



I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

CSS/D Community Meeting 2 Summary

I-10 Calcasieu River Bridge Improvements

(I-10/I-210 West End to I-10/I-210 East End)

Calcasieu Parish, Louisiana

State Project Number: H.003931

June 16, 2021



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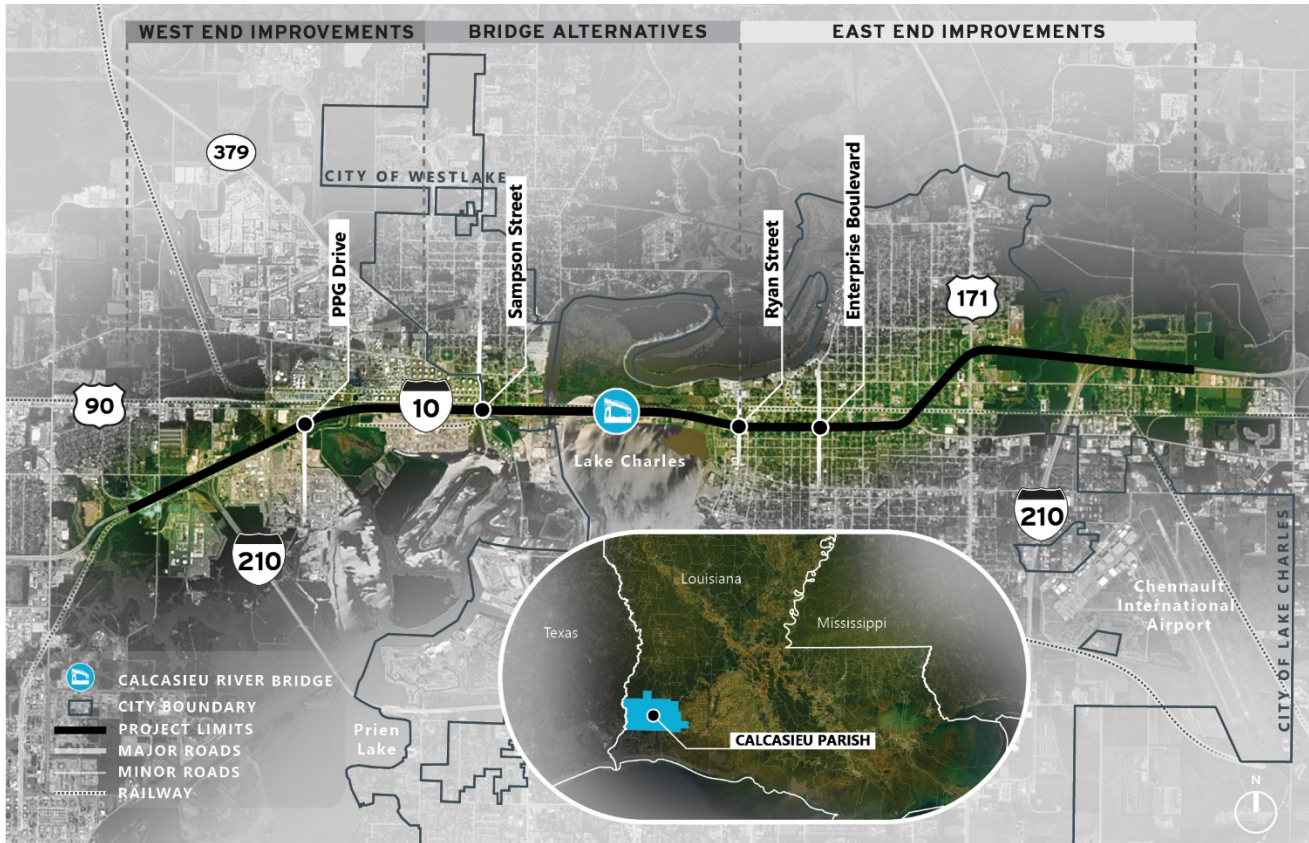
ATTACHMENT

- A - Meeting Invitation
- B - CSS/D Community Meeting 2 Presentation
- C - MPO Resolution

1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (LADOTD), 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 input obtained as part of the second Context Sensitive Solutions and Design (CSS/D) community meeting held virtually on June 16, 2021. The purpose of this community meeting was to present bridge design concepts that responded to comments received at the first CSS/D meeting. Meeting invitations

What is CSS/D?

Context Sensitive Solutions and Design (CSS/D) is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting.

Source: FHWA

were sent to a list of stakeholders that included local officials and interested parties. A copy of the invitation is provided as Attachment A.

The meeting format was as follows:

- Instructions for the virtual meeting;
- Introduction of meeting participants (see Table 1);
- Pre-recorded meeting presentation (see Attachment B); and
- Input/questions and answer period (see Section 2.0).

Table 1: CSS/D Community Meeting #2 Participants

| Participant Name | Participant Organization | Participant Title |
|---------------------|---|------------------------------------|
| Noel Ardoin | LADOTD | Environmental Section |
| Mary Bass | Calcasieu Parish School Board | Director of Transportation |
| Dusty Bastion | HNTB | Project Team |
| Tammy Broussard | Meyer and Associates / Westlake | Office Manager |
| Walter Council | Imperial Calcasieu Regional Planning and Development Commission (IMCAL) | Transportation Planner |
| Wes Crain | Director | Calcasieu Parish Police Jury |
| Fitzgerald Darbone | African American Chamber of Commerce | President |
| Don Duberville | LADOTD | District Administrator |
| Devin Foil | HNTB | Project Team |
| Jamie Gaines | IMCAL | Planner |
| Rick Hathaway | HNTB | Project Team |
| Donald Hyatt | Isle of Capri Casino | Facilities Manager |
| Jacquole Johnson | Federal Highway Administration (FHWA) | Area Engineer |
| Eric Kalivoda | DOTD | Deputy Secretary |
| Tom Kramer | HNTB | Project Team |
| Robert Mahoney | FHWA | Environmental Administrator |
| Lynn Maloney-Mujica | HNTB | Project Team |
| Cory Morgan | LADOTD | Attorney |
| Denise Rau | I-10 Calcasieu River Bridge Task Force | Member |
| Byron Racca | Meyer & Associates/Westlake | PE |
| Jeanne Rogers | Isle of Capri Casino | Manager |
| George Swift | SWLA Chamber-Economic Alliance | President/CEO |
| Meredith Taylor | HNTB | Project Team |
| Joachim Umeozulu | LADOTD | Senior Project Manager |
| Seth Woods | LADOTD | Assistant District 7 Administrator |
| Bart Yakupzack | I-10 Calcasieu River Bridge Task Force | Member |

2.0 COMMENTS

Meeting attendees were given the opportunity to ask questions/provide comments subsequent to the pre-recorded presentation and could also provide comments via the project phone number, email, website, or mail through June 28, 2021, when the comment period ended. All comments/questions were received as part of the June 16, 2021 community meeting. **Table 2** summarizes the comments received by name, organization, title, and provides a response from LADOTD.

Table 2: Comments Summary and Responses

| Name (Last, First) | Organization | Title | Comment/Question | Response |
|-----------------------|--------------|----------|--|---|
| Gaines, Jamie | IMCAL | Planner | Will the resolution presented by IMCAL be entered into this CSS/D report? | Yes, the resolution is provided as Attachment C. |
| Wes Crain | IMCAL | Chairman | Per the resolution decided upon, IMCAL wants to incorporate bike and pedestrian infrastructure into the bridge structure. The resolution also included an observation tower that we hope is taken into consideration. We hope that the City of Westlake's master plan for the riverfront is also taken into consideration. | The practicality of including bike and pedestrian facilities on the bridge is difficult for reasons stated in the public meeting,, but another possible option would be a small bicycle/pedestrian exclusive ferry that would operate at select times from the Lake Charles side in the vicinity of the boat launch and the marina to the new park in Westlake. |
| Wes Crain | IMCAL | Chairman | I like the cable-stayed features shown in the presentation. I think incorporating the cross pistols motif is a good thing to do. | Comment noted. |
| Wes Crain | IMCAL | Chairman | How long do we have from this point to get comments on the design elements back to the project team? | We normally allow 10 calendar days from the day of the meeting in order for it to be posted in the record and on our website. You are always free to put comments on the website using the comment link. |
| Wes Crain | IMCAL | Chairman | Will the slideshow be available to view on the website? | Yes, posted to view on the website tomorrow. |

Table 2: Comments Summary and Responses

| Name (Last, First) | Organization | Title | Comment/Question | Response |
|-----------------------|----------------------------------|--------|---|---|
| Bart Yakupzack | I-10 Calcasieu Bridge Task Force | | I want to be clear on where the official response to comments from the public meeting regarding the bicycle and pedestrian paths on the bridge will be located on the website. | The official responses to Public Meeting #4 are located on the website, www.i10lakecharles.com . On the front page of the website to the right-hand side, there is a button labeled "Click here for access to the responses to public comments." Once that option is clicked, it will open the official responses to all comments received at Public Meeting #4. The response on this page regarding the bicycle and pedestrian facilities on the bridge remains the official response today. Building bicycle and pedestrian facilities on the bridge would require a change in state law, and the practicality of such facilities is also an issue. |
| Bart Yakupzack | I-10 Calcasieu Bridge Task Force | Member | I want to point out that I think there are 22 U.S. Interstate bridges in the country that have bike/ped paths on them. I don't hear or see any research with regards to some of the problems that you anticipate. It is the intent of the MPO to give designers a chance to look at it and not tell us all the reasons it won't work but tell us how it can work. | Comment noted. |



I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

CONTEXT SENSITIVE SOLUTIONS & DESIGN MEETING #2

The Louisiana Department of Transportation and Development is pleased to invite you to participate in a Context Sensitive Solutions & Design (CSS/D) Meeting. The first CSS/D Meeting, held on January 7, 2021, introduced the process and solicited ideas that could be developed as part of the proposed project design. This second meeting will present bridge design concepts that respond to comments received at the first meeting. Enhancement options for the section at the viaduct from Ryan Street to Opelousas Street will also be presented.

To find general information about the project or alternatives being considered in the EIS, please visit www.i10lakecharles.com (best browser is Google Chrome or MS Edge).

