

## I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

## PUBLIC HEARING TRANSCRIPT

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
January 23, 2023

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### 1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (LADOTD), in conjunction with the Federal Highway Administration (FHWA), has prepared a Draft Environmental Impact Statement (DEIS) for the I-10 Calcasieu River Bridge Improvements Project (proposed project) in accordance with the National Environmental Policy Act (NEPA).

The proposed project is approximately nine (9) miles in length and includes alternatives for improvements to $\mathrm{l}-10$ in the Lake Charles region between the l-210 interchanges, including the Calcasieu River Bridge (see Figure 1).

Figure 1: Project Location Map


The purpose of and need for the proposed project is designed 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 have been evaluated in the DEIS, which was approved by the Federal Highway Administration (FHWA) for publication and distributed for public comment in November 2022.

The following document is a transcript of the public hearing held on December 13, 2022, after the DEIS was published and made available for review by the public, stakeholders, and regulatory agencies. Public hearings, or opportunities for requesting public hearings, are a required part of the NEPA process for projects processed Environmental Impact Statements (EIS).

Input was obtained as part of the public hearing associated with the proposed project. The purpose of this public hearing was to obtain feedback on the analyses and decisions documented in the DEIS including identification of the Preferred Alternative. All comments received during the public hearing, and received in writing ten (10) days after the hearing (December 23, 2022), are incorporated in this transcript. The public comment period for the DEIS ended 45 days after the Notice of Availability (NOA) of the DEIS was published in the Federal Register (FR) on November 18, 2022. Comments received in writing after December 23, 2022, through January 3, 2023, will be addressed in the Final EIS.

### 2.0 PUBLIC HEARING

The open house public hearing was held on Tuesday, December 13, 2022, at the Pryce/Miller (Ward 3) Recreation Center, 216 Albert Street, Lake Charles, Louisiana 70601 (see Figure 2).

The open house portion of the public hearing was held from 5:00 PM to 6:30 PM, followed by the public hearing moderated forum from 6:30 PM to 7:00 PM.

Figure 2: Public Hearing Location


### 2.1 Advertisement \& Outreach

Multiple avenues of advertisement and outreach were utilized to inform the agencies, public, and other stakeholders about the public hearing. Copies of all advertisements, materials, and outreach lists are included in Appendix A.

- Public Hearing Email Blast - An email invitation was drafted and sent to a mailing list consisting of over 500 persons including federal, state, and local agency representatives and tribes, as well as local and legislative elected officials and members of the public.
- Public Hearing Flyers - 50 fliers were created, printed, and mailed by FedEx to a Pryce/Miller Recreation Center employee one week before the public hearing for distribution to the community and Senior Centers located adjacent to or near the Preliminary Alternatives. PDFs of fliers were also emailed to representatives from EJ communities including Black Chamber of Commerce, SEED Center Business Incubator, Alliance SWLA, and Lake Charles Regional Minority Business Chamber of Commerce.
- Public Hearing Notice - The public hearing notice ran twice in the Lake Charles American Press. The first notice ran on November 13, 2022 (one month before the public hearing) and the second ran on December 9, 2022 (four days before the public hearing).
- Press Release - A press release was drafted and approved by LADOTD and sent to local television and media outlets. The LADOTD also published the press release on its public announcement website.
- Public Notice - A copy of the public notice was sent to LADOTD for posting on their public announcement website.
- Social Media - A social media graphic was created and sent to LADOTD for approval prior to posting on their Facebook page.


### 2.2 Public Hearing Attendance

The public hearing was attended by 94 individuals, not including LADOTD, FHWA and Consultant staff. Public hearing 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 public hearing are included in Appendix B.

### 2.3 Public Hearing Format and Materials

The public hearing utilized an open house format with nine distinct stations including a station where attendees could view a 33-minute detailed repeating video presentation that provided an overview of the project. A copy of the PowerPoint presentation and the accompanying scripted voiceover, as well as materials and exhibits provided at each station, is included in Appendix C. The presentation originated as a PowerPoint slide deck but was converted to video in order to enable close captioning for any disabled individuals attending the public hearing. Attendees were also provided a handout and comment form detailing the public hearing schedule, layout of the stations, and instructions on the moderated public forum protocol. Project Team members were available at every station to provide information and answer questions.

The nine stations are detailed in Table 1 below.
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 hearing handout containing the meeting format, a layout of the station set-up, the identified Preferred Alternative, and a comment form that could be filled out and dropped in a comment box at the Public Hearing or mailed via USPS to the Project Team.
- A card for those wishing to speak at the moderated public forum to fill out and leave at the podium.

Station 2: Presentation - This station was set up for attendees to view a repeating PowerPoint video presentation with voiceover projected on a large screen. The presentation provided a detailed project overview, outlined alternatives development, identified the Preferred Alternative, discussed environmental impacts and proposed tolling processes, 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 hearing.

Station 3: Project Background and Purpose and Need - 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.

Station 4: Alternatives Development - Three exhibit boards were on display at this station:

- An exhibit outlining how the Alternatives were developed;
- An exhibit presenting how the Alternatives compared to each other; and
- An exhibit displaying the Preferred Alternative and how it was identified.

In addition, three laminated copies of the impacts matrix were available at this station, providing the public with an opportunity to compare the effects from the three reasonable alternatives evaluated in the DEIS along with the No Build Alternative for a baseline comparison.

Station 5: Conceptual Engineering Plans - Three tables containing "roll plots"/ large scale drawings of the conceptual engineering plans of the three Alternatives laid over aerial imagery.

Station 6: Environmental Analysis - Six exhibit boards were on display at this station.

- One board showing the Section 106/Cultural and Historic Resources that would or would not be impacted by the project, as well as mitigation measures for those impacted resources;
- One board showing the Section 4(f) Resources within the project corridor and how their "use" was determined to be significant or not;
- One board displaying the presence of Ethylene Dichloride (EDC) and the process to be taken to minimize any EDC impacts on the proposed project;
- One board displaying Tolling and Traffic Operations, including the proposed toll collection process, proposed toll rate, and predicted traffic diversions taken by vehicles avoiding the toll route;
- One board showing Traffic Noise and the proposed noise barriers, their location, and specifications including type and height, along the project corridor; and
- One board displaying Reasonable Needs of Navigation and how the proposed project would impact navigation interests and the mitigation efforts taken to minimize this impact.

In addition, copies of the MOA between FHWA, LADOTD, and LASHPO regarding impacts to the Norris Point Archaeological Site and copies of the Section 4(f) statements and the relevant DEIS Appendix were also included for public review.

Station 7: LADOTD Real Estate and Relocation - This station included copies of the LADOTD Acquisition of Right of Way and Relocation Assistance brochure. Two staff from the LADOTD Real Estate division were on hand to answer questions.

Station 8: Draft Environmental Impact Statement (DEIS) - This station included two binders containing text of the complete Draft EIS that had been tabbed for ease of access in finding information. A member of the Project Team was also on hand to answer any questions.

Station 9: Submit Your Comments - This station included a court reporter who was available to transcribe public comments offered during the open house or moderated public forum. The station also included a box for attendees to deposit written comments on a comment form provided for them (see Appendix C). These comments are included in this transcript.

Throughout the open house, representatives from LADOTD and the Project Team were available at the exhibits and in the venue to answer questions from attendees. A podium with chairs set up theater style was arranged in the center of the venue for the moderated public forum.

Photos from the public hearing are included in Appendix D. Figure 3 presents the general layout for the public hearing.

Table 1: Public Hearing Materials

| Station | Type | Title |
| :---: | :---: | :---: |
| Station 1: <br> Welcome \& Sign-In | Handout | Public Hearing Program Guide |
|  | Handout | Comment Form (included as separate insert in Program Guide) |
| Station 2: Presentation | PC/Television | Repeating Video Presentation |
| Station 3: <br> Project Background and Purpose and Need and | Exhibit Board | Study Area Map |
|  | Exhibit Board | Project Background and Purpose and Need |
|  | Exhibit Board | Environmental Impact Statement (EIS) Process and Anticipated Timeline |
| Station 4: Alternatives Development | Exhibit Board | Alternatives Development |
|  | Exhibit Board | Comparison of the Alternatives |
|  | Exhibit Board | Identification of Preferred Alternative |
|  | 11x17 Printouts (laminated) (3) | Comparative Effects of the Alternatives Evaluated in the EIS |
| Station 5: <br> Conceptual Engineering Plans | Roll Plots | Alternative 3A |
|  | Roll Plots | Alternative 3E |
|  | Roll Plots | Alternative 5G |
| Station 6: <br> Environmental Analysis | Exhibit Board | Section 106 Resources |
|  | Exhibit Board | Section 4(f) Resources |
|  | Exhibit Board | Ethylene Dichloride (EDC) Contamination |
|  | Exhibit Board | Tolling and Traffic Operations |
|  | Exhibit Board | Traffic Noise and Noise Barriers |
|  | Exhibit Board | Reasonable Needs of Navigation |
| Station 7: <br> LADOTD Real Estate and Relocation | Brochure <br> Handout | Louisiana Department of Transportation and Development Acquisition of Right of Way and Relocation Assistance |
| Station 8: Draft EIS | Binders (2) | Draft Environment Impact Statement (DEIS) |
| Station 9: <br> Submit Your <br> Comments | Comment Form and Box | Submit Your Comments |

Figure 3: Public Hearing Station Layout


### 2.4 Public Hearing Comments

A 45-day public comment period opened on November 18, 2022, the date of the NOA in the FR, and ended January 3, 2023. Comments for the public hearing that appear in this transcript were accepted through December 23, 2022. Attendees could provide comments through a variety of methods, including the following:

- Submitting a written or verbal comment at Public Hearing Station 9;
- Stating comment at the microphone during the moderated public forum;
- Mailing a written comment to I-10 Calcasieu River Bridge Project c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810;
- Emailing a comment to CalcasieuBridge@hntb.com; or
- Logging on to the project website (www.i10lakecharles.com) and selecting "Tell Us What You Think."

Table 2 shows the number of comment submissions by method in which they were submitted. * Some commenters left multiple comments/questions; therefore, the tally shown reflects the total number of distinct comments.

Table 2: Comments

| Submission Method | Number |
| :--- | :---: |
| Written Comment Form submitted at Public Hearing | 2 |
| Verbal Comment given to Court Reporter at Public Hearing | 3 |
| Verbal Comment during the Moderated Public Forum | 8 |
| E-Mail | $23^{* *}$ |
| US Mail | $1^{* *}$ |
| Project Website/Tell Us What You Think | 2 |
| Voicemail on Project Phone | 3 |
| Total Comments Received* | 50 |

** One letter was received via both US Mail email. It is counted once for the tally in Table 3.

Copies of all comments received are included in Appendix E. Common themes from the comments, as well as the number of times these themes occurred, are shown in Table 3.

Table 3: Common Themes

| Theme | Number of <br> Comments by <br> Theme |  |
| :---: | :---: | :---: |
| $(1)$ Tolls, Opposition to | 17 |  |
| $(2)$ Tolls, Traffic Diversion from | 2 |  |
| $(3)$ Tolls, Effect on Freight | 2 |  |
| $(4)$ Tolls, Other Funding Sources/Federal Funding | 4 |  |
| $(5)$ | Tolls, Other Concerns Related to | 8 |
| $(6)$ | Bridge and Roadway Designs | 8 |
| $(7)$ | Property Impacts | 2 |
| $(8)$ | Alternative Alignments | 1 |
| $(9)$ | EDC Contamination | 1 |
| $(10)$ | Safety | 1 |
| $(11)$ | Bicycle and Pedestrian Facilities | 2 |
| (12) Reuse of Existing Bridge | 1 |  |
| Total Comments by Theme | 49 |  |

Table 4 provides comments, which are organized by theme.

Table 4: Comment Matrix

| $\begin{array}{c}\text { Theme } \\ \text { Name }\end{array}$ | $\begin{array}{c}\text { Name } \\ \text { (Last/First) }\end{array}$ | Date | Source |  |
| :---: | :--- | :--- | :--- | :--- |
| $\begin{array}{c}\text { (1) } \\ \text { Opposed } \\ \text { to Tolls }\end{array}$ | Anonymous | $12 / 14 / 22$ | Voicemail | $\begin{array}{l}\text { Comment(s) }\end{array}$ |
| $\begin{array}{c}\text { (1) } \\ \text { Opposed } \\ \text { to Tolls }\end{array}$ | Baty, Buddy |  |  |  |
| bridge. We pay taxes. We send money to other |  |  |  |  |
| countries that don't deserve it for climate, and we |  |  |  |  |
| can't even get a bridge built with all the taxes we |  |  |  |  |
| pay? This is ridiculous. This is our Democratic |  |  |  |  |
| governor trying to put it to us. |  |  |  |  |$\}$


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (1) <br> Opposed to Tolls | Daniels, Jason | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | My name is Jason Daniels. And I just wanted to say I agree with all the complainers that I don't feel that we need the toll because of the people that's, you know, going to Westlake and making under $\$ 20,000$ a year, $\$ 22,000$ a year. Plus things that I feel that - you know, that we can do something else with. But I'm just in agreement with everybody else as far as that and stuff like that. |
| (1) <br> Opposed to Tolls | Darbone, Fitzgerald | 12/13/22 | Public <br> Hearing <br> Comment <br> (spoken <br> directly to <br> and <br> transcribe <br> d by court <br> reporter) | So my comment is on the toll. We are not happy with the toll because the toll will - we feel that [it] will kill North Lake Charles. Because once the toll goes from $\$ 2$, it's going to go to 3 to 4 to 5 to 6 to 7 to $\$ 10$. So if it's $\$ 5$, if I was driving I would take 210 not to pay $\$ 5$. So once that goes into effect, I feel that the majority of traffic will divert and take 210 and not I-10. And that is the traffic that we rely on in North Lake Charles to exit for Opelousas Street and Highway 171 to do business. Well, that traffic will not be diverted and will hurt our business in North Lake Charles. |
| (1) <br> Opposed to Tolls | Darbone, Fitzgerald | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | My name is Fitzgerald Darbone. I'm the president of the African-American Chamber of Commerce here in Lake Charles. My statement is also about the toll. If we toll this bridge starting $\$ 2$, that's in 2021. What happens in 2025, 2030 when the price of a toll goes up to $4,5,6, \$ 8$ ? If I'm a person driving from Houston coming this way and I know that I have to pay $\$ 5$, I'm going to divert and take 210 and go around the bridge. |
| (1) <br> Opposed to Tolls | Guidry, Marshall | 12/14/22 | Email | I just read where there is not an option for a new Calcasieu river bridge without a toll. This is not acceptable. This is a main thoroughfare across the US, not some off beat path. We owe it to the people in the LC area as well as anyone else who travels I-10 to build this bridge and not charge a toll. Louisiana has plenty money right now with all of the federal recovery funds so now is the time to act. |
| (1) <br> Opposed to Tolls | Jones, Bryan Ray | 12/14/22 | Email | No tolling on the Bridge! Tolling smells of backroom politics. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (1) <br> Opposed to Tolls | Miller, Tim | 12/14/22 | Voicemail | Yes, this is Tim Miller in Lake Charles. I was reading in the paper about a proposed toll bridge. That's probably the worst thing our so-called leaders can come out with. I got a GED in the Navy; I'm not very well-educated, but even I know companies don't come to Louisiana now because of the high tax rates. For instance, Buc-ees, on and on and on. What is wrong with these people in Baton Rouge? I don't understand. Don't they know things are high and it's going to get higher? |
| (1) <br> Opposed to Tolls | Muhammad, Jayvon | 12/13/22 | Public <br> Hearing <br> Comment (spoken directly to and transcribe d by court reporter) | So I would like to voice concern about the toll on the bridge. My name is Jayvon Muhammad. And the toll and the private ownership is a challenge for me. I'm originally from San Francisco, recently moved here. And when I was a child the toll was 75 cents to cross the Bay Bridge. It's $\$ 6$ now. The Golden Gate Bridge is more. Most people cross two bridges, meaning that we pay $\$ 10$ or more to go to work. So I'm really concerned for the people here that are going to cross this bridge and the toll is going to continue to rise. I think we can't even determine how much because private people own it. |
| (1) <br> Opposed to Tolls | Muhammad, Jayvon | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | Hi. I commented over there, but I would like to comment again. My name is Jayvon Muhammad. I just want to acknowledge that the toll - my concern with the toll is that it'll not stay at \$2.88. I'm from San Francisco. When I was a child the toll was 75 cents. Today it is $\$ 6$. Most people cross two bridges and pay 10 to $\$ 11$. So I'm really concerned about the increases that will happen. Also, it's of the character a little bit to have a toll on both sides of the bridge. In other areas - in some other areas you pay going one way but you don't pay going the other way. So if toll has to happen, I think that should be a consideration. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
|  | Norup, Jonathan | 12/15/22 | Email | With all that the people of The Great State of LOUISIANA have been through in the last several years do you think we need to worry about buying a transponder and putting money on it to cross a bridge?????? Look at the impact this toll would have on other local roads. I as a licensed commercial driver I AVOID TOLL ROADS AS MUCH AS POSSIBLE!!! By placing this toll on the bridge you are putting the motoring public at risk to drivers who Don't have any idea of the road traffic in this general area. As it is we have had way to many large closures on Interstate 10 from big wrecks. Can you honestly tell a father -mother aunt or uncle that there (sic) loved ones won't be coming home anymore?? Please reconsider this forced toll to cross the bridge and use another way to oay (sic) for it. Our future greatly DEPENDS on it. Thanks for your time and consideration of my message |
| (1) <br> Opposed to Tolls | Otto, Jeffrey | 12/22/22 | Website | Also, by my calculations, the P3 operator will generate revenue of between $\$ 50-60$ million dollars a year. That's a lot of money going to a private company, and more specifically NOT going to the public coffers (which badly needs that money). Will it really cost that much money to pay the financing on this project and operate it going forward (with due allowance for profit)? I like the idea of tolling the bridge, but I cannot understand why it needs to be done in a way that siphons that revenue off to a private entity? |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (1) <br> Opposed to Tolls | Pennartz, Chris | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court reporter) | My name is Chris Pennartz, P-E-N-N-A-R-T-Z. I have a question. I pay enough taxes as it is right now. And I feel that the toll is just, you know, it's too much I think for us. I don't think anybody in this town or in this state or anywhere wants to pay any more tolls. You know, I mean, our taxes keep going up every year. And we don't know where the money is being spent. I don't know if it's just, you know, no transparency. I think that they could find the money to, you know, build this bridge without having to charge a toll. Because, I mean, I know I pay way more in taxes. They come around and reappraise my house every so many years and the appraisal goes up and I have to pay more taxes on that appraisal. And, I mean, I don't know where our money's going. |
| (1) <br> Opposed to Tolls | Simmons, Gordon D. | 12/13/22 | Public <br> Hearing <br> Comment <br> (spoken <br> directly to <br> and <br> transcribe <br> d by court <br> reporter) | Okay. First, I would like to make a comment. This toll bridge is obviously against everybody's wishes and all the public input that was given years ago. And it's wrong to let a private company make money off of people having to cross a bridge every day going back and forth to work. And it's going to cause major traffic problems on 210 and 171. |
| (2) Traffic Diversion from Tolling | Darbone, Fitzgerald | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | What that's going to do if we start getting traffic going around Lake Charles, what happens to the North Lake Charles traffic that normally would have got this traffic coming that way? Your 171. Your Opelousas Street. Those businesses that rely on that traffic now will start losing traffic to 210. So that will create a problem for that area as far as businesses and traffic. So that is my concern. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (2) Traffic Diversion from Tolling | Fry, Eric | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | My name is Eric Fry. I'm the president of Alpha Phi Alpha Fraternity, Incorporated here in Lake Charles, a community service organization. And I'm just wondering, if there is a toll and a diversion - would that be a diversion to 210, right? The ones that don't want to pay a toll. So if there was a toll and there was a diversion to 210 , I was wondering if 210 was designed for that diversion of traffic that it is going to - would take once there's a toll and somebody tried to avoid the toll and go to 210 . So would diversion handle the capacity that's going to go to 210 ? |
| (3) Tolling Effect on Freight | Hay, Patrick | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | My name is Patrick Hay. I represent Hay Brothers, Incorporated. We are a trucking and crane company here in Lake Charles. And I would just like to make a statement that this will be a financial impact on my company. We cross that bridge anywhere from once a day to sometimes 20 to 30 times a day. And I feel that any bridge that should be build (sic) on an existing highway should not be tolled. If you want to make a new highway, go ahead and toll it. But I think I've already paid for this one. I paid enough fuel taxes already and final use tax. I do not think this is a fair solution to tax those of us who have already paid for it once. Thank you. |


