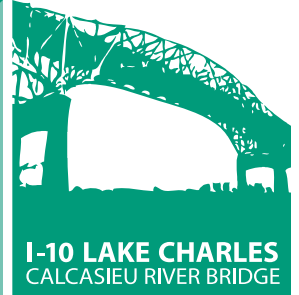


# I-10 CALCASIEU RIVER BRIDGE

I-10/I-210 West End - I-10/I-210 East End

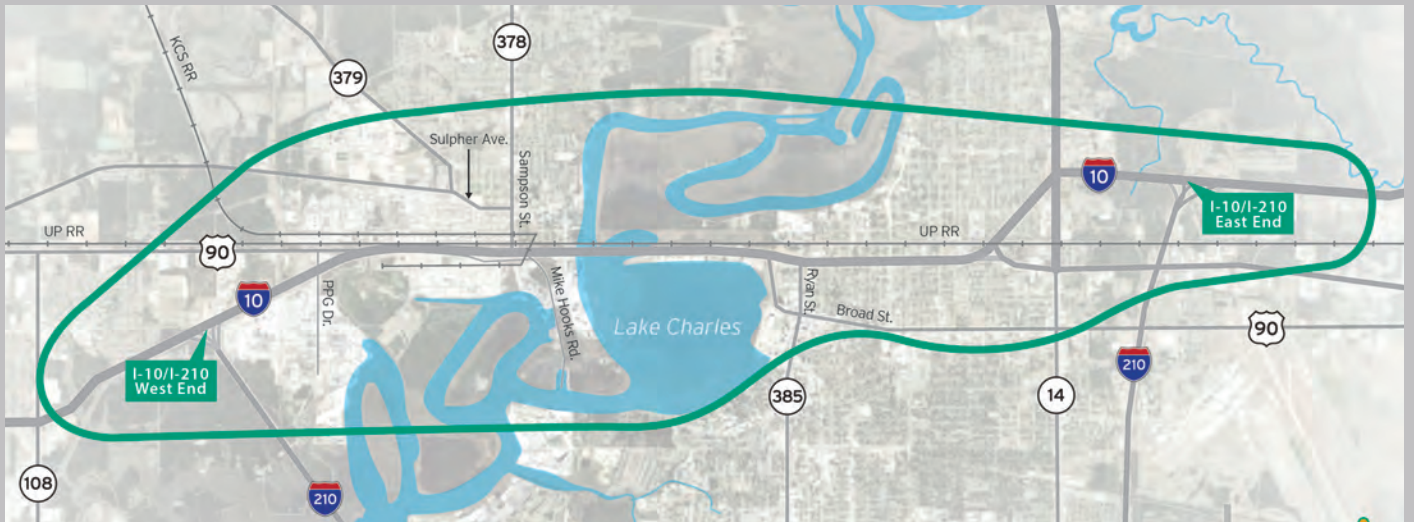


# PUBLIC INVOLVEMENT SUMMARY REPORT



Elected Official's Meeting  
Alternative Screening Methodology  
Agency Meeting 2  
Public Meeting 2

State Project Number: H.003931  
Calcasieu Parish, Louisiana  
September 2017



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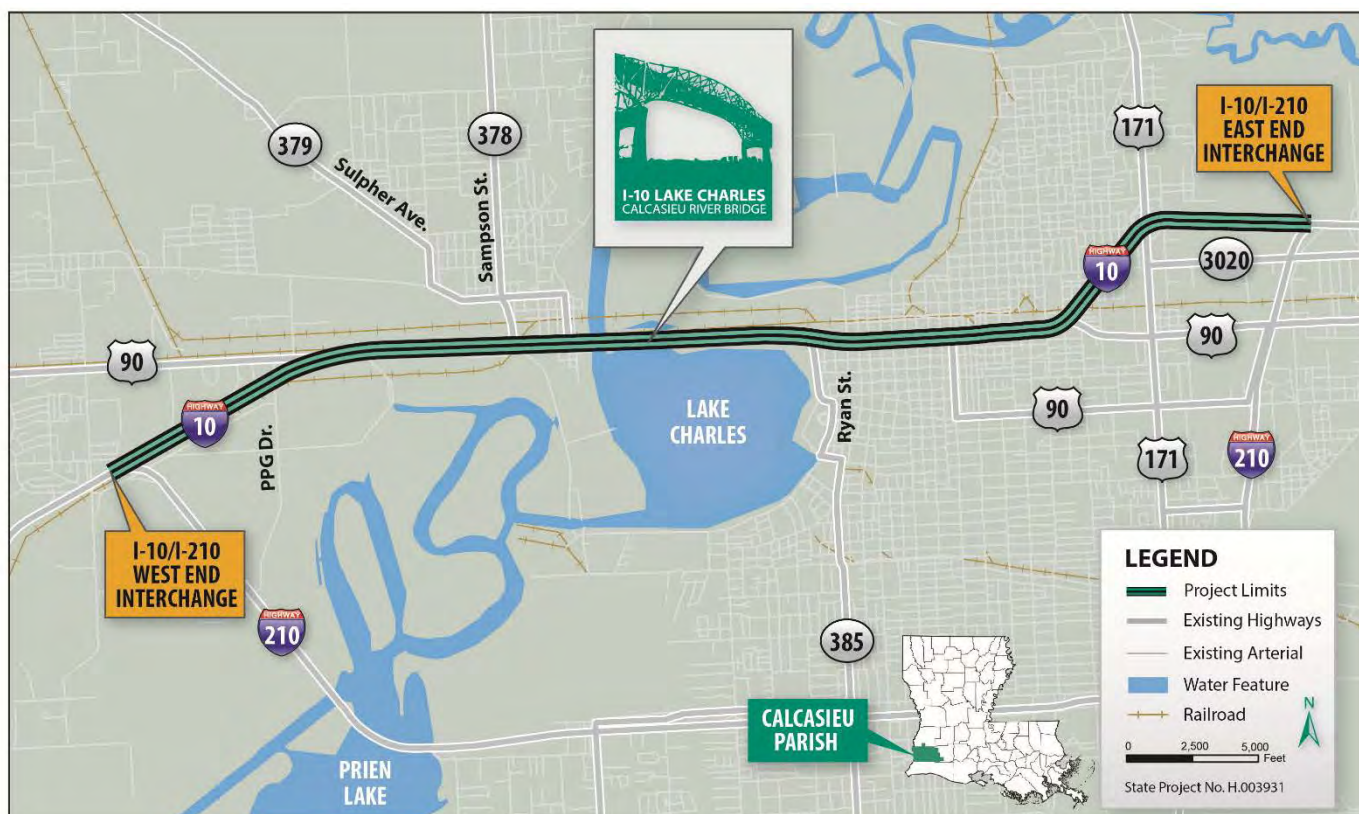
**ATTACHMENTS**

- Attachment A: Meeting Sign-in Sheets
- Attachment B: Advertising and Outreach
- Attachment C: Materials
- Attachment D: Comments

## 1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD), in conjunction with the Federal Highway Administration (FHWA), are preparing an Environmental Impact Statement (EIS) for the I-10 Calcasieu River Bridge Project. The proposed project is approximately 9 miles in length and includes alternatives for improvements to I-10 in the Lake Charles region between the I-210 interchanges, including the Calcasieu River Bridge (see **Figure 1**).

**Figure 1: Project Location Map**



The purpose and need of the proposed Project is to (a) address the lack of system connectivity on I-10; (b) reduce congestion; (c) address roadway and bridge deficiencies; and (d) address roadway and bridge safety concerns. The alternatives developed to address the above needs will be evaluated in the EIS. An EIS studies a range of reasonable alternatives, demonstrates compliance with environmental laws, and provides a means for public and agency input into the decision-making process.

The following document summarizes the input obtained as part of the second round of agency and public meetings associated with the proposed project. The purpose of these meetings was to present project features such as the study area and purpose and need (previously presented at the 2013 Scoping Meeting) and obtain input on the proposed Preliminary Alternatives, the draft alternatives screening methodology, the draft screening results, and the DOTD/FHWA recommended Reasonable Alternatives for detailed evaluation in the EIS. Commenters were given the opportunity to comment on these items as well as all aspects of the project. *Note: these are recommendations only; the Reasonable Alternatives will not be formally identified until public and agency input is incorporated into the screening of alternatives.*

## 2.0 ELECTED OFFICIALS MEETING

Prior to the agency and public meetings, the DOTD met with local and legislative elected officials to provide a project update, present the Preliminary Alternatives, and review, answer questions and obtain comments on the information and analyses to be presented at the agency and public meetings. The meeting was held on Friday, July 14, 2017 from 1:30 PM to 3:00 PM at the following location:

DOTD District 07 Headquarters  
5827 US 90 East  
Lake Charles, LA 70615

The meeting included a formal presentation by DOTD Secretary Dr. Shawn Wilson. The meeting was attended by 10 elected officials or their representatives. A list of the meeting attendees is presented in **Attachment A-1**. Following the presentation, Secretary Wilson answered questions and took comments on the material presented. In general, questions and comments focused on the Preliminary Build Alternatives as follows:

- General support for access improvements to/from I-10 at Sampson Street that provide motorists options for avoiding/circumventing the at-grade Sampson St. railroad crossings
- Questions about how motorists would access I-10 to/from Sampson St. with the various Sub-Alternative options.
- General support for new Calcasieu River Bridge along the existing I-10 corridor
- General lack of support for a new Calcasieu River Bridge south of the existing I-10 corridor (Preliminary Build Alternative 4)
- Concern about ethylene di-chloride (EDC) contamination near Sampson St. interchange and how that affects progress of the project
- Concern about future project funding

Comments from the elected officials were used to better refine and clarify materials to be presented to the agency representatives and public at the August 3, 2017 meetings.

