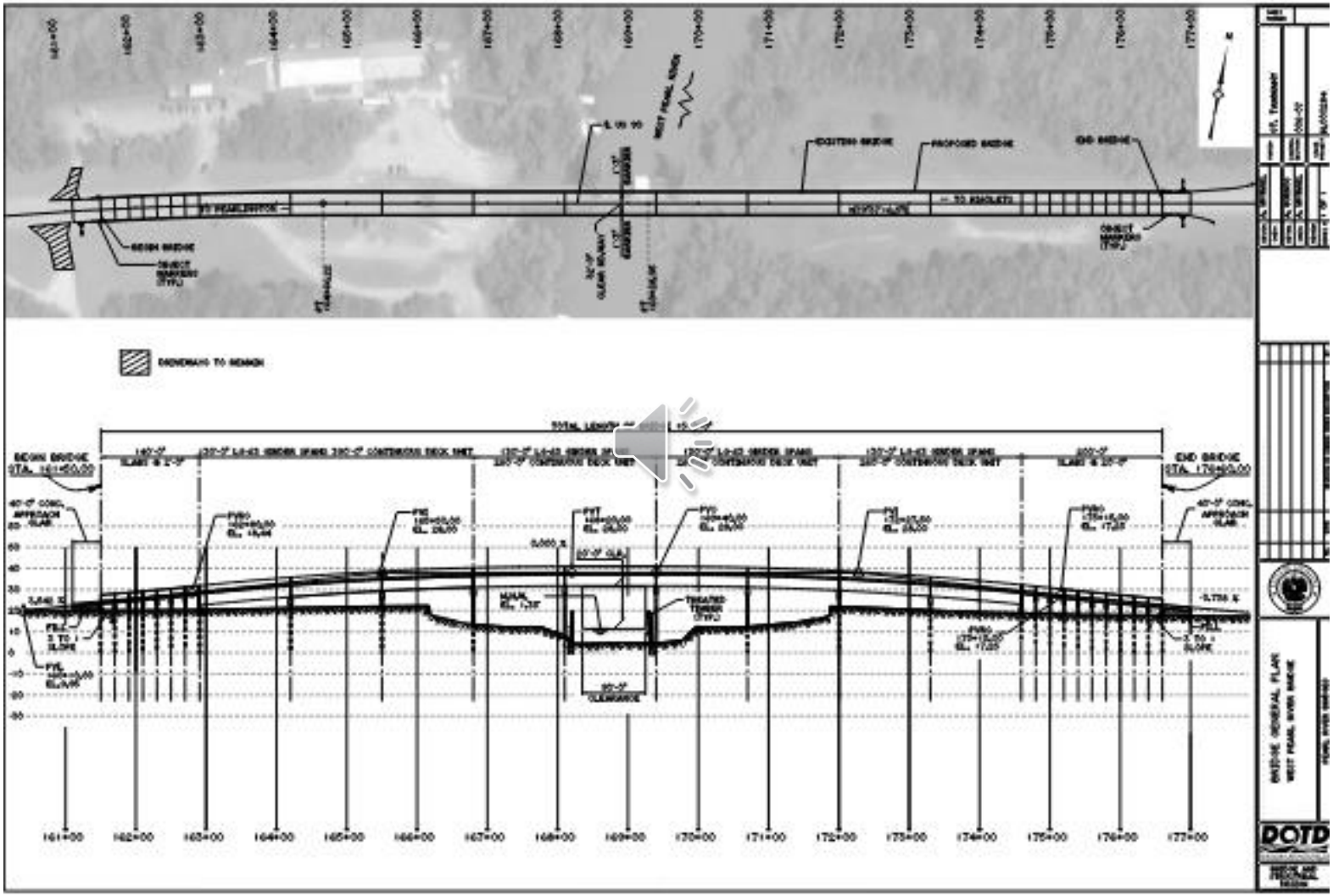
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East Middle Pearl River Alternatives Considered

1. A fixed span structure on offset alignment, upstream of the existing alignment
2. A fixed span structure on existing alignment, (construction of temporary detour structures no longer needed). **Preferred**
3. Rehabilitation