| Theme <br> Name | Name <br> (Last/First) | Date | Source |  |
| :---: | :--- | :--- | :--- | :--- |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (4) Other <br> Other <br> Funding <br> Sources / <br> Federal <br> Funding | Nelson, Brad | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter | Also I would like to say that last week the LMT was in Washington. And I sat down with Clay Higgins, and we asked him about the bridge. And he just let us know that as far as they know, the state has not requested any funding for the bridge. He offered it and said he would do everything to get a hundred percent funding. So the question is why aren't we going after federal dollars for this bridge? I think everybody in Lake Charles or at least in this area should be concerned about that. Thank you. |
| (4) Other Funding Sources / Federal Funding | Tarver, Phillip | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | So I appreciate the opportunity to address the crowd tonight. My name is Phillip Tarver. I'm the state representative from South Lake Charles. I wanted to come and just bring out one burning point of question that is important to this community. And that is the full disclosure and transparency as we all hear those terms. We understand the effective number that has been used for the cost of the bridge is $\$ 1.5$ billion. That's the number that we've been discussing. And in our legislative delegation, we worked very hard this past session to find funding for this bridge. We managed to appropriate or allocate or whatever the correct legal term is about a billion dollars of state dollars. That is citizen dollars, sales tax revenue in surplus money. Approximately a billion dollars. Very little federal money. There was a little bit of ARP money, about 40 or 50 million. I forget the exact number. But when you look at it, we put forth our own tax dollars, a billion dollars on an interstate highway bridge. And we don't understand why we have not been able to capture any federal dollars. And none of this big infrastructure jobs act money, no grants, all of those things. And we've been told a lot of different things. But I want the public to know from our standpoint and our legislative delegation, we worked very hard to allocate \$1 billion of their hard-earned money towards that bridge. And we are asking LADOTD and the governor and the ones that are responsible from there forth to take a way a finding the other 500 million necessary to build this bridge. Thank you. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (5) Other TollRelated Concerns | Muhammad, Jayvon | 12/13/22 | Public <br> Hearing <br> Comment <br> (spoken <br> directly to <br> and <br> transcribe <br> d by court <br> reporter) | And my greatest concern of all is that those private companies, the majority of them probably aren't American-owned companies. So other countries are going to benefit off of the toll that Louisianians pay and others crossing the bridge. I think that's outrageous. And that's it. Thank you. |
| (5) Other TollRelated Concerns | Muhammad, Jayvon | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | And then my last concern is what private investors make money off of the investment in the bridge? It concerns me that companies will invest and are not American companies but will make money off of toll paid by Americans. <br> I just left another country where China was building toll roads, and they were making money off of the roads. And I do understand that some of these investors are not - that are stepping up are not American investors. And it just seems unethical in some way to me for other countries and investors to make money off of American tax paying dollars for roads, for something like infrastructure. Thank you. |
| (5) Other <br> Toll- <br> Related <br> Concerns | Pennartz, Chris | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court <br> reporter) | And another question is who's the one who's going to be approving? You know, I know you didn't answer about who approved the toll. But who is going to be the one in charge of approving the toll? |
| (5) Other TollRelated Concerns | Otto, Jeffrey | 12/22/22 | Website | How can we ensure that the awarding of the contract to operate this is a clean process? With that much money involved, it seems to me we ought to be worried about corruption, and which decision makers are going to benefit licitly, and illicitly. |
| (5) Other TollRelated Concerns | Guintard, Charles | 12/14/22 | Email | It's against federal law to put a toll on an existing interstate |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (5) Other TollRelated Concerns | Gott, George | 12/14/22 | Email | Is the $\mathrm{l}-10$ bridge at Lake Charles the only new bridge with a proposed toll? How about the new I10 bridge over the Mississippi at Baton Rouge? |
| (5) Other TollRelated Concerns | Chandler, Paul | 12/13/22 | Public <br> Hearing <br> Open Mic <br> Comment <br> (transcrib <br> ed by <br> court reporter) | I work on one side of the bridge and work on another side of the bridge, all day back and forth. I really have a question, not necessarily a statement. I'm not sure if you can answer it or not. Who approved the tolling of the bridge? Has it been approved yet? So it's still in the works? |
| (5) Other TollRelated Concerns | Chandler, Paul | 12/13/22 | Public <br> Hearing <br> Comment <br> Card | Who approved a toll bridge? |
|  <br> Roadway Designs | Vincent, Rusty | 11/26/22 | Email | I would highly recommend that the new bridge design be very similar to the existing l-10 bridge going over the Sabine River. We can lower the height of the bridge to where it can allow deep draft recreational boats and tug/tow boats to go under. We do not need a taller height to allow ships because there is no more need for ship traffic in this area anymore. Having served on the Port of Lake Charles Harbor Safety Committee, I have had a lot of inside information on vessel traffic in this waterway. Keeping the bridge as low as possible makes construction a lot more affordable and allows the vehicle traffic to flow better and reducing traffic backups etc... any questions please feel free to contact me at this email or phone number below. I will be happy to discuss in more detail. |
|  <br> Roadway Designs | Otto, Jeffrey | 12/22/22 | Website | Finally, one question I had after watching the nicely done and informative video: why can't the new bridge be as high as the old one? Why does it half (sic) to be lower my (sic) nearly half? |
|  <br> Roadway Designs | Dunn, Sid | 12/22/22 | Website | When building the bridge why not make it 4 lanes on each side to account for area growth as well as area evacuations? 3 lanes each way seems to satisfy the current needs not future needs for the next 40-50 years. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
|  <br> Roadway Designs | Gott, George | 12/14/22 | Email | Question: Why can't an alternative mooring site be provided for the Friend Ship? If the Friends Ship dock on First avenue is the only reason for rebuilding the $\mathrm{I}-10$ bridge so high, why not provide an alternative berth and build the new bridge much lower at a significantly reduced cost? |
| (6) Bridge \& Roadway Designs | Guidry, Marshall | 12/14/22 | Email | I see the design and it looks really nice but if we can't afford such a fancy design without a toll, let's scale it back to a basic concrete structure so we can do away with the toll. |
|  <br> Roadway Designs | Simmons, Gordon D. | 12/13/22 | Public <br> Hearing <br> Comment <br> (spoken <br> directly to <br> and <br> transcribe <br> d by court <br> reporter) | My one question is they we're worried about groundwater contamination from pilings and piers. They wanted to lower the bridge on account of the trucking industry, but that interfered with the shipping industry. There was one option that solved all of these problems that I never heard discussed. Was a cut and covered immersed tube bridge ever considered? What people commonly mistakenly called a tunnel. It would not contaminate the groundwater. And I would like to know, did anyone ever discuss or even think about using an immersed tube prefab bridge? |
| (6) Bridge \& Roadway Designs | Simmons, Gordon D. | 12/13/22 | Public <br> Hearing <br> Comment <br> (spoken <br> directly to <br> and <br> transcribe <br> d by court <br> reporter) | Instead of having an 85 to 90 -foot grade elevation change on the new highway bridge, you would have it maximum of 55 to 60 -foot elevation change going under the river, as the river is only 30 feet deep. It would not have impeded the shipping traffic. You would be helping the truckers more. The approaches to the bridge would be shorter. And you wouldn't be contaminating the groundwater by migration going down from the contaminated groundwater to the aquifer down the side of the pylons. |
| (7) <br> Property Impacts | Miller, Bahnsen | 12/19/22 | Email | My family owns property around the I-10/2-10 west intersection that may be part of the expansion project. Can you give me a general estimate on when the expansion plans will be finalized and when property owners who own property in this area will be notified? |
| (7) <br> Property Impacts | Hughes, Gwen | 12/9/22 | Email | We have three rental properties located on Railroad Ave. Can you tell me which Alternative map would have the least impact on our properties. I appreciate your help. |


| (8) <br> Alternativ <br> e Alignment | Tritico, Michael (on behalf of RESTORE) | 12/22/22 | Email | I have been saying, I believe since before 2002 when you announced some "alternatives," and after that in the Public Meetings and written comment periods that "Since there is no practical way to keep the river crossing where it now exists, the logical thing is to re-locate Interstate 10 to high and solid ground north of the present location." Once I even provided you with a detailed route of that north loop that would be only a very few miles longer than the route that you insist on perpetuating along with all of its problems. No matter what comments I have submitted on overall concepts or on specific details you have refused to acknowledge them or to incorporate into your work any alternatives that the comments would have generated had you taken them seriously. I was unable to attend the Public Meeting this time but I read a newspaper article which said that the main topic of the evening was your insistence on making the project one to be financed by tolls. The longer you piddle around the greater will be the tolls that you will demand in order to pay for a route that should be junked. I am not sure why I should bother going through your Draft EIS and submitting comments since you will disregard any public comments that worry you and make you have to reconsider your pre-conceived plans. However, I will try again for a few things: <br> From the Draft's PDF Page 53 your latest chosen alternative is called 5 G . It includes many subprojects in addition to the river crossing. Those inclusions, in reality, are more necessary from the perspective of lining up support from different stakeholder groups than they are from the perspective of preparing a plan to provide the public with a safe way to get from one side of the Calcasieu River to the other, past the failing bridge. <br> Although it did make sense, once you had locked in a decision to demand a river crossing at the existing location and had disregarded other routes, to have included the attempt to debottleneck the railroad mess in Westlake, other problems, such as the truck-rollover mess in North Lake Charles have simply delayed your focus on the central problem, the unsafe bridge. <br> Trying to build a new bridge where there are |
| :---: | :---: | :---: | :---: | :---: |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | insoluble problems is a waste of time. |
| (9) EDC <br> Contamina tion | Tritico, Michael (on behalf of RESTORE) | 12/22/22 | Email | PDF Pages 12 and 13 begin to highlight the reality that your current chosen alternative is fraught with hazardous waste impediments, 23 (twentythree) different sites of concern. PDF Pages 34 then admits that "The major unresolved issue has been and continues to be the risks related to the EDC that has contaminated the soils and groundwater within the existing and proposed Right of Way." Of course, that massive, widespread and deep saturation of the entire area of and around the existing bridge and its western approach, including the proposed Samson Street sub-project, with Ethylene Dichloride should have been sufficient reason for you to choose an alternative on high, solid ground to the north of Lake Charles and Westlake. |
| (10) Safety | Tritico, Michael (on behalf of RESTORE) | 12/22/22 | Email | PDF Page 33 has an interesting sidestep: None of the alternatives " would meet the last purpose goal d) safety concerns." Therefore, a lot of busy work was done but the public still ends up with an unsafe route. Putting a new, safe bridge at the chosen latitude just cannot be done. |


| Theme Name | Name (Last/First) | Date | Source | Comment(s) |
| :---: | :---: | :---: | :---: | :---: |
| (11) <br> Bicycle and Ped Facilities | Tritico, Michael (on behalf of RESTORE) | 12/22/22 | Email | PDF Page 72 The preferred alternative has abandoned the concept of pedestrian and bicycle river crossings as part of the proposed bridge complex. PDF Page 34 discussed that situation and seems to half-heartedly suggest that maybe later there might be some way to consider the public's expressed interest in such a feature. Less halfheartedly the discussion gives several reasons the public should not keep its hope ups so at least we know not to expect that crossing to happen. That is just another example of how pointless are the public comment opportunities. <br> Why you keep having these presentations and comment opportunities decade-after-decade only to disregard reality is as much of a problem as is the fact that the existing bridge is likely, before you ever get through with the planning process, to finish falling in slow motion because of the EDC ruination of its soil support. When that collapse happens the public record will show how hard people tried to get something actual done but how the planners could not accept the most critical facts. |
| (11) <br> Bicycle and Ped Facilities | Otto, Jeffrey | 12/22/22 | Website | My main suggestion is that a pedestrian and bicycle lane be included, and that there be a lookout over the lake at the top where walkers and bikers can rest and take in the views. I trust that the design of such a lane can be accomplished in a way that minimizes the unpleasant effects of thousands of motor vehicles speeding by at 70 mph . If done right, this could be something that brings people to Lake Charles. It's important that the pedestrian and bicycle lane have safe and convenient access points to the lake front. An alternative would be to construct such a lane on the rail bridge, but of course there wouldn't be the nice views from that span. |
| (12) Reuse of Existing Bridge | Elmer, Lollion | 11/17/22 | Email | Why will the old 1-10 Calcasieu River Bridge be demolished? Could it not be put to good use? Pedestrian traffic, etc.? |

### 2.5 Comments Received from Agencies

Comments were also received during the public hearing comment period from four agencies. These comments are provided and addressed in the Final EIS along with other comments received after the end of the public hearing comment period on December 23, 2022 but through the end of the 45-day comment period on January 3, 2023.

## Appendix A:

 Advertising and Outreach| From: | CalcasieuBridge |
| :--- | :--- |
| To: | CalcasieuBridge |
| Subject: | I-10 Calcasieu River Bridge Improvements Project (SPN H003931) |
| Date: | Tuesday, November 22, 2022 5:01:26 PM |
| Attachments: | $\underline{\text { Public Hearing Announcement.pdf }}$ |

On behalf of the Louisiana Department of Transportation and Development and the Federal Highway Administration, we are inviting you to a public hearing for the l-10 Calcasieu River Bridge Improvements Project. A flyer with the hearing information is attached. You may also view the Draft Environmental Impact Statement online at www.i10lakecharles.com and make comments online, at the public hearing, by calling the project team at 225-368-2826, or by emailing us at CalcasieuBridge@hntb.com. The public comment period for this project will last until January 3, 2023. The attached flyer is being distributed to make everyone aware of the public hearing. We would appreciate it if you would email or print out this flyer and share it with your network.