## 3.0 AGENCY & PUBLIC MEETING #2

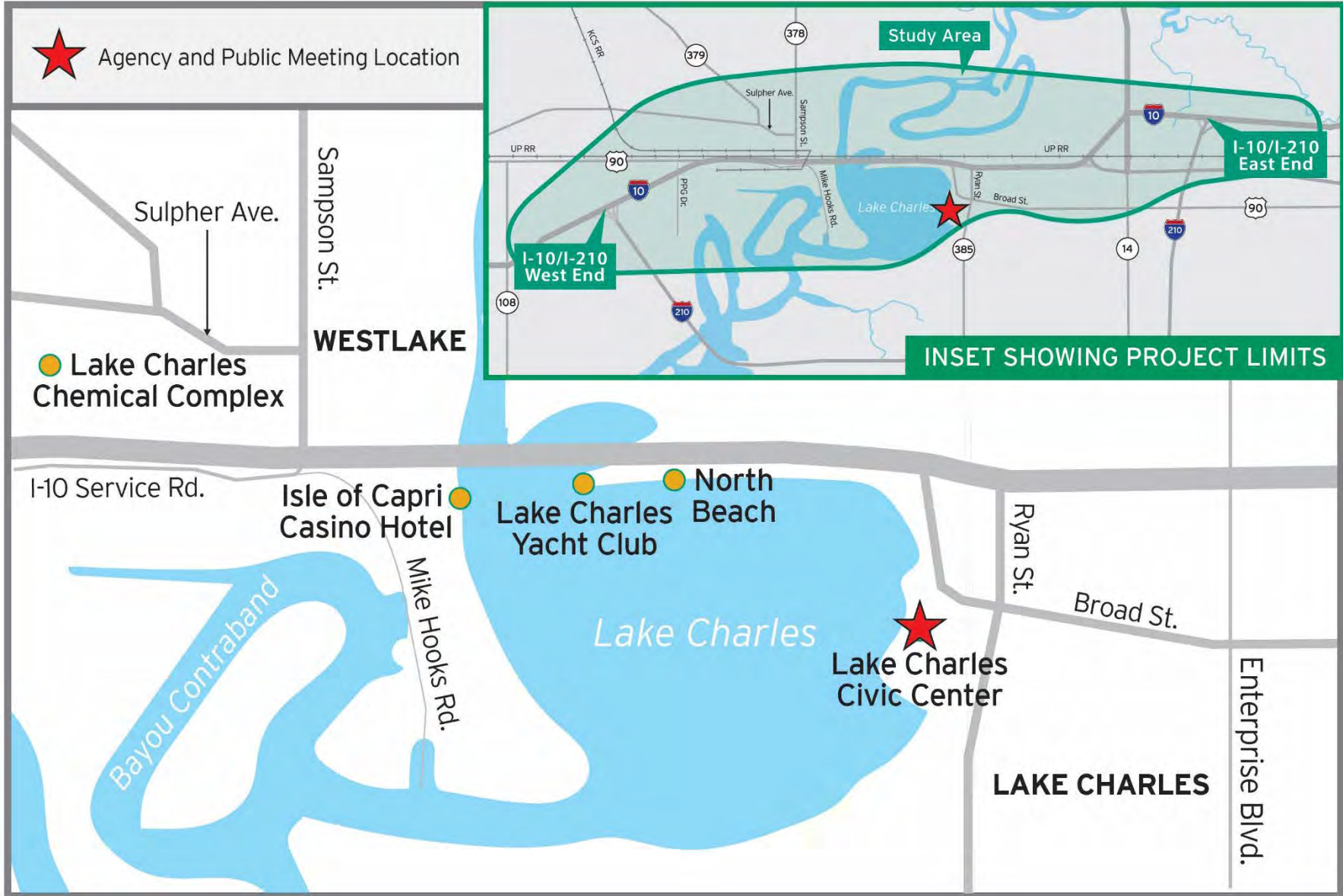
The second agency meeting and second public meeting were held on Thursday August 3, 2017 at the following location, pictured in **Figure 2**:

Lake Charles Civic Center  
Contraband Room  
900 Lakeshore Drive  
Lake Charles, LA 70601

The agency meeting was held from 2:00 PM to 3:00 PM, followed by the public meeting from 5:00 PM to 8:00 PM.



Figure 2: Meeting Location



### 3.1 Advertisement & Outreach

Multiple avenues of advertisement and outreach were utilized to inform the agencies, public, and other stakeholders about the meetings. They are as follows:

- **Agency Meeting Invite Letters** - Agency meeting invitation letters mailed to over 100 Federal, state, and local agency representatives and tribes; and over 50 local and legislative elected officials. See **Attachment B-1** for example invite letter and list of invitees.
- **Public Meeting Notices** - Postcards mailed to over 500 individuals owning property located adjacent to the Preliminary Alternatives. Postcards also distributed to libraries and community centers within the study area. See **Attachment B-2** for a copy of the postcard.
- **Newspaper Advertisements** - Ran in two newspapers (Lake Charles American Press, The Daily Advertiser) two weeks and one week prior to the public meeting. See **Attachment B-3** for the meeting advertisement and tear sheets from both newspapers.
- **Newsletter** - Project update newsletters mailed and/or emailed to agency representatives, elected officials, Section 106 consulting parties, and other stakeholders and members of the public on the project update mailing list. See **Attachment B-4** for the Summer 2017 Newsletter.
- **Press Release** – Sent to local television and media outlets. See **Attachment B-5**.

### 3.2 Meeting Attendance

The second agency meeting was attended by 81 agency representatives and elected officials. The second public meeting was attended by 109 individuals, not including DOTD, FHWA and Consultant staff. Public meeting participants represented a wide range of interests and included members of the public, members of community organizations, elected officials and agencies. Copies of the sign in sheets from the agency and public meetings are included in **Attachments A-2 and A-3**, respectively.

### 3.3 Meeting Format and Materials

The agency meeting included a formal presentation by the Project Team, followed by a question/answer session. The public meeting utilized an open-house format with nine distinct stations, including a station where attendees could view a repeating presentation providing an overview of the project and meeting materials. Project Team members were available at every station to provide information and answer questions.

The nine stations were set up prior to the agency meeting so that agency meeting attendees could view materials to be presented later in the evening to the public. Only the repeating presentation was not available for viewing at the agency meeting; however, items covered in the repeating presentation were also included in the formal agency presentation given by the Project Team. A copy of the agency presentation is included in **Attachment C-1**.

The nine public meeting stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Table 1** and included in **Attachment C**.

**Station 1: Welcome & Sign-In** - At this station, members of the public signed in, learned about the meeting format, and received introductory handout materials. Materials handed out included:

- A public meeting program guide describing the meeting format and station set-up;
- A project features handout describing the proposed improvements and Preliminary Alternatives; and
- A handout discussing the Programmatic Agreement for Historic Bridges as it relates to the National Register for Historic Places (NRHP) eligible Calcasieu River Bridge (**Attachment C-2**).

**Station 2: Presentation** – This station was set up for attendees to view a repeating presentation on a large television screen. The presentation provided a project overview, outlined the Preliminary Alternatives, discussed the alternatives screening process, and instructed the public on how to submit comments. The presentation was designed to repeat after each showing so that attendees could view it at any time over the duration of the public meeting (**Attachment C-3**).

**Station 3: Project Overview** – Three exhibit boards were on display at this station:

- A map of the project study area;
- An exhibit describing the purpose and need of the project and;
- An exhibit providing information about the EIS process and anticipated project timeline (**Attachment C-4**).

**Station 4: Environmental** – Four exhibit boards were on display at this station:

- Two constraints maps presenting the environmental constraints identified to-date (an east exhibit and west exhibit);
- An exhibit describing Section 106 of the NRHP, the Programmatic Agreement for Historic Bridges as it relates to the Calcasieu River Bridge; and
- A map identifying hazardous materials sites throughout the project corridor (**Attachment C-5**).

**Station 5: Preliminary Alternatives and Alternatives Screening Process** – Two exhibit boards were on display at this station:

- An exhibit outlining the Preliminary Alternatives under evaluation; and
- An exhibit presenting the screening process – or how the Preliminary Alternatives will be narrowed to Reasonable Alternatives for further evaluation in the EIS (**Attachment C-6**).

**Station 6: Features of the Preliminary Build Alternatives** – Three exhibits were on display at this station:

- A large 8-foot by 10-foot display of the project area with callouts for major features of the Preliminary Build Alternatives, including but not limited to what improvements are planned along the entire project corridor, different construction method possibilities in/over the EDC

contamination area, and visual examples of how the new main-span of the Calcasieu River Bridge could look; and

- Two exhibit boards outlining access to/from I-10 at Sampson Street: one for Preliminary Sub-Alternatives A-C and one for Preliminary Sub-Alternatives D-F (**Attachment C-7**).

**Station 7: Schematics** – This station included schematic drawings of the proposed Preliminary Build Alternatives and associated Preliminary Sub-Alternatives laid out on long tables for public viewing. The station also included one exhibit board detailing which Preliminary Sub-Alternatives were associated with each Preliminary Build Alternative (**Attachment C-8**).

**Station 8: Screening Results** – Three exhibit boards were on display at this station:

- An exhibit outlining all 11 screening objectives and associated screening measures;
- An exhibit providing a high-level overview of the draft screening results; and
- An exhibit identifying the recommended Reasonable Alternatives for further evaluation in the EIS.

*Note: these are recommendations only; the Reasonable Alternatives will not be formally identified until public and agency input is incorporated into the screening of alternatives.*

Multiple laminated copies of the draft alternatives screening matrices were available at this station, thereby providing the public with an opportunity to view the draft results from the alternatives screening process that led to the Reasonable Alternatives recommended by DOTD (**Attachment C-9**).

**Station 9: We Want to Hear from You** - This station included a sitting area and comment folders for meeting participants to complete and submit comment forms at the meeting venue. Meeting participants could also submit verbal comments to a digital recorder operated by a Study Team member at this station. Station 9 also presented an exhibit detailing the various methods members of the public could obtain more information or provide comments on the project. At the end of the meeting, the Study Team collected all written comments from the comment folders and verbal comments from the digital recorder (**Attachment C-10**).