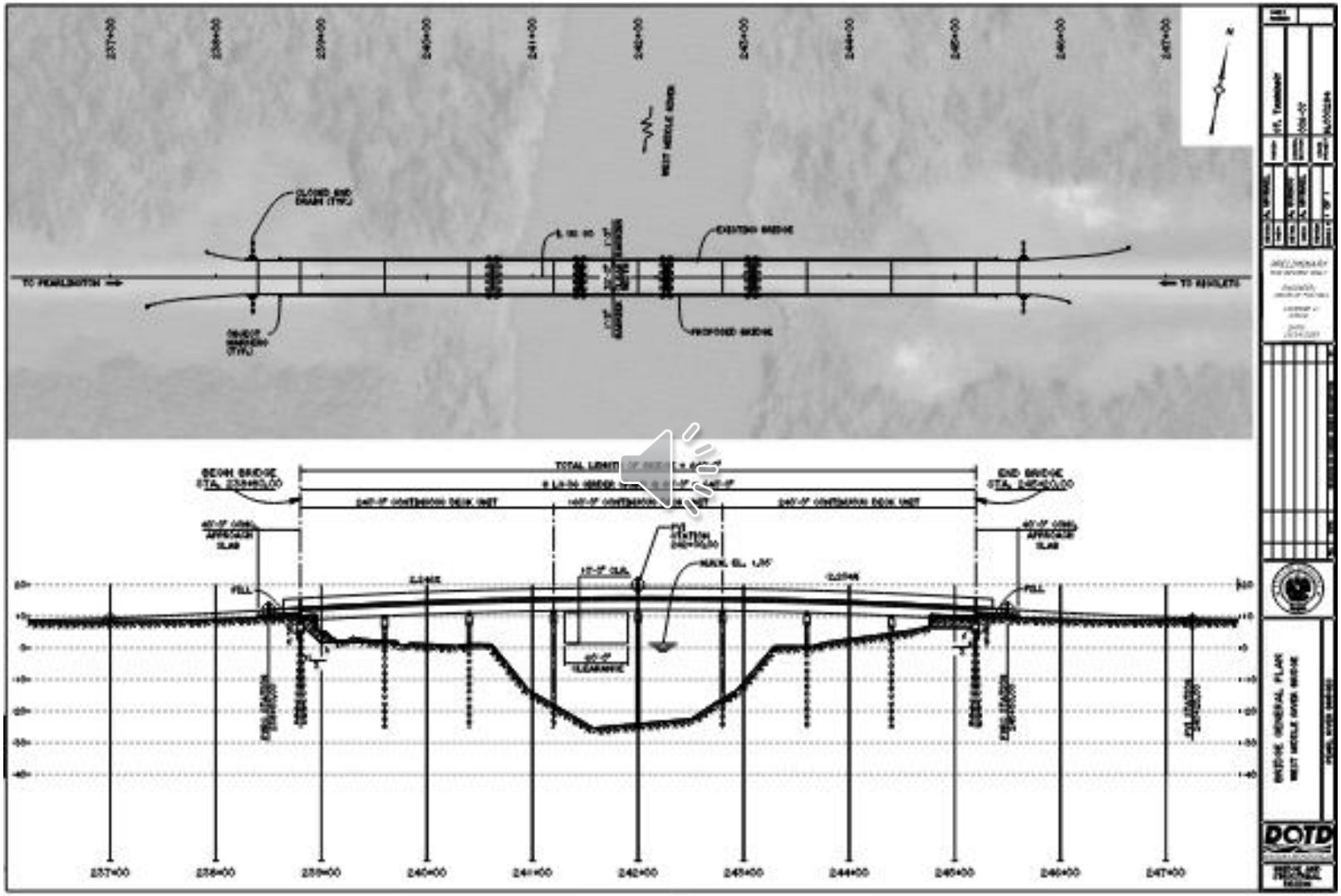
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West Pearl River Bridge Preferred Alternative