Thank you, and we look forward to receiving your feedback on this important project!

## I-10 CALCASIEU BRIDGE \& IMPROVEMENTS

Project Phone: 225-368-2826

Email: CalcasieuBridge@hntb.com

Website: www.IIOlakecharles.com

| Salutation | First Name | Last Name | Title | Agency/Organization |
| :---: | :---: | :---: | :---: | :---: |
| Mr. | David | Callahan | District Commander | Eighth Coast Guard District U.S. Coast Guard |
| Ms. | Geri | Robinson | Bridge Administration Branch | Eighth Coast Guard District U.S. Coast Guard |
| Mr. | Doug | Blakemore | Chief Bridge Operations Branch | Eighth Coast Guard District U.S. Coast Guard |
| Mr. | Omar | Martinez | Sole Source Aquifers | EPA Region 6 |
| Mr. | Tom | Nystrom | Associate Director | EPA Wetlands Division |
| Dr. | Raul | Gutierrez | Environmental Scientist | EPA <br> Water Quality Protection Division |
| Mr. | Dave | Ross | Assistant Administrator | EPA, Office of Water |
| Ms. | Rhonda | Smith | Chief, Office of Planning and Coordination (6EN-XP) | EPA, Region 6 |
| Ms. | Anne L. | Idsal | Regional Administrator | EPA, Region 6 |
| Mr. | Rob | Lowe | Administrator | Federal Aviation Administration Office of Airports Southwest Region Planning \& Program Branch |
| Mr. | John | Miles | Floodplain Mgt and Insurance, Southern/Coastal Louisiana | Federal Emergency Management Agency Region VI |
| Ms. | Andrea | Martin | Sr. Environmental Protection Specialist | Federal Railroad Administation |
| Ms. | Becky | Blatnica | Environmental Protection Specialist | Federal Railroad Administation |
| Mr. | Robert C. | Patrick | Administrator | Federal Transit Administration, Region 6 |
| Mr. | Doug | Miller | Chairman | Gulf Coast Soil and Water Conservation District of Louisiana |
| Mr. | Walter | Council | Transportation Planner III | IMCAL |
| Mr. | Walter | Council | Transportation Planner III | IMCAL |
| Mr. | Gregg | Gothreaux | President \& CEO | Lafayette Economic Development Authority |
| Ms. | Shelley | Johnson | Executive Director | Lake Charles/Southwest Convention and Visitors Bureau |
| Ms. | Cindy | O'Neal | CFM, Manager | LDOTD Public Works and Water Resources Division |
| Mr. | Mike | Strain | Commissioner | Louisiana Department of Agriculture and Forestry, Office of Forestry |
| Mr. | Brad | Spicer | Assistant Commissioner Soil and Water | Louisiana Department of Agriculture and Forestry, Office of Soil / Water Conservation |
| Dr. | Chuck | Carr Brown | Secretary | Louisiana Department of Environmental Quality |
| Dr. | Chuck | Carr Brown | Secretary | Louisiana Department of Environmental Quality |
| Mr. | Billy | Eakin | Regional Manager | Louisiana Department of Environmental Quality |
| Ms. | Linda | Hardy | Environmental Manager | Louisiana Department of Environmental Quality |
| Mr . | Robert | Harris | Geologist | Louisiana Department of Environmental Quality |
| Mr. | Charles | Reulet | Administrator | Louisiana Department of Natural Resources Interagency Affairs \& Field Services Division |
| Mr. | Keith | Lovell | Assistant Secretary | Louisiana Department of Natural Resources Office of Coastal Management |
| Mr. | Richard | leyoub | Commissioner of Conservation, Assistant Secretary | Louisiana Department of Natural Resources Office of Conservation |
| Ms. | Lisa | Freeman | Executive Director \& Governor's Representative | Louisiana Department of Public Safety Highway Safety Commission |
| Mr. | Jonathan | Robillard | OSL Administrator | Louisiana Division of Administration Office of State Lands |
| Dr. | Charles "Chip" | McGimsey | State Archaeologist and Director | Louisiana Division of Archaeology |
| Ms. | Megan | Kenny | Section 106 Review \& Compliance | Louisiana Division of Archaeology |
| Ms. | Nicole | HobsonMorris | Executive Director | Louisiana Division of Historic Preservation |
| Ms. | Andrea | McCarthy | Section 106 Reviewer / GIS | Louisiana Division of Historic Preservation |
| Mr. | Don | Pierson | Secretary of Economic Development | Louisiana Economic Development |
| Mr. | Chris | Guilbeaux | Assistant Deputy Director of Emergency M | Louisiana Governors Office of Homeland Security and Emergency Preparedness |
| Mr. | Chris | Guilbeaux | Assistant Deputy Director of Emergency Management | Louisiana Governors Office of Homeland Security and Emergency Preparedness |
| Mr. | James | Waskom | Director | Louisiana Governors Office of Homeland Security and Emergency Preparedness |
| Mr. | Doug | Zettlemoyer | Regional Coordinator | Louisiana Governors Office of Homeland Security and Emergency Preparedness Region 5 |
| Mr. | Gene | Reynolds | Assistant Secretary | Louisiana Office of State Parks |
| Ms. | Lauren | Holmes | Assistant Regional Coordinator | Louisiana Office of Tourism |
| Mr. | W Paul | Segura Jr. | Chairman | Louisiana State Mineral Board |
| Cpt. | Benny | Broussard | Commander | Louisiana State Police Troop D |
| Mr. | Kyle | Balkum | Biologist Program Manager | Lousiana Department of Wildlife and Fisheries |
| Ms. | Carey Lynn | Perry | Program Manager | Lousiana Department of Wildlife and Fisheries Natural Heritage Program |
| Dr. | Charles "Chip" | McGimsey | State Archaeologist and Director | Lousiana Division of Archaeology |
| Ms. | Kristen | Sanders | Assistant Secretary | Lousiana Office of Cultural Development |
| Ms. | Kristen | Sanders | Assistant Secretary | Lousiana Office of Cultural Development |
| Ms. | Virginia | Fay | Assistant Regional Administrator | National Marine Fisheries Service Habitat Conservation Division |
| Mr. | Brandon | Howard | Fishery Biologist | National Marine Fisheries Service Habitat Conservation Division |
| Mr. | David | Bernhart | Assistant Regional Administrator | NOAA Fisheries Southeast Regional Office Office of Protected Resources |
| Mr. | Willliam J. | Rase | Executive Director | Port of Lake Charles Harbor \& Terminal District |
| Ms. | Fairleigh | $\begin{array}{\|l\|} \hline \text { Cook } \\ \text { Jackson } \\ \hline \end{array}$ | Executive Director | Preserve Louisiana |
| Mr. | Hector | Villarreal | Regional Coordinator | Region 5 GOHSEP |
| Dr. | Neil | Aspinwall | Chancellor | SOWELA Technical Community College |


| Colonel | Stephen | Murphy | District Commander | U.S Army Corps of Engineers New Orleans District |
| :--- | :--- | :--- | :--- | :--- |
| Lt. Colonel | Thomas J. | Sears | Deputy District Commander | U.S Army Corps of Engineers New Orleans District |
| Mr. | Mark | Wingate | Deputy District Engineer | U.S Army Corps of Engineers New Orleans District |
| Mr. | Stephen | Pffefer | Project Manager | U.S. Army Corps of Engineers New Orleans District |
| Mr. | Kevin | Norton | State Conservationist | U.S. Department of Agriculture <br> Natural Resources Conservation Service |
| Mr. | Macandol | Parker | District Conservationist | U.S. Department of Agriculture, Natural Resources Conservation Service, Lake <br> Charles Service Center |
| Mr. | Jorge | Ayala | Regional Director | U.S. Department of Commerce Economic Development Administration |
| Ms. | Beth A. | Van Duyne | Regional Administrator | U.S. Department of Housing and Urban Development |
| Mr. | Bob | Vogel | Regional Director | U.S. Department of the Interior National Park Service |
| Ms. | Holly | Wyers | Regional Director | U.S. Department of the Interior, Geological Survey |
| Ms. | Casey | Luckett <br> Snyder | PM \& Superfund Reuse Coord. | U.S. Environmental Protection Agency |
| Mr. | Robert | Houston | Chief Manager | U.S. Environmental Protection Agency <br> Office of Planning and Coordination |
| Mr. | Leopoldo "Leo" | Miranda | Regional Director | U.S. Fish \& Wildlife Service <br> Southeast Region |
| Mr. | Joshua | Marceaux | Fish and Wildlife Biologist | U.S. Fish \& Wildlife Service, Southwest Louisiana National Wildlife Refuge Complex |

Project Phone: 225-368-2826 I-10 LAKE CHARLES Email: CalcasieuBridge@hntb.com CALCASIEU RIVER BRIDGE Online: www.i10lakecharles.com Project Number: H. 003931

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& \text { B10 calcasiey River } \\
& \text { Bridgel Project }
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## OPEN HOUSE PUBLIC HEARING <br> Tuesday, December 13, 2022 Pryce / Miller Recreation Center <br> 5:00-7:00pm <br> 216 Albert Street (at Belden) Lake Charles, LA 70601




Visit Exhibits and Ask Questions 5:00-6:30 pm

Speak on the Record at the open forum from 6:30-7:00pm

If special assistance is required due to a disability or if a translator is needed to participate, please call 225-368-2826 or email Imaloneymujica@hntb.com at least five working days prior to the public hearing date.

For More Information: www.i10lakecharles.com


From:
To:
Subject:
Date:

## Attachments:

Minority-owned public relations firm in Lake Charles/SWLA
Thursday, October 27, 2022 11:04:00 AM
image001.pnq
imaqe002.pna
image003.pnq
image004.png

Good morning Mr. Wallace,

My name is Nathan Tipton, and I am the senior technical writer and editor for HNTB, a global infrastructures solutions corporation headquartered in Kansas City but with two Louisiana offices: Baton Rouge and New Orleans. Our Baton Rouge office is currently working closely with the Louisiana Department of Transportation and Development on an environmental impact study for the I-10 Calcasieu River Bridge project and, as part of this process, we will be holding a public meeting in Lake Charles in mid-December. The purpose of this meeting is to invite the public/interested stakeholders to view study documents related to the project, to ask questions and to comment on the project, and be better informed about the project as it moves forward.

I'm reaching out to you because the majority of the project's impacts will affect areas close to the existing l-10 corridor that have been identified as primarily minority and, as such, we would particularly like to solicit members of the affected communities to give their feedback. In the past, the LADOTD was in contact with a minority-owned public relations company but, sadly, the owner/president of this company died in July 2022, so we are hoping to find another PR company that can assist us in public outreach (be it via Facebook, radio spots, etc.).

As the Executive Director of the SEED Center Business Incubator, I feel certain that you would be the right person to contact regarding information regarding minority-owned PR firms in Lake Charles, and I would be delighted if you could provide me the names and contact information for these firms so I can reach out to them.

Please let me know if you have any other questions, and I will be happy to share more details of this study and the project itself with you and the Chamber.

Thank you so much for any help you can provide.

All best,
Nathan Tipton
Nathan Tipton, PhD
Senior Technical Writer/Editor
HNTB Corporation
Gulf Coast District

## 100+ YEARS OF INFRASTRUCTURE SOLUTIONS

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## 13-19.

## ADULTS

$\underset{721-7084}{\text { arnegie Memorial Library, } 411 \text { Pujo St., }}$
Knit and Stitch: 2 p.m. Thursday, Nov.17. All skill
levels welcomed. Bring your neediework projects and come sitand chat at Carnegie Momorial ${ }_{7116}$ entral Library, 301 W. Claude St., 721-
Central Book Club: p.m. Wednesday, Nov. 16 . The
third Wednesday of each month dis cuss chosen
Epps Express Library, 1320 N. Simmons St.,
$721-7090$
Epps Memorial Book Club: 5 p.m., Thursday, Nov. 17 , Join us either in person or online as we discuss
The Cinderella Murder" by Mary Higgins Clark "The Cinderella Murd
Registration required
Hayes Library, 7709 Pierre St., 721-7098 Fall Art Program for Adults: 11 a.m.. Tuesday, No
15. Get ready for Fall with the Hayes Library 15. Get ready for fall with the Hayes Library
a s adults create fun art projects. Registration

Starks Library,
or $743-6560$

Sulphur Regional Library,
$721-7138$
Cypress st.,

a.m.i. tuesday, Nov. 15. Cassi Vincent from Good-
wiil Industries will be here to help partons explore
careers. To reserve your spot, cal ( 337 ) $263-7213$. Onya Kopecky Book Signing: $3: 30 \mathrm{p} . \mathrm{m}$. Tuesday,
Nov. 15 . Local author Tonya Koopecky will discuss her book 'Just oft Highhand Road," abook about
friendship, feelings, and faith Books will be frienschi, feelings, and faith. Books will be
available at the event and light reftreshments will
be offered. avaiable
Knit Together, $9: 30$ a.m., Wednesday, Nov. 16 . Join
other knitters Wednesday mornings to share tips and ideas. All skill leverclay welcome. Anstenteeses tips
asked to bring their onn knitting needdes and asked toab bring their own knitting needdeses and
yarm, but some limited supplies are available. Warm Up, America Crochet Session: 4 p.m.
Wednesday, Nov. 16. . Join us for an evenin
 crochet stitch. Staf will collect the finished
şuaresto send owarm Up Anerica Whether
yourea a beginner and want to learn how to yourea b beesinner and want to learn how to
crochet, seasoned crocheter (or knitter), or ust want to help phose in need, this is sure to be a
fun and fuffiling evening. Yam, knitting needles, and a limited supply of crochet hooks wiil be
made available for use at this program. Please made vaialable tor use e et his program. Please
bring your own material sif possible. Size $4 m m / G$
crochet hooks recommended Lightrefeshments crochet hooks
will be seved.
Color With Us: $9: 30$ a.m., Thursday, Nov. 7 . Color
your way to peaceful morning and share your
ideas with fellow coloring ideas with fellow coloring enth usiaststs.
coling yoring your
ooks or pages and pencil colors. Extra pages will be available. Everyone welcome. Vinton Library, 1601 Loree St., 721-7095
Adult Detective Investigation: During branch hours,
all week long. The evidence is everrywherel There are big things happening at the new Vinton
Public Library. Follow the trial of leads to disc Pubic Litrary. F olow the trial of eaads to discover
the wonderful new resources and services your
library liewrant has sto offer you. Make surue tovisit
front desk and report in for a award.

## Coffee and History: $9: 30$ a.m., Monday, Nov, 14 . Join usfor our weekly converse of good coffee and great conestion We will share stories talkabout

 conversation. We will share stories. talk aboutlocal history and catch up with old friends.

## teens

7116
 discuss and participate in activities featuring their
fovorta anim and manga. Past tativites have
included anime-themede included anime-themed escape rooms, trivia con-
tests, formal debates, painting/drawing sessions, and cosplay activities.
Hayes Library, 7709 Pierre St., 721-7098 Teen Game Night: 4 p.m.t. Friday, Nov. 18 . Teens will
enjoy playing a variety of games. Come out and
enjoy the fun. enjoy the fun.
Vinton Library, 1601 Loree St., 721-7095
een Pokemon Scavenger Hunt: During branch
hours, all week long. Using the Pokemon scavhours, al week long. Using the Pokémon scav-
enge. hunt sheet. $\begin{aligned} & \text { ouv the cluesto discouer } \\ & \text { exciting new features and services your librar }\end{aligned}$ exctiting new features and services your library
has to offer tens. You might just spot some of
the newest generation Pokemon nearby and
you visit the fro
for your efforts.
Reen Anime Club: 4 p.m., Tuesday, Nov. 15. Teens

do fun anime related activities. Snacks will be
provided.