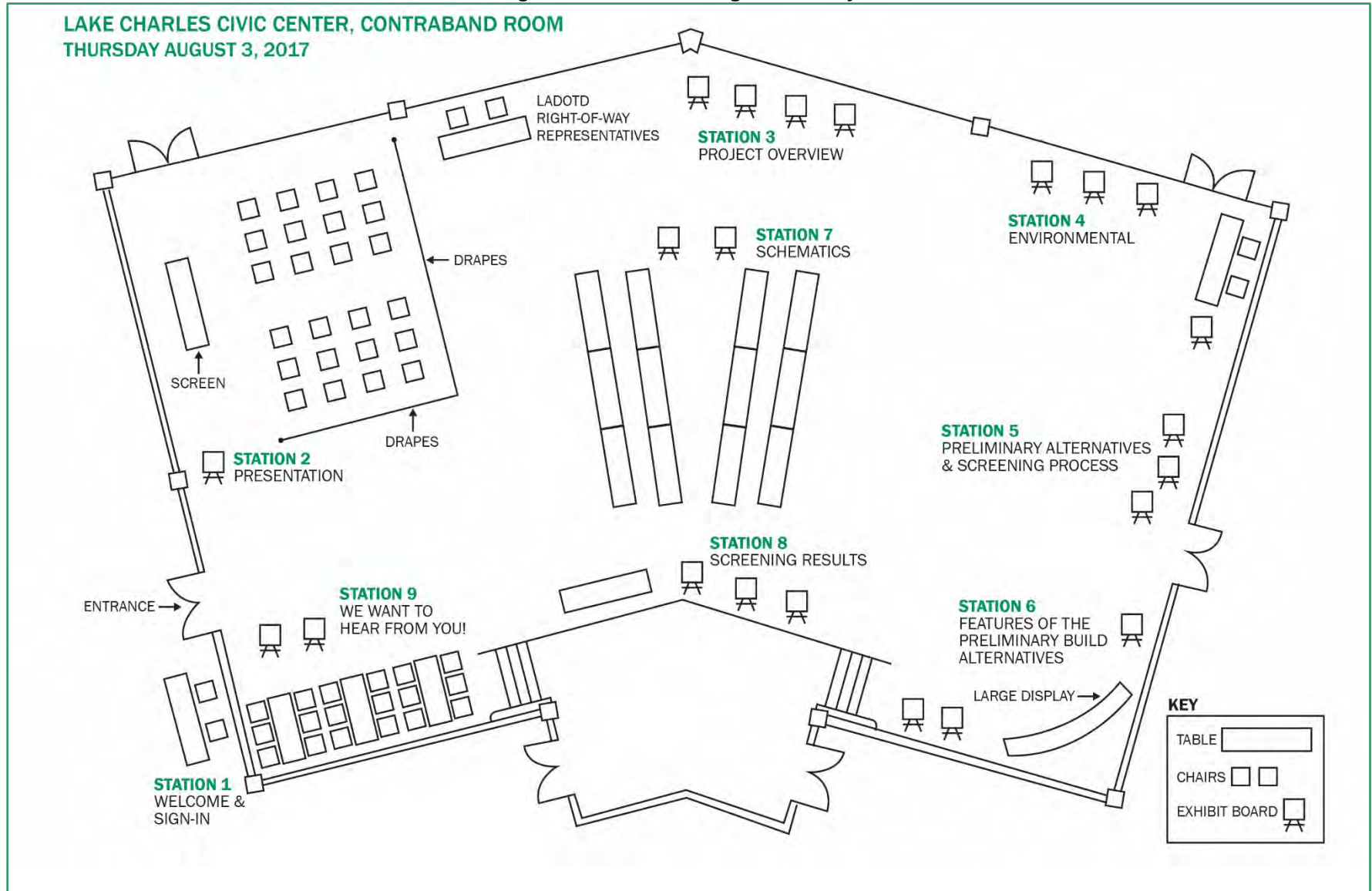
The materials described at each of the nine stations above are summarized in **Table 1**. Photos from the meetings are included in **Attachment C-11**. In addition to these materials, right-of-way specialists with DOTD were available at a table to answer questions from the public. **Figure 3** presents the general layout for the public meeting.



**Table 1: Public Meeting Materials**

<b>Station</b>	<b>Type</b>	<b>Title</b>
<b>Station 1: Welcome &amp; Sign-In</b>	Handout	Public Meeting Program Guide
	Handout	Project Features
	Handout	Programmatic Agreement for Historic Bridges
	Handout	Comment Form
<b>Station 2: Presentation</b>	Television	Repeating Presentation
<b>Station 3: Project Overview</b>	Exhibit Board	Study Area Map
	Exhibit Board	Purpose and Need
	Exhibit Board	Environmental Impact Statement (EIS) Process and Timeline
<b>Station 4: Environmental</b>	Exhibit Board	Constraints Map (West)
	Exhibit Board	Constraints Map (East)
	Exhibit Board	Section 106 of the National Historic Preservation Act
	Exhibit Board	Environmental Site Assessment, Phase I (Hazardous Materials Sites)
<b>Station 5: Preliminary Alternatives and Alternatives Screening Process</b>	Exhibit Board	Preliminary Alternatives
	Exhibit Board	Alternatives Screening Process
<b>Station 6: Features of the Preliminary Build Alternatives</b>	Exhibit Board	Features of the Preliminary Build Alternatives
	Exhibit Board	Preliminary Sub-Alternatives A-C
	Exhibit Board	Preliminary Sub-Alternatives D-F
<b>Station 7: Schematics</b>	Exhibit Board	Preliminary Build Alternatives with Sub-Alternatives
	Aerial Roll Plots	Preliminary Build Alternatives 1 – 3 with Sub-Alternatives A - E
	Aerial Roll Plots	Preliminary Build Alternative 4 with Sub-Alternatives A & B
<b>Station 8: Screening Results</b>	Exhibit Board	Screening Objectives
	Exhibit Board	Screening Results
	Laminated 11x17	Alternatives Screening Matrices
<b>Station 9: We Want to Hear from You!</b>	Exhibit Board	We Want to Hear from You!

Figure 3: Public Meeting Station Layout



### 3.4 Comments

#### 3.4.1 Agency Comments

##### Alternatives Screening Methodology

The Alternatives Screening Methodology (ASM) was sent to Cooperating, Participating and other Stakeholder Agencies for review prior to the second Agency and Public Meetings. The purpose of the ASM was to provide a decision-making framework to determine how well each Preliminary Alternative meets the Project's purpose and need and Project objectives. A total of eight agencies provided comments on the ASM. Copies of the comments are presented in **Attachment D-1**. The commenters are identified in **Table 2**, summarized below the table, and responses are provided accordingly.

**Table 2: Agency Comments on ASM**

ID# *	Name	Organization	Title
1	Balkum, Kyle	LDWF	Biologist, Manager
2	Blakemore, Doug	USCG	Branch Chief Bridge Administrator
3	Hardy, Linda	LDEQ	Environmental Manager
4	Howard, Brandon	NOAA	n/a
5	Marceaux, Joshua	USFWS	Fish and Wildlife Biologist
6	Marchuk, Charla	FEMA	Floodplain Management and Insurance Branch
7	Soileau, Cheri	IMCAL	Executive/MPO Director
8	Wright, Kevin	FRA	Environmental Protection Specialist

Note: \* Copies of the comments are found in Attachment D and are referenced by ID #.

Acronyms:  
LDWF = Louisiana Department of Wildlife and Fisheries  
USCG = United States Coast Guard  
LDEQ = Louisiana Department of Environmental Quality  
NOAA = National Oceanic and Atmospheric Administration  
USFWS = United States Fish and Wildlife Service  
FEMA = Federal Emergency Management Agency  
IMCAL = Imperial Calcasieu Regional Planning and Development Commission  
FRA = Federal Railroad Administration  
MPO = Metropolitan Planning Organization

##### ID #1: Balkum, Kyle with LDWF

- **Comment 1:** At this time, LDWF has no objection to the Draft ASM provided for the project and looks forward to providing additional department comments once the Draft EIS is made available for review.
- **Response1:** *Comment noted.*

##### ID #2: Blakemore, Doug with USCG

- **Comment 1:** Each PBA will require coordination with the USCG.
- **Response 1:** *Comment noted. DOTD has and will continue to coordinate with USCG throughout the duration of the project.*
- **Comment 2:** Building a new bridge will require a new Coast Guard bridge permit and any major bridge rehabilitation could require modifying the existing bridge permit.

- **Response 2:** *Comment noted. DOTD will work with the USCG to obtain a new bridge permit should a PBA be identified as the Preferred Alternative.*
- **Comment 3:** As you move through the screening process, USCG suggests discussing the four navigation and bridge height studies that were conducted to establish target vertical and horizontal bridge clearances.
- **Response 3:** *Comment noted. DOTD met with the Chief Bridge Administration Branch on Thursday, September 7, 2017 to discuss DOTD projects requiring a USCG permit, including the I-10 Calcasieu River Bridge, the PBAs and issues related to vertical and horizontal bridge clearances. Also see Response 1.*

### **ID #3: Hardy, Linda with LDEQ**

- **Comment 1:** General comments relate to the obtainment of all necessary approvals and permits. This includes the following: submit a LPDES application if the project results in a discharge to waters of the state; the potential need for modification of the LPDES permit before accepting additional wastewater if the project results in a discharge to an existing wastewater treatment system; contacting the LDEQ Water Permits Division for storm water general permits if the construction area is equal to or greater than one acre; contacting the USACE regarding permitting issues if work will occur in areas subject to USACE jurisdiction, which may involve a water quality certification from LDEQ; observe precaution to protect groundwater and workers from hazardous constituents, if applicable; if project includes a sanitary wastewater treatment facility, a Sewage Sludge and biosolids Use or Disposal Permit is required; if water system improvements include water softeners, contact LDEQ Water Permits to determine if water quality based limitations are necessary; compliance with lead and asbestos regulations for renovation or remodeling; and if hazardous wastes, soils, or groundwater are encountered, notify the LDEQ single point of contact.
- **Response 1:** *Comment noted. The Project Team will work with the appropriate resource agencies to obtain the necessary approvals and permits, as applicable.*
- **Comment 2:** Specific comments include the following:
  - Without final piling locations and proposed depths, it is not possible to provide specificity in recommending depths which would be protective of the subsurface environment.
  - LDEQ has no objection to piling depths of 75 feet below current existing grade or less north of the current I-10 footprint – per the correspondence from LDEQ to DOTD on November 19, 2009.
  - No piling should exceed a depth of 40 feet below current existing grade south of the current I-10 footprint with the exception of the following: using a line drawn from CPT18, CPT7, and a point 50 feet due east of I8 as a reference, there would be no depth restrictions to the east of this line (see EDMS Document ID# 6754900 for reference points).
- **Response 2:** *Comment noted. It is DOTD's intention to minimize the risk to the Chicot Aquifer. If an alternative requiring driving piles in the EDC area is selected as the Preferred Alternative, DOTD would coordinate with LDEQ on appropriate depths. DOTD is committed to working with LDEQ on contamination issues as the project moves forward.*

**ID #4: Howard, Brandon with NOAA**

- **Comment 1:** The essential fish habitat (EFH) consultation process will take place at a future review at which time EFH conservation recommendations may be provided.
- **Response 1:** *Comment noted.*
- **Comment 2:** The NMFS prefers either the HOV, TSM or PBA 1-F alternatives. With TSM or HOV being optimal as they would not require impacts to EFH or wetlands. The NMFS does not support the construction of new bridges in the area. New construction should center on the existing bridge and only include expansion if necessary. Therefore, NMFS does not support the other PBAs and their associated sub-alternatives.
- **Response 2:** *Comment noted and alternative preferences will be incorporated into the alternatives screening process.*
- **Comment 3:** As the project progresses, an EFH assessment should be developed and the NEPA document should include a discussion on EFH or an EFH Assessment chapter.
- **Response 3:** *Comment noted. The Project Team will coordinate with NMFS on EFH and EFH incorporated into the EIS.*