Project Phone: 225-366-9645

Email: CalcasieuBridge@hntb.com

Wednesday, June 16, 2021
3:00 -4:30 pm CST
ZOOM Online

The meeting will be held virtually via ZOOM.

A link and instructions to attend the meeting are attached to this email. You will need a computer or smart phone with video, audio, and internet capabilities to fully participate.

For technical issues, contact Devin Foil at 312-391-9475 or dfoil@hntb.com



LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT
C/O HNTB
10000 PERKINS ROWE
SUITE 640
BATON ROUGE, LA 70810



I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

Context Sensitive Solutions and Design CSS/D
COMMUNITY MEETING/WORKSHOP #2 | June 16, 2021



Presentation Outline

2nd CSS Workshop

- Calcasieu River Bridge
 - Iconic Feature Alternatives
- Sampson Street
 - Gateway Feature Alternative
- Enterprise Blvd
 - Multi-modal Concept
 - Under Bridge Alternatives
- Input, Questions and Answers



Source: clayhiggins.house.gov

Local Authority Participation



Enhancements require agreements with a local authority to fund all or part of the added construction cost and to assume long-term responsibility for maintenance.

P3 Participation



This project is expected to include a Public-Private Partnership (P3). The P3 Proposer would be responsible for funding and maintaining certain improvements. The details of this arrangement have not been finalized.

CSS/D Limitations



Please remember:

- This CSS/D Presentation considers ideas that may not have been fully studied and that may fall outside of the Louisiana DOTD responsibility and mission.
- The drawings in this presentation are preliminary and are subject to change based on engineering requirements and further study.

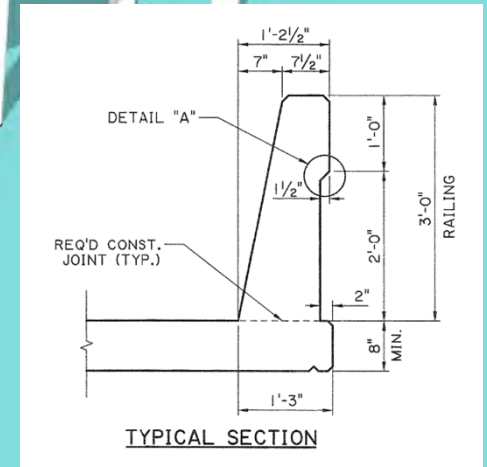
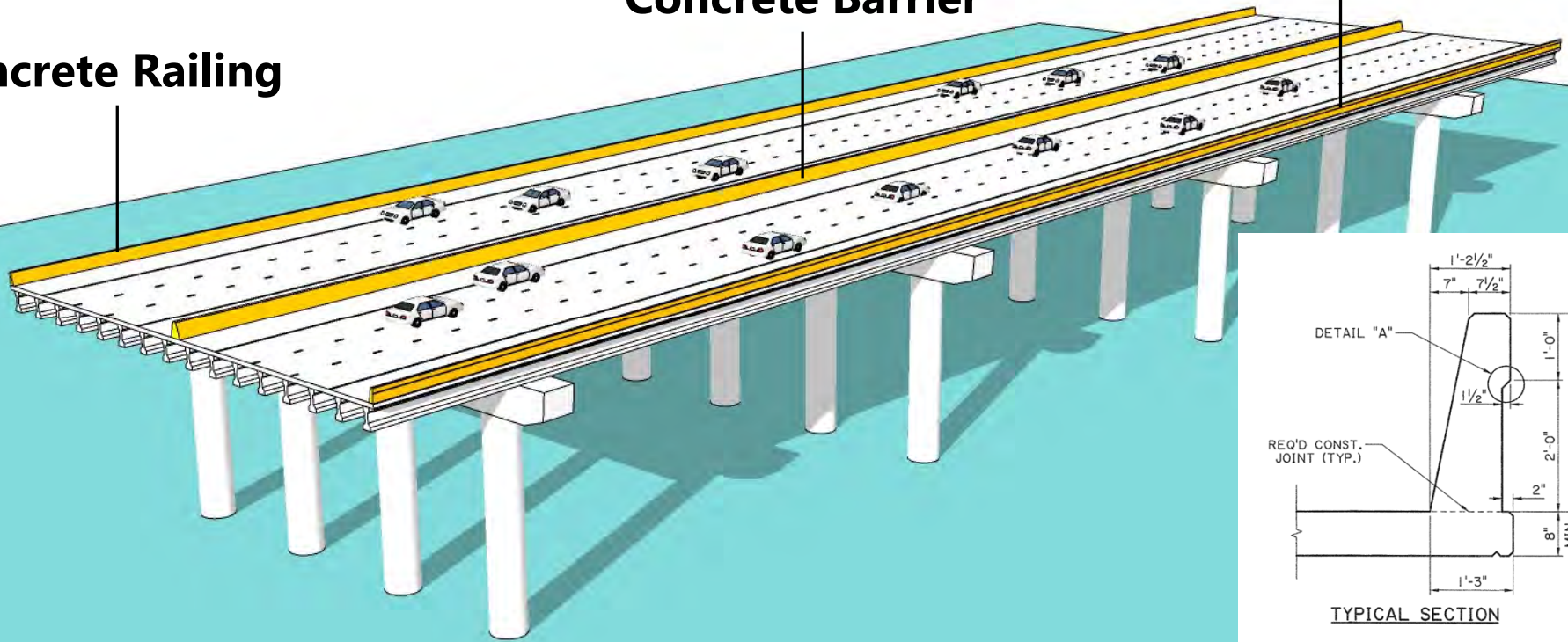
I-10 Calcasieu River Bridge – Base Design