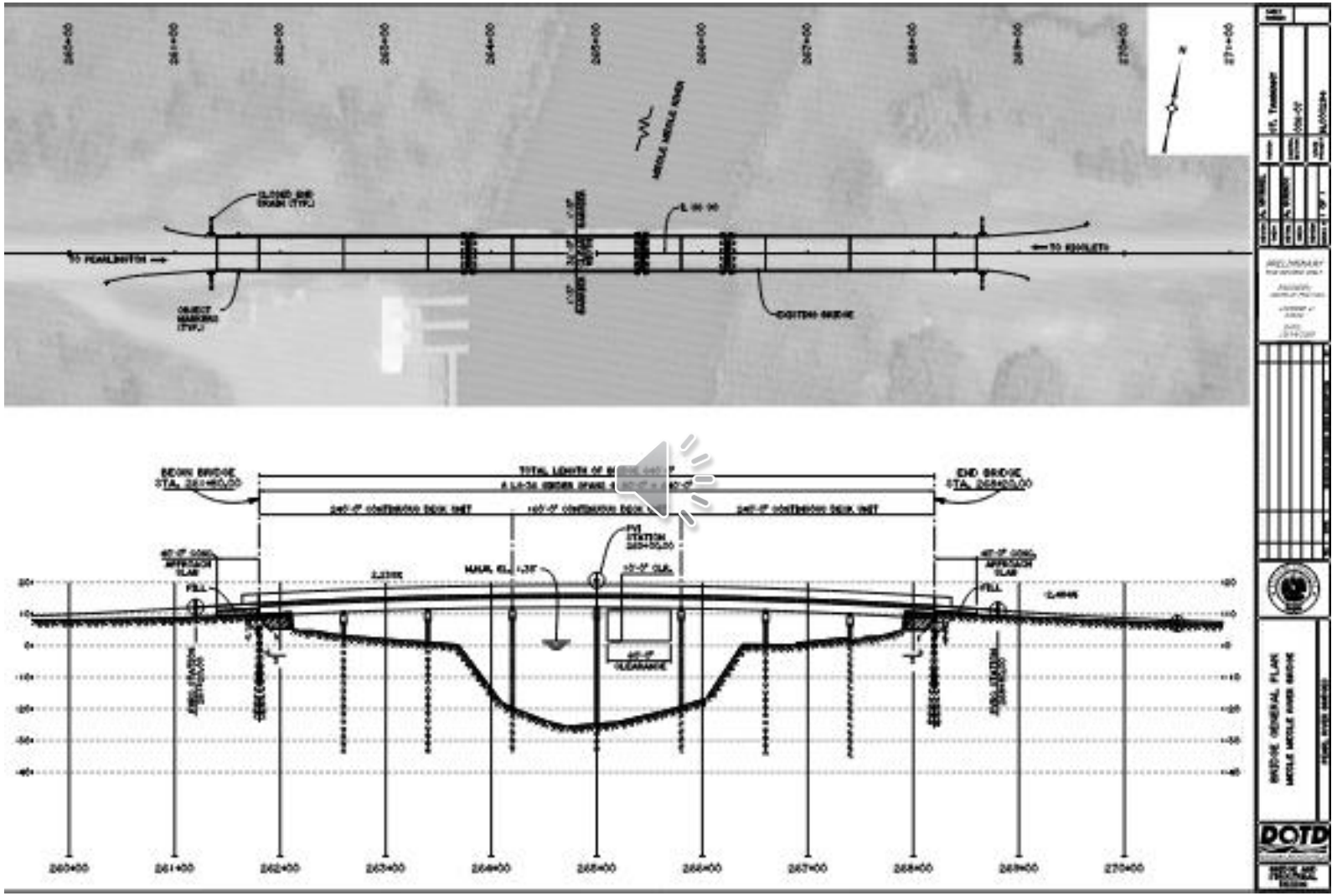
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West Middle Pearl River Bridge Preferred Alternative