**ID #5: Marceaux, Joshua with USFWS**

- **Comment 1:** Recommend all alternatives be evaluated for jurisdictional wetland impacts consisting of wetland habitat types and acreages of those wetland habitats proposed to be impacted.
- **Response 1:** *The screening of Preliminary Alternatives to Reasonable Alternatives is predominantly a GIS mapping based analysis. For wetlands, this includes looking at mapped wetland features using NWI maps and recent aerial photography. Per the above comment, an evaluation of hydric soils was added as a screening measure to better ascertain the location and acreage of wetland features potentially impacted by the proposed project. An aerial photography based assessment of wetland habitat type (in acres) was also added to the screening.*
- **Comment 2:** Provide that information for each alternative and submit to resource agencies for review in future correspondence. Resource agency comments regarding jurisdictional wetland impacts should be reviewed prior to eliminating alternatives.
- **Response 2:** *The screening measures and initial screening results were presented to resource agencies at an Agency Meeting on August 3, 2017. Federal, state, and local resource agencies were invited to attend. A 10-day official comment period followed that meeting and agencies were encouraged to comment on the screening, screening results, as well as the recommended Reasonable Alternatives. These recommended Reasonable Alternatives were DOTD recommendations only, and the final Reasonable Alternatives to be evaluated in detail within the EIS will not be made until agency and public comments received are incorporated into the screening analysis.*



**ID#6: Marchuk, Charla with FEMA**

- **Comment 1:** Request that the community floodplain administrators be contacted for the review and possible permit requirements for this project. If federally funded, we would request project be in compliance with EO 11988 and EO 11990.
- **Response 1:** *Comment noted. The Project Team will coordinate with community floodplain administrators and the project will be in compliance with EO 11988 and EO 11990.*

**ID#7: Soileau, Cheri with IMCAL**

- **Comment 1:** Consider adding to the ASM: Impact (both positive/negative) of an alternative to businesses and overall economic development. Looking at economic viability of existing businesses and the alternatives, not during construction.
- **Response 1:** *“Supports Economic Development” was added as a screening parameter in response to this comment and evaluated as part of the alternatives screening.*
- **Comment 2:** Consider adding to the ASM: Impact of the alternative to other intersections/interchanges throughout the corridor.
- **Response 2:** *Comment noted. Impact of alternatives to other intersections/interchanges was not assessed at this preliminary stage of evaluation, but will be incorporated as part of the traffic analysis of the Reasonable Alternatives.*
- **Comment 3:** Consider adding to the ASM: Impact of the duration of construction on businesses throughout the corridor.
- **Response 3:** *“Minimize Roadway Disruptions During Construction” is a screening parameter and was evaluated as part of the alternatives screening.*
- **Comment 4:** Consider adding to the ASM: Does the alternative increase the capacity of the roadway and/or particular interchanges.
- **Response 4:** *All PBAs would increase roadway capacity. Capacity at interchanges was not assessed at this preliminary stage of evaluation, but will be incorporated as part of the traffic analysis of the Reasonable Alternatives.*

**ID#8: Wright, Kevin with FRA**

- **Comment 1:** Regarding the purpose and need screening, would you need to achieve a pass rating for all criteria in order to move forward in the screening process?
- **Response 1:** *If an alternative did not meet each need of the project, it was eliminated from further evaluation.*

**Agency Meeting Comments**

A total of three agencies provided comments on the content presented at the Agency Meeting.

Copies of these comments are presented in **Attachment D-2**. The commenters are identified in **Table 3**. The commenters are identified in **Table 3**, summarized below the table, and responses are provided accordingly.

**Table 3: Agency Comments Based on Material Presented at Agency Meeting**

ID# *	Name	Organization	Title
1	<b>Beck, Robert</b>	FAA	Manager, Operations Support Group
2	<b>Sanders, Kristin</b>	Louisiana Office of Cultural Development, Department of Culture	Deputy State Historic Preservation Officer
3	<b>Luckett-Snyder, Casey</b>	EPA, Superfund Division	Remedial Project Manager

Note: \* Copies of the comments are found in Attachment E and are referenced by ID #.  
 Acronyms:  
 FAA = Federal Aviation Administration  
 EPA = United States Environmental Protection Agency

### **ID #1: Beck, Robert with FAA**

- **Comment 1:** Encourage coordination with FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) office so that they can review the alternatives to provide possible impacts. If any part of the project exceeds notification criteria under FAR Part 77, notice to the FAA is required at least 30 days prior to the proposed construction date.
- **Response 1:** *Comment noted. FAA's OE/AAA office will be added to the Agency Work Group for future coordination.*

### **ID #2: Sanders, Kristen with Louisiana Office of Cultural Development**

- **Comment 1:** The interchanges proposed in the Preliminary Build Alternatives 2 – 4 have the potential to adversely affect historic standing structures.
- **Response 1:** *Comment noted. An assessment of potential impacts to historic standing structures will be completed for the Reasonable Alternatives. If adverse impacts are identified, the Project Team will work to avoid and/or minimize such impacts to the extent practicable.*
- **Comment 2:** In order to comment per Section 106 regulations (36 CFR 800), need Areas of Potential Effects (APE) for the Preliminary Build Alternatives and an assessment on the National Register of Historic Places (NRHP) eligibility made on all the standing structures within the APE.
- **Response 2:** *Comment noted. The APEs will be established for the Reasonable Alternatives. The Project Team will coordinate with SHPO on the APEs. Once approved by SHPO, the NRHP eligibility of all standing structures within the APEs will be evaluated as part of the EIS.*

### **ID #3: Luckett-Snyder, Casey with EPA**

- **Comment 1:** PBAs that involve the extension of Sulphur Ave. to Enterprise Blvd. have the potential to impact the Gulf State Utilities North Ryan Street Superfund Site (Site). Although remediation has occurred, low level threat contamination remains in the subsoil of former exposed tar area (see graphic in comment). Request coordination prior to design and construction should a Sulphur Ave. extension to Enterprise Blvd. be selected as a

Reasonable Alternative.

- **Response 1:** Comment noted. The Project Team will coordinate with EPA as the EIS progresses and the Reasonable Alternatives are further refined.
- **Comment 2:** EPA must review and approve a Soil and Stormwater Management Plan that includes (1) sampling and analysis plan for contaminants; (2) plan to deal with and disposal of contaminated soil; (3) plan that ensures legal disposal of contaminated soil; and (4) plan to minimize stormwater contact with contaminated soil.
- **Response 2:** Comment noted. The Project Team will coordinate with EPA and complete the necessary plans and analyses should they be warranted and/or document as a commitment that will be followed up in future phases of the project, if needed.
- **Comment 3:** Any future property owners of all or a portion of the property must comply with land use restrictions to control and limit exposure to Site contamination.
- **Response 3:** Comment noted.
- **Comment 4:** Project should follow requirements of 29 CFR 1910.120 concerning HAZWOPER training requirements for construction workers who may be working with contaminated subsurface soils.
- **Response 4:** Comment noted.

### 3.4.2 Public Meeting Comments

The public comment period opened on August 3, 2017 and ended August 14, 2017. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written or verbal comment at Public Meeting Station 9;
- Mailing a written comment to I-10 Calcasieu River Bridge Project c/o HNTB Corporation, 2021 Lakeshore Drive, Suite 230, New Orleans, LA 70122; or
- Logging on to the project website ([www.i10lakecharles.com](http://www.i10lakecharles.com)) and selecting Contact Us.

**Table 4** shows the number of comment submissions by method in which they were submitted.

**Table 4: Number of Comments Received**

Submission Method *	Number of Comments
Comment Form at Public Meeting	16
Verbal Comment at Public Meeting	1
US Mail	8
Project Website	19
<b>Total Comments Received</b>	<b>44</b>

Note: \* See Table 5 for detailed comments.

Many of the comments submitted presented support or lack of support for PBAs. In addition, EDC contamination and protection of the Chicot Aquifer were issues raised by commenters. **Table 5** provides a listing of all comments received. For reporting purposes, comments were summarized into major points. Copies of all comments received are included in **Attachment D-3**. Also included in **Table 5** are the corresponding response codes for each comment. The response code key is presented in **Table 6**. A summary table of PBA preferences is presented in **Section 4.0**.

Table 5: Comments Received and Response Codes

Name (Last/First)	Date	Comment(s)	Response Code(s)
Abdalla, A	8/13/17	Make existing I-210 Loop the designated I-10 route and make the present I-10 route I-210	D-1
Alejandro, L	8/4/17	Suggest an underground tunnel. Would be easy and cheaper to build.	D-1
Ashworth, Emily	8/3/17	1. Do not support PBA 1. 2. Support PBA 3, Support Sub-Alt B.	C-1 B-3, B-6
Atherton, Charlie	8/14/17	1. Support bridge remaining at current height of 135 feet to maximize the future navigational use and development of the naturally deep and protected waters.	A-1
		2. Requesting the official paper trail with all the appropriate legal signatures that changes the bridge height from 135 feet to 73 feet be entered into the public record of this project.	E-2
		3. Do not believe all the agencies with legal authority and legislative oversight have legally followed the required public participation process or signed off on the decision for the 73-foot bridge, especially absent is the Bridge Administration of the Coast Guard, Office of Bridge Administration.	E-2
Bates, Betty	8/3/17	1. Support Sub-Alt. E	B-9
		2. Do not support Enterprise Sub-Alts	C-6, C-8
		3. Please construct infrastructure from I-10 to Westlake first – takes 30-40 min to get out of Westlake	A-1, G-1
		4. Support replacement of Calcasieu River Bridge	B-11
Bates, Don	8/3/17	Stay away from contaminated area at all cost.	C-11
Bonvillian, Betty	8/12/17	1. Do not disturb the aquifer.	E-6
		2. Request two bridges with cross overs for emergency personnel.	D-1
		3. Heavy trucks should have their own reinforced lane, paid for by the industries with heavy trucks that tear up the road and release pollutants.	A-1
Borel, Mattie	8/3/17	1. Need for new I-10 bridge is imminent	B-11
		2. Grade of future bridge should be studied. Grade of the current bridge has caused many accidents.	D-2
		3. Do not dig around the EDC spill area.	C-11
		4. Concerned about potential impacts to the aquifer.	E-6
		5. The height of the current bridge was determined to allow large ships to go under the bridge and hide from the enemy in times of past warfare. This should be considered for times of future warfare before lowering the height of the bridge.	A-1, E-2
Capdebosco, Pam	8/3/17	1. Support PBAs 2 and 3, Sub-Alt. C	B-2, B-3, B-7
		2. Want direct access to both east and west and downtown Lake Charles at Ryan St. because of the location of community events and restaurants.	D-2
		3. Take flooding issues into consideration as well as the contamination of water and air.	E-1, D-2, H-2
Carleton, Mike	8/3/17	1. Do not support PBA-4	C-4
		2. Get the EDC contamination site cleaned up	H-1