Concrete Railing

Concrete Barrier

Concrete Railing



Calcasieu River Bridge



Base Design

Calcasieu River Bridge



Base Design

Iconic Precedent Images



I-35 Frontage Road Bridges Waco, Tx

Iconic Precedent Images



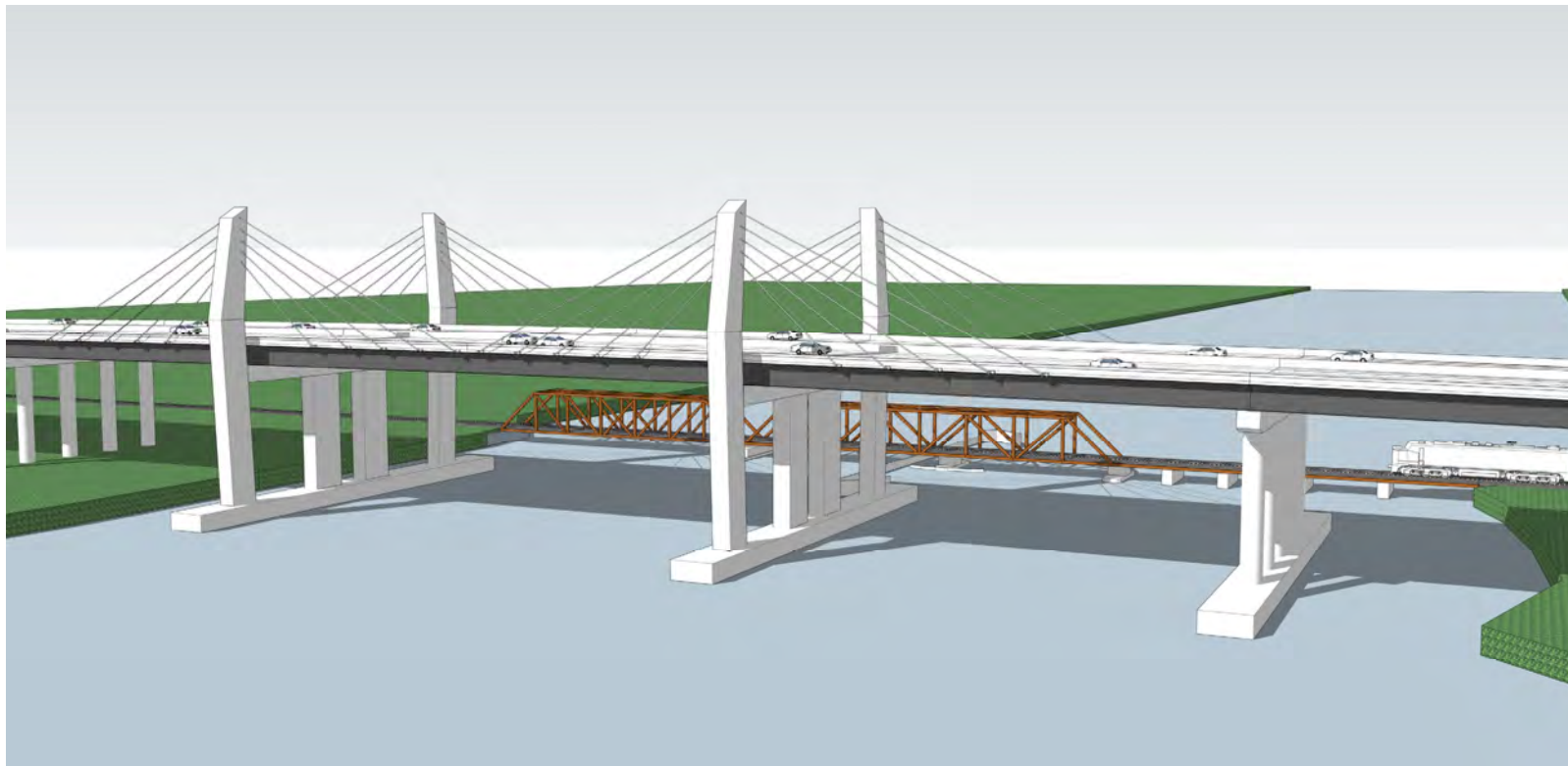
I-35 Frontage Road Bridges Waco, Tx

Calcasieu River Bridge



Cable Stay Features

Calcasieu River Bridge



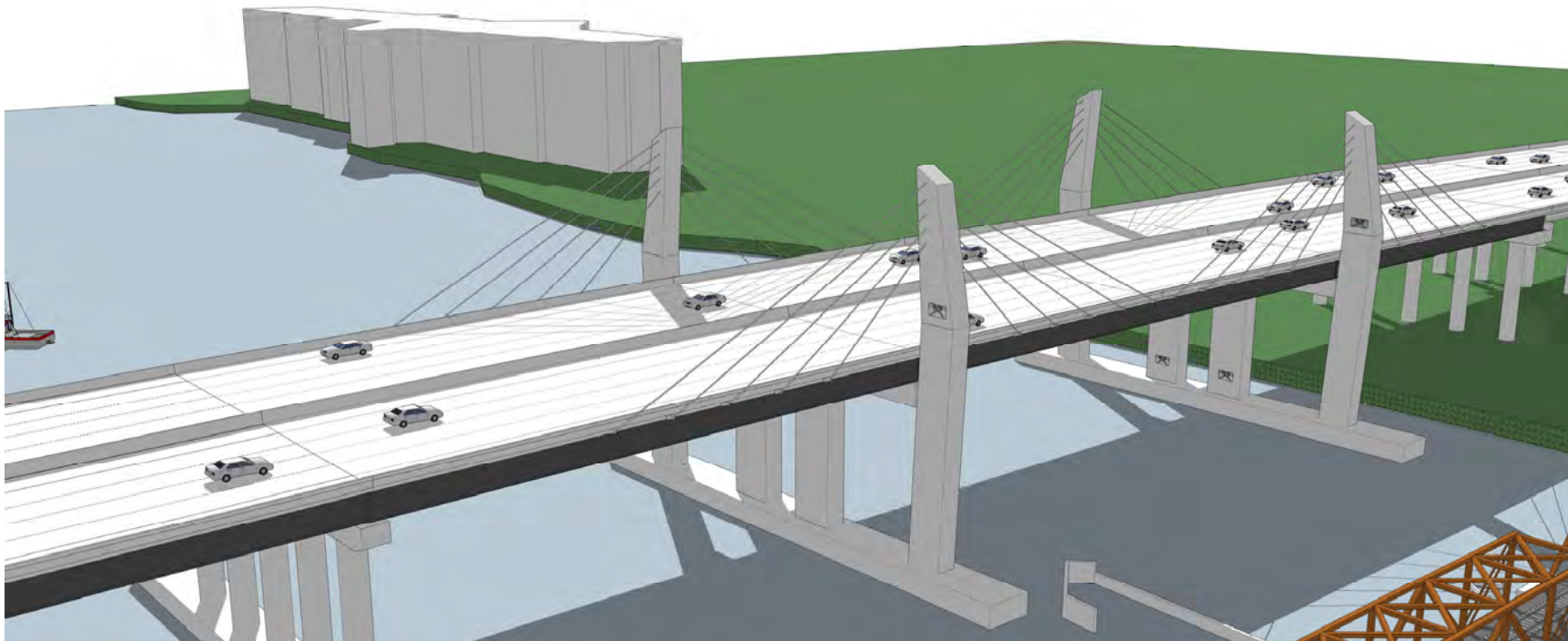
Cable Stay Features

Calcasieu River Bridge



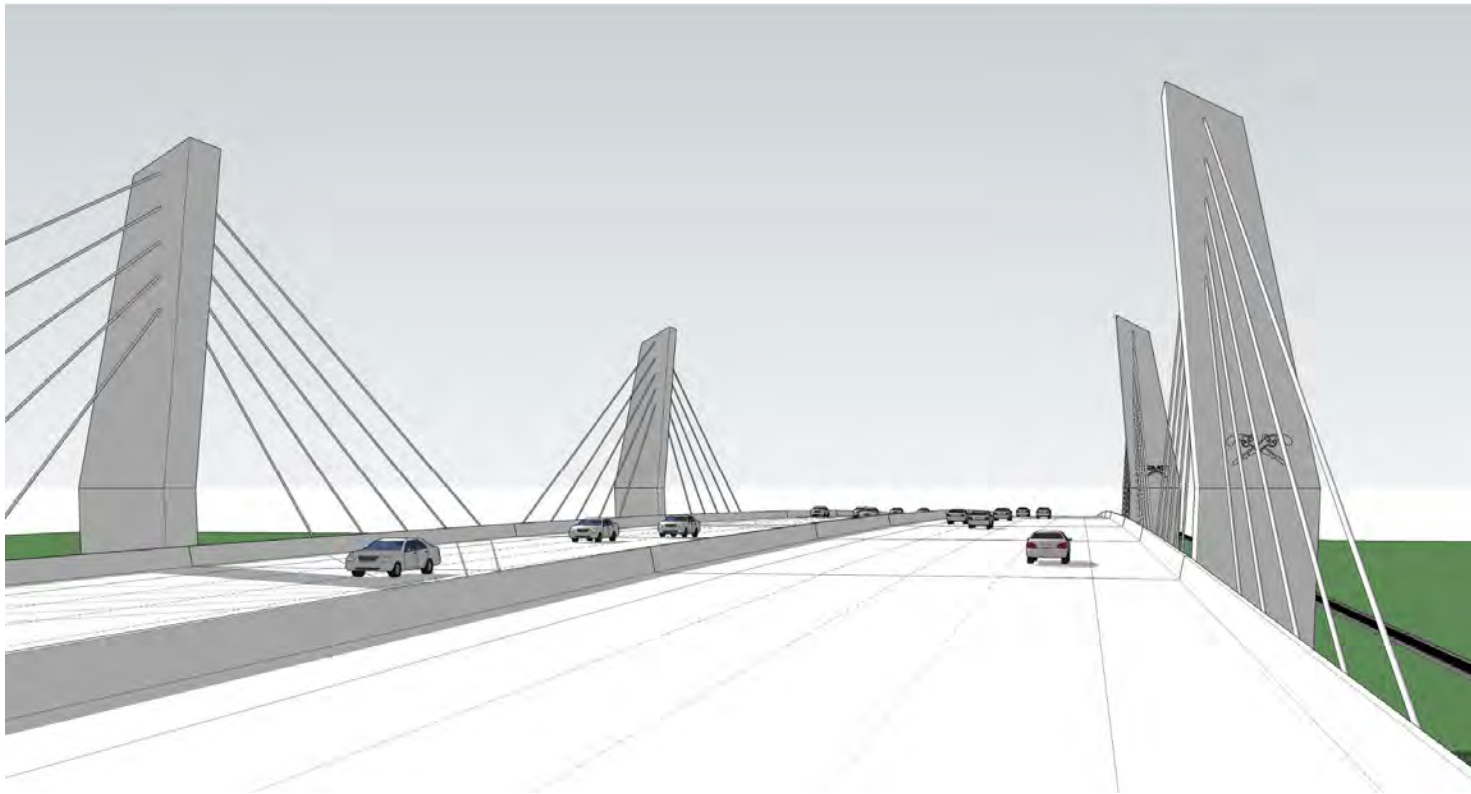
Cable Stay Features

Calcasieu River Bridge



Cable Stay Features with Crossed Pistols – cast in concrete

Calcasieu River Bridge