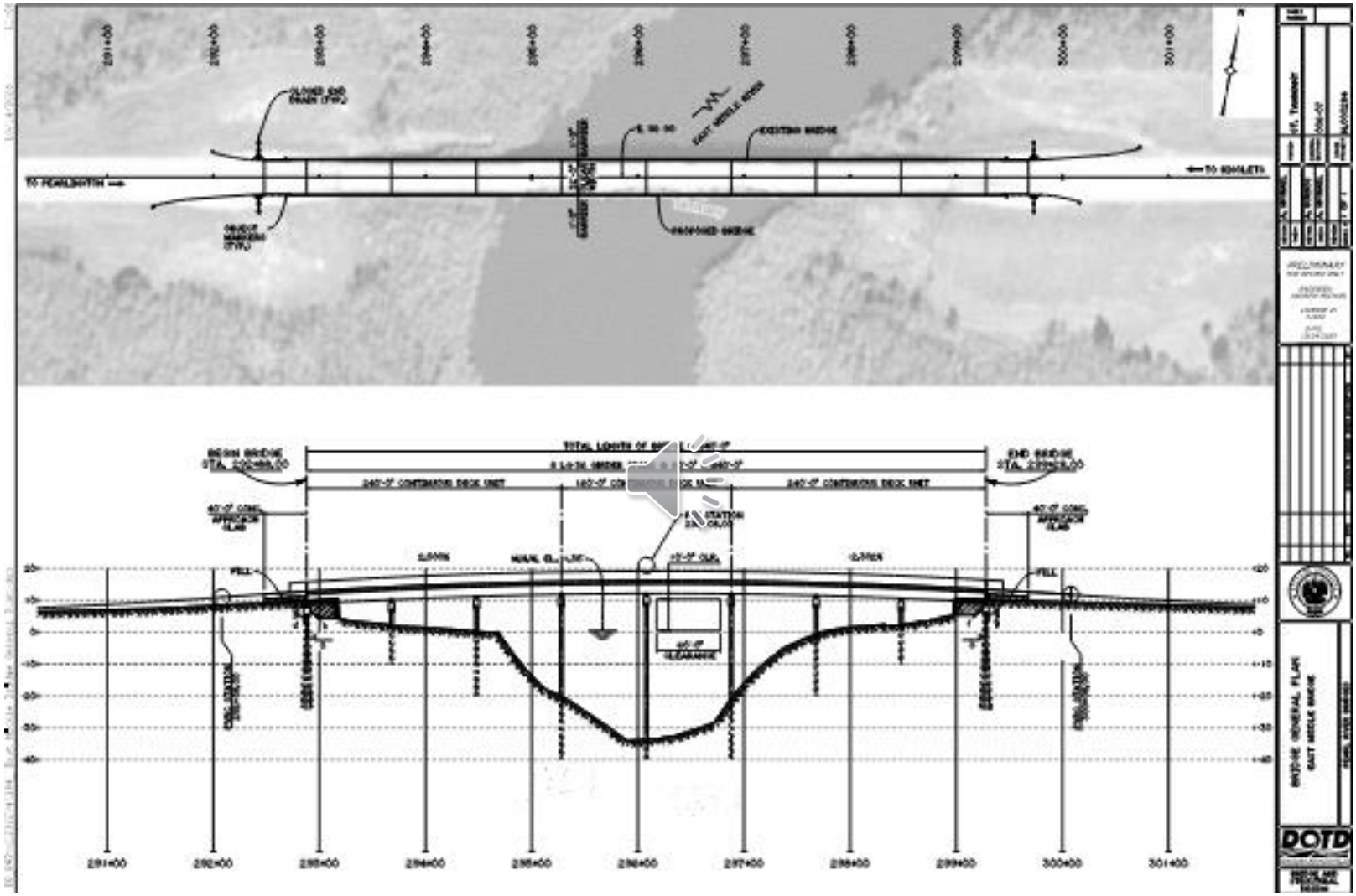
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Middle Middle Pearl River Bridge Preferred Alternative



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East Middle Pearl River Bridge Preferred Alternative



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West, West Middle, Middle Middle, East Middle Pearl River Bridges Preferred Alternative Impacts