## CHILDREN

\section*{| Carnegie |
| :---: |
| $721-7084$ |}

Story Time: 10 a.m, Wednesday, No 16 Join us for a lively interactive gathering filled with fun
movement, istening, and social time for children movement, istenn

Story Time: 10 a.m., Monday, Nov. 14 . Join Central
Libray as we share stories, lead songs, thymes. and fingerplays designed to develop and grow,
earty literacy skills. early literacy ykils.
Hayes Library, 7709 Pierre St., 721-7098 Storywalk: During branch hours, all week long.
Check out the Storywalk" How Do We Wokka Wokka, by Elizabeeth Bluemle in the Hayes Park 77099 Perier Street behind the library. Families
can enjoy this colorful story display as they walk Can enioy this olorful story display as they walk,
read and enjoy the park. Please be sure to stop by the Hayes Library where there will be activity
pages and color sheets that are related to the pages
story.
starks $\underset{\substack{\text { Starks Library, } \\ \text { or 743-6560 }}}{ } 113$ S. Hwy. 109, 721-7107 Story Time: $3: 30$ p.m. Thursday, Nov. 177 . Children
will enjioy stories and songs, followed by crafts and snacks! Sulphur Regional Library, 1160 Cypress St.
$721-7138$ Story Time: 10 a.m., Monday, Nov. 14 . Join the
Sulphur Programming Staff as they choose Sulphur Program ming staff as they choosea a
different theme each week and share wonderful books, songs and activeek
Vinton Library, 1601 Loree St., 721-7095 Children's Bear Hunt Library Tour:During branch
hours. all week long. Grab a map and follow the hours, al weeklong. Grab map and forch
trail hrough the new Vinton library Each hage
will acquaint you with your new library and the will acquaint you with your new library and the
amazing services offered. Don't forget to show amazing services offered. Don't forget to show
the librarian your sheet and receive something
sweet Story Tim
Story time: 10 a.m. Wednesday, No. 16 . It all
stated w with a little a corn that greww little wild.
Nature puts on a show this time of yeart and Nature puts on a show this time of year, and
leves lots of acorn treasures all around. Join us
lor a hunt so leaves lots of acorn treasures all around
for a hunt, some nutty facts, and tales.
Teddy. Bear Sleepover - Part One: 5 p.m. Thursday,
Nov. 1 .. Wear your pajamas and bring a beloved
sutfed-animal friend Nov, 1...-2ear your pajamas and bring a a beloved
stutfed-animal friend to ourspecial tedy bear
sleep sleepover. We will make crafts, celebrate our fury
friends, and then sing and read them to slep friends, and then sing and read them to sleep
beforeyou say goodbye for the night. Returm the next day to pick up your cuddly buddies and
seif it they had any adventures during their night
away see ift the
away.
Ted
Teddy Bear Sleepover - Part Two: $3: 30$ p.m.,. Friday,
Nov. 18.2 Ever wondered what happens in the
Noraty Nov. 18 . Ever wondered what happens in the
libraty
animathent especially when ore in charge teddy
and animals are in charge. Teddy bears from the
sleepover will be ready for pickup, and may sleepover will be ready for pickup, and may have
some surprises to share. Refreshments will be
served served.
Westlake Library, 937 Mulberry St., 721
Story Time: 10 a.m., Thursday, Nov. 17 . Join the
Westlake staff for stories, song. Westlake staff for storiss songs and activities that
develop and grow early literacy skills.

## VIRTUAL \& OUTREACH

 PROGRAMSPop-Up Library at the Cash and Carry Farmer's
Market 3:30
Tuend.. Tuesday, Nov. 15. Join us at the Merketay evening farmaers' morket it ith the historic
Tash a Cary building in downtown Lake Charles Cash \& Cary building in downtown Lake Charles.
A variety of ressly picked books and moviesto
browse
 for people who stop by our table. Sign up tor a
library card if you need one, chat with a librarian, learn about library resources,
book from our giveaway cart
boon Suff Senior Center Bingo
Moss Bluff Senior Center Bingo: 9.95 a.m. Thursday,
Nov. 77 The librarry ynd Moss sluff Senior Center,
2868 Highway 171 North, are tem Nov. 888 Tighe library 17 No No
fun morrning of bingo.
Autumn Bird feeder Craft: 4 p.m... Friday. Nov. 18 .
Join us on our outube chanel as
Join us on ourd Youtubue channene las as s. Marityn
demonstrates how to make a simple, homema demonstrates how to make a simple, homemade
non-toxic b bird feeder to put out on those cold Autumn days.
Book 1 t to the Park: Noon. Saturday, Nov. 19 . Join us
for an aftermoon of fun and games at Millentor an afterenoon of fun and games at Millen-
nium Park, 10100
scord du
cavenger trive. scavenger hunt, chalk art \& more at this Partners
in Parks event.

VFW dinner and dance to honor WWI veterans

| VFW Post 9854 in Vinton will b | for 8, certificate, plaque and gift bags |
| :---: | :---: |
| honoring World War II veterans with a | Gold sponsorship is $\$ 2,000$ with table for |
| Christmas dinner and dance on Friday, | 8 , certificate, plaque, gift bags and drink |
| oors will open at 4 p.m. There will |  |
| be a ceremony honoring World War II veterans at 5 p.m. | There will be a catered meal by Becky's Catering featuring pork jamba laya, smoked brisket, seasoned green |
| Dinner will be served at 5:30 p.m. |  |
| The dance will be $6-10 \mathrm{p} . \mathrm{m}$. <br> Tickets and sponsorship tables are | salads, rolls, tea, coffee, fruit infused |
| on sale: Individual tickets at the door are $\$ 30$. | ter. <br> To purchase tickets, spons |
| A reserved table for 8 is $\$ 500$. |  |
| Bronze sponsorship is $\$ 1,000$ with a table for 8 , certificate and plaque. | bie McElhannon @ 337-526-3695 or debbiemc4vets@gmail.com or Denise |
| ver sponsorship is $\$ 1,500$ with a table | at 337-324-0670. |

I-10 Calcasieu River Bridge Improvements EIS I-210 East End to I-210 West End

## Notice of Availability and Public Hearing Notice

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) invites all citizens and interested parties to attend an open house and public hearing on the proposed -10 Calcasieu River Bridge Improvements Project in Calcasieu Parish. The
Draft Environmental Impact Statement (EIS) documenting the environmental Draft Environmental Impact Statement (EIS) documenting the environmental
process for the project is available for review at the LADOTD District Office in proces for the project ibavailable for review at the Llake, and Sulphur, and at
Lake Charles, local libraries in Lake Charles, Westlake, www. 110 lakecharles.com. The Draft EIS will also be available for review at the open house where the public is invited to view a looping video presentation and exhibits, and ask questions about the project from $5: 00-6: 30 \mathrm{pm}$. A
Preferred Alternative has been identified and will be presented at the hearing.

The period for public comment will close on January 3, 2023. Comments an be submited by mail or email at the addresses provided below through hat date. Written comments wil also be accepted at the open house. Verbal comments can be provided during the moderated and recorded
hearing from 6:30-7:00 pm. Recorded and written comments received at the meeting, or received on or before December 23, 2022, will be included in the hearing transcript. After the public comment period closes, FHWA will issue a single document that consists of the Final ElS and Record of Decision (ROD) unless it is determined that statutory criteria or practicability received through the comment period will be addressed in the combined Final EIS and ROD


Send your comments to Calcasieubridge@hntb.com or write to:
I-10 Calcasieu River Bridge Project HNTB Corporation Baton Rouge, LA 70810
If special assistance is required due to a disability or if a translator is needed in order to participate in this public hearing, please contact (Imaloneymujica@hntb.com), or by telephone at (225) $368-2826$ at least five working days prior to the public hearing date

LOCAL

## 'Kidpreneurs' ready for Children's Business Fair

By Em Iy Burleigh
American Press
This Saturday over 70 "kidpreneurs" will gather at Acton Children's Business Fair of Lake Charles from a.m. to 1 p.m.

The fair was created in 2007 in Austin, Texas in an effort to "spark a sense of wonder and entrepreChief Encourager of Acton Academy Lake Charles and Dream Create Inspire Board Member. Local commuChildren's Business Fairs to inspire children worldwide.
Carter explained that after she and her husband,
ider in 2019, Lake Charles was graced with its own fair. That first year after their Discovery heroes embarked on an entrepreneurship quest, they wanted to provide hem an opportunity to share their gifts and talents Acton Children's Business Fair of Lake Charles was bor!"
The fair is put on by the local nonprofit organization Dream Create Inspire with the belien that every with Acton Academy Lake Charles, believes that all
children have the potential to reach their dreams children have the potential to reach their dreams friends, family and community.
The kill set up displays for their businesses which wis will set up displays for their businesses, which will homemade cookies, fresh wood bundles, hand-crafted ewelry and festive ornaments.
To qualify, the participants were required to be tween the ages of 6 and 14 . They were also require At the fair, the kidpreneurs will be judged by local professionals."
eaders, encouragers and children advocates that will be visiting the booths to get to know the kidpre eurs," explained Carter. While getting to know the articipants, they will ask them about topics regarding risks, inspirational factors and customer engagemen ractices.
The judges look for six skills of mastery when eaking to the kidpreneurs: ownership, engageme courage, innovation, presentation and business poential. Throughout the event, any participant can be these skills.
At the end of the event, eight of the businesses . ,

oddlers work to create their special Santa Claus artwork Wednesday at the Carnegie Public Library in ennings. The Toddler Time included Christmas stories, crafts and snacks.

Donation of toys


Special to the American Press
Q Hotels Company is giving directly to the children served by CASA (Cour App Advocates) with over 200 children in various parishes finding their wish come true under the Christmas
ree. Vimal Patel, CEO of Louisiana based Q Hotels, ensures that the hotels he runs regularly give back to
 the communities where they operate. He was on hand for the occasion as the local team displayed th
toys to be delivered for Christmas.


Doris Maricle/American Press
wen Galley and Sawyer Guinn, eighth grade students at Welsh-Roanoke Juior High School, work to diagnose and treat victims of a simulated earthquake Thursday presented by the Challenger Learning Center. During the exercise, and emergency room specialists.

## STUDENTS

During the $90-$ minute long rea world simulated settings, students took on the roles as disaster assessment coency room specialists assessing data in real time and completing tasks both on paper and on-line while communicatgg virtually with a chie based in West Virginia.
ttle chaotic at timast-paced and a
ork with real times as the students eleased to eal thme data that is being earning Center." Dunhon said. "But hese students are learning to work on their speaking, listening and communication skills while working as a team, lus learning about the actual content
The event is also an opportunity for tudents to learn more about possible areers in the medical field, computers nd communications, she said.
"It's a chance for us to get them
nvolved in something outside of the
classroom that is an extension of what hey are already learning and a chance r them to explore po paths, Duhon said.
The students had to classify the ictims, identify the injuries and render ion accordingly while paying atten-
mulated disaster. Students also had o report all their findings to the chie medical officer and maintain charts o the patients
Students eleasing public health reports and charting patient care.
Student Nevaeh Student Neve Newso, who ole in the simulation was to take care of victims from a simulated flood. It's a skill Newsmen said will help her in he future career as a nurse practitioner cation.
"I hope to learn how to help some ne in a real life emergency," said student Alayna Vincent.
Vincent, who wants to be an eye served as the emergency room seciaist for her team during a simulated hurricane.
Draven Quiles-Coswell, who wants perience as a way to help him with his cience skills.
Thope it helps me learn more about science and earthquakes and how t
help other people", he said. He served as the disaster assessment cordinator for a simulated earthquake. In years past, Jeff Davis parish imulated programs with the Chalenger Learning Center including cyber urgeons, hurricanes, moon and mars and volcanoes.

I-10 Calcasieu River Bridge Improvements EIS I-210 East End to I-210 West End

## Notice of Availability and Public Hearing Notice

The Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) invites all citizens and interested parties to attend an open house and public hearing on the proposed -10 Calcasieu River Bridge Improvements Project in Calcasieu Parish. The process for the project is available for review at the LADOTD District Office in Lake Charles, local libraries in Lake Charles, Westlake, and Sulphur, and at www.i10lakecharles.com. The Draft EIS will also be available for review at the open house where the public is invited to view a looping video presentation and exhibits, and ask questions about the project from $5.00-6.30 \mathrm{pm}$. A

The period for pubic comment wir close on January 3, 2023. Comment can be submitted by mail or email at the addresses provided below through Verbal comments can be provided during the moderated and recorded Verbal comments can be provided during the moderated and recorded
hearing from 6:30-7:00 pm. Recorded and written comments received at the meeting, or received on or before December 23, 2022, will be included in the hearing transcript. After the public comment period closes, FHWA will issue a single document that consists of the Final ElS and Record of Decision (ROD) unless it is determined that statutory criteria or practicability
considerations preclude issuance of such a combined document. All comments eceived through the comment period will be addressed in the combined Final EIS and ROD


Send your comments to Calcasieubridge@hntb.com or write to:
-10 Calcasieu River Bridge Project HNTB Corporation Baton Rouge, LA 70810

If special assistance is required due to a disability or if a translator is needed in order to participate in this public hearing, please conladt Lynn Maloney-Mujca by US Mari at the address above, by emain (Imaloneymujica@nnt.com), or by telephone at (225) 368 -2826 at least five working days prior to the public hearing date.

## LADOTD Hosts I-10 Calcasieu River Bridge Improvements Open House Public Hearing

The Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) will host an open house public hearing on Tuesday, December 13, to gather public input and comments for its Draft Environmental Impact Statement (DEIS) for the l-10 Calcasieu
River Bridge Improvements Project in Lake Charles and Westlake.
The Open House Public Hearing will be held at the Pryce/Miller Recreation Center, 216 Albert Street, in Lake Charles from 5:00-7:00 pm. The Open House Public Hearing will give the public an opportunity to learn about how DOTD proposes to improve Interstate $10(\mathrm{I}-10)$ between the $\mathrm{I}-10 / \mathrm{I}-210$ west and $\mathrm{I}-10 / \mathrm{I}-$ 210 east interchanges, and also replace the outdated I-10 Calcasieu River Bridge that connects the cities of Lake Charles and Westlake.

The public can visit the nine exhibit stations at the Open House Public Hearing and ask questions of the Project Team members about the replacement bridge, engineering concepts, real estate issues, and environmental effects. Attendees can also view a video presentation on what is involved in the environmental impact statement process and why it is important to the project and to the public.
"In my 17 years at the department, the size and scope of this project is quite possibly the most challenging in the state of Louisiana," DOTD Secretary Shawn Wilson said. "Those challenges aren't just with designing and building the bridge, but also navigating numerous other issues connected to the project. Still, the department remains dedicated to making sure this project gets delivered fully."

Anyone interested in providing input and feedback can do so at the Open House Public Hearing. A moderated session will be held from 6:30-7:00 pm for those wishing to provide oral statements to the project team and those in attendance. The public can also submit their comments via email to CalcasieuBridge@hntb.com or call 225-368-2826 and leave a voicemail. Comments received at the public hearing or before December 23, 2022, will be included in the public hearing transcript. Public comments will be accepted after December 23 until January 3, 2023. These comments will be addressed in the final EIS and Record of Decision.
accordance with procedures set forth in 40 CFR part 2.
2. Tips for preparing your comments. When preparing and submitting your comments, see the commenting tips at https://www'epa.gov/dockets/ commenting-epa-dockets.

## II. Registration Applications

EPA has received applications to register new uses for pesticide products containing currently registered active ingredients. Pursuant to the provisions of FIFRA section 3(c)(4) (7 U.S.C. 136a(c)(4)), EPA is hereby providing notice of receipt and opportunity to comment on these applications. Notice of receipt of these applications does not imply a decision by the Agency on these applications.
Notice of Receipt—New Uses

1. File Symbols: 62719-497, 62719621. Docket ID Number: EPA-HQ-OPP-2022-0386. Applicant: Corteva Agriscience, LLC, 9330 Zionsville Road, Indianapolis, IN 46268. Active Ingredient: Spinosad. Product Type: Insecticide. Proposed Uses: Stalk and stem vegetable subgroup 22A, greenhouse uses on cucumber, lettuce head and leafy, pepper and tomato, and a crop group conversion of existing tolerances for Spice Subgroup 19B except black pepper to spice group 26. Contact:RD.
2. File Symbols: 62719-539, 62719541, 62719-545. Docket ID Number: EPA-HQ-OPP-2022-0384. Applicant: Corteva Agriscience, LLC, 9330 Zionsville Road, Indianapolis, IN 46268. Active Ingredient: Spinetoram. Product Type: Insecticide. Proposed Uses: Stalk and stem vegetable subgroup 22A, greenhouse uses on cucumber, lettuce head and leafy, pepper and tomato, and a crop group conversion of existing tolerances for spice subgroup 19B except black pepper to spice group 26. Contact: RD.
3. EPA Registration Number: 7184026. Docket ID number: EPA-HQ-OPP-2022-0852. Applicant: BASF Corporation, 26 Davis Drive, P.O. Box 13528, Research Triangle Park, NC 27709. Active ingredients: Bacillus subtilis strain BU1814 and Bacillus amyloliquefaciens strain MBI 600. Product type: Fungicide. Proposed use: In-furrow. Contact: BPPD.
Authority: 7 U.S.C. 136 et seq.
Dated: November 8, 2022.
Delores Barber,
Director, Information Technology and Resources Management Division, Office of Program Support.
[FR Doc. 2022-25190 Filed 11-17-22; 8:45 am] BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[FRL OP-OFA-044]

## Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202-564-5632 or https://www'.epa.gov/nepa. Weekly receipt of Environmental Impact Statements (EIS) Filed November 4, 202210 a.m. EST Through November 14, 202210 a.m. EST Pursuant to 40 CFR 1506.9.
Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: https:// cdxapps.epa.gov/cdx-enepa-II/public/ action/eis/search.
EIS No. 20220164, Draft, FHWA, LA, l10 Calcasieu River Bridge Improvements, Comment Period Ends: 01/03/2023, Contact: Daniel Suarez 225-757-7615.
EIS No. 20220165, Draft, USFWS, OR, Elliott State Research Forest Habitat Conservation Plan, Comment Period Ends: 01/03/2023, Contact: Shauna Everett 503-231-6949.
EIS No. 20220166, Final, EPA, IBWC, CA, United States-Mexico-Canada Agreement Mitigation of Contaminated Transboundary Flows Project, Review Period Ends: 12/19/ 2022, Contact: Steven Smith 415-972-3752.
EIS No. 20220167, Draft, USFS, CA, North Yuba Landscape Resilience Project, Comment Period Ends: 01/03/ 2023, Contact: John I Brokaw 530-265-4531.
EIS No. 20220168, Final, NMFS, PRO, Programmatic Environmental Impact Statement for the Marine Mammal Health and Stranding Response Program, Review Period Ends: 12/19/ 2022, Contact: Stephen Manley 301-427-8476.
EIS No. 20220169, Final, BLM, USFS, ID, Husky 1 North Dry Ridge Phosphate Mine, Review Period Ends: 12/19/2022, Contact: Wes Gilmer 208-478-6369.
EIS No. 20220170, Draft Supplement, FHWA, WI, I-94 East-West (16th Street-70th Street) Milwaukee County, WI, Comment Period Ends: 01/17/2023, Contact: Bethaney Bacher-Gresock 608-662-2119.
EIS No. 20220171, Draft, BOEM, NY, Empire Offshore Wind, Comment Period Ends: 01/17/2023, Contact: Brandi Sangunett 703-787-1015.