Cable Stay Features with Crossed Pistols

Calcasieu River Bridge



Cable Stay Features

Calcasieu River Bridge - Context

Existing Bridge Trusswork



Iconic Precedent Images

Architectural Truss

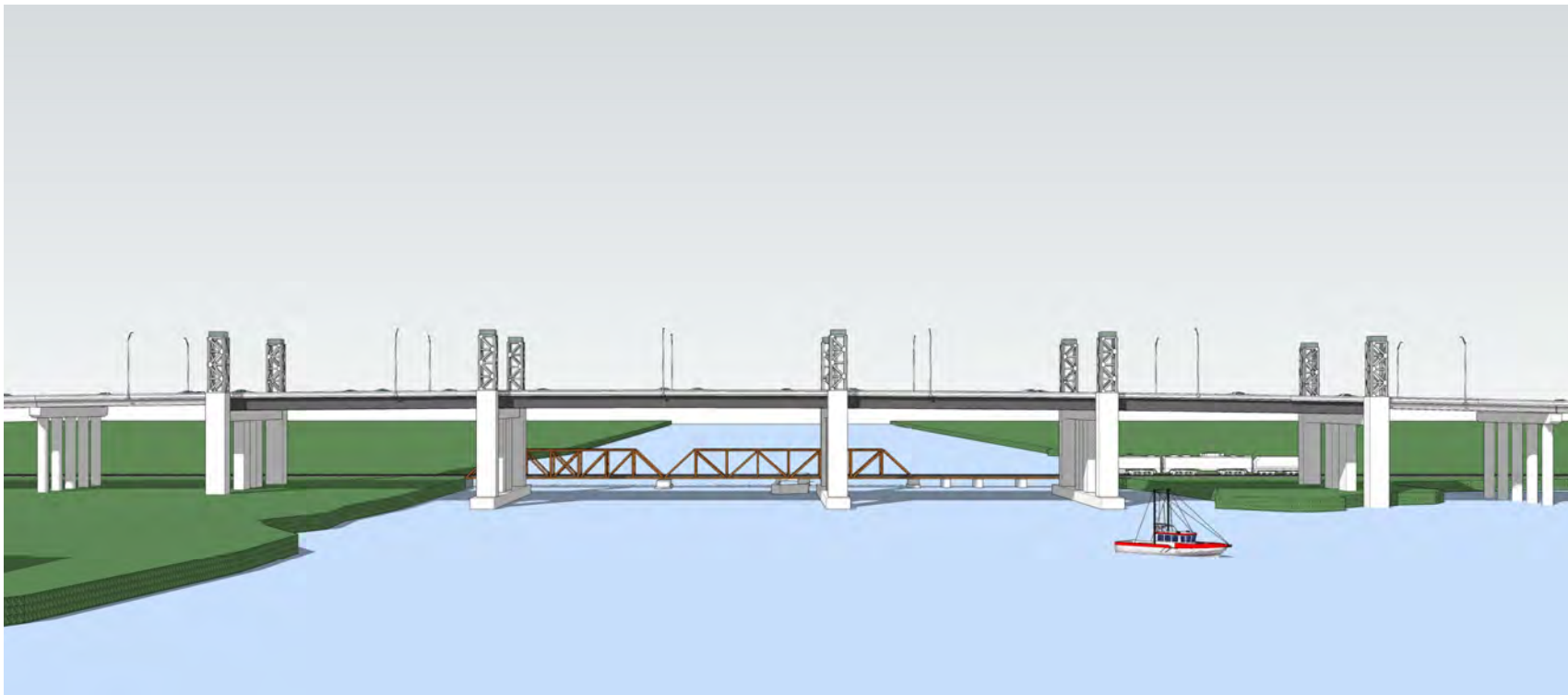


Iconic Precedent Images

Bridge Truss Lighting



Calcasieu River Bridge



Pylon Features - 5 sets

Calcasieu River Bridge



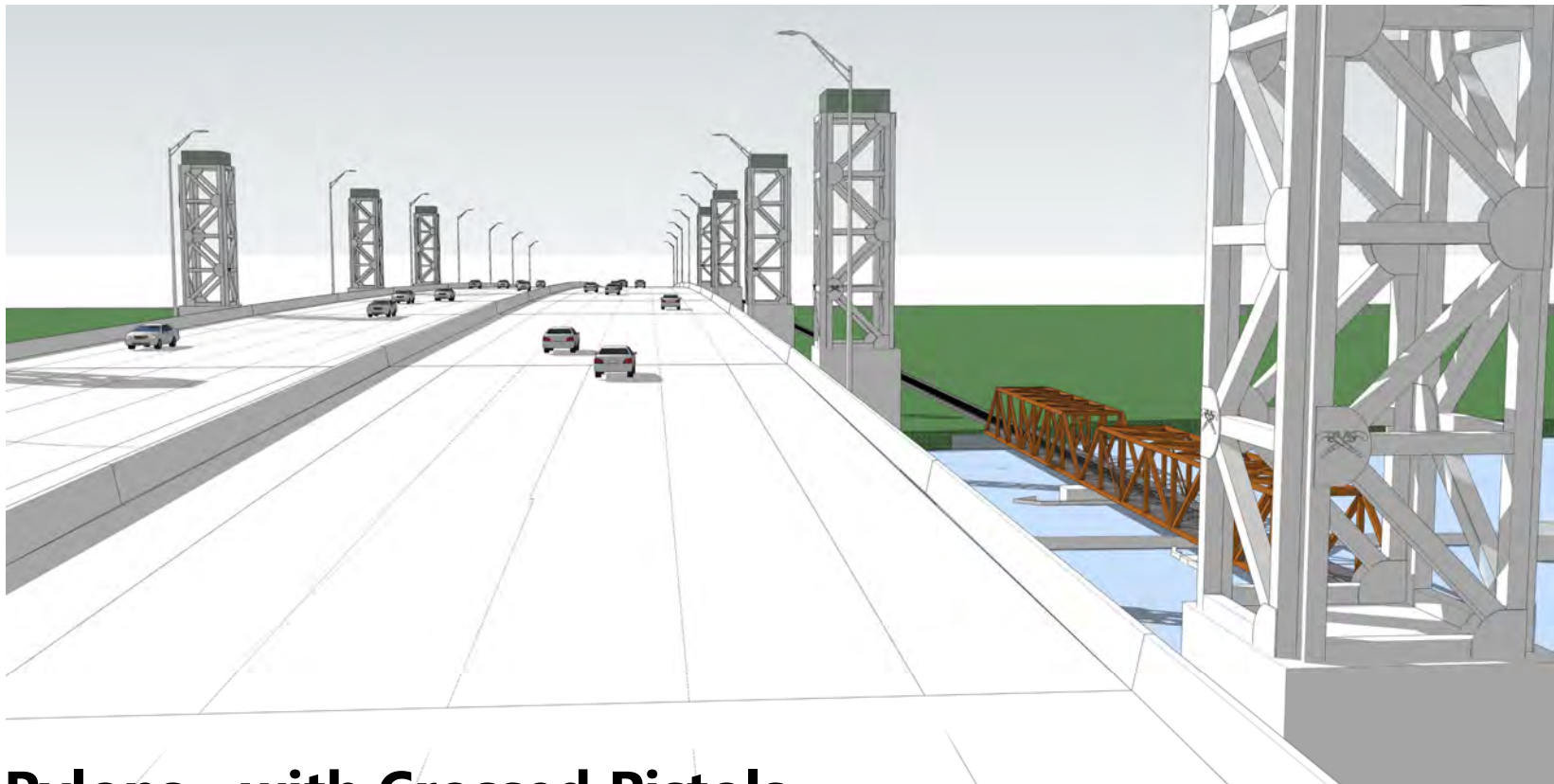
Pylon Features - 5 sets

Calcasieu River Bridge



Pylon Features - 5 sets

Calcasieu River Bridge



Pylons - with Crossed Pistols

Calcasieu River Bridge



Large Crossed Pistols graphic panels or banners

Calcasieu River Bridge