		Fixed Span Build Alternative				No Build Alternative for all four bridges
Evaluation Criteria	Unit	West	West Middle	Middle Middle	East Middle	
Corridor Alignment and ROW and Considerations						
Additional Required ROW to be acquired	acres	0	0	0	0	0
Number of Parcels for Appraisal	#	0	0	0	0	0
Residential Relocations	#	0	0	0	0	0
Commercial Relocations	#	0	0	0	0	0
Engineering / Purpose and Need						
Vertical Navigational Clearance	feet	20	10	10	10	10
Horizontal Navigational Clearance	feet	90	60	60	60	90/60/45***
Support Safe Harbor Navigation Evacuations	Y/N	Y	Y	Y	Y	N
Supports US 90 capability to function as a I-10 bypass	Y/N	Y	Y	Y	Y	N
Conforms with Design Criteria	Y/N	Y	Y	Y	Y	N
Human Environment Considerations and Estimated Impact						
Disruption to thru traffic	Low/High	Low	Low	Low	Low	High
Community Facility Impacts	Y/N	N	N	N	N	N
Air Quality Impact	Y/N	N	N	N	N	N
Noise Impacts	Y/N	N	N	N	N	N
Recreational Facility Impacts	Y/N	N	N	N	N	N
NRHP Eligible Standing Structures (Bridges themselves)	#	1	1	1	1	0
NRHP Eligible Archaeological Sites	#	0	0	0	0	0
Section 4(f) (Bridges themselves)	#	1	1	1	1	0
Section 6(f)	#	0	0	0	0	0
Hazardous Waste Sties	#	0	0	0	0	0
Natural Environment Considerations and Estimated Impact						
Wetlands and Waters of the U.S.	acres	2.09	3.82*	3.82*	2.04	0
100-Year Floodplains **	acres	existing	existing	existing	existing	existing
Wild and Scenic Rivers	#	0	0	0	0	0
Coastal Zone Impact	Y/N	Y#	Y#	Y#	Y#	N
Intermediate Marsh	acres	0	1*	1*	0.4	0
Freshwater Marsh	acres	0.1	0.3*	0.3*	0	0
Baldcypress Swamp	acres	1.2	0.1*	0.1*	0	0
Scrub/Shrub Swamp	acres	0	0.6*	0.6*	0.6	0
Mixed Hardwood-Loblolly Forest	acres	0.5	0.1*	0.1*	0	0
Maintained	acres	15.5	10*	10*	4.5	0
Significant Trees number	#	0	0	0	0	0
Federal Endangered Species Likely Present	#	2	2	2	2	2
Essential Fish Habitat	acres	0.81	1.11	1.3	1.22	0
Prime Farmlands	Y/N	N	N	N	N	N
Estimated Construction Cost						
Construction Cost	$	34,000,000	12,000,000	12,000,000	12,000,000	0

*collectively for West Middle and Middle Middle Pearl

** same as existing bridge acreage i.e. no increase anticipated

***West Pearl 90'; West Middle & Middle Middle 60'; East Middle 45'

temporary impacts during construction

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Historic Property Considerations

Section 106 of the National Historic Preservation Act of 1966 (NHPA)

Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) requires Federal agencies to take into account the effects of their undertakings on historic properties.



As part of the Section 106 process, FHWA, LADOTD and MDOT worked with the Louisiana and Mississippi State Historic Preservation Officers and invited Federally-recognized Indian Tribes, local governments, as well as other individuals and organizations with an interest in the project to participate.

Historic Property Considerations

All five bridges are eligible for the National Register of Historic Places and subject to the Section 106 process.

Alternatives to replacement were considered but found to not meet the purpose and need of the project. Replacement will result in impacts to the bridges.

All but the East Pearl River Bridge are included in LADOTD's Historic Bridge Programmatic Agreement, providing mitigation.

A Section 106 consultation was conducted for the East Pearl River Bridge and will be finalized and a Memorandum of Agreement executed.

No other historic properties will be impacted by the project.

Section 4(f) Impacts

- All five bridges are eligible for the National Register of Historic Places and are therefore Section 4(f) properties.
- Rehabilitation of each bridge would have been so extensive as to result in an adverse effect under Section 106 and would not meet purpose and need.
- No build alternative also would not meet purpose and need.
- Replacement of the bridges would result in impacts to each Section 4(f) property. These impacts are addressed in the Historic Bridge Programmatic 4(f) document.

Navigability 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.