Name (Last/First)	Date	Comment(s)	Response Code(s)
Cormier, Adley	8/5/17	1. Please reaffirm the general right-of-way is not expected to impact the historic sites of Corporation Cemetery (at Moss and Church) and Cantonment Atkinson/Bilbo Cemetery.	E-1
		2. Support widespan option (assume means long span bridge option).	B-3
		3. Support moveable bridge to direct traffic to Enterprise Blvd.	B-13
		4. Support additional connections to Lakeshore Dr. and Ryan St (assume means west of Ryan St.)	B-5, B-7, B-9
		5. Moveable bridge at the site of the Old Spanish Trail bridge along with an alignment of Sampson St. (which would run with no connection to I-10 at this site) to Mike Hooks to Marine St. to Nelson would be useful to move traffic from West to East Calcasieu.	A-1, D-1
Council, Walter	8/3/17	1. Support PBA 2 and Support Sub-Alt. B.	B-2, B-6
		2. DOTD requires Complete Streets consideration for all new projects. Sub-Alternative B offers opportunity to implement pedestrian, bike and regional transit opportunities.	E-4
Crawford, Craig *	8/3/17	Please do not cut straight across Lake Charles. It would ruin the beauty of the lake.	C-4
Crawford, Craig *	8/3/17	1. Do not cut across Lake Charles, keep bridge in existing location.	C-4
		2. Would like an architecturally pleasant bridge that incorporates the crossed gun logo.	A-1
		3. Reuse or sell the guardrail from the current bridge.	A-1
Diamond, R. Patrick	8/3/17	1. Add at least 1 or 2 toll lanes to bridge to help with financing	G-1
		2. Use suspension bridge option to span the EDC area and railroad tracks on I-10 and Sampson St.	B-3
Fritzenschaft, Peter	8/5/17	<p>Suggest the following design instead of those presented at the public meeting:</p> <ul style="list-style-type: none"> <li>• Build a north loop of I-210 from west I-10 interchange around the backside (west) of Sasol and Nelson Power station up to Hwy. 171 north of Moss Bluff.</li> <li>• Continue the North I-210 Loop from Hwy. 171 to the east I-10 interchange - do not stop at Hwy. 171</li> <li>• Would require bridges over West Fork and Calcasieu River, but smaller scale than a new I-10 bridge.</li> <li>• With this north loop and the I-210 loop open to traffic, conduct demolition of the I-10 bridge, leaving the concrete piers in place for future use.</li> <li>• Build a lower profile I-10 bridge on the existing concrete piers.</li> <li>• Benefits of the above design include (1) there would be 3 avenues of interstate roadway for east-west traffic (2) heavy industry traffic would be re-routed around the outside of Westlake greatly lowering the amount of traffic going through town and minimizing the problems the train causes when it goes through Westlake to a more acceptable level, (3) would provide a means to remove the current I-10 bridge from use during refurbishment without greatly impeding traffic flow, (4) would provide a more efficient means of egress for south Lake Charles in the case of hurricane evacuation, and (5) would provide the area with an adequate infrastructure that will allow growth well into the future.</li> </ul>	A-1, D-1
Gibson, Angela	8/3/17	Anything that can be done to alleviate the extra traffic that will go to I-10 during the I-210 bridge project should be done before the I-210 bridge project starts.	A-1



Name (Last/First)	Date	Comment(s)	Response Code(s)
Harbison, Richard with Phillips 66 Company	8/14/17	1. The EIS process that DOTD is now continuing after a four-year hiatus does not meet federal regulatory standards.	F-2
		2. DOTD has skipped critically important steps that it said it would take in the October 2013 Public Scoping meeting.	F-3
		3. Both the feasibility study and the scoping process that form the foundation of the proposed EIS are outdated and inconsistent with the process described to the public four years ago.	F-4
		4. DOTD has apparently relied on outdated and incorrect data to eliminate from consideration the most cost-effective alternative, PBA 1-F.	F-5, B-1, B-10
		5. PBA 1-F was eliminated from consideration in a secret process in which the public and stakeholders were not given the opportunity to provide meaningful input.	F-6
		6. Many of the specific safety and congestion issues that were identified as a problem at Sampson St. in the draft 2013 purpose and need statement were removed from the purpose and need presented at the August 3, 2017 meeting.	F-7
Hersey, Elizabeth	8/11/17	1. Please explain how far the bridge will be from my home on Church Street. Is the bridge going in a circle from right to left still passing next my property?	I-1
		2. Will I be offered to sell and move or stay?	E-5
		3. It appears it is coming to I-10 east toward Railroad Avenue and Hersey street. Explanation needed.	I-2
		4. Request more police in the area to deal with panhandlers.	A-1
Knapp, Leonard	8/10/17	1. Streamline and compress the environmental process.	F-1
		2. Bridge is obsolete and needs to be replaced now.	B-11
		3. Need discussion of the impact of the contamination now under the bridge and its impact on cost and problems which might result.	H-1
		4. Look at an alternative location north of the present site that might avoid the issue of contamination, going through Moss Bluff.	D-1
Lake Charles Yacht Club	8/9/17	1. Support renovation/replacement of the I-10 bridge.	B-11
		2. Do not support new bridge across the middle of Lake Charles	C-4
Leger, Randy	8/3/17	1. Support Sub-Alts. A and B.	B-5, B-6
		2. Must keep I-10 bridge open while new bridge is built. Own a business on the east side and we need to be able to deliver our product on the west side of the bridge in a timely manner.	D-4
Magallon, Benjamin	8/3/17	1. PBAs 2 and 3 have the most desired balance of mitigation impacts. While PBA 2 is less costly than PBA 3, the potential for added benefits to travel and tourism with a long-span bridge could be one way to show long term off-sets to the difference in cost.	B-2, B-3
		2. For the north/south connectivity of surface level roads, address bike/pedestrian connectivity.	E-4
Mansell, E.	8/3/17	Looking forward to job being done.	A-1

Name (Last/First)	Date	Comment(s)	Response Code(s)
Marcon, John	8/3/17	1. Recommend solidifying the EDC site by grout, etc. If made a solid site it eliminates the EDC from moving. In 1991 Olin build a large retaining wall to build a new wastewater treatment plant using a large auger to build the wall. The wall is still standing. I think a similar system could be used to solidify the contaminated site.	A-1, H-1
		2. The option of the bridge through the Olin site (PBA 4) goes through difficult terrain that would be expensive.	E-3
McDonald, Marc	8/4/17	Will the graphics/information presented at the public meeting be posted on the website or elsewhere?	A-2
Poppell, Brittney	7/27/17	Will the project require right-of-way acquisition?	E-5
Powell, A.	8/3/17	Support PBA 3.	B-3
Reilly, Patrick	8/4/17	Is it possible to receive and review the slide presentation shown at the August 3 <sup>rd</sup> meeting?	A-2
Robinson, Jeff	8/5/17	1. The bridge is part of an interstate system that is regulated in part by the Federal government and should be built with Federal funds or with grants for most of the project.	G-1
		2. The new bridge should be built along the I-10 corridor to keep the main flow of traffic on the interstate system. It also serves as an alternate route when south Lake Charles and I-210 are too congested.	B-12
		3. Make the new bridge no less than three lanes in each direction rather than two lanes due to ever growing traffic congestion.	D-2
		4. Lake Charles could have built a new bridge a few years ago when the cost would have been cheaper. The cost will continue to rise – get it done now.	A-1
		5. Do not over plan and spend a fortune on planners and over-priced project plans and studies. Use one of the many studies that have already been done.	F-1
Roy, Lanny with A Community Voice (ACV)	8/2/17	1. ACV is in favor of the bridge replacement project.	B-11
		2. Need sufficient and adequate alternate routes with traffic controls during bridge down time, especially during hurricane season to ensure safety of all commuters.	D-4
		3. Due to the EDC contamination, safety precautions must be put in place with safe work practices employed and adequately trained workers. Constant monitoring practices must be established.	H-1
		4. Support implementation of Lead Safe Work Practices for the removal and disposal of the existing bridge, as most bridges build around the time of the Calcasieu River Bridge contain lead based paint.	E-3
		5. Support using Disadvantaged Business Enterprise contractors and local residents for jobs, as the majority of large scale construction projects across the state employ out of state contractors that fail to return investment into the communities in which they work.	D-6
Searcy, Carly	8/3/17	1. Concerned about the potential impacts to drinking water.	E-6
		2. The option that avoids the major contaminants is probably very costly.	A-1, G-2
		3. I want to know more about the different truss systems to keep from drilling below the aquifer.	I-3
Spain, Mike	8/1/17	What is the estimate on construction cost for the project?	G-2

Name (Last/First)	Date	Comment(s)	Response Code(s)
Steward, Charles	8/3/17	1. Without knowing the cost my recommendation is either PBA 2 or PBA 3.	B-2, B-3, G-2
		2. Support either Sub-Alternatives A, C or E.	B-5, B-7, B-9
		3. Do not support options that extend to Enterprise Blvd. (B or D).	C-6, C-8
Still, Mary	8/10/17	1. Supports a new bridge soon – needed for safety.	B-11
		2. Prefabricate as much of the bridge as possible to make construction go faster.	A-1
Tipton, D. with Friend Ships	8/12/17	<p>Commenter expressed the following concerns:</p> <ul style="list-style-type: none"> <li>• Lowering the bridge will permanently destroy the potential maritime economic development and reduce property values.</li> <li>• Lowering the bridge could limit vessels from utilizing any future potential marinas included in the North Lake Charles Riverfront Parkway and Redevelopment Plan.</li> <li>• The American Press published an editorial in 2008 that details reasons that the advocates of a lower bridge are shortsighted.</li> <li>• Friend Ships has eight vessels that currently transit the Calcasieu River.</li> <li>• Friend Ships provides a unique product and is a key resource to this region.</li> <li>• Lowering the bridge would virtually shut down current operations, prohibit future growth and eliminate their ability to expand.</li> <li>• Post-World War II, the river banks in north Lake Charles housed hundreds of ships returning from the war.</li> <li>• Lowering the bridge discourages potential economically viable maritime operations from relocating north of the I-10 bridge.</li> <li>• Per USCG regulations and settled law, the USCG cannot allow a structure to be built over navigable waters that does not provide for the reasonable needs of current and future navigation.</li> <li>• Friend Ships' area is a natural safe harbor from storms.</li> <li>• Park West Children's Fund/Friend Ships is authorized by the USCG as a TWIC security dock for the moorage of US and foreign vessels of different sizes and heights.</li> <li>• The long-term future of Friend Ships and land owners who will be affected by the lowering of the bridge cannot adequately be predicted.</li> </ul>	A-1, E-2
Tritico, Michael with RESTORE	8/10/17	1. Support a bypass north of Lake Charles at a latitude that would not require a massive bridge.	D-1
		2. Error on PBA 4: The two new bridge crossings are not over Bayou Contraband, but are on the Clooney Island Loop of the Calcasieu River.	A-4
		3. Do not support PBA 4 – it would be an eyesore and hazard to boaters.	C-4
		4. EDC contamination must be studied in the EIS and presented to the public.	H-1
		5. RESTORE was told that the rules for the Interstate specifically prohibit drawbridges or turnstile bridges (and tunnels). What has changed?	D-5
		6. Westlake municipal water wells just north of the railroad seem to be drawing EDC upgradient toward themselves. The EDC would destroy the soil beneath the proposed Sub-Alts. A-E and PBAs 2 and 3.	H-2