Pylon Features – 5 sets

Calcasieu River Bridge



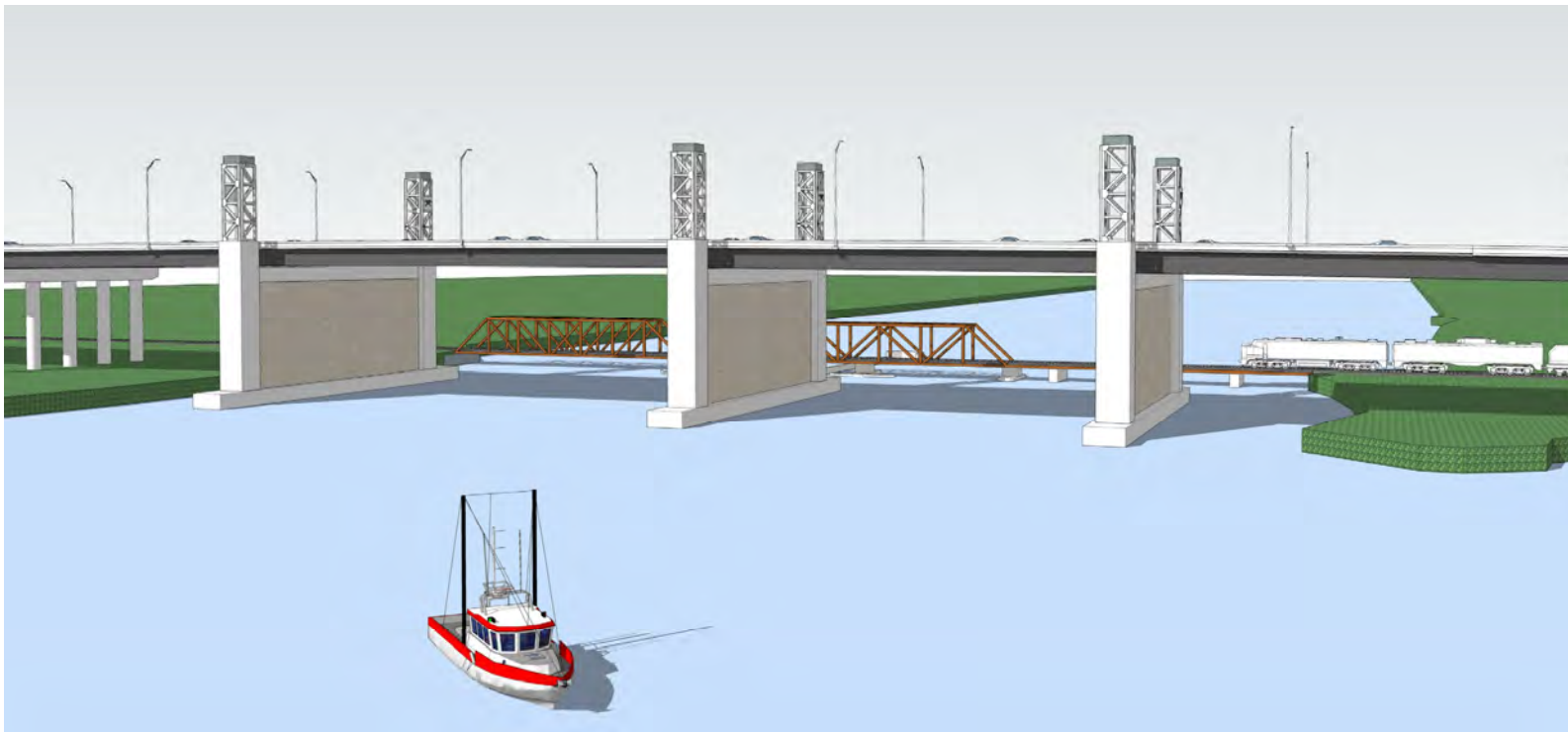
Pylon Features – 3 sets

Calcasieu River Bridge



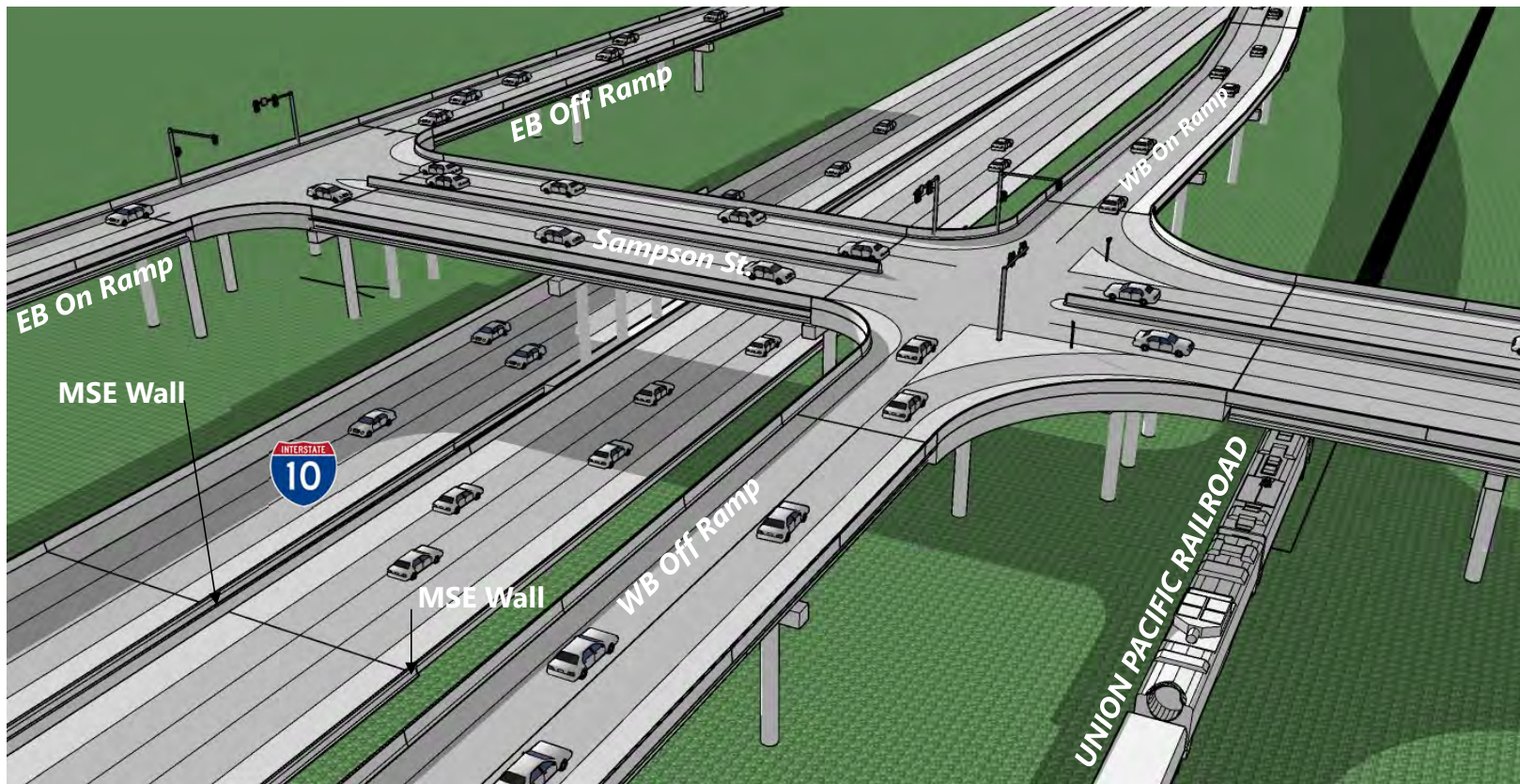
Pylon Features – 2 sets

Calcasieu River Bridge



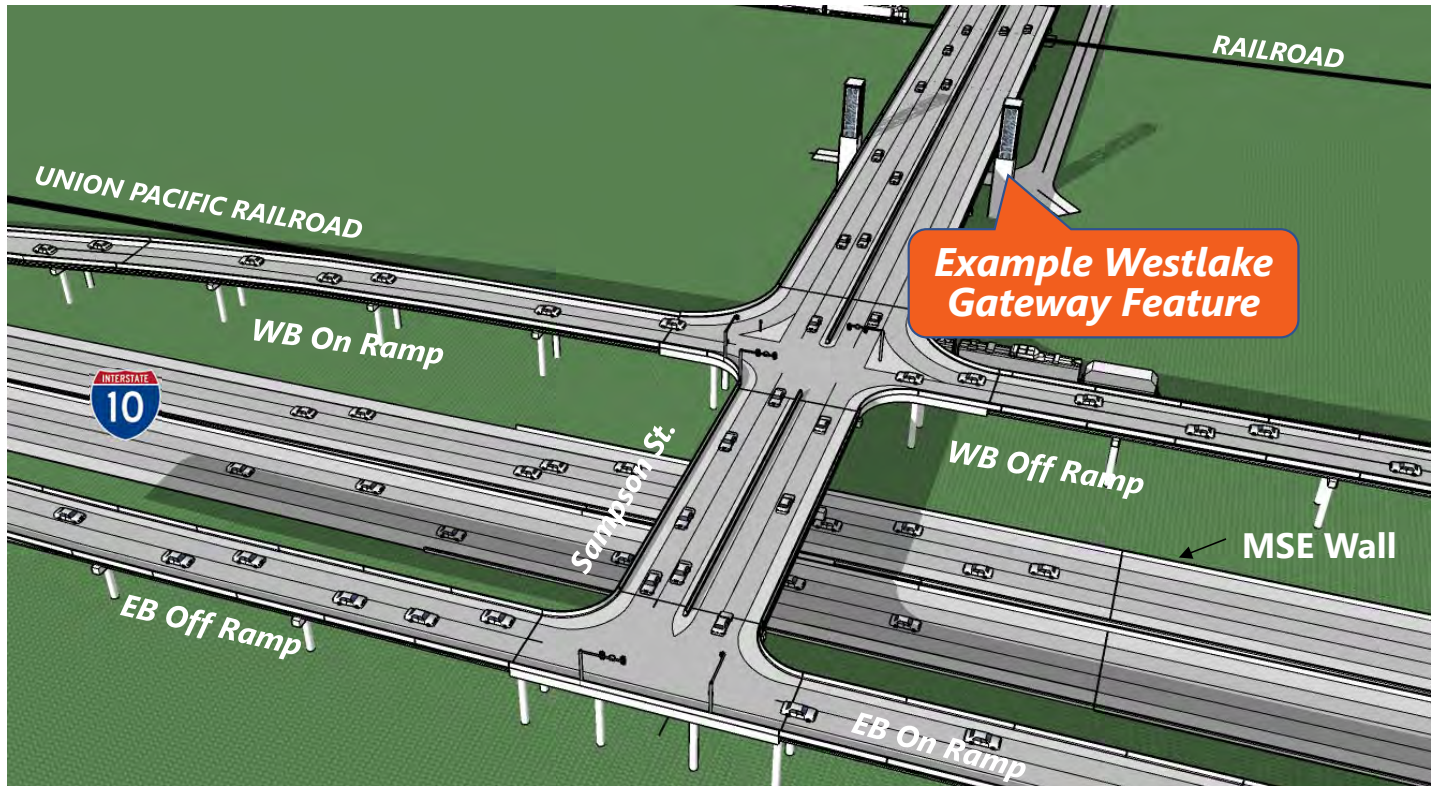
Example of Monolithic Bents with Pylons

Example Elevated Sampson Street at I-10



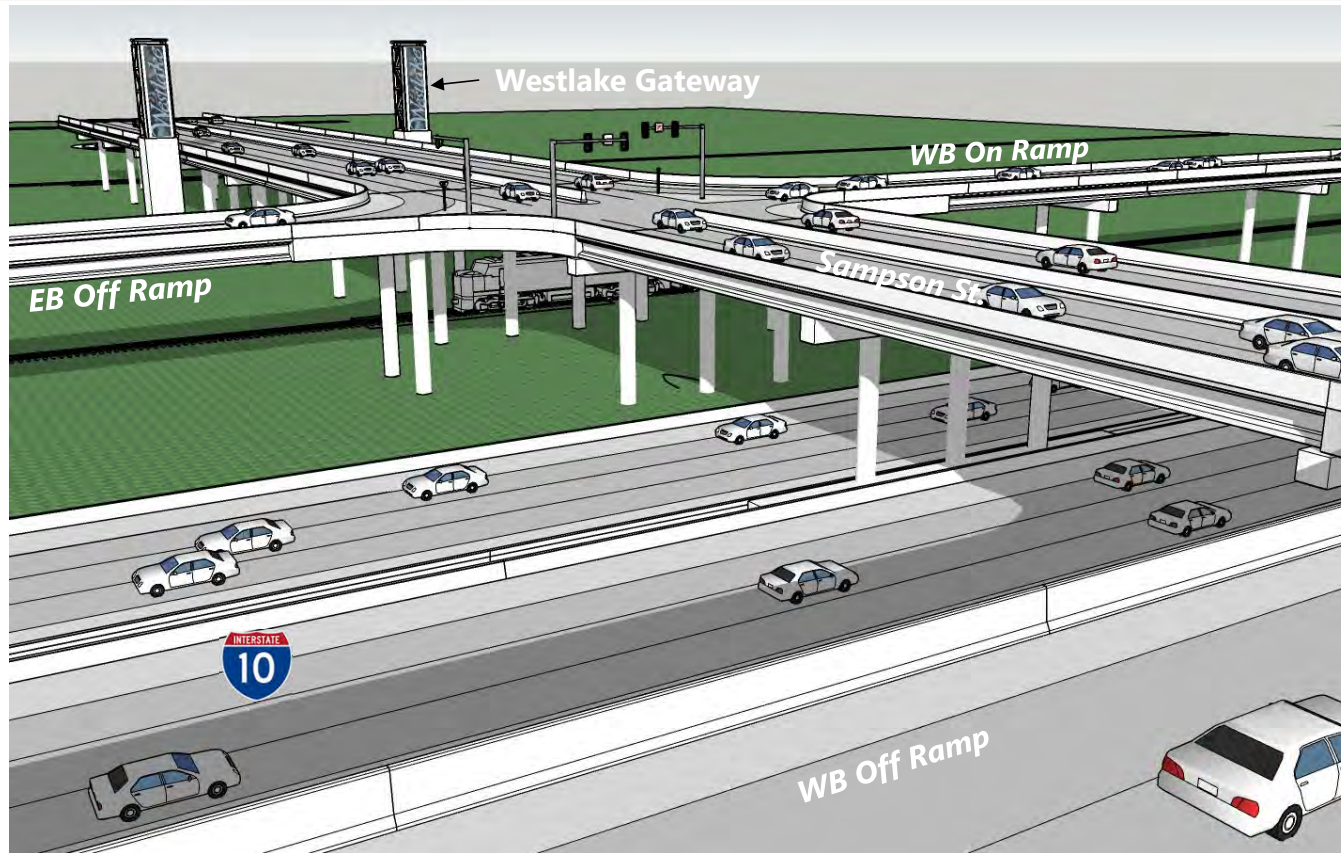
View Looking West

Example Elevated Sampson Street at I-10



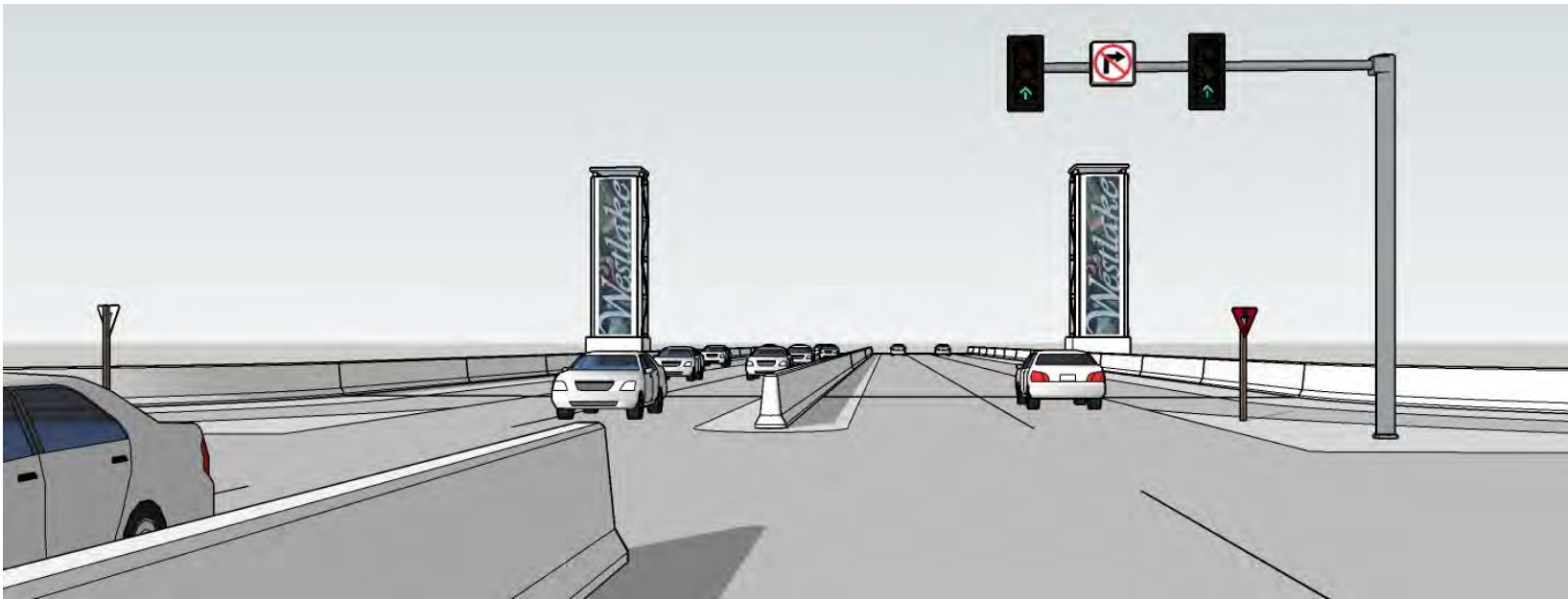
View Looking North

Example Elevated Sampson Street at I-10



View Looking North

Example Elevated Sampson Street at I-10