Proposed West, West Middle, Middle Middle, East Middle and East Pearl River Bridges Navigational Clearances

Waterway	Proposed Structure	Proposed Vertical Clearance above	Proposed Horizontal Clearance
West Pearl River[1]	Fixed	20'	90'
West Middle Pearl River[2]	Fixed	10'	60'
Middle Middle Pearl River[2]	Fixed	10'	60'
East Middle Pearl River[2]	Fixed	10'	60'
East Pearl River[3]	Fixed or movable	73'	115'

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Floodplain 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

West, West Middle, Middle Middle, East Middle Pearl River Bridges Wetland and Vegetation Impacts

		Fixed Span Build Alternative				No Build Alternative for all four bridges
Impacts	Unit	West	West Middle	Middle Middle	East Middle	
Wetlands	acres	2.09	3.82*	3.82*	2.04	0
100-Year Floodplains **	acres	existing	existing	existing	existing	existing
Wild and Scenic Rivers	#	0	0	0	0	0
Coastal Zone Impact	Y/N	Y#	Y#	Y#	Y#	N
Intermediate Marsh	acres	0	1*	1*	0.4	0
Freshwater Marsh	acres	0.1	0.3*	0.3*	0	0
Baldcypress Swamp	acres	1.2	0.1*	0.1*	0	0
Scrub/Shrub Swamp	acres	0	0.6*	0.6*	0.6	0
Mixed Hardwood-Loblolly	acres	0.5	0.1*	0.1*	0	0
Maintained	acres	15.5	10*	10*	4.5	0
Significant Trees	#	0	0	0	0	0

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West, West Middle, Middle Middle, East Middle Pearl River Bridges Endangered Species Likely Present and Essential Fish Habitat

		Fixed Span Build Alternative				No Build Alternative for all four bridges
	Unit	West	West Middle	Middle Middle	East Middle	
Federal Endangered Species Likely Present	#	2	2	2	2	2
Essential Fish Habitat	acres	0.81	1.11	1.3	1.22	0

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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 at https://www.dotd.la.gov/media/utzhu3wx/acquistion-relocationbrochure-revised01152026.pdf

Also available from:



LADOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804-9245
(225) 242-4536

MDOT ROW District Coordinator
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 real estate specialist contact you. We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the Real Estate representative.

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STEPS IN THE ACQUISITION PROCESS

- It is the DOTD's objective to pay just compensation for all properties required for the project.
- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

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RELOCATION ASSISTANCE

Relocation Advisory Services

Current and continuing information on:

- Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
- Comparable commercial properties and locations for displaced businesses
- Federal and State programs offering assistance to displaced persons



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RELOCATION ASSISTANCE

- Relocation Assistance Payments
  - Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
    - Moving expenses
    - Replacement housing
    - Business re-establishment expense
  - Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.



RELOCATED BUSINESSES

- Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.
- Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.
- Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than $1,000.00 nor more than $53,200.00.
- Moving payment information for businesses may be found beginning on Page 22 of the brochure

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REPLACEMENT HOUSING PAYMENTS

- **Replacement housing payments are also available to qualifying owners and tenants:**
  - Must occupy property at start of negotiations
  - Must have been there at least 90 days
  - Must move into decent, safe, and sanitary replacement housing
- **The amount of your maximum supplemental payment will be given to you in writing.**
- **Additional requirements and payment limits may be found beginning on Page 14 of the brochure.**
- **Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started are entitled to relocation assistance advisory services:**
  - Must have been in occupancy at the time the property was acquired by the Department
  - Must move into decent, safe, and sanitary replacement housing

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RIGHT TO APPEAL

Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

OTHER TERMS & CONDITIONS

- To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.
- The notice will indicate the specific date the property must be vacated.
- No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.
- The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants and must be within the occupants' financial means.
- Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

OTHER TERMS & CONDITIONS

- Prior to negotiating for purchase of your property, a District Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

- ***A SPECIAL WORD OF CAUTION!***

  Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.



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COMPLETING THE ENVIRONMENTAL PROCESS

- Review comments from these public hearings.
- Finalize Section 106 agreement document.
- Complete Environmental Assessment document.
- Submit document to Federal Highway Administration and request approval of a Finding Of No Significant Impact

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Thank you for attending today's public hearing. This concludes our video presentation.

Please provide your comments.

- **Today: at the comments table or during the Public Hearing Comment Session**; Oral Statements will be allotted three to five minutes.

- **Submit comments electronically at:** https://www.dotd.la.gov/about/office-of-project-delivery/planning/environmental/projects-public-notices/district-62-st-tammany/

- **Mail Comments:** Must be Postmarked by November 6, 2026 to be included in official transcript.

  Louisiana Department of Transportation & Development
  Environmental Engineer Administrator, Section 28
  P.O. Box 94245
  Baton Rouge, LA 70804-9245
  Attention: Carey Coxe

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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.

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