Dated: November 14, 2022.
Cindy S. Barger,
Director, NEPA Compliance Division, Office of Federal Activities.
[FR Doc. 2022-25194 Filed 11-17-22: 8:45 am] BILLING CODE 6560-50-P

## EXPORT-IMPORT BANK

[Public Notice EIB-2022-0020]
Application for Final Commitment for a Long-Term Loan or Financial Guarantee in Excess of $\mathbf{\$ 1 0 0}$ Million: AP089351XX
AGENCY: Export-Import Bank of the United States.
ACTION: Notice.
summary: This Notice is to inform the public, in accordance with the ExportImport Bank Act of 1945, as amended, the Export-Import Bank of the United States ("EXIM") has received an application for final commitment for a long-term loan or financial guarantee in excess of $\$ 100$ million. Comments received within the comment period specified below will be presented to the EXIM Board of Directors prior to final action on this Transaction.

Comments received within the comment period specified below will be presented to the EXIM Board of Directors prior to final action on this Transaction.
DATES: Comments must be received on or before December 13, 2022 to be assured of consideration before final consideration of the transaction by the Board of Directors of EXIM.
ADDRESSES: Comments may he submitted through Regulations.gov at WWW.REGULATIONS.GOV. To submit a comment, enter EIB-2022-0020 under the heading "Enter Keyword or ID" and select Search. Follow the instructions provided at the Submit a Comment screen. Please include your name, company name (if any) and EIB-20220020 on any attached document.

## SUPPLEMENTARY INFORMATION:

Reference: AP089351XX.
Purpose and Use:
Brief description of the purpose of the transaction: The U.K. obligor is seeking EXIM financing to cover the procurement of two U.S. rocket launches and U.S. brokered launch and initial in-orbit insurance services to support the deployment of two communication satellites.

Brief non-proprietary description of the anticipated use of the items being exported: The U.K. obligor will use the U.S. rocket launches and U.S. brokered insurance services to deploy two

# I-10 Calcasieu River Bridge Open House Public Hearing 

TUESDAY, DECEMBER 13, 2022
5:00 to 7:00 PM

Pryce/Miller Recreation Center
216 Albert Street
Lake Charles, LA


PRANSPORTATION \& DEVELOPMENT
U.S. Department of Transportation

Federal Highway
Administration


## Appendix B:

## Public Hearing Sign-In Sheets

PUBLIC HEARING
I-10 Calcasieu River Bridge and Improvements S.P. No. H. 003931

Tuesday, December 13th, 2022 | 5:00 pm - 7:00 p.m.

PUBLIC OFFICIALS
Pryce/Miller Recreation Center 216 Albert Street (at Belden) Lake Charles, LA 70601


PUBLIC HEARING
I-10 Calcasieu River Bridge
(1-10/l-210 West End to l-10/l-210 East End)

SIGN IN SHEET - PLEASE PRINT

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PUBLIC HEARING
I-10 Calcasieu River Bridge and Improvements S.P. No. H. 003931

Tuesday, December 13th, 2022| 5:00 pm - 7:00 p.m.

PROJECT TEAM
Pryce/Miller Recreation Center 216 Albert Street (at Belden Lake Charles, LA 70601

SIGN IN SHEET - PLEASE PRINT

| name | organization | EMAIL | PHONE |
| :---: | :---: | :---: | :---: |
| Stephnnie b. black | Ladtid/real estate |  |  |
| Noel Ardoin | DOTD/sec. 28 |  |  |
| Joubert Havris | $\Delta=7 \Delta / \sec 28$ |  |  |
| Paul Vaugnt | DOTD/Critcan projects |  |  |
| Carey Coxe | DOTD/Sec28 |  |  |
| Mirande. Trahanandi | DUTD Real Estate |  |  |
| Sara Hahn | CEI |  |  |
| Jo.4 w cuidrai | DOTD |  |  |
| Eric Kul, völ | DUFD |  |  |
| Seth Woods | Dutd/C7 |  |  |

I-10 Calcasieu River Bridge
(1-10/I-210 West End to I-10/l-210 East End)


PUBLIC HEARING
I-10 Calcasieu River Bridge
(1-10/I-210 West End to I-10/I-210 East End)


PUBLIC HEARING
I-10 Calcasieu River Bridge (1-10/l-210 West End to l-10/l-210 East End)

SIGN IN SHEET - PLEASE PRINT


I-10 Calcasieu River Bridge
(1-10/l-210 West End to I-10/l-210 East End)
SIGN IN SHEET - PLEASE PRINT
$\frac{\text { Name }}{\text { Kevin Sandstead }}$ Daniel Kramer

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PUBLIC HEARING
I-10 Calcasieu River Bridge (1-10//-210 West End to I-10/I-210 East End)

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| Matt Richad | - |  |  |  |
| Nick Tohnson | Bluewing Civil Consult |  |  |  |
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| Leuin Edwards |  |  |  |  |
| RebeccaMurray | Gresham Sinith |  |  |  |

PUBLIC HEARING
I-10 Calcasieu River Bridge

SIGN IN SHEET - PLEASE PRINT


I-10 Calcasieu River Bridge
(1-10/I-210 West End to I-10/I-210 East End)
SIGN IN SHEET - PLEASE PRINT


I-10 Calcasieu River Bridge and Improvements
Tuesday, December 13th, 2022 | 5:00 pm - 7:00 p.m.


PUBLIC HEARING
I-10 Calcasieu River Bridge
(1-10//-210 West End to l-10/-210 East End)
Tuesday, December 13th, $2022 \mid$ 5:00 pm - 7:00 p.m.
SIGN IN SHEET - PLEASE PRINT

| NAME | ORGANIZATION | ADDRESS | PHONE | $\begin{gathered} \text { EMAIL } \\ \text { (For Project Updates) } \end{gathered}$ |
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PUBLIC HEARING
I-10 Calcasieu River Bridge and Improvements S.P. No. H. 003931

PROJECT TEAM
Pryce/Miller Recreation Center 216 Albert Street (at Belden) Lake Charles, LA 70601


PUBLIC HEARING
I-10 Calcasieu River Bridge
(1-10/I-210 West End to I-10/l-210 East End)


## Appendix C:

## Public Hearing Materials

## OPEN HOUSE PUBLIC HEARING

Tuesday, December 13, 2022
5:00 P.M. - 7:00 P.M.
Pryce / Miller Recreation Center
216 Albert Street, Lake Charles, LA

## Welcome and Thank You for Attending Tonight

You may also send written comments to us at the postal or email addresses listed here.

Comments received tonight and through December 23 will be included in the Public Hearing transcript. Comments received in writing after December 23 through January 3 will be addressed in the combined Final EIS and ROD.
www.i10lakecharles.com
225-368-2826
Email us at
CalcasieuBridge@hntb.com
Write to us at
I-10 Calcasieu River Bridge Project
c/o HNTB
10000 Perkins Rowe
Baton Rouge, LA 70806

Visit our exhibit stations and ask questions:

1. Welcome and Sign-In
2. Repeating Video Presentation
3. Project Background \& Purpose and Need
4. Alternatives Development
5. Conceptual Engineering Plans
6. Environmental Analysis
7. LADOTD Real Estate
8. Draft EIS
9. Submit Your Comments

A virtual public meeting where all hearing materials may be viewed including the Draft EIS is available online at www.i10lakecharles.com
6:30-7:00 pm Moderated Public Forum
To record your comment in front of an audience, please fill out a Statement Card, which is available at the sign-in table. Leave the card at the podium in the gym. Names will be called on a firstcome, first-served basis to speak at the microphone. Comments will be limited to 3 minutes per commenter. The forum will end at 7:00 pm.

Go to Station 9 to record your comment with the court reporter or fill in a Comment Form and drop it in the box located there.

Based on the comparative analysis of the three alternatives and public/local input, Alternative 5G is identified as the


Please be seated for the Moderated Public Forum by 6:30 PM


LAYOUT AND STATION LOCATIONS
U.S. Department of Transportation Federal Highway Administration

OPEN HOUSE PUBLIC HEARING
(I-10/I-210 WEST END TO I-10/I-210 EAST END)


Welcome to the I-10 Calcasieu River Bridge Improvements Project open house public hearing.

Tonight, we invite you to:

- Understand the Environmental Impact Statement, or EIS, process and project delivery schedule
- See how the project alternatives were developed
- Learn why the preferred alternative was recommended
- Ask questions about the benefits and impacts related to the project;
- Get information about right of way acquisition and relocation assistance available for property owners and occupants; and
- Make your voice heard as part of the public comment process.


## PROJECT DELIVERY <br> AND EXPECTED SCHEDULE <br> COUISIANA DEPARTMENTO TRANSPORTATON A DEVELOPMEN



At the end of the draft EIS process, the Federal Highway Administration, or FHWA, and the Louisiana Department of Transportation and Development, or LADOTD, intend to issue a combined Final EIS and Record of Decision (also referred to as the ROD) as a single document.

A Public-Private Partnership, known as a P3, is an alternative form of project delivery that adds private sector financing to state and federal funds for the project. The P3 developer will perform final design and engineering, and then operate the bridge project for a period of 40 to 50 years.


The project corridor extends from I-10 at I-210 West End to I-10 at I-210 East End, and is approximately 9 miles long. It crosses through the cities of Westlake and Lake Charles, which are connected by the Calcasieu River Bridge.

The I-10 Calcasieu River Bridge, several overpasses, and the interstate between I-210 in Sulphur and I-210 in Lake Charles, is proposed for reconstruction to meet current design guidelines to the extent practicable.

The segment of LA 378, or Sampson Street, from I-10 to Sulphur Avenue would also be improved. Improvements to interchanges at I-210 West End, Sampson Street, Enterprise Boulevard, and US 171 are also part of this project.

## ALTERNATIVES DEVELOPMENT \& DECISION-MAKING PROCESS



A complete range of alternatives was considered for this project. A screening process narrowed these down to three reasonable alternatives that were presented to the public in 2021. These alternatives have been evaluated in detail in the draft EIS.

The EIS identifies a preferred alternative. The final alternative will be selected in the ROD. Throughout this process, stakeholder, agency, and public input has been considered.

## WHAT IS THE PURPOSE OF THE PROJECT?

a) System continuity
b) Congestion and mobility
c) Structural and functional deficiencies
d) Safety


Any reasonable alternative must meet the purpose and need of the project which consists of four aspects:
a) Address the lack of system continuity on I-10 by adding lanes to be consistently three lanes in each direction
b) Reduce congestion and improve mobility on I-10 and along Sampson Street by resolving bottlenecks and delays at railroad crossings
c) Correct structural and functional roadway and bridge deficiencies by meeting design guidelines and replacing aging infrastructure; and
d) Address safety concerns on I-10 including the Calcasieu River Bridge

During evaluation of these alternatives, it was determined that they would effectively address three of the four aspects. The alternatives would not meet d), the safety aspect of the purpose and need.

Project team members at Station 3 can answer your questions about the project background and purpose and need for the project.

## REASONABLE ALTERNATIVES COMPARED



Project Team members at Station 4 can explain how these alternatives were developed. Large-scale drawings of Alternatives 3A, 3E, and 5G can be viewed and discussed at Station 5.

All alternatives would provide three through-lanes in each direction, change vertical and horizontal alignments to improve traffic operations and eliminate bottlenecks, and replace aging infrastructure such as bridges and overpasses.


All alternatives will widen the l-10 Calcasieu River Bridge to six lanes at a minimum.

Improvements at the West End and East End of the project corridor are common to all three alternatives.

On the West End, common improvements include the $\mathrm{I}-10 / \mathrm{I}-210$ interchange ramp and $\mathrm{I}-10$ frontage roads. The US 90 overpass bridge will be removed.

On the East End, common improvements include the interchange at Enterprise Boulevard and reconstruction of overpass bridges and frontage roads from Ryan to Opelousas Street. Some improvements to the interchange at US 171 will be made.

We invite you to review drawings for the build alternatives at Station 5, where project team members are available to answer your questions.


Alternative 3A makes no changes to existing Sampson Street.

- The l-10 service roads on the southwest will be improved but the way the ramps are configured will stay the same.
- Sampson Street will remain as is and at grade. Traffic on Sulphur Avenue and Sampson Street north will be able to avoid the two railroad crossings of Sampson Street by using an extension of Sulphur Avenue.
- A new movable bridge will be built over the river to connect to North Lakeshore in Lake Charles. This interchange provides only one eastbound on-ramp and one westbound off-ramp to and from I-10.
- North Lakeshore frontage roads will shift to the north along with the new I10 alignment, but access will not change.


Alternative 3E differs from Alternative 3A only in that the interchange at North Lakeshore will be complete. That is, drivers can enter or exit the interstate from all directions by way of an extension of Sulphur Avenue. They may also use l-10 to cross the river entering or exiting at Sampson Street.


Alternative 5G was designed to provide a compact and complete interchange at Sampson Street. Sampson Street will be elevated to meet the interchange above I-10, eliminating the need for a Sulphur Avenue extension and moveable bridge to avoid the at-grade railroad crossings.

- Sampson Street at ground level will be demolished.
- Alternative 5G is recommended as the Preferred Alternative.


## I-10 LAKE CHARLES

CALCASIEU RIVER BRIDGE

## COMPARATIVE EFFECTS


U.S. Department of Transportation

Federal Highway
Administration

The draft EIS provides detailed analysis of environmental effects, both beneficial and adverse. Copies are available for review at Station 8. You can also visit the LADOTD District Office located at 5827 US 90 in Lake Charles, or local libraries in Lake Charles, Westlake, and Sulphur, to read the document. You can also access it online at www.i10lakecharles.com.

The following section summarizes the major effects and identifies issues raised by agencies and the public. The section also discusses plans for minimizing or mitigating adverse effects.


Copies of the matrix are available for you to review the environmental effects of each alternative side by side with the No-Build Alternative. A red highlighted result identifies a comparatively substantive impact on the resource or issue listed. Green identifies the least impact or most benefit. No highlights in a cell means the alternative results are neither best case nor worst case.

The No-Build Alternative is an analysis of what would happen in the future if nothing is done. It serves as a baseline or benchmark to compare the three alternatives. Even though the No-Build Alternative might appear to be best case in some instances, this alternative would not and does not meet the project's purpose and need.

Project Team members are available at Station 6 to answer your questions about the information in the matrix and how each alternative compares to the others.

## SECTION 106 CULTURAL \& HISTORIC RESOURCES

## Section 106 Consultation

- FHWA, LADOTD, LSHPO, Consulting Parties, and Tribal Representatives
Historic Bridges
- I-10 Calcasieu River Bridge
- US 90 Overpass of I-10

Other Historic (Built) Resources

- 1,699 buildings, structures, and objects surveyed; none adversely affected
Archaeological Resources
- Norris Point

Data Recovery Plan per Memorandum of Agreement


Section 106 of the National Historic Preservation Act protects historic and cultural resources, and ensures that they are taken into consideration at all levels of the project.

Three Section 106 resources were determined to be adversely affected by the project:

- the existing l-10 Calcasieu River Bridge
- the US 90 overpass bridge near PPG Drive, and
- the Norris Point archeological site.

The Louisiana State Historic Preservation Office, or SHIP-O, agreed that this project would have no adverse effects on historic above-ground resources other than these bridges, both of which are covered by the DOTD's historic bridge Programmatic Agreement, or PA.

- SHIP-O also agreed that replacement of these two bridges is the most appropriate action.
- 

Both bridges were offered for relocation through DOTD’s Historic Bridge Marketing webpage.

- The Norris Point archaeological site is within the new right of way for the replacement I-10 bridge, but it is not sufficiently intact to be considered significant. Data recovery of artifacts for curating and study has been selected as appropriate mitigation for this site.


## SECTION 4(f) OF THE TRANSPORTATION ACT

## Section 4(f) resources within the Project Corridor:

Public or Private Historic Sites

- I-10 Calcasieu River Bridge
- US 90 Overpass of I-10

No feasible alternatives to the use of these bridges
Publicly Owned Park or Recreation Sites

- Project has no affect on the Lake Charles Lakefront Picnic Area
- Project will not affect Lake Charles Lakefront Beach
- I-10 / North Lakeshore Boat Launch

Determined to not be a significant property; Section 4(f) does not apply


Section 4(f) of the Transportation Act is another law that protects certain properties. Section 4(f) requires consideration of the adverse effect on occupancy of properties-known by its legal term of "use"-by a transportation project.