View of Westlake Gateway - Looking North on Sampson Street

Abutment and Retaining Wall – Base Design

- Mechanically Stabilized Earth (MSE) Wall – Modular Block (Integral Color)

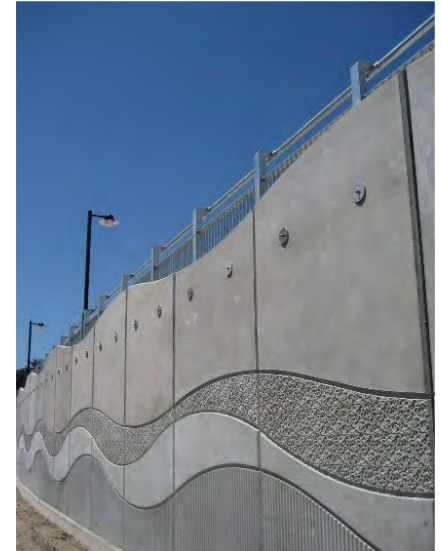


Source: Google

MSE Wall – Enhancement Examples

MSE Wall Retaining Wall Panels

- Mechanically Stabilized Earth (MSE)
- Ability to cast in variety of textures
- Paint/stain used for colors



MSE Wall – Enhancement Examples

MSE Wall Retaining Wall Panels

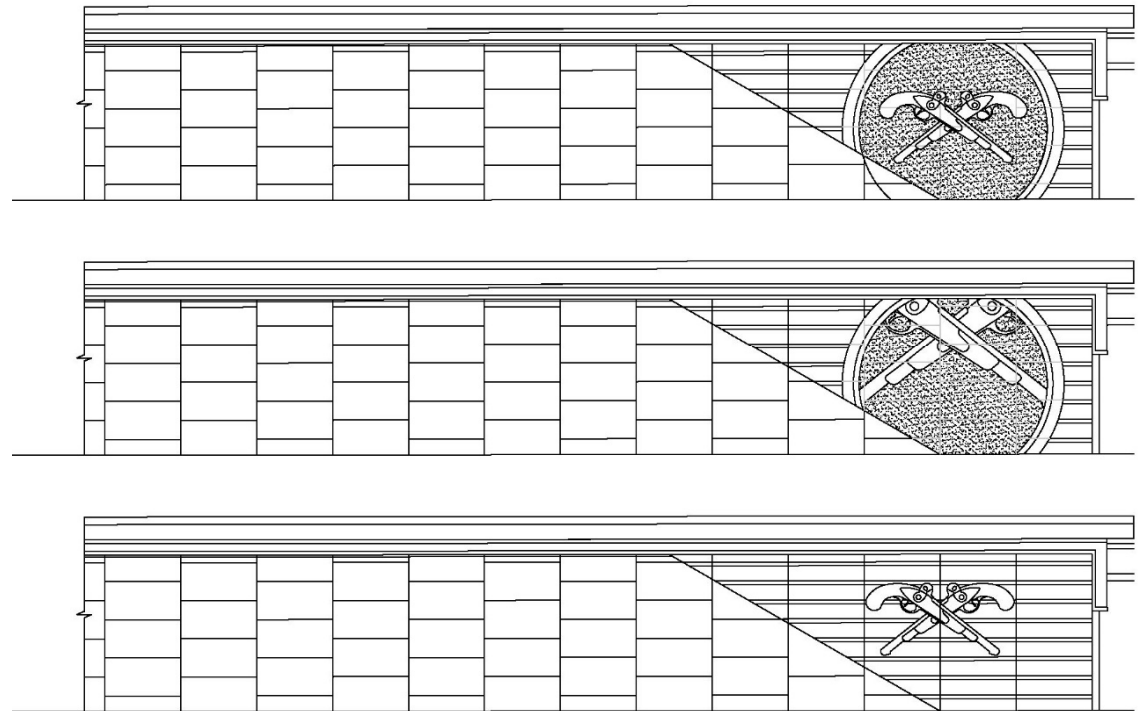
- Mechanically Stabilized Earth (MSE)
- Ability to cast in variety of textures
- Paint/stain used for colors