Name (Last/First)	Date	Comment(s)	Response Code(s)
		7. There should immediately be a test well drilled somewhere north of the last set of monitoring wells which showed the presence of EDC. All previous zones should be sampled for all chlorinated hydrocarbons as the well is being drilled.	H-3
		8. EDC causes a collapse of the crystalline structure of local clays – it would be best to plan for future problems rather than planning to put alternatives into places where problems will eventually occur.	H-4
Tritico, Michael with RESTORE (continued)	8/10/17	9. Water levels in the nearshore wells rise/fall with the tidal pulses of the river. This constant movement of fluid should be factored into the projects of arrival time of the EDC at the Westlake municipal wells before going through the trouble of building the Sulphur Avenue extension alternatives.	H-5
		10. The impact of railroad vibrations on clay and sand in the project area should be studied – the pulses of a train caused a sudden collapse of the substrate and the train and tracks in India years ago.	A-1
		11. Annual sampling of the EDC contamination should be occurring and that information made available online for the public.	H-6
		12. Given the damage to the bridge, it would be better to do a planned removal of the bridge before a cataclysmic collapse, whether or not a replacement bridge is ready.	A-1
Tritico, Michael with RESTORE  <i>Note: These comments are dated 10/25/13 and were based on materials presented at the 8/24/13 Public Scoping Meeting. Commenter re-submitted the comments in response to the August 3, 2017 Public Meeting.</i>	8/10/17	1. Regarding the <i>Draft Purpose and Need</i> , the commenter noted that traffic congestion, safety and bridge design issues need to be carefully studied and changes made so that existing problems can be removed.	A-1
		2. Regarding the <i>Draft Project Coordination Plan</i> , the commenter stated that this project has been stuck in the planning phase with no practical forward movement. However, the commenter explained that the public involvement opportunities (e.g., website, newsletters, etc.) are welcome improvements.	A, F-1
		3. Commenter would like to receive future updates on the proposed project; short notifications via email and lengthy correspondence via mail.	A-3
		4. Commenter provided statements related to constructing the new I-10 Calcasieu River Bridge north of its present location: <ul style="list-style-type: none"> <li>• Construct the bridge near Joe Miller Road, in the corridor between Moss Bluff and Gillis, or in the corridor between Gillis and Ragley.</li> <li>• Vertical bridge height not a problem in these corridors</li> <li>• ROW would likely be less expensive to acquire</li> <li>• If constructed south of Ragley, interstate would be out of the area shown by the National Hurricane Center’s SLOSH model to be vulnerable to tropical storm surges</li> <li>• Would remove impediments to navigation; important to leave the existing navigational clearance so that organizations like Friend Ships can complete their humanitarian work</li> <li>• With planning and proper advertisement, a more northern interstate route would not adversely affect development and the economy</li> </ul>	D-1, E-2

Name (Last/First)	Date	Comment(s)	Response Code(s)
Tritico, Michael with RESTORE (continued)  <i>Note: These comments are dated 10/25/13 and were based on materials presented at the 10/24/13 Public Scoping Meeting. Commenter re-submitted the comments in response to the August 3, 2017 Public Meeting.</i>	8/10/17	5. Commenter provided statements related to the EDC contamination: <ul style="list-style-type: none"> <li>• Bridge increasingly unstable due to age and the EDC contamination.</li> <li>• Some FOIA material requests has been redacted.</li> <li>• Studies show the effect of EDC on local clays; regional clay is quickly and severely degraded by EDC, losing its ability to bear weight and slow down the movement of fluids.</li> <li>• EDC plume may have reached the railroad tracks north of I-10</li> <li>• Concentration of EDC is 90,000 times the LDEQ's RECAP trigger level of 5 ppb.</li> <li>• If boring tests for load bearing capacity have been completed, they need to be made public.</li> <li>• As of 2009, EDC was within 40 feet of the top of the Chicot Aquifer. Is inevitable that the EDC will enter that aquifer.</li> <li>• FOIA materials show that the LDEQ is concerned about new bridge pilings hastening EDC contamination into the Chicot Aquifer.</li> <li>• EDC is moving in a direction contrary to the usual direction of groundwater flow in this region, caused by the heavy draft of the Westlake Municipal Water Supply well pulling the plume downward and northeastward.</li> <li>• Recovery wells are sparingly-efficient and cannot remediate a problem once the contaminants pervade the subsurface.</li> <li>• Given the number of people depending on the groundwater, a recovery well field location within the bridge ROW would do the most good, as opposed to the construction of a new bridge.</li> <li>• Commenter requests FHWA send more recent and extensive information (e.g., boring data, litigation discussions/status), emphasizing the need for full disclosure related to the EDC.</li> </ul>	A-1, H-1, H-4, H-6, H-7
Unknown 1	8/4/17	When will materials be available showing the proposed alternate routes as displayed at the August 3 <sup>rd</sup> meeting for the I-10 Calcasieu River Bridge?	A-2
Unknown 2	8/4/17	1. I am in favor of the project to construct a new I-10 bridge with three lanes in each direction and a shoulder on each side; and new bridge should be just north of the existing bridge.	B-12, D-2
		2. The proposed location for the bridge to the South should be rejected, as it will destroy the scenic beauty of our Lake Charles.	C-4
Unknown 3	8/8/17	1. More cost effective to reduce the proposed bridge that would not touch the EDC spill by adding a two-lane exit ramp high enough to go over the railroad track on Sampson St. and also have an entrance ramp coming back onto I-10 and looping under the interstate to continue east.	A-1, B-1, B-10
		2. Think of future infrastructure needs and increase the number of lanes to eight instead of six.	A-1, D-2
		3. Do not support compensated foundation.	C-2
		4. Do not tamper with water source.	E-6



Name (Last/First)	Date	Comment(s)	Response Code(s)
Unknown 4	8/8/17	1. Want to see a committee of local public officials meet with all parties involved with the pollution issue to get it settled as soon as possible.	A-1, H-1
		2. The design of the bridge could mimic the same I-10 bridge over the Sabine River where large tug boats could continue to service the port property just north of it.	A-1, D-1
		3. Have three lanes each side and the outside west lane could veer over the railroad tracks and tie into the Westlake entrance road.	A-1, D-1
		4. Support new bridge immediately north of the existing bridge.	B-12
		5. As a small business owner in Sulphur we are seeing the impact of slow traffic with both bridges open. If I-10 is shut down, it would be a disaster for the economy.	A-1, D-4
		6. Neighboring states will help obtain funding because I-10 is a major pipeline for the Gulf Coast economy.	G-1
Whelan, Wendy	8/3/17	1. Support PBA 3	B-3
		2. Strongly oppose PBA 1, PBA 2, and Sub-Alternative F	C-1, C-2, C-10
		3. Do not support Sub-Alts. with Sulphur Ave. extension to Enterprise Blvd.	C-6, C-8
		4. Support Sub-Alternatives A, C and E.	B-5, B-7, B-9
Wranosky, Linda	8/7/17	Support PBA 3.	B-3

Note: \* Crawford, Craig submitted one comment by email and one comment on the public meeting comment form. Both included a Do Not Support comment for PBA 4. Accordingly, and as tallied in **Table 7**, Mr. Crawford's Do Not Support comment for PBA 4 was only considered once.

**Table 6: Responses to Comments (Response Codes A-I)**

<b>A = General</b>		
<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
A-1	General comment or suggestion	Comment noted.
A-2	Public meeting materials	All materials presented at the public meeting, including handouts, the repeating presentation, and exhibit boards can be found on the project website <a href="http://www.i10lakecharles.com">www.i10lakecharles.com</a> under the public involvement tab. Commenters requesting the location of public meeting materials were contacted by the Project Team.
A-3	Request to receive future updates on the project	Commenter has been added to the project mailing list and will receive updates as they are available.
A-4	Comment requiring revision by Project Team	Comment noted and the applicable exhibits will be revised.

<b>B = Support specified PBA, Sub-Alternative or project feature</b>		
<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
B-1	Support PBA 1	Comment noted and incorporated into alternatives screening analysis.
B-2	Support PBA 2	Comment noted and incorporated into alternatives screening analysis.
B-3	Support PBA 3	Comment noted and incorporated into alternatives screening analysis.
B-4	Support PBA 4	Comment noted and incorporated into alternatives screening analysis.
B-5	Support Sub-Alt. A	Comment noted and incorporated into alternatives screening analysis.
B-6	Support Sub-Alt. B	Comment noted and incorporated into alternatives screening analysis.
B-7	Support Sub-Alt. C	Comment noted and incorporated into alternatives screening analysis.
B-8	Support Sub-Alt. D	Comment noted and incorporated into alternatives screening analysis.
B-9	Support Sub-Alt. E	Comment noted and incorporated into alternatives screening analysis.
B-10	Support Sub-Alt. F	Comment noted and incorporated into alternatives screening analysis.
B-11	General support for new bridge (but no specific alternative identified)	Comment noted and incorporated into alternatives screening analysis.
B-12	Support new bridge along existing I-10 corridor	Comment noted and incorporated into alternatives screening analysis.
B-13	Support Sulphur Ave. extension to Enterprise Blvd.	Comment noted and incorporated into alternatives screening analysis.

<b>C = Do not support specified PBA, Sub-Alternative or project feature</b>		
<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
C-1	Do not support PBA 1	Comment noted and incorporated into alternatives screening analysis.
C-2	Do not support PBA 2	Comment noted and incorporated into alternatives screening analysis.
C-3	Do not support PBA 3	Comment noted and incorporated into alternatives screening analysis.
C-4	Do not support PBA 4	Comment noted and incorporated into alternatives screening analysis.
C-5	Do not support Sub-Alt. A	Comment noted and incorporated into alternatives screening analysis.
C-6	Do not support Sub-Alt. B	Comment noted and incorporated into alternatives screening analysis.
C-7	Do not support Sub-Alt. C	Comment noted and incorporated into alternatives screening analysis.
C-8	Do not support Sub-Alt. D	Comment noted and incorporated into alternatives screening analysis.
C-9	Do not support Sub-Alt. E	Comment noted and incorporated into alternatives screening analysis.
C-10	Do not support Sub-Alt. F	Comment noted and incorporated into alternatives screening analysis.
C-11	Do not support general construction in EDC contamination area	Comment noted and incorporated into alternatives screening analysis.