- Section 4(f) recreational properties at the Lake Charles lakefront were identified, but it was determined that these would not be used by the project.
- Section 4(f) also does not apply to the boat launch under the I-10 bridge on North Lakeshore Drive because the boat launch will be closed. LADOTD is the owner of this boat launch, and it determined that the launch is not significant. FHWA concurred that Section 4(f) does not apply to this property.
- FHWA also evaluated and approved the use of the I-10 Calcasieu River Bridge and the US 90 overpass, because there are no feasible and prudent alternatives to the use of these bridge structures. Copies of the evaluations and approvals are available at Station 6 and in Appendix N of the DEIS located in Station 8.


## NATURAL RESOURCES



Because Alternatives 3A and 3E propose to cross the river and build an elevated structure through undeveloped forested wetland in Lake Charles, they would cause more impacts to protected habitats than Alternative 5G. Other natural resource issues considered were air quality, water quality including public water wells, and farmlands.


Traffic noise was modeled for existing and future conditions with and without the proposed project. Model results show that Alternative 5G would cause the fewest number of receptors to be impacted by noise.

A receptor is the location of a noise sensitive area such as a residence, church, business, or park. When traffic noise impacts are identified, noise abatement will be considered and evaluated for feasibility and reasonableness.

Noise barriers or noise walls are the most common method used to lessen traffic noise. Analysis determined that noise abatements are likely, but not guaranteed, by building noise walls at three locations south of I-10 near Enterprise Boulevard as shown on this map.

Most of the noise barriers will be structure-mounted. The noise barrier at location EB2A will be 12 feet tall, the noise barrier at location EB2D and EB2E will range from 12 and 14 feet tall, the noise barrier at location EB2F (shown in red on this map) will be 14 feet tall and will be a combination of ground-mounted and structure-mounted, and the noise barrier at location EB3A and EB3B will range from 10-14 feet tall.

## REASONABLE NEEDS OF NAVIGATION



North Lake Charles Berths of Two
Navigation Interests Affected by the Change in Vertical

All Alternatives Reduce the Vertical Clearance Clearance of the I-10 Calcasieu River Bridge by 62 ft , bringing the clearance down from 135 ft to 73 ft .

All bridges are considered navigation obstructions and are tolerated only as long as they serve the needs of land transportation and allow for the reasonable needs of navigation. Vertical clearance of the replacement l-10 bridge would be lowered from 135 feet to 73 feet. This clearance applies to all three alternatives.

The UP railroad bridge north of I-10 would not change and would keep its unlimited vertical clearance when it is open. Alternatives 3 A and 3 E would introduce a third bridge-which would be movable-north of the UP bridge.

Two navigation interests with locations upriver in North Lake Charles would be affected by this vertical clearance change. Mitigation to address impacts to their operations is being developed.

| TRAFFIC OPERATIONS |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Location | Future No-Build | Alternative 3A | Alternative 3E | Alternative 5G |
| Locations where traffic queues potentially back-up onto l-10 mainline | I-10 EB off-ramp to PPG Drive | Yes | No | No | No |
|  | I-10 EB off-ramp to I-10 S Service Road | Yes | No | No | No |
|  | I-10 WB off-ramp to Sampson Street | Yes | No | No | No |
|  |  |  |  |  |  |

Traffic analysis confirmed that all alternatives would meet the project purpose and need for reducing overall traffic congestion. Bottlenecks at Sampson Street and the I-10 Calcasieu River Bridge would be mitigated, and traffic operations would be equal or better than the No-Build alternative. Back-ups that would potentially affect the I-10 mainline in the future without the project would be resolved by all build alternatives.


Random disruptions from freight trains that cross on the UP and KCS tracks at Sampson Street is a major traffic issue. Alternative 5G has the advantage of raising Sampson Street on structure and crossing over the railroads. It would also avoid the addition of a third movable bridge, which would cause random traffic disruptions.

## ALTERNATIVE 5G RAILROAD SPUR RELOCATION



A disadvantage of Alternative 5 G is that it would require the existing railroad spur tracks to be relocated. The proposed clearance at the current location does not allow trains to pass under the new bridge approach. Relocation options were presented to the railroads and to Westlake leaders. The UP spur would move east for all options. Three options were presented to KCS.

## ALTERNATIVE 5G RAILROAD RELOCATION 2



Railroad relocation \#2 was identified as the option that would best serve all interests. As shown here, three existing crossings would be closed, and a total of six new or existing crossings would be improved with warning gates and flashers. The tracks south of Isle of Capri Boulevard, which are currently out-of-service, would be rehabilitated and put back into use for KCS.

## ALTERNATIVE 5G DETOURS



If Alternative 5G WERE BUILT:

- Sampson Street would be completely closed for a period of approximately 18 months to allow for new interchange to be built.
- Traffic between Sulphur Avenue and $\mathrm{I}-10$ would have to detour.
- Two lanes of I-10 in either direction would remain open during construction, although occasional and short-term closures might occur.

Another disadvantage of Alternative 5G would be the closure of Sampson Street temporarily during construction. At a meeting with Westlake leaders and stakeholders, this issue was discussed.

If Alternative 5G were built, Sampson Street would be completely closed for a period of approximately 18 months. During this period, the main span of the new interchange would be constructed and tied into the new I-10 Calcasieu River Bridge. Traffic between Sulphur Avenue and $\mathrm{I}-10$ would have to detour, as shown here.

On the interstate, two lanes of traffic in either direction would remain open during construction. Occasional and short-term closures would occur as needed.

## OTHER ISSUES



- Residential Neighborhood Impacts
- Change in Access
- Visual Effects
- Bridge Design
- Bicycle and Pedestrian Facilities
- Business and Residential Displacements


As you will see on the impact matrix in your handout, a number of other issues were considered and compared. Residential neighborhood impacts from street connection closures, noise barriers, and control of access implementation, were all identified in the draft EIS.

- Visual effects—both beneficial and adverse—from sections of the project that will be elevated on structure, will be addressed during final design.

Concerns about the design of the new I-10 Calcasieu River Bridge and the addition of bicycle and pedestrian facilities will continue to be discussed with local sponsors represented by the Metropolitan Planning Organization, formerly known as the Imperial Calcasieu Planning Commission, or IMCAL.

Business and residential displacements will be addressed by the LADOTD real estate division. A representative is available to discuss right of way acquisition and relocation assistance process at Station 7.

## ETHYLENE DICHLORIDE (EDC) CONTAMINATION



The above graphic is for illustration only and does not represent an actual engineering crosssection or a scaled representation of the subsurface.

Actions to minimize disturbing groundwater and soils are being planned, and those actions will be incorporated into the contractor's work plan.

Soil and groundwater sampling and air quality monitoring will be conducted during all ground disturbing activities.

Further evaluation for ROW/property acquisitions will be undertaken as needed.
A Worker Safety and Protection Plan will be developed, and workers will be trained to comply with the plan and execute emergency responses as needed.

The appropriate Personnel Protective Equipment (PPE) will be provided.

## TOLLING REVENUE ANALYSIS

## Rates Analyzed

- Cars - \$1 / Trucks - \$3
- Cars - \$3 / Trucks - \$6
- Variable peak and off-peak Revenue
- \$125,000 per day
- $\$ 250,000$ per day
-\$175,000 per day


Another issue is how the public will be affected by tolling of the I-10 Calcasieu River Bridge.

A feasibility and revenue analysis was performed showing that nominal toll rates would provide substantial revenue for funding of the replacement bridge.

## TOLLING TRAFFIC AND OPERATIONS

## Traffic Diversion

- l-210 and LA 378 - No tolls
- Most of the traffic diverting will use l-210
All Electronic Toll Collection
- Transponder
- Cameras / Bill by Mail

Local Auto Toll Rate

- Not to exceed \$2.88 in 2021 dollars
- Requires purchase of transponder


Although actual toll rates have not been determined, a special toll rate not to exceed $\$ 2.88$ (in 2021 dollars) for local automobiles has been established.

- Tolls will be collected electronically. To capture the discount, local autos will have to use a transponder. Non-local vehicles will pay rates established by LADOTD and the P3 concessionaire. If they do not have a transponder, these vehicles will be photographed and sent an invoice.
- All crossings of the Calcasieu River would be tolled, no matter which alternative is selected. The only toll-free route will be I-210 and the much longer detour to the north through Moss Bluff. Tolling will cause some traffic to divert away from I-10 to avoid paying the toll.
- The tolling analysis also predicted that most of the traffic diverting would use l-210.


## I-10 LAKE CHARLES

CALCASIEU RIVER BRIDGE

## PREFERRED ALTERNATIVE

A preferred alternative has been recommended. The basis for this recommendation is detailed in the draft EIS located at Station 8.

## ALTERNATIVE 5G PREFERRED

$\checkmark$ No impacts to bald eagle nest
$\checkmark$ Fewest wetlands impacted
$\checkmark$ No change to land use
$\checkmark$ Least visual clutter
$\checkmark$ Elimination of at-grade railroad crossings on Sampson Street
$\checkmark$ Fewest acres of right of way
$\checkmark$ Fewest noise receptors
$\checkmark$ No interchange intrusion at lakefront
$\checkmark$ Preferred by public and local officials
$\checkmark$ Least cost to build
$\checkmark$ No third bridge

Based on the comparative analysis of the three alternatives and public/local input, Alternative 5 G is identified as the preferred alternative for the I-10 Calcasieu Bridge Improvements Project. A list of reasons for this identification is provided in your handout.

# I-10 LAKE CHARLES 

CALCASIEU RIVER BRIDGE

## PROJECT PHASING



The full extent of the l-10 Calcasieu Bridge Improvements project will be built in two phases.

## PHASING OF PROJECT IMPLEMENTATION



The first phase includes the new I-10 Calcasieu River Bridge and improvements from I-210 West End to Ryan Street. Tolling will commence as soon as the new bridge is opened as part of the project's financing package.

- After the combined FEIS and ROD is issued, the P3 developer will complete the final design and permitting, then construct, operate, and maintain the facility, and collect tolls for a period of 40 to 50 years.
- No schedule for the second phase of the project from Ryan Street to US 171 has been decided.


LADOTD has prepared a brochure about how its Acquisition of Right-of-Way and Relocation Assistance Program is implemented. Please see the real estate representative at Station 7 to ask questions about the process and for a copy of the brochure.

## RELOCATIONS

- All the businesses along North Lakeshore Drive north of I-10 will be displaced for Phase 1 of the proposed project
- Several properties counted as displacements in Phase 1 appear to be inactive or abandoned
- Acquisition of properties for Phase 1 may start after the FEIS/ROD is

|  | Alternative <br> 3A |  | Alternative <br> 3E |  | Alternative <br> 5G |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Phase <br> 1 | Phase <br> 2 | Phase <br> 1 | Phase <br> 2 | Phase <br> 1 | Phase <br> 2 |
| Businesses | 12 | 2 | 12 | 2 | 15 | 2 |
| Residences | 3 | 18 | 3 | 18 | 2 | 18 |
| Nonprofit <br> Organizations | 0 | 0 | 0 | 0 | 0 | 0 |
| Farms | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 15 | 20 | 15 | 20 | 17 | 20 | issued

- The timeline for acquisition of properties in Phase 2 is unknown

Any individual, family, business, or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property.

Any individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify LADOTD of any special requirements for assistance.

## Right-of-Way Acquisition and Relocation Information

A representative of the LDOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

The LDOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

## LDOTD Real Estate Section

P.O. Box 94245

Baton Rouge, LA 70804 70804-9245
(225) 242-4536

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region Real Estate Office.

Relocation services are provided by qualified personnel employed by LADOTD. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

Remember, the LADOTD's representative is here to help and advise you, so please be sure to make full use of their services. Ask questions and be sure you understand all your rights and benefits.

## Steps in the Acquisition Process

It is the DOTD's objective to pay just compensation for all properties required for the project.

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

There are three steps to the acquisition process. First, owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property. This will provide owners an opportunity to point out things that may be important to the evaluation of the property.

- Second, all evaluations will then be reviewed by a review appraiser
and approved by LADOTD.
- Third, after review and approval, a real estate agent will contact each property owner, and present a letter setting forth the amount of LADOTD's cash offer for the purchase of the property. The agent will also explain the property value and discuss any alternate offers including possible options to keep and move any buildings or fencing or other items associated with the property.


## RELOCATION ASSISTANCE

## $>$ Relocation Advisory Services

- Current and continuing information on:
- Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
- Comparable commercial properties and locations for displaced businesses
- Finance charges
- Federal and State programs offering assistance to displaced persons

Relocation advisory services are available. These services include current and continuing information on the availability and prices of comparable decent, safe, and sanitary dwellings, comparable commercial properties, and locations for displaced businesses. Other services include supplying information concerning finance charges; and Federal and State programs that offer assistance to displaced persons.

## RELOCATION ASSISTANCE

## $>$ Relocation Assistance Payments

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

Relocation assistance payments are separate and additional to payments made by the Department for the purchase of your property. These include moving expense payments, replacement housing payments, and business re-establishment expense payments.

## RELOCATED BUSINESSES

Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.

Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than $\$ 1,000.00$ nor more than $\$ 40,000.00$.

Moving payment information for businesses may be found beginning on Page 22 of the brochure.

Displaced businesses, farms, and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incidental to the move. Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than $\$ 1,000.00$ or more than $\$ 40,000.00$. Moving payment information for businesses may be found beginning on Page 22 of the relocation brochure.

## REPLACEMENT HOUSING PAYMENTS

Replacement housing payments are also available to qualifying owners and tenants:

- Must occupy property at start of negotiations
- Must have been there at least 90 days
- Must move into decent, safe, and sanitary replacement housing

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started are entitled to relocation assistance advisory services:

- Must have been in occupancy at the time the property was acquired by the Department
- Must move into decent, safe, and sanitary replacement housing

Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows:

- first, you must be occupying the property at the start of negotiations;
- second, you must have been there at least 90 days; and
- third, you must move into decent, safe, and sanitary replacement housing.

The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the relocation brochure.

Certain owners and tenants not in occupancy for at least 90 days, or who become occupants after negotiations have started, are entitled to relocation assistance advisory services. Two of the basic requirements are that

1) you must have been in occupancy at the time the property was acquired by the Department, and
2) you must move into decent, safe, and sanitary replacement housing.

## RIGHT TO APPEAL

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

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

Applicants for a relocation payment have the right to appeal the Department's determination of their eligibility for payment and/or the amount of payment. Appeals must be submitted to the Right of Way Regional Manager or Right of Way Consultant Project Manager within 60 days after the applicant has been notified that his or her claim was not approved.

Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the relocation brochure.

## OTHER TERMS and CONDITIONS

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the Department. The notice will indicate the specific date the property must be vacated.

- No person lawfully occupying a dwelling will be required to move unless and until comparable, decent, safe, and sanitary replacement housing is made available within the general area of the project.
- Replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and it must be within the occupants' financial means. Replacement housing must be fair, open, and offered to all persons, regardless of race, color, religion, sex, or national origin.


## OTHER TERMS and CONDITIONS

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

## A SPECIAL WORD OF CAUTION

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

Prior to the negotiating for purchase of your property, a Representative of the Department will personally contact and interview all persons who will be required to relocate. Benefits will be explained, and a determination will be made of individual needs and intentions for relocating.

A SPECIAL WORD OF CAUTION - Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits.

If you move or purchase replacement housing without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

## WHAT TO EXPECT NEXT



Tonight's Open House Public Hearing is your chance to review the draft EIS, view exhibits, ask questions, and make comments. All comments received tonight and through December 23 rd will be included in the public hearing transcript. The public comment period closes on January 3, 2023. All comments received through that date will be addressed in a single document issued by FHWA that consists of the Final EIS, or FEIS, and the ROD .

- The combined FEIS/ROD will address all comments and identify changes and updates. The combined FEIS/ROD will also include final selection of the alternative, modifications to the project after the draft EIS, final mitigation measures, and a summary of tonight's open house public hearing. The combined FEIS/ROD is expected to be completed and issued in summer 2023.


## AFTER THE FEIS/ROD



It is anticipated that final mitigation and permitting, along with execution of all funding and financing agreements, will be in place by the end of 2024. Final design and construction is expected to begin some time in 2025.

Acquisition of right of way for Phase 1 of the project may begin after the FEIS/ROD is issued. The P3 will operate and maintain the project for a period of 50 years, after which it will be returned to the public sector.

## MORE OPPORTUNITIES FOR INPUT

- Open House Public Hearing - tonight!
- Leave a comment at the comment station OR
- Make an oral statement (no more than 3 minutes!) during the moderated Open Forum
- www.i10lakecharles.com and click on "Tell Us What You Think"
- 225-368-2826 - Leave a message
- Email us at CalcasieuBridge@hntb.com
- Write to us at

I-10 Calcasieu River Bridge Project
c/o HNTB
10000 Perkins Rowe
Baton Rouge, LA 70806


Tonight's public comment portion begins at 6:30pm. This is your chance to make your voice heard in front of an audience. Please limit your comments to 3 minutes. If you have additional comments, you can also call us, send us an email, or visit the I-10 Lake Charles website and click on the "Tell Us What You Think" bubble to leave your comment there.