MSE Wall – Enhancement Examples

Crossed Pistols

- Example Graphics



MSE Wall – Enhancement Examples

Crossed Pistols

- Example Graphics

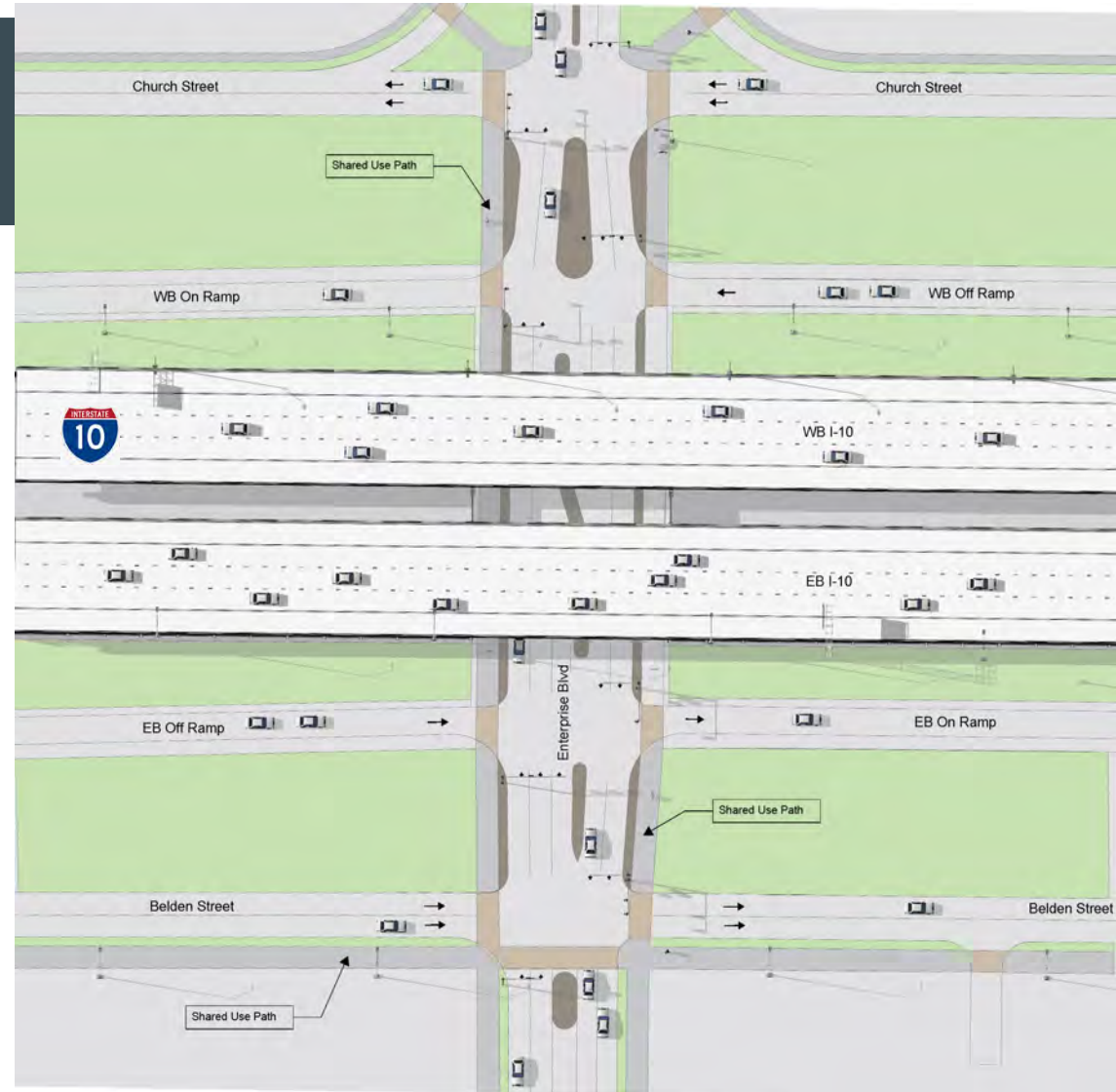


I-10 at Enterprise Blvd

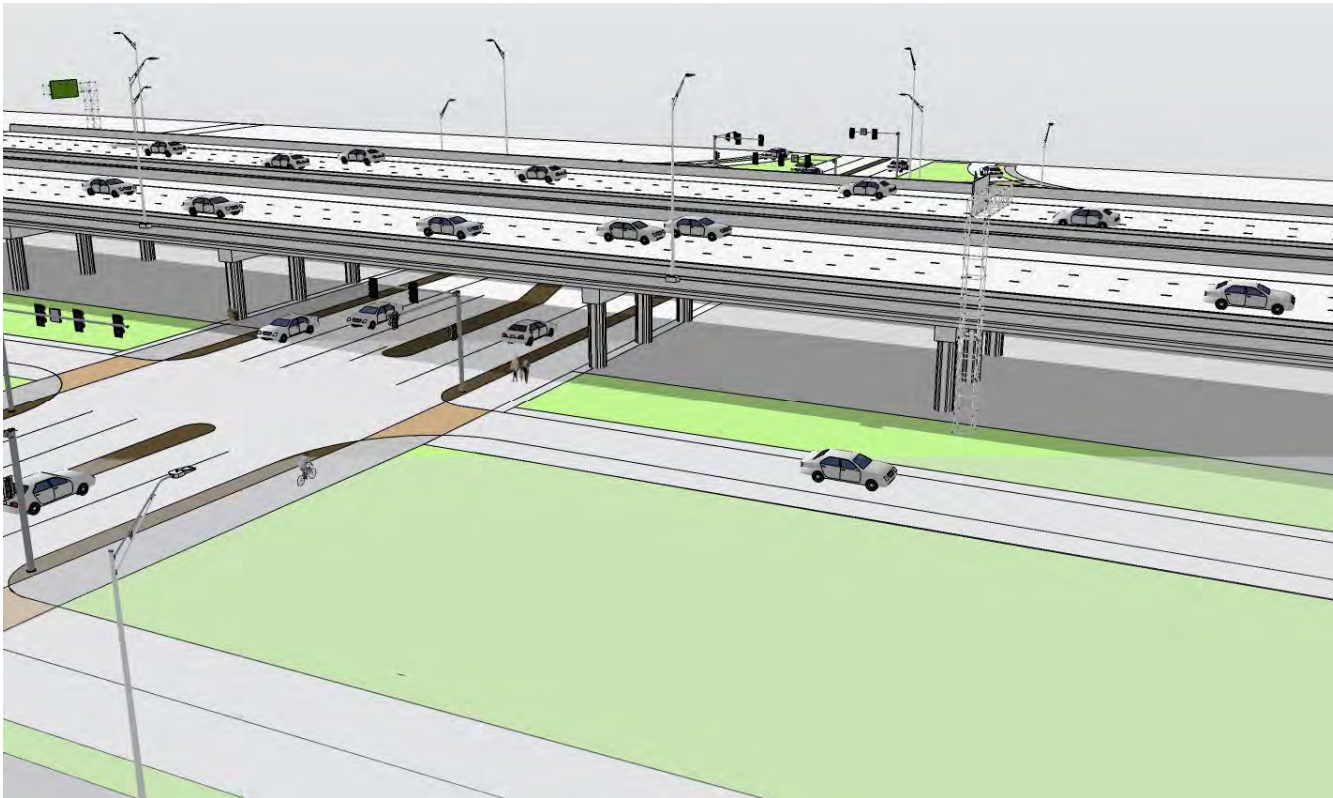
Bicycle and Pedestrian Network Features

- Complete Streets Treatment for Community Enhancement
- Shared use paths for bicycle & pedestrian use
- Enterprise Blvd – both sides
- Belden Street – south side
- 10' min. path width with 5' street buffer
- Pedestrian signals synchronized with green lights