D = Questions/comments on project design and construction		
Response Code	General Topic Addressed	Response
D-1	Suggest new alternative for evaluation	Comment noted. The PBAs were identified after various stages of alternatives development and refinement, including a Feasibility Study, multiple bridge height and engineering studies, and public and agency coordination, thus encompassing the range of alternatives for the proposal. NEPA requires an EIS to examine all reasonable alternatives. In accordance with NEPA, a reasonable range of alternatives representative of the full spectrum of Reasonable Alternatives was explored and objectively evaluated for the project.
D-2	Project design features	<p>All of the proposed PBAs include the following improvements along I-10 between the I-210 interchanges:</p> <ul style="list-style-type: none"> <li>• Proposed widening of I-10 b/w the I-210 interchanges to six, 12-ft lanes (3 in each direction) with 12-foot shoulders</li> <li>• Proposed replacement of I-10 EB to I-210 SB ramp bridge</li> <li>• Proposed 6 lane overpass at PPG Dr.</li> <li>• Proposed replacement/improvement of US 90 overpass to allow I-10 to be widened</li> <li>• Proposed access improvements to Sampson St. to/from I-10</li> <li>• Proposed 6-lane overpasses to improve vertical clearance and new U-Turns under the overpasses at the following locations: Veterans Memorial Blvd, Ryan St., Bilbo St., Krikman St., Enterprise Blvd., Shattuck St., Railroad Crossing, and Opelousas St.</li> <li>• Proposed improvements to US 171 overpass to allow I-10 to be widened and improve vertical clearance</li> <li>• Replacement of the existing Calcasieu River Bridge</li> <li>• Required drainage improvements</li> </ul> <p>Regarding the proposed number of I-10 main lanes: The current proposal for I-10 is three lanes in each direction. The traffic analysis to be completed for the Reasonable Alternatives as part of the EIS would confirm if the proposed three lanes in each direction are anticipated to meet the needs of future traffic or if additional lanes would be needed.</p> <p>Regarding the bridge grade: The existing steep grades slow traffic on the up-slope and make it more difficult to stop on the downslope. The existing bridge grade is 5% on the east approach. That exceeds the recommended 3% maximum grade of DOTD design guidelines. The grade of the new Calcasieu River Bridge will be 3%, which is anticipated to improve driver safety.</p>
D-3	Compensated foundation	A compensated foundation consists of excavating a volume of the ground below grade, reducing the weight and partly or wholly compensating for the loads imposed by the new bridge. If constructed, the compensated foundation would be constructed above any known EDC contamination. Should PBA 2 (compensated foundation) be identified as a Reasonable Alternative, the design and impacts of a compensated foundation would be evaluated in detail within the EIS.
D-4	Maintenance of traffic	Travel on I-10 would be maintained during the project's construction. This includes maintaining traffic on I-10 while the new Calcasieu River Bridge is constructed and while I-10 between the I-210 interchanges is under construction.
D-5	Moveable bridge	Regarding the location of the moveable bridge: There is no movable bridge structure proposed along the I-10 corridor in the project area.

		The new I-10 Calcasieu River Bridge is proposed as a fixed, non-moveable structure. There is a movable bridge proposed as part of the Sulphur Avenue extension; however, this will not be part of the interstate
D-6	Use Disadvantage Business Enterprise (DBE) firm and local contractors.	Comment noted. Use of DBE firms and/or local contractors would be per the DOTD policy in effect at the time of contract advertisement.

E = Questions/comments on environmental impacts/issues		
Response Code	General Topic Addressed	Response
E-1	Potential social, economic and environmental impacts and/or request for protection of environmental resources in the study area.	<p>Social, economic, and environmental resources were considered during the development, evaluation and screening of Preliminary Alternatives in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the Reasonable Alternatives are finalized, the alternative designs will be further refined and evaluated as part of the EIS. These refined designs will be specifically evaluated for their potential direct, indirect and cumulative impacts on the study area resources. Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed Reasonable Alternative(s) for the project.</p> <p>Regarding potential impacts to Corporation Cemetery and Cantonment Atkinson/Bilbo Cemetery: ROW impacts are not anticipated to Corporation Cemetery and Cantonment Atkinson/Bilbo Cemetery for PBAs 1, 2 and 3. PBA 4 potentially could require ROW from Cantonment Atkinson/Bilbo Cemetery; however DOTD would work to refine the alignment to either avoid or minimize, to the extent practicable, ROW needs.</p>
E-2	USCG coordination and navigational clearance	<p>Per the 2014 Navigational Study for the I-10 Calcasieu River Bridge and Approaches, a 73-ft. vertical clearance for the new Calcasieu River Bridge (as recommended by DOTD) blocks navigation for five existing vessels and three reasonably foreseen future vessels, all owned (or will be owned) by Friend Ships. In accordance with the USCG White Paper (<i>USCG Bridge Program, Reasonable Needs of Navigation White Paper, 2012</i>) and as part of the EIS, DOTD will evaluate if the vessels can be modified to pass under the proposed bridge (if economically feasible) and determine if there are alternative routes available for passage. DOTD is currently working with Friend Ships to identify potential locations south of the new bridge where their vessels could be relocated. DOTD is also coordinating with the USCG Bridge Administrator on the navigational clearance determination and following USCG guidance.</p> <p>Regarding the request that the navigational clearance determination be included as part of the public record: Documents associated with the navigational clearance determination will be included as part of the public record per the discretion of the USCG.</p>
E-3	Hazardous materials (non-EDC)	Lead safe work practices would be utilized if lead is encountered at any stage of the proposed project. Regarding the Olin remediated landfill, the proposed preliminary alignment for PBA 4 could potentially impact the remediated landfill. However, as the proposed alignment is preliminary, DOTD would work to avoid or minimize impacts to the remediated landfill, as practicable. Should the proposed alignment be selected as the Preferred Alternative and impact the remediated

		landfill, DOTD would follow the appropriate procedures to mitigate and monitor the impacts as regulated by the EPA.
E-4	Bicycle and pedestrian facilities	DOTD and FHWA are committed to the incorporation of Context Sensitive Solutions (CSS) and the complete streets policy into the proposed project design. CSS is when interdisciplinary teams work with public and agency stakeholders to tailor solutions to the setting; preserve scenic, aesthetic, historic, and environmental resources; and maintain safety and mobility. The intent of the DOTD complete streets policy is to create a comprehensive, integrated, connected transportation network for Louisiana that balances access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities.
E-5	Right-of-Way (ROW)	<p>Regarding ROW acquisition: Efforts would be made to avoid, minimize, or mitigate potential environmental impacts associated with the proposed alternative(s) to ROW and structures. Real property would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act which provides important protections and assistance for people affected by Federally funded projects. It ensures that people whose real property is acquired, or who move as a result of projects receiving Federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.</p> <p>Regarding if ROW will be required for the project: It is anticipated that the proposed project would require ROW at various locations along the project corridor. ROW needs differ amongst the PBAs and Sub-Alternatives. Minimize ROW impacts is one of the 11 project objectives used to screen the PBAs. Potential ROW impacts associated with each PBA and their associated Sub-Alts. can be found in the Objectives Screening Matrix presented in <b>Attachment C</b>. Once the Reasonable Alternatives are identified, the design schematics will be advanced and potential ROW impacts refined as part of the EIS. It is at that time that specific ROW impacts will be determined.</p> <p>Regarding the residence on Church St.: It is not anticipated that ROW would be needed from the property on Church St. given its distance from the I-10 corridor and that the improvements to I-10 in that area are proposed to remain along the same corridor as existing I-10.</p>
E-6	Chicot Aquifer	The EDC release is located above the Chicot Aquifer, which supplies the drinking water for Lake Charles and surrounding communities. The traditional construction of an elevated bridge structure would require driving piles in the EDC area, which in turn could aggravate the downward migration of the contaminant towards the aquifer. DOTD developed technical solutions to avoid or minimize the risk of construction in the EDC area. Those technical solutions include constructing the I-10 bridge west approach span using a compensated foundation (PBA 2), spanning the EDC area with a long span bridge (PBA 3), or completely avoiding the EDC area by constructing a new bridge across Lake Charles south of the existing I-10 corridor (PBA 4). In addition, elevating Sampson St. above the railroad lines would require driving piles in the EDC area. To avoid or minimize risk of construction in the EDC area, DOTD developed options for circumventing the at-grade railroad crossings. These options involve the extension of Sulphur Avenue west across the Calcasieu River, with various options for tying into I-10 (Sub-Alternatives A-E). It is DOTD's goal to avoid or minimize any risk associated with construction in the



		EDC area.
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<b>F = Questions/comments on the EIS process</b>		
<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
F-1	Streamline the environmental process	The environmental process will occur in accordance with NEPA, the federal regulations for implementing NEPA (40 CFR Parts 1500-1508; 23 CFR 771), and other federal legislation further refining the environmental process (e.g., SAFETEA-LU, MAP-21, Fast Act). It is the goal of the Project Team to complete the environmental process in a timely manner; and efforts to streamline that process may be considered if determined practicable and in accordance with federal regulations and legislation.
F-2	EIS has been on hold for four years, which does not meet federal regulatory standard.	DOTD has and will continue to follow the EIS process in accordance with the Council on Environmental Quality (CEQ) issued Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§ 1500–1508) and the Federal Highway Administration (FHWA) issued regulations (23 CFR § 771), Environmental Impact and Related Procedures.
F-3	DOTD has skipped steps in the EIS process that were presented at the 2013 Scoping Meeting	Project timelines are necessarily updated based on project needs, changing circumstances, and/or complexity of issues. While the project timeline was modified from the version presented at the October 2013 scoping meeting, none of the steps mandated by NEPA and governing the EIS process, nor evaluations/materials resulting from those steps have been eliminated. The public and agencies were given the opportunity as part of the August 3, 2017 public and agency meetings to review and comment on all aspects of the proposed project, and that input will be considered and incorporated as practicable.
F-4	Feasibility and scoping process are outdated	The DOTD recommended PBAs available for comment at the August 3, 2017 public and agency meetings were identified after various stages of development and refinement and were not solely based on the previously completed and approved Feasibility Study. Other studies and input subsequent to the Feasibility Study shaped the refinement of the PBAs including but not limited to several marine use/bridge height evaluations, previous public and agency input, and other engineering and environmental factors such as the discovery of EDC contamination in the project area. Please also see response codes F-2 and F-3.
F-5	Screening process used outdated EDC data	Data used at the August 3, 2017 public meeting was based on EDC Isoconcentration Maps from First Quarter 2016. Per your comments, "Data collected by Phillips 66 over the last 1 ½ years indicates the EDC plume is no longer present north of I-10." EDC has been regularly detected in the area north of I-10, and was detected in MW-34UI and in the northern-most perimeter wells as recently as the Third Quarter of 2017. Monitoring well data has historically shown that EDC is present north of I-10, spanning through the DOTD right-of-way and migrating towards, and now past, the original northern perimeter wells. Given that unknowns remain about the full extent, depth and migration of the EDC, First Quarter 2016 data were used because the data better correspond with the dynamics of the contamination spill over a broader period of time.
F-6	The screening process was completed without input from the public and stakeholders.	The purpose of the August 3, 2017 meetings was to provide the public and agencies an opportunity to review and comment on all aspects of the proposed project, including the Preliminary Alternatives,

		alternatives screening process, criteria/measures used to screen the alternatives, screening results, and DOTD recommended Reasonable Alternatives, all of which were in draft/preliminary form awaiting public and agency comment. The detailed screening matrices showing how each screening objective was evaluated and rated for each Preliminary Build Alternative were also available for review at the public meeting. To encourage further transparency and public input, all meeting materials have been made available on the project website. In accordance with the NEPA process, public and agency input solicited will be considered and materials modified based on this input as determined practicable. Note that the Reasonable Alternatives presented at the public meeting are recommendations only, and the finalization of those recommendations will not occur until after public and agency input obtained from the August 3, 2017 meetings are incorporated into the screening analysis. Ultimately, the final identification of Reasonable Alternatives will be made by DOTD in coordination with FHWA based on professional judgement with consideration given to all project objectives, including environmental issues, cost, engineering issues, and public and agency input.
F-7	The purpose and need presented at the public meeting is different than what was presented at the 2013 Scoping Meeting	The purpose and need of the project has not changed from that presented at the 2013 scoping meeting. Congestion and safety issues at Sampson St. are included under the project needs of Increased Traffic Congestion and Roadway and Bridge Safety Concerns, respectively. Accordingly, the congestion and safety concerns at Sampson St. were included as part of the Tier 1 Purpose and Need Screening. The purpose and need of the project is to improve the lack of system connectivity, reduce traffic congestion, improve structural and functional roadway and bridge deficiencies, and improve safety.

G = Questions/comments about project financing and cost		
Response Code	General Topic Addressed	Response
G-1	Project funding	Construction of the proposed project will be dependent on funding availability. The project could be funded from multiple potential sources including but not limited to Federal aid, state funding, private contributions, and tolling. It is unlikely that the entire project would be funded at one time. A key activity within the NEPA process is to further evaluate the Reasonable Alternatives, identify segments of independent utility and develop an implementation schedule for those improvements based on priorities tied to purpose and need and project goals. As the design schematics of the Reasonable Alternatives are advanced, and cost estimates become more refined, DOTD will identify the set of "most likely improvements", which could form the basis for the first construction phase.
G-2	Cost of project	Optimize cost is one of 11 project objectives used to screen the PBAs. The estimated construction cost (2017) for the project ranges from approximately \$600 Million for PBA 1; approximately \$770 to \$800 Million for PBA 2 – compensated foundation (depending on the Sub-Alt.); approximately \$820 - \$850 Million for PBA 3 – long span bridge (depending on the Sub-Alt.); and approximately \$990 Million to 1 billion for PBA 4 – South Corridor (depending on the Sub-Alt.). The preliminary construction costs associated with each PBA and associated Sub-Alt. can be found in the Objectives Screening Matrix presented in <b>Attachment C</b> . Cost estimates will be refined as the design schematics of the Reasonable Alternatives are advanced

		through the NEPA process.
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H = Comments related to EDC contamination		
Response Code	General Topic Addressed	Response
H-1	EDC contamination	The EDC contamination in relation to the proposed project will be evaluated in the EIS based on available information and to the extent practicable in coordination with Louisiana Department of Environmental Quality (LDEQ). Assessment and remediation of the EDC spill is the responsibility of the entity responsible for its release, Phillips66. LDEQ is working with Phillips66 on the monitoring and remediation of the EDC contamination. Well monitoring findings are available to the public through the LDEQ Electronic Document Management System (EDMS). If a proposed alternative with the potential to encounter EDC is selected as the Preferred Alternative, DOTD would follow the proper procedures to ensure the safety of its employees, contractors, and the public.
H-2	Westlake municipal water wells just north of the railroad seem to be drawing the EDC upgradient toward themselves. The EDC would destroy the soil beneath Sub-Alts A-E and PBAs 2 and 3.	The potential impact of EDC on the integrity of soils, along with other mitigating factors, will be considered during the evaluation process of the Reasonable Alternatives and beyond, regardless to which Alternative is selected as "Preferred".
H-3	There should immediately be a test well drilled somewhere north of the last set of monitoring wells which showed the presence of EDC. All previous zones should be sampled for all chlorinated hydrocarbons as the well is being drilled.	DOTD concurs that additional wells, both north and northwest of the current northern most wells, would be beneficial to the assessment and remediation of the EDC release. This has been conveyed to Phillips66 and the LDEQ.
H-4	EDC causes a collapse of the crystalline structure of local clays – it would be best to plan for future problems rather than planning to put alternatives into places where problems will eventually occur.	DOTD recognizes the behavior of EDC in soil and agrees with the reference to its structural impact on clays. Such behavior and other challenges associated with EDC are considered in the various alternatives evaluated, which is a required component of the NEPA process. Ultimately, EDC impacted alternatives could be screened out via the NEPA process.
H-5	The water levels in the nearshore wells rise and fall with the tidal pulses of the river. This constant movement of fluid should be factored into the projects of arrival time of the EDC at the Westlake municipal wells before going through the trouble of building and of the alternatives that involve a Sulphur Avenue extension.	Additional hydrogeological data from the referenced area would certainly be supportive to pending decisions with respect to the dynamics and resulting impacts from the rise and fall of tides and movement of EDC. Fate and Transport Modeling of EDC in this area could be an effective tool to acquire additional information in this instance. As referenced in response H-2, DOTD agrees that additional test data would be beneficial to the decision-making process. DOTD is hopeful Phillips66, as the responsible party for the EDC release, recognizes the value of this needed information and will consider such a study.
H-6	Annual sampling of the EDC contamination should be occurring and that information made available online for the public.	Monitor wells associated with the EDC release are actually required to be sampled and tested on a quarterly basis in the North Clooney Loop Area, which includes the area north of I-10. The results from this testing are compiled and reported semi-annually and subsequently made available to the public via LDEQ's Electronic Document Management System (EDMS). All other test data reported

		to the LDEQ for this site (as with all other sites) are also recorded in this database. As the owner of the database, LDEQ may have exceptions to their publication routine where it may be necessary to withhold or redact sensitive data or information.
H-7	The EDC plume is moving in a direction contrary to the usual direction of groundwater flow in this region, caused by the heavy draft of the Westlake Municipal Water Supply well pulling the plume down and northeastward. Westlake may need to find a new public water supply.	Further study would be needed to determine if the cause for contaminants detected in the northern perimeter wells can be attributed to public and/or industrial supply pumping wells in deeper zones and/or if there is an alternate source. Detections of petroleum-related volatile hydrocarbons in the northern perimeter wells, which differs from constituents detected to the south of I-10 related to the EDC pipeline and tank releases, indicates a potential contributing source unrelated to the EDC releases.

I = Unclear Comment		
Response Code	General Topic Addressed	Response
I-1	Church St. property	The westbound approach of the Calcasieu River Bridge would be over 1.5 miles from the specified residence. Unclear about the “bridge going in a circle from right to left”. Assuming commenter is referencing the I-10 overpass going over the railroad. The project proposes the replacement of the I-10 railroad overpass, but the new overpass would remain in the same location as the existing overpass.
I-2	Railroad Ave. and Hersey St.	Assuming commenter is referencing I-10 as it moves east toward Railroad Ave. and Hersey St. Improvements to I-10 in the area near Railroad Ave. and Hersey St. will remain in the same general footprint as existing I-10.
I-3	Truss systems	Assuming commenter is referencing the compensated foundation alternative. If accurate, see response code D-3.

#### 4.0 CONCLUSION

Some, but not all commenters identified alternative preferences. **Table 7** presents an accounting of *Support* and *Do Not Support* comments for the alternatives.

**Table 7: Summary for Commenters Identifying Alternative Preferences**

	Support	Do Not Support
PBA 1	2	2
PBA 2	4	2
<b>PBA 3</b>	<b>9</b>	0
PBA 4	0	5
<b>Sub-Alt. A</b>	<b>4</b>	0
<b>Sub-Alt. B</b>	<b>3</b>	3
<b>Sub-Alt. C</b>	<b>4</b>	0
Sub-Alt. D	0	3
<b>Sub-Alt. E</b>	<b>4</b>	0
Sub-Alt. F	2	1
New Bridge (no alt. identified)	6	0
New Bridge along I-10 corridor	3	0
Sulphur Ave. extension to Enterprise	1	0
Construction in the EDC contamination area	0	2

*Note: Alternatives receiving the most Support comments are shaded.*

Based on the table above:

- PBA 3 received the most *Support* comments (9) followed by PBA 2 (4).
- PBA 1 and PBA 4 received the fewest (2) or zero (0) *Support* comments, respectively.
- Sub-Alts. A, C and E tied with the most *Support* comments (4), followed by Sub-Alt. B (3)
- Sub-Alt. F and Sub Alt.-D received the fewest (2) or zero (0) *Support* comments, respectively

Adding to the above, some commenters provided more generalized comments that could relate to more than one PBA and/or Sub-Alt.:

- Construction of a new bridge without specifying a preferred alternative received six (6) *Support* comments.
- Construction of a new bridge along the existing I-10 corridor received three (3) *Support* comments (could relate to either PBA 1, 2 or 3), compared to PBA 4 which received zero (0) *Support* comments and five (5) *Do Not Support* comments.
- Construction of the Sulphur Ave. extension to Enterprise Blvd. received one (1) *Support* comment (could relate to Sub. Alts. B or D).
- Any type of construction in the EDC area received two (2) *Do Not Support* comments (could relate to PBA 1, PBA 2 and/or Sub. Alt. F).

In summary and based on the comments received, PBAs 3 and 2 are the preferred PBAs and Sub-Alts A, C and E are the preferred Sub-Alts.

The information presented in this agency and public meeting summary will be incorporated into the Preliminary Alternatives screening. At that time, DOTD, in coordination with FHWA, will consider all measures used to screen the Preliminary Alternatives, including engineering, cost, environmental and public and agency involvement to formally identify the Reasonable Alternatives to be evaluated in the EIS.