Remember, the comment period lasts until January 3, 2023, so let us hear from you!




## Comment Form

Name:
Contact Info (Optional):
Suggestions / Comments:

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Use this form to write your comments. The form can be left with us at Station 9 at tonight's public hearing or you may take it home, fill it out, and mail it back to us at the address provided.

Comments can also be submitted by mail or email at the addresses provided below. Verbal comments can be provided during the moderated and recorded public forum from 6:30-7:00pm on December 13th, 2022.

Any comments received between December 13th and December 23 rd will become a part of public hearing transcript. Comments received after December 23 rd through January 3rd will be addressed in the combined Final EIS and ROD.


## PROJECT DELIVERY AND EXPECTED SCHEDULE

## EIS PROCESS




## WHAT IS THE PURPOSE OF THE PROJECT?

## a) System continuity

Address the lack of system continuity on I-10 by adding lanes to be consistently 3 lanes in each direction

## b) Congestion and mobility

Reduce congestion and improve mobility on I-10 and along Sampson Street by resolving bottlenecks and delays at railroad crossings

## c) Structural and functional deficiencies

Correct structural and functional roadway and bridge deficiencies by meeting design guidelines and replacing aging infrastructure

## d) Safety*

Address safety concerns on I-10 including the Calcasieu River Bridge


[^0]


## Comparative Effects of the Alternatives Evaluated in the EIS

| Resource / Issue | Criterion |  | No-Build Alternative | Alternative 3A | Alternative 3E | Alternative 5G |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Section 4(f)/6(f) | Number of Sites Impacted |  | 0 | 3 | 3 | 3 |
| Cultural Resources (Section 106) | Number of Historic Sites Impacted |  | 0 | 2 | 2 | 2 |
|  | Number of Archeological Sites Impacted |  | 0 | 1 | 1 | 1 |
| Habitat Impacts | Federally Protected T\&E Species |  | None | None | None | None |
|  | Bald Eagle Nest |  | No Impact | Within 650 Feet | Within 10 Feet | No Impact |
|  | Red-Cockaded Woodpecker Preferred Habitat |  | No Impact | No Impact | No Impact | No Impact |
|  | West Indian Manatee Habitat |  | Within Alignment | Within Alignment | Within Alignment | Within Alignment |
|  | Woodlands |  | 18.5 | 20.7 | 20.8 | 20.7 |
|  | Essential Fish Habitat |  | No Impact | Impact | Impact | No Substantial Impact |
|  | Rookeries |  | Potential Habitat | Potential Habitat | Potential Habitat | No Impact |
| Wetlands | Number of Acres Impacted |  | 0 | 32.2 | 37.7 | 26.9 |
| Residential Neighborhood Impacts | Westlake between KCS (Pilley Street) and UPRR (Railroad Avenue) |  | No Change | No Change | No Change | No Change |
|  | Westlake Sulphur Avenue Sampson to River |  | No Change | Change Land Use to Commercial | Change Land Use to Commercial | No Change |
|  | Viaduct from Ryan to Opelousas |  | No Change | Close Local Streets | Close Local Streets | Close Local Streets |
| Visual Effects | View by Lakefront Users |  | No Change | Roadway More Intrusive | Roadway More Intrusive | No Change |
|  | View of Westlake Gateway by Drivers |  | No Change | No Change | No Change | Elevated above Industrial Clutter |
| Safety | Predicted Crashes 2042 (Entire Project) | Fatal \& Injury | 130 | 124 | 127 | 122 |
|  |  | Property Damage Only | 268 | 256 | 272 | 263 |
|  |  | Total Crashes | 398 | 380 | 399 | 385 |
|  | Predicted Crashes 2042 (I-10 Mainline) | Fatal \& Injury | 64 | 51 | 50 | 51 |
|  |  | Property Damage Only | 135 | 111 | 109 | 113 |
|  |  | Total Crashes | 199 | 162 | 159 | 164 |
|  | Potential for Back-of-Queue Crashes When Traffic Stopped At Moveable Bridge |  | No | Yes | Yes | No |
|  | Number of At-Grade RR Crossing Sampson Street |  | 2 | 2 | 2 | 0 |
|  | Number of At-Grade RR Crossing Isle of Capri Boulevard |  | 1 | 1 | 1 | 2 |
|  | Number of At-Grade RR Crossing Westlake Streets |  | 7 | 7 | 7 | 5 |
| Cost Estimates | Construction (\$ Million 2021) <br> Note: Due to current inflation rates, it is anticipa 2022, but the relative costs among alternatives s | increase substantially by the end of | 0 | \$1,174 | \$1,256 | \$991 |
| Phase I ESA | RECs Within, Adjacent, or < $1 / 4$ mile from Project |  | 9 | 9 | 9 | 9 |
|  | HRECs Within, Adjacent, or < $1 / 4$ mile from Project |  | 8 | 9 | 9 | 9 |
|  | CRECs Within, Adjacent, or < $1 / 4$ mile from Project |  | 9 | 10 | 10 | 10 |
| EDC | Level of Risk |  | Least Risk | Less Risk | Less Risk | Most Risk |

Least Impact or Most Benefit Worst Impact or Least Benefit

Comparative Effects of the Alternatives Evaluated in the EIS (continued)

| Resource / Issue | Criterion |  | No-Build Alternative | Alternative 3A | Alternative 3E | Alternative 5G |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Relocations | Residential Relocations |  | 0 | 21 | 21 | 21 |
|  | Business Relocations |  | 0 | 14 | 14 | 17 |
|  | Total Number Relocations |  | 0 | 35 | 35 | 38 |
| Right of Way | Additional Acres to be Acquired |  | 0 | 75.14 | 80.14 | 68.3 |
| Traffic Noise Impacted Receivers (Receptors) | Residential (Category B) |  | 226(234) | 242(269) | 241(268) | 242(269) |
|  | Park, Church, Institution, and Other (Category C) |  | 19(19) | 18(18) | 16(16) | 14(14) |
|  | Hotels, Restaurants, Other Development (Category E) |  | 3(3) | O(0) | 0(0) | O(0) |
|  | Total Number of Impacted Receivers (Receptors) |  | 248(256) | 260(287) | 257(284) | 256(283) |
| Navigation | Impact on Number of Known Operations from Change in Vertical Clearance Calcasieu River Bridge |  | 0 | 2 | 2 | 2 |
|  | Impact on Navigation from Second Moveable Bridge |  | 0 | 1 | 1 | 0 |
| Traffic Operations | Number of Time Periods Delay Exceeds 55 seconds at one or more signals along Sampson St* |  | 7 | 10 | 10 | 0 |
|  | Number of Time Periods Delay Exceeds 80 seconds at one or more signals along Sampson St* |  | 2 | 2 | 2 | 0 |
|  | Trips between Sulphur Avenue and I-10 that experience random disruptions from trains blocking Sampson Street? |  | Yes | Yes | Yes | No |
|  | Locations where queues potentially affect I-10 mainline | I-10 EB off-ramp to I-10 South Service Road | Yes | No | No | No |
|  |  | I-10 EB off-ramp to PPG Drive | Yes | No | No | No |
|  |  | I-10 WB off-ramp to Sampson Street** | Yes | No | No | No |
|  | Number of hours that speed on I-10 Calcasieu River Bridge is < 50 mph | Eastbound AM Peak | 0.5 | 0 | 0 | 0 |
|  |  | Eastbound PM Peak | 4.0 | 1.25 | 1.25 | 0.75 |
|  |  | Westbound AM Peak | 2.0 | 0 | 0 | 0 |
|  |  | Westbound PM Peak | 3.0 | 0.5 | 0.5 | 0.51 |
|  | Number of I-10 Segments where demandcapacity ratio > 1 for at least one time period | Eastbound AM Peak | 1 | 0 | 0 | 0 |
| *Delays without interruptions from trains. <br> **Based on Observational Data |  | Eastbound PM Peak | 7 | 0 | 0 | 0 |
|  |  | Westbound AM Peak | 6 | 2 | 2 | 0 |
|  |  | Eastbound PM Peak | 3 | 1 | 1 | 1 |
| Tolling | Traffic Diverted to l-210 in 2042 (Toll vs No Toll) |  | NC | +18-44\% | +18-44\% | +17-42\% |
|  | Toll Revenue |  | No Revenue | Highest Revenue | Higher Revenue | Lowest Revenue |
| Bicycle Pedestrian Network | Connection Across Calcasieu River |  | No | Yes | Yes | No |
|  | Implementation of Lake Charles Bike/Ped Plan Viaduct Ryan to Opelousas |  | No | Yes | Yes | Yes |
| Low-Income Populations | Impacts from Local Street Closures |  | No | Yes | Yes | Yes |
|  | Impacts from Air Quality |  | No | No | No | No |
|  | Impacts from Traffic Noise |  | Yes | Yes | Yes | Yes |
|  | Impacts from Proposed Tolls |  | No | Yes | Yes | Yes |
| Minority Populations | Impacts from Local Street Closures |  | No | Yes | Yes | Yes |
|  | Impacts from Air Quality |  | No | No | No | No |
|  | Impacts from Traffic Noise |  | Yes | Yes | Yes | Yes |
|  | Impacts from Proposed Tolls |  | No | Yes | Yes | Yes |
|  | Least Impact or Most Benefit Worst Impact or Least Benefit |  |  |  |  |  |



## I-10 LAKE CHARLES

 CALCASIEU RIVER BRIDGEAlternative 3A



## I-10 LAKE CHARLES

 CALCASIEU RIVER BRIDGE
## Alternative 3E

号



## I-10 LAKE CHARLES

 CALCASIEU RIVER BRIDGE
## Alternative 5G




## I-10 LAKE CHARLES

 CALCASIEU RIVER BRIDGE
## Current Design Guidelines

## GEOMETRIC DESIGN STANDARDS (NEW CONSTRUCTION) <br> I-10 Calcasieu River Bridge EIS

S.P.No. H. 003931

| ITEM | UNITS | $\mathrm{I}-10$ <br> MAINLINE | LINEAR RAMP | LOOP RAMP (US 171) | FRONTAGE ROAD | ARTERIAL AND INTERCHANGE CROSSING STREET | OTHER CROSSING STREET |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Design Speed | mph | $\begin{aligned} & 70 \\ & 60 \end{aligned}$ | $\begin{aligned} & 50(70 \mathrm{mph} \text { mainline })^{1} \\ & 45(60 \mathrm{mph} \text { mainline })^{1} \\ & \hline \end{aligned}$ | 25 | 40 (Typical) | 40 | Varies ${ }^{2}$ |
| Number of Continuous Travel Lanes | -- | 3 each direction | 1 or 2 | 1 | 2 | 4 | 2 |
| Width of Travel Lane | ft | 12 | 15 (one lane) <br> 12 (two lanes) | 15 (one lane) | 12 | 12 | 12 |
| Width of Shoulders <br> Left <br> Right | $\mathrm{ft}$ | $\begin{aligned} & 12 \\ & 12 \end{aligned}$ | 4 8 | 4 10 | Curb and Gutter ${ }^{3}$ <br> Curb and Gutter ${ }^{3}$ | Curb and Gutter ${ }^{3}$ <br> Curb and Gutter ${ }^{3}$ | Curb and Gutter ${ }^{3}$ <br> Curb and Gutter ${ }^{3}$ |
| Pavement Cross Slope | \% | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Minimum Median Width (With 12' Shoulders) | ft | Barrier Required ${ }^{64}$ | -- | -- | -- | -- | -- |
| Stopping Sight Distance (Level conditions) | ft | $\begin{aligned} & 730(70 \mathrm{mph}) \\ & 570(60 \mathrm{mph}) \end{aligned}$ | $\begin{aligned} & 425(50 \mathrm{mph})^{4} \\ & 360(45 \mathrm{mph})^{4} \end{aligned}$ | $\begin{aligned} & 155(25 \mathrm{mph}) \\ & 115(20 \mathrm{mph}) \end{aligned}$ | 305 | 305 | Varies |
| Rate of Vertical Curvature <br> Crest Curve <br> Sag Curve | K | 247 ( 70 mph ) <br> 151 ( 60 mph ) <br> 181 ( 70 mph ) <br> 136 ( 60 mph ) | 84 ( 50 mph ) <br> 61 ( 45 mph ) <br> 96 ( 50 mph ) <br> 79 ( 45 mph ) | $\begin{aligned} & 12(25 \mathrm{mph}) \\ & 7 \text { (20 mph) } \\ & 26(25 \mathrm{mph}) \\ & 17(20 \mathrm{mph}) \end{aligned}$ | 44 <br> 64 | 44 $64$ | Varies |
| Maximum Superelevation | \% | 8 | 8 | 4 | 4 | 4 | 4 |
| Minimum Horizontal Radius <br> (Where sight distance is unrestricted (at entrances and exits refer to SC-01)) | ft | $\begin{aligned} & 1810(70 \mathrm{mph}) \\ & 1200 \text { ( } 60 \mathrm{mph} \text { ) } \end{aligned}$ | 758 ( 50 mph ) 587 ( 45 mph ) 444 ( 40 mph ) | 250 | $\begin{gathered} 791 \text { (normal crown) } \\ 577 \text { ( } 2.5 \% \text { e) } \\ 533 \text { (full e) } \end{gathered}$ | 791 (normal crown) 577 ( $2.5 \%$ e) 533 (full e) | Varies |
| Horizontal Curve Length (1-10) ${ }^{5}$ | ft | $30 \times$ design speed (des.) <br> $15 \times$ design speed (min.) | -- | -- | -- | -- | -- |
| Horizontal Curve Length (Min.) (not l-10) <br> Superelevated <br> Normal Cross Slope | ft | -- | Superelevat | ion transition length within | rve plus 1 second at de <br> cond at design speed | ign speed for superelevated | ection |
| Maximum Grade <br> Downgrade Upgrade | $\begin{aligned} & \% \\ & \% \end{aligned}$ | 3 3 | 5 5 | 5 5 | 5 5 | 5 5 | $\begin{aligned} & 5 \\ & 5 \end{aligned}$ |
| Minimum Vertical Clearance <br> Roadways and Drives Railroad Tracks | $\mathrm{ft}$ | $\begin{aligned} & 16.5 \\ & 23.5 \end{aligned}$ | $\begin{aligned} & 16.5 \\ & 23.5 \end{aligned}$ | $\begin{aligned} & 16.5 \\ & 23.6 \end{aligned}$ | $\begin{aligned} & 16.5 \\ & 23.5 \end{aligned}$ | $\begin{aligned} & 16.5 \\ & 23.5 \end{aligned}$ | $\begin{aligned} & 15.5 \\ & 23.5 \end{aligned}$ |
| Minimum Horizontal Clearance (without protection) <br> From Edge of Travel Lane (shoulder sections) <br> From Face of Curb | ft <br> ft | 34 ( 70 mph ) <br> 32 ( 60 mph ) <br> -- $(70 \mathrm{mph})$ <br> -- $(60 \mathrm{mph})$ | Varies Based on Design Speed and traffic (15' min) | Varies Based on Design Speed and traffic (15' min) | 8 4 | 8 4 | 8 4 |
| Minimum Weaving Lengths <br> Between Entrance and Exit Ramps ${ }^{6}$ <br> Between Frontage Rd Ramp Terminal and Cross Street | ft <br> ft | $1600$ | -- |  | Varies <br> Varies (350' min with no queue) |  | -- |
| Foreslope/Backslope <br> Foreslope <br> Backslope |  | $6: 1$ $4: 1$ | $4: 1$ $3: 1$ | $4: 1$ $3: 1$ | $4: 1$ $3: 1$ | $\begin{aligned} & 4: 1 \\ & 3: 1 \end{aligned}$ | $4: 1$ $3: 1$ |


| ITEM | UNITS | I-10 <br> MAINLINE | LINEAR RAMP | LOOP RAMP <br> (US 171) | FRONTAGE ROAD | ARTERIAL AND INTERCHANGE CROSSING STREET | OTHER CROSSING STREET |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Complete Streets <br> Sidewalk Width | ft | -- | -- | -- | $7^{10}$ | $7{ }^{10}$ | $7{ }^{10}$ |
| Sidepath Width | ft | -- | -- | -- | 10 | 10 | 10 |
| Cycle Track Width | ft | -- | -- | -- | 5 | 5 | 5 |
| Bike Lane Width | ft | -- | -- | -- | 5 | 5 | 5 |

## NOTES:

1. The design speed is only applicable at the $\mathrm{I}-10$ ramp terminals.
2. See LaDOTD Standard Criteria.
3. Where conditions allow, shoulders will be provided on crossing streets within control of access lines. Shoulders for crossing streets shall be 8 ' unless otherwise noted.
4. Criteria apply for crest curves on ramps at the $\mathrm{I}-10$ ramp terminals. At the striped nose, Case B decision sight distance (based on ramp exit speed) should be provided to the back of the anticipated design year ramp queue
5. Reverse curves to enact an alignment shift can be considered a special case. Desirably the reverse curves should be flat enough not to require superelevation. For an emax $=8 \%$ and $a-2.5 \%$ cross slope the following minimum horizontal curve radii should be used for the various design speeds:
6. The minimum shall be the larger of that shown or that determined from traffic capacity analysis.

ADDITIONAL NOTES:
7. 200 ' platform area will be provided at exit and entrance ramps where tying into $\mathrm{I}-10$ mainline.
8. Horizontal clearance to walls, if any, should be several feet more than to the barrier used to protect the wall as individual site conditions warrant.
9. Design speed $\geq 60 \mathrm{mph}$ and median $<64$ feet require a barrier.
10. Sidewalk shall be 7 ' when adjacent to curb and 5 ' when offset.

M:\31831_Calcasieu_SAG\TECHPROD\Engineering\Guidelines\H003931_DesignCriteria.doc

## ETHYLENE DICHLORIDE (EDC)

## Minimizing EDC Impacts

- Actions to minimize disturbing groundwater and soils are being planned, and those actions will be incorporated into the contractor's work plan.
- Soil and groundwater sampling and air quality monitoring will be conducted during all ground disturbing activities.
- Further evaluation will be undertaken for ROW / property acquisitions as needed.
- A Worker Safety and Protection Plan will be developed, and workers will be trained to comply with the plan and execute emergency responses as needed.
- The appropriate Personnel Protective Equipment (PPE) will be provided.


The above graphic is for illustration only and does not represent an actual engineering cross-section or a scaled representation of the subsurface.

SUSAMA PTARTMETM


North Lake Charles
Berths of Navigation Interests Affected by the Change in Vertical Clearance

## SECTION 4(F) OF THE TRANSPORTATION ACT

## Section4(f) Resources within the Project Corridor

## Public or Private Historic Sites

- I-10 Calcasieu River Bridge and the US90 Overpass of I-10
- No feasible alternatives to the use of these bridges


## Publicly Owned Park or Recreation Sites

- Project has no affect on the Lake Charles Lakefront Picnic Area
- Project has no affect on Lake Charles Lakefront Beach

I-10/North Lakeshore Boat Launch

- Determined to not be a significant property Section 4(f) does not apply



## Section 106 Consultation

- FHWA, LADOTD, LSHPO, Consulting Parties, and Tribal Representatives


## Historic Bridges

- I-10 Calcasieu River Bridge
- US 90 Overpass of I-10

Other Historic (Built) Resources

- 1,699 buildings, structures, and objects surveyed; none adversely affected.


## Archaeological Resources

Norris Point

- Data Recovery Plan per Memorandum of Agreement


US 90 Overpass of $1-10$


1-10 Calcasieu River Bridge (Photo by Craig Crawford)

## TOLLING AND TRAFFIC OPERATIONS

All crossings of the Calcasieu River would be tolled, no matter which alternative is selected. The only toll-free route will be 1-210 and the much longer detour to the north through Moss Bluff.

## Traffic Diversion

- 1-210 and LA 378 - No tolls
- Most of the traffic diverting will use I-210



## All Electronic Toll Collection

- Transponder
- Cameras / Bill by Mail


## Local Auto Toll Rate

- Set at \$2.88 in 2021 dollars
- Requires purchase of transponder

(Photo by Ptolemus Consulting Group)

| Barrier ID | Barrier Location | Average Barrier Height | Type |
| :---: | :---: | :---: | :---: |
| E82A | Begin point adjacent and south of $1-10$, north of Belden St. @ Ann St.; end point Kirkman St. adjacent and south of I-10. | 12 feet | Structuremounted |
| $\begin{gathered} \text { EB2D } \\ + \\ +\quad \text { EB2E } \end{gathered}$ | Begin point adjacent and south of $1-10$, north of Belden St. @ Ford St.; end point $1^{\text {st }}$ Avenue adjacent and south of I-10, north of Belden St. | 12-14 feet | Structuremounted |
| EB2F | Begin point adjacent and south of $1-10$, north of Belden St. @ VE Washington Avenue; end point Lyons St. S adjacent and south of I-10, north of Belden St. | 14 feet | Groundmounted and StructureMounted |
| $\begin{gathered} \text { EB3A } \\ + \\ \text { EB3A-2 } \\ \hline \end{gathered}$ | Begin point adjacent and south of I-10, north of Belden St. @ Lyons St. S; end point adjacent and south of I-10, north of Belden St. @ Fruge St. | 10-14 feet | Structuremounted |



# Appendix D: Public Hearing Photos 




## Appendix E:

 Public Hearing Comments| From: | Hannah Bourque |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 5:51 PM |
| To: | CalcasieuBridge |

This is a really bad idea that affects poorer families and businesses that have work or relatives on the other side of the bridge. All this will do is force people to spend more money they do not have (wether paying a toll or burning more gas going an alternate route). I personally have a low income family that has relatives in sulphur. If this toll is implemented it will affect how often I can visit them considering I live in a part of lake Charles where the fastest and most fuel efficient route is I-10 bridge. I have lived here all my life and pay my taxes I do not feel it is right to toll the residents of calcasieu parish to cross a bridge they have been crossing for free since it was built especially when we HAVE the money to fund the bridge. I just ask to please consider the people and the affects it will have on them.

Nathan Tipton

| From: | Charles Guintard |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 12:19 PM |
| To: | CalcasieuBridge |
| Subject: | Toll |

It's against federal law to put a toll on a existing interstate,
Sent from my iPhone

## Nathan Tipton

| From: | Ben Bourgeois |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 9:24 AM |
| To: | CalcasieuBridge |
| Cc: | Ben Bourgeois |
| Subject: | Comment Regarding the Calcasieu River I-10 Bridge Replacement |

To whom it may concern,
(The Lake Charles American Press newspaper included this email address for the public to leave comments regarding the Calcasieu River I-10 bridge replacement.)

I am absolutely against having a toll on the new Calcasieu River I-10 bridge at Lake Charles. The state and the federal government can and should find financing via. the normal public financing process.

I am against engaging in a public/private partnership for such critical infrastructure as the I-10 bridge. The use of the new I-10 bridge should Not be utilized to harvest money from the public into perpetuity through a toll. I accept that the replacement of the bridge will be a financial cost to the public, but it should be a shared tax just as is done for our other road projects.

I believe that having a toll on the I-10 bridge will create a continuous traffic nightmare on the I-210 bypass loop with a significant increase in traffic flow from vehicles avoiding the I-10 bridge toll. You won't even be collecting tolls from these vehicles. I believe that this increased traffic on I-210 will be an avoidable safety risk.

Has a study been done to see how a toll on the $\mathrm{I}-10$ bridge will impact the traffic flow on $\mathrm{I}-210$ ? Is the $\mathrm{I}-210$ bridge even rated for the amount of increased traffic it could possibly see if a toll is put in place on the I-10 bridge?

I expect our elected officials to do what is right and not just what is easy in coming up with financing for the new Lake Charles I-10 bridge.

Sincerely,
Bernard Bourgeois

Nathan Tipton

| From: | Danny Gentry |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 4:29 PM |
| To: | CalcasieuBridge |
| Subject: | Toll |

$\mathrm{I}-10$ is a federal highway. The biden infrastructure bill should cover it? Not paying for any more. Sent from my iPhone

Nathan Tipton

| From: | George Gott |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 10:08 AM |
| To: | CalcasieuBridge |
| Subject: | Comment |

If the Friends Ship dock on First avenue is the only reason for rebuilding the $\mathrm{I}-10$ bridge so high, why not provide an alternative berth and build the new bridge much lower at a significantly reduced cost?
Is the I-10 bridge at Lake Charles the only new bridge with a proposed toll? How about the new l-10 bridge over the Mississippi at Baton Rouge?

Sent from my iPhone

## Nathan Tipton

From:
CalcasieuBridge
Sent: Friday, December 9, 2022 10:49 AM
To: Gwen Hughes; CalcasieuBridge
Subject: RE: I-10 Calcasieu River Bridge

Please specify whether you mean Railroad Avenue in Lake Charles or in Westlake. An address or parcel number would also help us identify the properties in question.

We are holding an open house public hearing on December 13 at the Pryce/Miller Recreation Center. You can view the concept drawings of all three alternative showing the likely proposed right of way as it relates properties in the project corridor.

Thank you for contacting us and best regards,

## I-10 CALCASIEU BRIDGE \& IMPROVEMENTS PROJECT TEAM

Project Phone: 225-368-2826
Email: CalcasieuBridge@hntb.com

Check out our website: www.I10lakecharles.com

From: Gwen Hughes [gwenhughes53@gmail.com](mailto:gwenhughes53@gmail.com)
Sent: Friday, December 9, 2022 9:43 AM
To: CalcasieuBridge [CalcasieuBridge@HNTB.com](mailto:CalcasieuBridge@HNTB.com)
Subject: I-10 Calcasieu River Bridge

Good Morning,

We have three rental properties located on Railroad Ave. Can you tell me which Alternatve map would have the least impact on our properties. I appreciate your help.

Thank you,
Gwen Hughes

Nathan Tipton

| From: | Billy Dowers |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 11:21 AM |
| To: | CalcasieuBridge |
| Subject: | Toll |

I sincerely hope and pray that we are not forced to pay a toll on a new bridge... this is a major UNited States Interstate ...this should be paid for with federal tax dollars... we are overtaxed as it is and this toll is another tax piled on the top of working men and women.. I personally will avoid this bridge like the plague if this toll is implemented....

Sent from my iPhone

Nathan Tipton

| From: | Bahnsen Miller |
| :--- | :--- |
| Sent: | Monday, December 19, 2022 11:45 AM |
| To: | CalcasieuBridge |
| Subject: | Property |

Hi ,

My family owns property around the I-10/2-10 west intersection that may be part of the expansion project. Can you give me a general estimate on when the expansion plans will be finalized and when property owners who own property in this area will be notified?

Thank you,
Bahnsen Miller

## Nathan Tipton

From:<br>norupj<br>Sent: Thursday, December 15, 2022 4:41 AM<br>To:<br>Subject:<br>CalcasieuBridge<br>Intestate 10 Proposed Tolling

With all that the people of The Great State of LOUISIANA have been through in the last several years do you think we need to worry about buying a transponder and putting money on it to cross a bridge?????? Look at the impact this toll would have on other local roads . I as a licensed commercial driver I AVOID TOLL ROADS AS MUCH AS POSSIBLE!!! By placing this toll on the bridge you are putting the motoring public at risk to drivers who Don't have any idea of the road traffic in this general area. As it is we have had way to many large closures on Interstate 10 from big wrecks. Can you honestly tell a father -mother - aunt or uncle that there loved ones won't be coming home anymore?? Please reconsider this forced toll to cross the bridge and use another way to oay for it. Our future greatly DEPENDS on it . Thanks for your time and consideration of my message

Nathan Tipton

| From: |  |
| :--- | :--- |
| Sent: | Sunday, November 13, 2022 2:44 PM |
| To: | CalcasieuBridge |
| Cc: | Mayor - NIC HUNTER; STUART WEATHERFORD ; STUART WEATHERFORD; CPPJ - RON HAYES ; |
|  | George Swift ; LA Rep. Phillip Tarver ; Bryan Beam |
| Subject: | Louisiana State Project No. H. 003931 |

Why will the old 1-10 Calcasieu River Bridge be demolished? Could it not be put to good use? Pedestrian traffic, etc.?

Can this issue also be discussed at the Tuesday, December 13, 2022 Public Hearing Meeting?
Thank you for helping.
Lollion Elmer

Nathan Tipton

| From: | Marshal Guidry |
| :--- | :--- |
| Sent: | Wednesday, December 14, 2022 7:31 PM |
| To: | CalcasieuBridge |
| Subject: | Say no to the toll |

I just read where there is not an option for a new Calcasieu river bridge without a toll. This is not acceptable. This is a main thoroughfare across the US, not some off beat path. We owe it to the people in the LC area as well as anyone else who travels I-10 to build this bridge and not charge a toll. Louisiana has plenty money right now with all of the federal recovery funds so now is the time to act.

I see the design and it looks really nice but if we can't afford such a fancy design without a toll, let's scale it back to a basic concrete structure so we can do away with the toll.

Thank you,
Marshal Guidry

Get Outlook for iOS

# From: <br> Michael Tritico <br> Sent: <br> To: <br> Subject: <br> Thursday, December 22, 2022 1:13 PM <br> CalcasieuBridge; dotdcs@la.gov; execsecretariat.fhwa@dot.gov <br> Comments on Draft EIS Calcasieu River Interstate 10 Bridge Project 

RESTORE<br>P.O. Box 233<br>Longville, LA 70652<br>1-(337)-725-3690<br>michaeltritico@yahoo.com

12/22/2022
HNTB
10000 Perkins Road Suite 640
Baton Rouge, LA 70810
Re: I-10 Bridge Draft EIS State DOTD Project Number H00393
Dear LADOTD, Federal Highway Administration, and HTNB:
I have been saying, I believe since before 2002 when you announced some "alternatives," and after that in the Public Meetings and written comment periods that "Since there is no practical way to keep the river crossing where it now exists, the logical thing is to re-locate Interstate 10 to high and solid ground north of the present location."

Once I even provided you with a detailed route of that north loop that would be only a very few miles longer than the route that you insist on perpetuating along with all of its problems.

No matter what comments I have submitted on overall concepts or on specific details you have refused to acknowledge them or to incorporate into your work any alternatives that the comments would have generated had you taken them seriously.

I was unable to attend the Public Meeting this time but I read a newspaper article which said that the main topic of the evening was your insistence on making the project one to be financed by tolls. The longer you piddle around the greater will be the tolls that you will demand in order to pay for a route that should be junked.

I am not sure why I should bother going through your Draft EIS and submitting comments since you will disregard any public comments that worry you and make you have to reconsider your pre-conceived plans. However, I will try again for a few things:

From the Draft's PDF Page 53 your latest chosen alternative is called 5G. It includes many sub-projects in addition to the river crossing. Those inclusions, in reality, are more necessary from the perspective of lining up support from different stakeholder groups than they are from the perspective of preparing a plan to provide the public with a safe way to get from one side of the Calcasieu River to the other, past the failing bridge.

Although it did make sense, once you had locked in a decision to demand a river crossing at the existing location and had disregarded other routes, to have included the attempt to de-bottleneck the railroad mess in Westlake, other problems, such as the truck-rollover mess in North Lake Charles have simply delayed your focus on the central problem, the unsafe bridge.

Trying to build a new bridge where there are insoluble problems is a waste of time.
PDF Pages 12 and 13 begin to highlight the reality that your current chosen alternative is fraught with hazardous waste impediments, 23 (twenty-three) different sites of concern.

PDF Pages 34 then admits that "The major unresolved issue has been and continues to be the risks related to the EDC that has contaminated the soils and groundwater within the existing and proposed Right of Way."

Of course, that massive, widespread and deep saturation of the entire area of and around the existing bridge and its western approach, including the proposed Samson Street sub-project, with Ethylene Dichloride should have been sufficient reason for you to choose an alternative on high, solid ground to the north of Lake Charles and Westlake.

PDF Page 33 has an interesting sidestep: None of the alternatives " would meet the last purpose goal d) safety concerns." Therefore, a lot of busy work was done but the public still ends up with an unsafe route.

Putting a new, safe bridge at the chosen latitude just cannot be done.
PDF Page 72 The preferred alternative has abandoned the concept of pedestrian and bicycle river crossings as part of the proposed bridge complex. PDF Page 34 discussed that situation and seems to half-heartedly suggest that maybe later there might be some way to consider the public's expressed interest in such a feature. Less half-heartedly the discussion gives several reasons the public should not keep its hope ups so at least we know not to expect that crossing to happen. That is just another example of how pointless are the public comment opportunities.

Why you keep having these presentations and comment opportunities decade-after-decade only to disregard reality is as much of a problem as is the fact that the existing bridge is likely, before you ever get through with the planning process, to finish falling in slow motion because of the EDC ruination of its soil support. When that collapse happens the public record will show how hard people tried to get something actual done but how the planners could not accept the most critical facts.

Sincerely,
Michael Tritico, Biologist and President of RESTORE
Restore Explicit Symmetry To Our Ravaged Earth

From:
To:
Subject:
Date:

CalcasieuBridge
Toll Comment
Wednesday, December 14, 2022 6:04:13 AM

No tolling on the Bridge!
Interstate 10 is part of the National Highway system. We have been paying taxes to maintain this system at the pump. There are funds available, use them.
The $1-10$ bridge is not a special project of the parish or state, it is part of the major free access for the nation.
Tolling smells of backroom politics.
Brian R. Jones

## From

I know we need a new bridge but for those of us who are single parents and those on limited resources a toll would be a hardship having to work in Lake Charles everyday. It would be taking food from my family. Things are hard enough already without that cost or worry. Have been part of this community for all my life why be penalized now.


[^0]:    * The proposed project would meet three out of four aspects of the purpose and need, but it does not meet the safety aspect (d) stated above.