Plan View

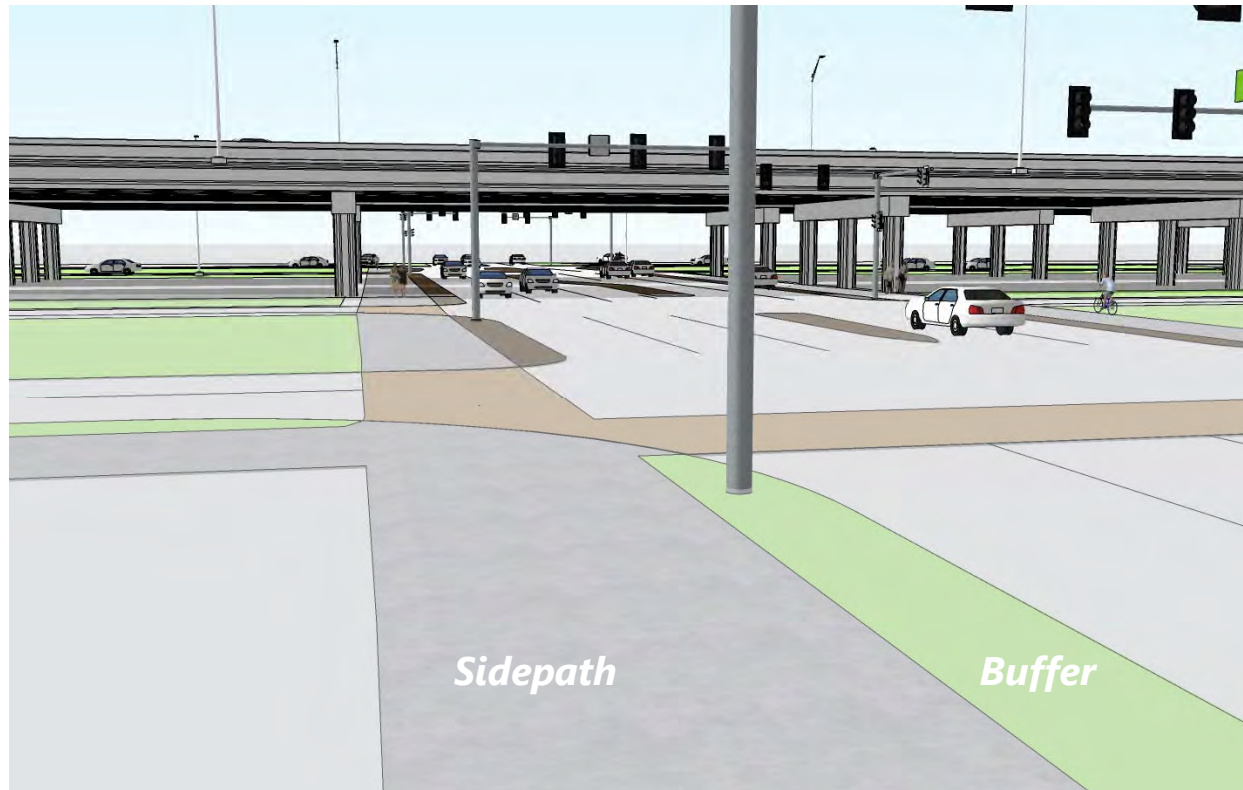


I-10 at Enterprise Blvd



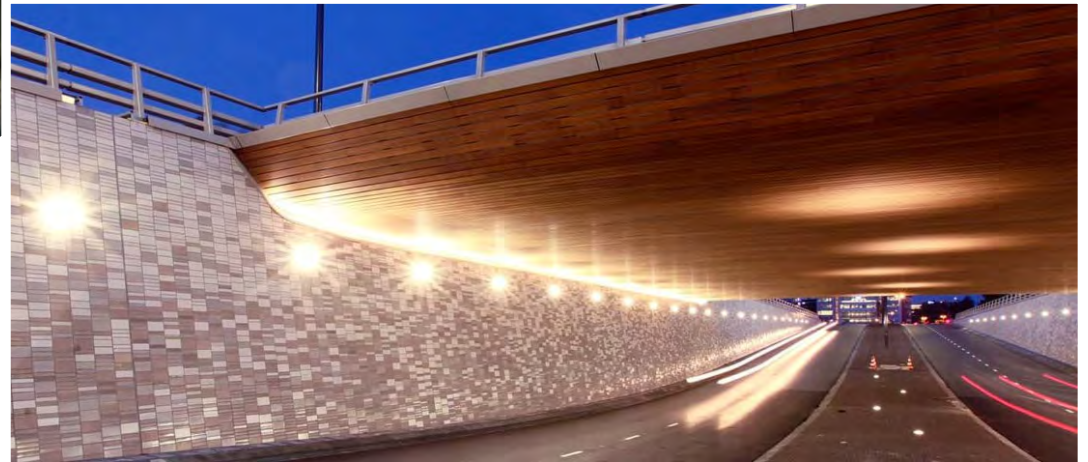
View of Elevated I-10 – Base Condition

I-10 at Enterprise Blvd



View of Elevated I-10 – Base Condition with Sidepath Enhancement

I-10 at Enterprise Blvd



Under Bridge Lighting - Enhancement

I-10 at Enterprise Blvd



View of Elevated I-10 – with Fence Enhancement

I-10 at Enterprise Blvd



Street View of Elevated I-10 – with Fence Enhancement

I-10 at Enterprise Blvd



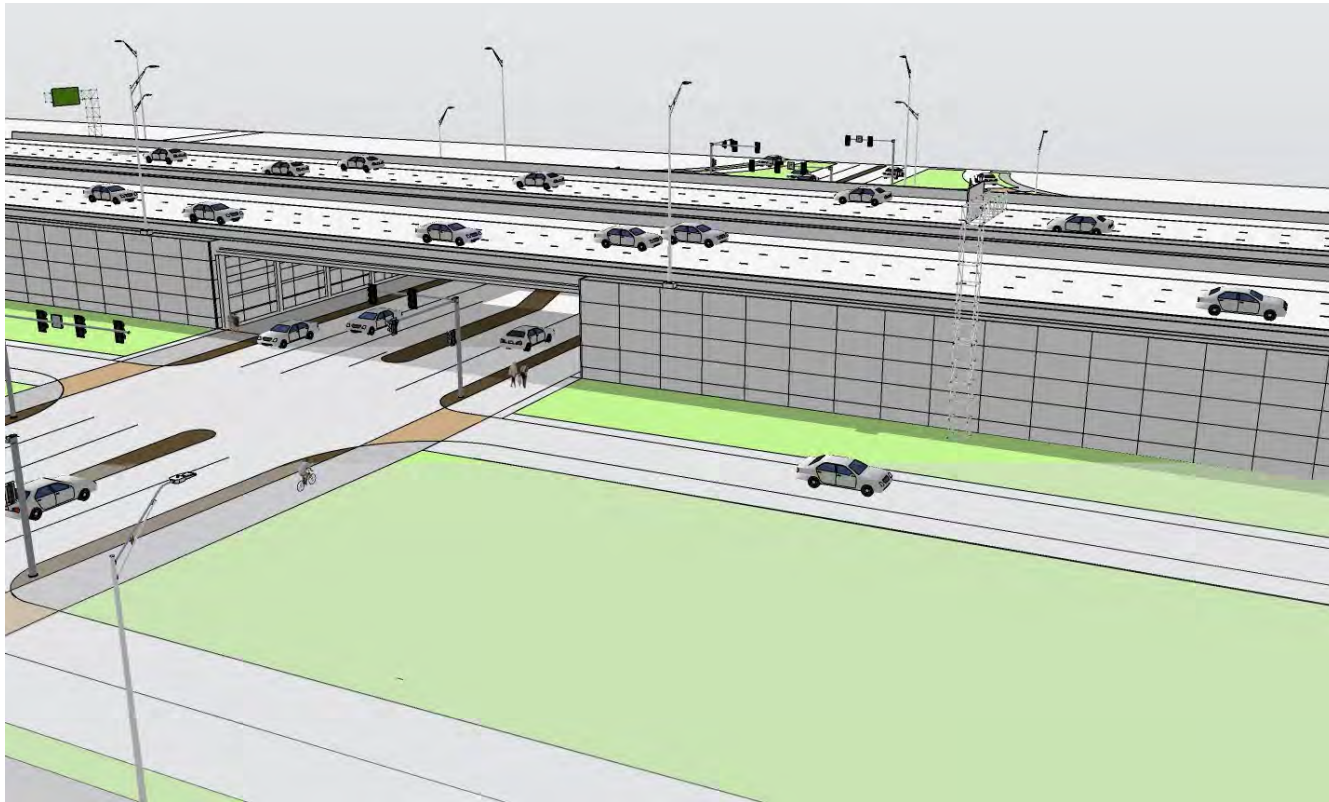
Panels with Wire Grids



Ornamental Picket Fence

Enhanced Fencing Examples

I-10 at Enterprise Blvd



View of Elevated I-10 (constructed on fill with MSE retaining walls)

I-10 at Enterprise Blvd



View of Elevated I-10 – with Screen Wall

I-10 at Enterprise Blvd



Transparent Top – Example



Transparent Top – Example

Transparent Tops

I-10 at Enterprise Blvd



Street View of Elevated I-10 – with Screen Wall and Transparent Tops

I-10 at Enterprise Blvd



Street View of Faux Wall Example

I-10 at Enterprise Blvd



Street View of Faux Wall Example

I-10 Noise Abatement

- A preliminary analysis concluded that in most of the project noise walls or barriers do not meet federal limits for cost effectiveness.
- In areas with a large residential population adjacent to the proposed project, LADOTD would consider using state funds to build noise walls where they would abate traffic noise if affected neighborhoods were interested in these features.
- More information will be made available in the draft EIS. The examples shown here are for local representatives to understand the visual and aesthetic effects of noise walls.

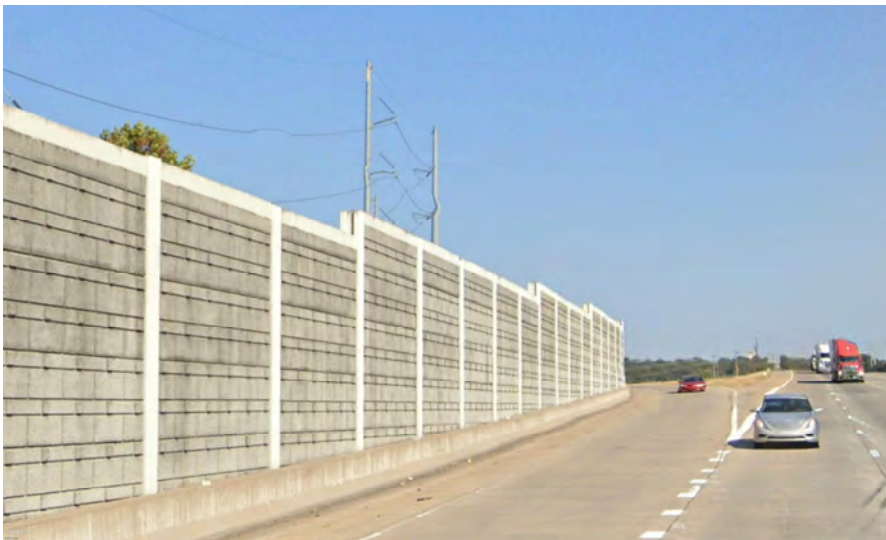


Example of Noise Wall mounted to bridge (I-10 New Orleans)

Source: Google

I-10 Noise Walls

- Final determinations of noise abatement measures will be made later, during the design stage



Ground mounted noise wall

Source: Google



Noise wall with decorative pattern

Source: Google

Limitations of CSS/D



Incorporation of CSS elements into the proposed project is constrained by:

- Funding availability
- Regulatory requirements
- Legal issues
- Schedule

Uses within the right-of-way, maintenance, and other measures to enhance community values may be specified in joint use agreements, cooperative endeavors, or other contracts in order to assign responsibilities among LADOTD, local governments, non-governmental organizations, and private enterprises.

Input/Question & Answer Period



THANK YOU FOR ATTENDING TODAY'S MEETING

We'd like now to give you the opportunity to ask questions and provide comments.

Additional Comments



For additional comments or questions, contact us at:

- Project Phone: 225-366-9645
- Email: CalcasieuBridge@hntb.com
- Website: www.i10lakecharles.com
- Mail: Louisiana Department of Transportation and Development, c/o HNTB
10000 Perkins Rowe,
Baton Rouge, LA 70810

Next Steps



- CSS/D Workshop 2 comment period ends **June 28, 2021**.
- Comments received before the June 28 deadline will be included in the Final CSS/D Workshop 2 record that will be made available online at www.i10lakecharles.com.
- You may continue to submit comments online at www.i10lakecharles.com, by email, phone or US mail.



Thank you



I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

**LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

June 3, 2021

Mr. Eric Kalivoda
Deputy Secretary
Louisiana Department of Transportation & Development
1201 Capitol Access Road
Baton Rouge, LA 70802

Dear Mr. Kalivoda,

Please find attached Resolution No. 2021-03 Approving and Adopting Design Options for The Proposed New I-10 Calcasieu River Bridge approved and adopted by the Lake Charles Urbanized Area Metropolitan Planning Organization Transportation Policy Committee.

Thank you,



Wes Crain, Chair
MPO Transportation Policy Committee

**LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

**RESOLUTION NO. 2021-03
APPROVING AND ADOPTING DESIGN OPTIONS FOR THE PROPOSED NEW I-10 CALCASIEU RIVER
BRIDGE**

WHEREAS, the Southwest Louisiana Regional Planning Commission (aka IMCAL) is the designated Metropolitan Planning Organization (MPO) for the Lake Charles Urbanized Area; charged with overall responsibility for managing the four (4) year Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) for the Lake Charles MPO Study Area; **AND**

WHEREAS, the MPO Transportation Technical Advisory Committee and MPO Transportation Policy Committee have engaged in a lengthy study and review of alternative options for design and construction of a new Interstate 10 Bridge over the Calcasieu River for many years as a critical infrastructure need; **AND**

WHEREAS, it is a responsibility of the Metropolitan Planning Organization to coordinate with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) in the most advantageous and effective transportation link both in the Lake Charles Urban Area and Southwest Louisiana Region; **AND**

WHEREAS, the MPO has considered several design alternatives including capacity and alignments presented by contracted consultants for the proposed new I-10 Bridge across the Calcasieu River; **AND**

WHEREAS, the MPO Transportation Technical Advisory Committee (TAC) has evaluated critical impacts of proposed bridge alternatives to the metropolitan transportation network and formally submitted recommendations to the MPO Transportation Policy Committee; **AND**

WHEREAS, the MPO Transportation Policy Committee has deliberated recommendations of the Technical Advisory Committee as well as comments of the Southwest Louisiana Economic Development Alliance I-10 Bridge Task Force and determined what are important components for the proposed new bridge.

NOW THEREFORE BE IT RESOLVED THAT THE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE FOR THE LAKE CHARLES URBAN AREA APPROVES AND ADOPTS THE FOLLOWING REQUIREMENTS FOR THE PROPOSED NEW I-10 BRIDGE ACROSS THE CALCASIEU RIVER, WHICH ARE IN CONFORMITY WITH THE LONG-RANGE METROPOLITAN TRANSPORTATION PLAN:

1. Selection of Alignment and Design "5G".
2. Inclusion of bike and pedestrian infrastructure in the new bridge.
3. Collaboration between Kansas City Southern Railroad, Louisiana Department of Transportation and Development and the City of Westlake Administration for a rail spur alignment be satisfactorily concluded.
4. The "5G" Alignment Bridge Design contains iconic aesthetics, including an Observation Tower; Signature, Programmable LED Lighting; Crossed Pistol features representative of the current 1949 bridge railings, and in the event the bridge is not a cable-stayed design, a Cable Stayed feature (non-supportive) as a primary feature.

THIS RESOLUTION BEING VOTED ON AND ADOPTED THIS 12th DAY OF MAY 2021.

ATTEST:


Michael Hollier
Executive/MPO Director


Wes Crain, Chair
MPO Transportation Policy Committee: