

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 I-10 in the Lake Charles region between the I-210 interchanges, including the Calcasieu River Bridge (see **Figure 1**).



Figure 1: Project Location Map

The purpose 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.

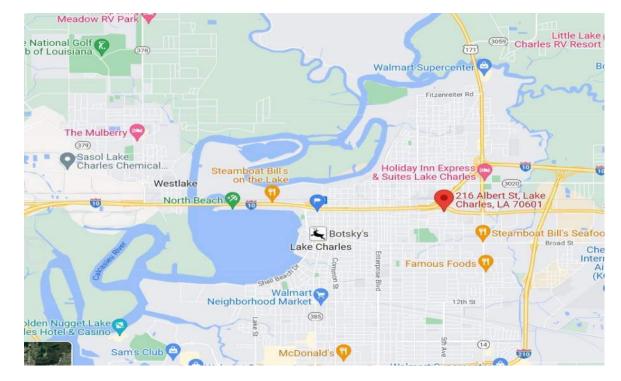


Figure 2: Public Hearing Location

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

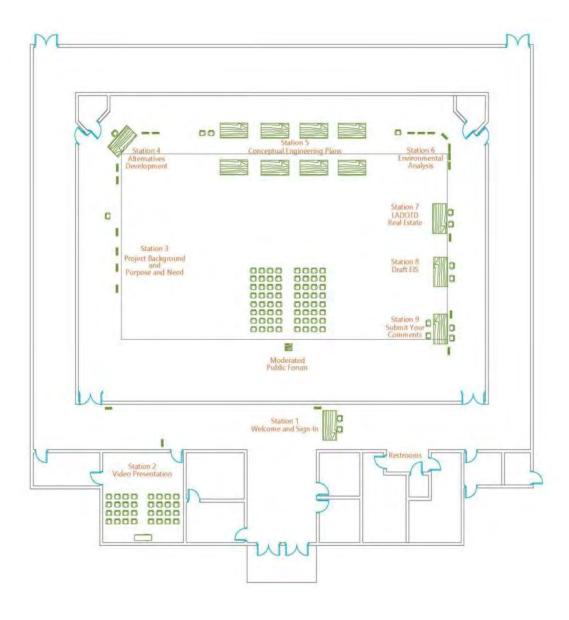


Figure 3: Public Hearing Station Layout

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 (<u>www.i10lakecharles.com</u>) 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

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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 Comments by
	meme	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

Theme	Name			
Name	(Last/First)	Date	Source	Comment(s) There better not be a toll on the Calcasieu River
(1) Opposed to Tolls	Anonymous	12/14/22	Voicemail	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.
(1) Opposed to Tolls	Baty, Buddy	12/13/22	Public Hearing Comment Card	No tolls. I own a trucking company in Sulphur. I pay 100s of thousands of dollars yearly and have for 30 years. I don't feel paying tolls is fair to the public.
(1) Opposed to Tolls	Bourgeois, Ben	12/14/22	Email	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.
(1) Opposed to Tolls	Bourque, Hannah	12/14/22	Email	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 (sic) 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.

Theme Name	Name (Last/First)	Date	Source	Comment(s)
(1) Opposed to Tolls	Daniels, Jason	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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) Opposed to Tolls	Darbone, Fitzgerald	12/13/22	Public Hearing Comment (spoken directly to and transcribe d by court 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) Opposed to Tolls	Darbone, Fitzgerald	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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) 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) 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) 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) Opposed to Tolls	Muhammad, Jayvon	12/13/22	Public Hearing 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) Opposed to Tolls	Muhammad, Jayvon	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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)
(1) Opposed to Tolls	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) 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) Opposed to Tolls	Pennartz, Chris	12/13/22	Public Hearing Open Mic Comment (transcrib ed by 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) Opposed to Tolls	Simmons, Gordon D.	12/13/22	Public Hearing Comment (spoken directly to and transcribe d by court 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 Hearing Open Mic Comment (transcrib ed by court 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 Hearing Open Mic Comment (transcrib ed by court 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 Hearing Open Mic Comment (transcrib ed by court 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 Name	Name (Last/First)	Date	Source	Comment(s)
(3) Tolling Effect on Freight	Nelson, Brad	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court reporter)	Good evening. I'm Brad Nelson with Freeman Trucking business here in Lake Charles. Tank truck carrier that services the plants on the west side. And my business is in the Lake Charles area. I'm also representing the Louisiana Motor Transport Association. I'm the second vice president, and the directors asked me to speak on their behalf. And also I'm on the highway policy committee for the American Trucking Association. So I have some concerns about this too. First for my company, just like Pat Hayes said, it's going to be a big burden. I choose to be in Lake Charles. Most of my competitors are on the other side of the bridge where the plants are. So they're going to have a competitive advantage where I'm paying a toll and they're not. I'm going to have to go over the bridge no matter what. So for the LMTA, I just want to say there's 90,000 transport jobs in Louisiana. We're being hit with a lot of increase[d] cost of insurance, lawsuits, fuel taxes, fuel prices. This is all going to be a burden on us. So this is going to be another burden. And also it's going to be a burden on all the truckers in the area and through the whole United States. And this is going to increase their prices to transport goods throughout the United States.
(4) Other Other Funding Sources / Federal Funding	Gentry, Danny	12/14/22	Email	I-10 is a federal highway. The biden (sic) infrastructure bill should cover it? Not paying for any more.
(4) Other Other Funding Sources / Federal Funding	Jones, Bryan Ray	12/14/22	Email	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 I-10 bridge is not a special project of the parish or state, it is part of the major free access for the nation.

Theme Name	Name (Last/First)	Date	Source	Comment(s)
(4) Other Other Funding Sources / Federal Funding	Nelson, Brad	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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 Hearing Open Mic Comment (transcrib ed by court 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 Toll- Related Concerns	Muhammad, Jayvon	12/13/22	Public Hearing Comment (spoken directly to and transcribe d by court 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 Toll- Related Concerns	Muhammad, Jayvon	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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. 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 Toll- Related Concerns	Pennartz, Chris	12/13/22	Public Hearing Open Mic Comment (transcrib ed by court 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 Toll- Related 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 Toll- Related 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 Toll- Related Concerns	Gott, George	12/14/22	Email	Is the I-10 bridge at Lake Charles the only new bridge with a proposed toll? How about the new I-10 bridge over the Mississippi at Baton Rouge?
(5) Other Toll- Related Concerns	Chandler, Paul	12/13/22	Public Hearing Open Mic Comment (transcrib ed by 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 Toll- Related Concerns	Chandler, Paul	12/13/22	Public Hearing Comment Card	Who approved a toll bridge?
(6) Bridge & Roadway Designs	Vincent, Rusty	11/26/22	Email	I would highly recommend that the new bridge design be very similar to the existing I-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.
(6) Bridge & 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?
(6) Bridge & 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)
(6) Bridge & 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 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.
(6) Bridge & Roadway Designs	Simmons, Gordon D.	12/13/22	Public Hearing Comment (spoken directly to and transcribe d by court 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 Hearing Comment (spoken directly to and transcribe d by court 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) 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) 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.

				I have been caving I helieve since before 2002
(8) Alternativ 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: From the Draft's PDF Page 53 your latest chosen alternative is called 5G. 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. Although it did make sense, once you had locked in a decision to demand a river crossing at the
				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.
				Lake Charles have simply delayed your focus on the central problem, the unsafe bridge. Trying to build a new bridge where there are

Theme Name	Name (Last/First)	Date	Source	Comment(s)
	Tritico, Michael (on behalf of RESTORE)	12/22/22	Email	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
(9) EDC Contamina tion				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) 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 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
(11) Bicycle and Ped Facilities	Otto, Jeffrey	12/22/22	Website	critical facts. 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) Re- use 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: <u>CalcasieuBridge</u>
To: <u>CalcasieuBridge</u>

Subject: I-10 Calcasieu River Bridge Improvements Project (SPN H003931)

Date: Tuesday, November 22, 2022 5:01:26 PM

Attachments: 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 I-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

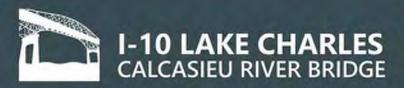
Project Phone: 225-368-2826

Email: <u>CalcasieuBridge@hntb.com</u>

Website: www.l10lakecharles.com

	First Name	Last Name	Title	Agency/Organization
Ī	riist Naille	Last Name	inte	Eighth Coast Guard District
Mr.	David	Callahan	District Commander	U.S. Coast Guard
				Eighth Coast Guard District
Ms.	Geri	Robinson	Bridge Administration Branch	U.S. Coast Guard
				Eighth Coast Guard District
Mr.	Doug	Blakemore	Chief Bridge Operations Branch	U.S. Coast Guard
Mr.	Omar	Martinez	Sole Source Aquifers	EPA Region 6
Mr.	Tom	Nystrom	Associate Director	EPA Wetlands Division EPA
Dr.	Raul	Gutierrez	Environmental Scientist	Water Quality Protection Division
Mr.	Dave	Ross	Assistant Administrator	EPA, Office of Water
1011.		1.033	Chief, Office of Planning and	
Ms.	Rhonda	Smith	Coordination (6EN-XP)	EPA, Region 6
Ms.	Anne L.	Idsal	Regional Administrator	EPA, Region 6
				Federal Aviation Administration Office of Airports Southwest Region Planning &
Mr.	Rob	Lowe	Administrator	Program Branch
			Floodplain Mgt and Insurance,	Federal Emergency Management Agency Region VI
Mr.	John	Miles	Southern/Coastal Louisiana	
Ms.	Andrea	Martin	Sr. Environmental Protection Specialist	Federal Railroad Administation
Ms.	Becky	Blatnica	Environmental Protection Specialist	Federal Railroad Administration
Mr. Mr.	Robert C. Doug	Patrick Miller	Administrator Chairman	Federal Transit Administration, Region 6 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
				Louisiana Department of Agriculture and Forestry, Office of Soil / Water
Mr.	Brad	Spicer	Assistant Commissioner Soil and Water	Conservation
Dr.	Chuck	Carr Brown	Secretary	Louisiana Department of Environmental Quality
Dr.	Chuck		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
				Louisiana Department of Natural Resources Interagency Affairs & Field Services
Mr.	Charles	Reulet	Administrator	Division
			la	
Mr.	Keith	Lovell	Assistant Secretary	Louisiana Department of Natural Resources Office of Coastal Management
Mr.		Lovell	Commissioner of Conservation, Assistant	
Mr.	Keith Richard	Lovell leyoub	Commissioner of Conservation, Assistant Secretary	Louisiana Department of Natural Resources Office of Coastal Management Louisiana Department of Natural Resources Office of Conservation
Mr.	Richard	leyoub	Commissioner of Conservation, Assistant Secretary Executive Director & Governor's	Louisiana Department of Natural Resources Office of Conservation
Mr.	Richard Lisa	leyoub Freeman	Commissioner of Conservation, Assistant Secretary Executive Director & Governor's Representative	Louisiana Department of Natural Resources Office of Conservation Louisiana Department of Public Safety Highway Safety Commission
Mr. Ms. Mr.	Richard Lisa Jonathan	leyoub Freeman Robillard	Commissioner of Conservation, Assistant Secretary Executive Director & Governor's Representative OSL Administrator	Louisiana Department of Natural Resources Office of Conservation Louisiana Department of Public Safety Highway Safety Commission Louisiana Division of Administration Office of State Lands
Mr. Ms. Mr. Dr.	Richard Lisa Jonathan Charles "Chip"	leyoub Freeman Robillard McGimsey	Commissioner of Conservation, Assistant Secretary Executive Director & Governor's Representative OSL Administrator State Archaeologist and Director	Louisiana Department of Natural Resources Office of Conservation Louisiana Department of Public Safety Highway Safety Commission Louisiana Division of Administration Office of State Lands Louisiana Division of Archaeology
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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
			State Conservationist	U.S. Department of Agriculture
Mr.	Kevin	Norton	State Conservationist	Natural Resources Conservation Service
				U.S. Department of Agriculture, Natural Resources Conservation Service, Lake
Mr.	Macandol	Parker	District Conservationist	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
		Luckett		
Ms.	Casey	Snyder	PM & Superfund Reuse Coord.	U.S. Environmental Protection Agency
				U.S. Environmental Protection Agency
Mr.	Robert	Houston	Chief Manager	Office of Planning and Coordination
				U.S. Fish & Wildlife Service
Mr.	Leopoldo "Leo"	Miranda	Regional Director	Southeast Region
Mr.	Joshua	Marceaux	Fish and Wildlife Biologist	U.S. Fish & Wildlife Service, Southwest Louisiana National Wildlife Refuge Complex
Mr.	Shawn	Allam	-	· · · · · · · · · · · · · · · · · · ·



Project Phone: 225-368-2826

Email: CalcasieuBridge@hntb.com

Online: www.i10lakecharles.com

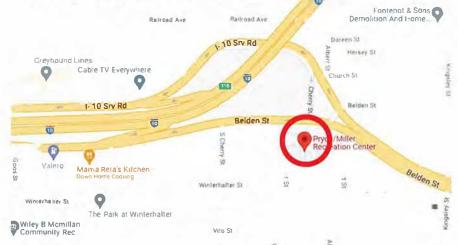
Project Number: H.003931

I-10 Calcasieu River Bridge Project

OPEN HOUSE PUBLIC HEARING

Tuesday, December 13, 2022 Pryce / Miller Recreation Center

5:00 - 7:00pm 216 Albert Street (at Belden) Lake Charles, LA 70601





Visit Exhibits and Ask Questions

5:00 - 6:30 pm

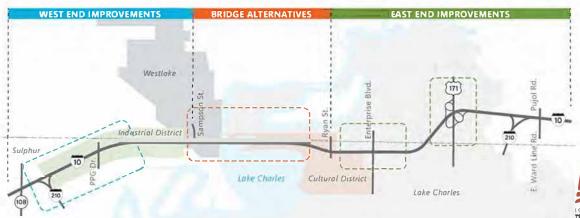
Speak on the Record

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: Minority-owned public relations firm in Lake Charles/SWLA

Date: Thursday, October 27, 2022 11:04:00 AM

Attachments: image001.png

image002.png image003.png 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 I-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



TELEVISION · LOCAL

11/13/22	6 PM 6:30	7 PM 7:30	8 PM 8:30	9 PM 9:30	10 PM	10:30	11 PM	11:30
KATC/ABC	America's Funniest Home Videos Kids don't understand old technology. (N) (CC) (DVS)	Celebrity Jeopardy! John Michael Higgins; Will Wheaton, (N) (CC) (DVS)	Celebrity Wheel of Fortune Paul Scheer; Luenell Mary Lynn Raiskub, (N) (CC) (DVS)	; ABC News Interview Special (N) (CC)	(CC) KATCTV3 News (N)	Inside Edition Weekend (10:35) (N) (CC)	Bensinger (11:05) INI	The Shake I in
KBTV/DAB	House Doctor: Geraldine and Noel. Geraldine wants to sell her family home.	House Doctor: Christine and Nick. Christine wants to sell her home.	Find & Design: Bruce & Find & Design Living livse Reutlinger. room makeover. (CC)	Find & Design Dining Find & Design: Michael room project. (CC) & Trish Parrotta.	From Martha's Garden How to use boxwood.	From Martha's Garden	Filthy Garden SOS A co garden.	cuple with an overgrown
KFDM/CBS	60 Minutes (N) (CC)	The Equalizer: Blowback, McCall must quickly transfer a man. (N) (CC)	East New York: Best Served Cold. A shooting during a supermarket opening. (N) (CC)	NCIS: Los Angeles: Glory of the Sea. NCIS investigates an abduction. (N) (CC) (DVS)	6 News Tonight (N) (CC)	Texas Country Reporter (10:35)	ryl Attkisson (N)	Face the Nation (11:35) (CC)
KPLC/NBC	Football Night in America (N) (Live) '14' (CC)	NFL Football (7:15) Los Angeles Chargers at Sa	in Francisco 49ers. The 49ers (4-4) come off a bye Asek 9. Austin Ekeler (LAC) has 10 touchdowns th	week to host the Chargers (5-3). Los Angeles h	as won four of its past five	7News Nightcast (N)	Investigate TV	The Song: Melissa
(72) CW	The Good Doctor: Sacrifice. (CC)	Family Law Daniel regrets dumping Danielle.	Coroner Jenny pieces together a distinct clue.	The Liquidator (CC) Chicago P.D.: Sisterho	od (CC) (DVS)	WOW - Women Of Wree	fina (N) 14"	Etheridge, (CC) Movietone TV (CC)
	"Machine Gun Preacher" (4:00) ("11) ** (R)		ernton Thwaltes, Chadwick Boseman (PG-13) (Cl		(105) ** Antonio Banderar			
KLFY/CBS	60 Minutes (N) (CC)	The Equalizer: Blowback, McCall must quickly transfer a man. (N) (CC)	East New York: Best Served Cold. A shooting during a supermarket opening. (N) (CC)	NCIS: Los Angeles: Glory of the Sea. NCIS investigates an abduction. (N) (CC) (DVS)	KLFY News 10 Week- end Report (N)	Cajun Nation	Geaux Nation	Entertainment Tonight (N) (CC)
(10.3) ION	NCIS Agent DiNozzo's identity is stolen.	NCIS: The Wake. (CC) (DVS)	NCIS A string of break-ins takes place.	NCIS Parker is framed for murder.	NCIS British prisoners fl		NCIS A 14-year-old stop	
KBMT/ABC	America's Funniest Home Videos Kids don't understand old technology, (N) (CC) (DVS)	Celebrity Jeopardy! John Michael Higgins; Wil Wheaton, (N) (CC) (DVS)	Celebrity Wheel of Fortune Paul Scheer, Luenell, Mary Lynn Rajskub, (N) (CC) (DVS)	ABC News Interview Special (N) (CC)	12 News at 10 (N) (CC)	9-1-1: Trapped: Abby ar tested: (OC) (DVS)	d Buck's relationship is	S.W.A.T.: Memento Mori. (CC)
(123) COZI	The Munsters (CC) The Munsters (CC)	Frasier (CC) Frasier (CC)	Frasier (CC) Frasier: Chess Pains.	Roseanne (CC) Roseanne (CC)	The Nanny (CC)	The Nanny (CC)	Las Vegas A quest is ar	
(12.4) ME	M*A*S*H (CC) M*A*S*H (CC)	"Perry Mason: The Case of the Notorious Nun" ["		Ed Sullivan's Rock Carol Burnett Show	Dick Van Dyke	Dick Van Dyke	The Honeymooners	The Twilight Zone
(17)	60 Minutes (N) (CC)	The Equalizer: Blowback, McCall must quickly	East New York: Best Served Cold. A shooting	NCIS: Los Angeles: Glory of the Sea, NCIS	Sound Off (N)		In Depth With Graham	Paid Program Paid pro-
KSWL/CBS	Magpie Murders on Masterpiece (CC)	transfer a man. (N) (CC) Miss Scarlet and the Duke on Masterpiece	during a supermarket opening, (N) (CC) Macpie Murders on Masterpiece (N) (CC)	Investigates an abduction, (N) (CC) (DVS) Annika on Masterpiece (N) (CC)	Sister Boniface Mysterie	,	Bensinger (N) (CC) Heavenly Gardens (Par	gramming (OC)
(18.2) PBS-2	Moly of Denail Moly of Denail	Molly of Denali Molly of Denali	Nature Cat (CC) Ready Jet Go!	Cyberchase Molly of Denali	Hero Elementary	Arthur (CC) (DVS)	Odd Squad	FWId Kratts (CC)
(18.3) PBS-3	Roadfood (CC) Dishing-Julia	Somewhere South Collard sandwich: greens.	USO For the Troops (CC)	American Masters Norman Lear's life and caree		The Caverns Sessions	Front and Center (CC)	Tring round (00)
(24) PBS	Magpie Murders on Masterpiece (CC)	Miss Scarlet and the Duke on Masterpiece	Magpie Murders on Masterpiece (N) (CC)	Annika on Masterpiece (N) (CC)	Sister Boniface Mysterie		Heavenly Gardens (Par	
29 KVHP/FOX	NFL Football The OT (N) PG* (CC)	The Simpsons (N) The Great North (7:31)		Wheel of Fortune Jeopardy! (CC)		Modern Family	Family Feud (CC)	Last Man Standing
(29.2) ABC	America's Funniest Home Videos (N)	Celebrity Jeopardyl (N) (CC) (DVS)	Celebrity Wheel of Fortune (N) (CC) (DVS)	ABC News Interview Special (N) (CC)	Extra (CC)		Access Hollywood (CC))
34 TBN	Hagee Ministries Pastor Robert Morris The First 48 (CC)	Joel Osteen (CC) Turning Point The First 48 Possible gang-related shooting.	Huckabee (CC) The First 48 A Somali girl is executed in bed.	Eric Metaxas Crefic Dollar (N) The First 48 (9:01) : Fatal Mistake. (CC)	Praise (N) (CC) The First 48 (10:04) : Ta	Las 44 - 1974 (PA)	Praise (N) (CC) The First 48 (11:03) (C	90
A/E AMC	The Walking Dead (5:49) Eugene stands trial.	The Walking Dead (6.54) (N) (CC)	The Walking Dead: Family, (N) (CC)	Interview With the Vampire (9:05). The vampire		Talking Dead (10:18) (h		The Walking Dead
BET	"Barbershop: The Next Cut" (4:00) (PG-13)	Tyler Pam/e I Con Do Bad &I By Myself (190)	** Tyler Perry A boozy singer finds a way to chan-	ne her life. (PG-13) (CC)	Tular Parry's Dianust a	Mad Black Woman" (105)	+ + Kimharlu Flica (DG)	
CNBC	Shark Tank Storing paint; a vehicle charger.	Shark Tank (CC) (DVS)	Shark Tank An approach to skin care.	Shark Tank An oat-based scread.	Shark Tank (CC) (DVS)	mad black fromail [00]	Shark Tank A twist on a	
CNN	Who's Talking to Chris Wallace? (N) (CC)	The Nineties The Clarence Thomas case.	The Eighties: Greed Is Good. (CC)	The Seventies (CC)	The Severties: Crimes a	ind Cults. (CC)	CNN Newsroom Live (N	NI (CC)
CW	The Good Doctor: Sacrifice. (CC)	Family Law Daniel regrets dumping Danielle.	Coroner Jenny pieces together a distinct clue.	The Liquidator (CC) Chicago P.D.: Sisterho		WOW - Women Of Wree		Movietone TV (CC)
DISC	Alaskan Bush People: Off the Grid (N) (CC)	Alaskan Bush People (N) (DC) (DVS)	Alaska: The Last Frontier: The Next Chapter.	Alaska: The Last Frontier (9:02) : Dirty Jobs.	Alaska: The Last Frontie		Alaskan Bush People (C	
E!	"Selena" (5:00) ('97) *** Jenniter Lopez, Edwar		"Selena" (97) *** Jennifer Lopez, Edward Jam				"Enough" (102) ** Jenn	
ESPN ESPN2	NHL Hookey Washington Capitals at Lampa Bay SportsCenter (NL/Live) (CC)	Lightning, From Amalie Arena in Tampa, Fla. (N) IScortsCenter (N) (Live) IUSL Championship So:	(Live) (CC) Red Bull BC One World		Paulo Grand Prix. From A	SportsCenter With Scott		
	College Reskethell		cer realis rox (N) (Live) (OO)					
FOX SPORTS	College Basketball Sunday Night in America With Trey Gowdy	Rivals Life, Liberty & Levin (N) (CC)	The Next Revolution With Sleve Hilton (N)	World Poker The Big Midterms Show (N) (CC)	World Poker Life, Liberty & Levin (CC		College Football Virgini The Next Revolution W	a Tech at Duke.
FOX SPORTS FOX NEWS FREE	Sunday Night in America With Trey Gowdy "The Santa Clause" The Santa Clause 2" (6	Rivals Life, Liberty & Levin (N) (CC) 20) ('C2) ** Tim Allen Santa must get married in	The Next Revolution With Steve Hilton (N) order to keep his job. (G) (CC)	World Poker The Big Midterms Show (N) (CC) "The Santa Clause 3: The Escape Clause" (8:5	World Poker Life, Liberty & Levin (CC 0) (106) * Tim Allen, Martin) Short (G) (CC)	College Football Virgini The Next Revolution W "The Perfect Holiday" (1	ia Tech at Duke. 1th Steve Hilton (CC)
FOX NEWS FREE FX	Sunday Night in America With Trey Gowdy "The Santa Clause" "The Santa Clause 2" (6 "Black Panther" (*18) * * * Chadwick Boseman B	Rivals Life, Liberty & Levin (N) (CC) 20) ('C2) ** Tim Allen Santa must get married in lack Parither springs into action when an old ener	The Next Revolution With Steve Hilton (N) order to keep his job. (G) (CC) ny returns. (PG-13) (CC)	World Poker The Big Midterms Show (N) (CC) The Santa Clause 3: The Escape Clause* (8:5 Black Panther* (*18) *** Chadwick Boseman	World Poker Life, Liberty & Levin (CC 0) (106) * Tim Allen, Martin Black Panther springs into) Short (G) (CC) action when an old enen	College Football Virgini The Next Revolution W "The Perfect Holiday" (1 y returns. (PG-13) (CC)	ia Tech at Duke. 1th Steve Hilton (CC) 10:55) (107) * (PG)
FOX NEWS FREE FX HALL	Sunday Night in America With Trey Gowdy 'The Santa Clause ' The Santa Clause 2' (6 'Black Parither' (18) *** Chadwick Boseman B 'The Royal Nanny' (5:00) (22) (NR) (CC)	Rivals Life, Liberty & Levin (N) (CC) 20) (Y2) ** Tim Allen Santa must get married in tack Parither springs into action when an old ener "Christmas at the Golden Dragon" (Y2) Kara Wa	The Next Revolution With Steve Hilton (N) order to keep his job. (G) (CC) ny returns. (PG-13) (CC) ng. Osric Chau (NR) (CC) (DVS)	World Poker The Big Misterms Show (N) (CC) The Senta Clause 3: The Escape Clause* (8:5 Back Parther* (18) *** Chadwick Boseman **Christmas Under Wrape* (9:01) (14) Candace	World Poker Life, Liberty & Levin (CC 2) (106) * Tim Allen, Martin Black Panther springs into Cameron Bure (NR) (CC)) Short (G) (CC) action when an old enen DVS)	College Football Virgini The Next Revolution W "The Perfect Holiday" 1 y returns. (PG-13) (CC) "Reunited at Christmas"	a Tech at Duke. Th Steve Hilton (CC) 10:55) (07) * (PG) (11:01) (18) (NR)
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FOX NEWS FREE FX HALL HGTV HIST	Sunday Might in America With Trey Gowdy "The Sama Clause" "The Santa Clause 2" (6 "Black Parther" (18) *** Chadwick Boseman B "The Bryal Narm" (1500) (122) (NRI) (ICC) Henovation Island: Keys Please, (CC) The Toys That Bult America (CC)	Rivals Uile, Liberty & Levin (N) (CC) 20) (CC) + * Tim Allen Santa must get married in lack Parriher springs into action when an old ener "Christmas at the Golden Dragon" (22) Kara Wa Renovation Island: Pool Side. (CC) (DVS) The Toys That Built America: The Uses Man.	The Next Revolution With Steve Hitton (N) corder to keep his job. (G) (DC) my returns. (PG-13) (DC) ng. Osiric Chisu (NR) (DC) (DVS) [Renovation Island: Holding Down the Fort. (N) The Toys That Bull America: Brok by Brick.	World Poker The Big Midlerms Show (N) (CC) The Santa Clause 3: The Escape Clause* (8:5) Black Panther* (18) *** Chadwick Boseman Christmas Under Wrape* (9:01) (14) Candace Home Town (9:01) Ein's uncle likes to go big. The Food That Bulk America (9:03) (CC)	World Poker Life, Liberty & Levin (CC)) (106) * Tim Allen, Martin Black Partiter springs into Cameron Bure (NR) (CC) Home Town (10:01) (CI The Food That Built Am) Short (G) (CC) action when an old enem DVS) Erica (10.05) (CC)	College Football Virgini The Next Revolution W "The Perfect Holiday" 1 y returns. [PG-13] (CC) "Reunited at Christmas" "Reunited at Christmas" Henovation Island: Holo The Food That Built Am	a Tech at Duke. In Steve Hilton (CC) 10:55) (07) * (PG) (11:01) (18) (NR) ding Down the Fort. nerica (11:03) (CC)
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FOX NEWS FREE FX HALL HGTV HIST	Sunday Might in America With Trey Goady The Sartia Cause 2 (6 Tillios America With Trey County The Sartia Cause 2 (6 Tillios Rarither 1 (8) * * * * * * * * * * * * * * * * * * *	Rvais Uile Liberty & Levin (N) (CC) 20) YCQ + Tim Allen Santa must get married 20) YCQ + Tim Allen Santa must get married 20) YCQ + Tim Allen Santa must get married 20) YCQ + Tim Allen Santa must get married Christmas at the Galden Dragon (22) Kan YM Renovation Island Pool Side, (CC) (DVS) The Yog That Bull Americs: The Island Married 30 Duy Franch Repply Ever Marry. Int She Lo Sid Degrees of Santa 122 (Kathan Davis, Stev The Methal Hasan Show (M) (CC)	The Next Revolution With Sleve Hiton (N) coder to keep his job. (G) (CC) my refurms. (PG 15) (CC) mg. Cartic Chas (NR) (CC) (UNS). Renovation I stand Holding Down the Fort. (N) The Toys That Bull America: Brick by Brick. very Shape shared conferent Bull America. (N) Survey Shape shared conferent Bull (N) survey.	World Poker The Big Midderms Show (M) (CC) The Starta Cissues 3: The Escape Cissue in 2: 5 The Starta Cissues 3: The Escape Cissue in 2: 5 Bissik Parther (11) = ** Critative K Bosense Christinas Under Winger (2:01) 1141 Candose Thorne Town (3:01) Ernis uncle laste to go big. The Food That Bulk America (3:03) (CC) Sister Wisse (3:01): The Kristle in the Kidneys. Merry Nasismas' (9:03) (2:2) Judie Sweeln. The Tumpp Davit Form Devil Seesel (M)	World Poker Life, Lberry & Lerin (CC) (176) ** Tim Allen, Martin Black Parther springs into Cameron Bure (NR) (CC) Home Town (10:01) (Ct) The Food That Built Am 90 Day Hanob: Happly m Rozon, Mikaela Lily Day The Mehd Hasan Show	Short (G) (CC) action when an old enem DVS) price (10.05) (CC) Ever After? (10:02) les (NR) (CC) (CC)	College Football Virgini The Next Revolution W 'The Perfect Holiday' [1] yellums. [PG-13] (CC) 'Heunited at Christmes' Renovation Island: Hold The Food That Built Am 90 Day Francé: Happly 'Six Degrees of Santa' Ayman (CC)	a Tech at Duke. In Steve Hilton (CC) 10:55) (V7) * (PG) 7 (11:01) (18) (NR) ding Down the Fort. nerica (11:03) (CC) Ever After? (DVS)
FOX NEWS FREE FX HALL HGTV HIST LEARN LIFE MSNBC MTV	Sunday Mght in America With Trey Gowdy The Sartia Clause 2 (6 Black Parther (*18) • • • • Chadack Boseman B The Hoyal Namy, 5001 (22) (MR) Renovation Island: Keye Please, ICC) Renovation Island: Keye Please, ICC) 90 Day Hanch Happily Ever After (\$500) Ya Wast of Cheman (\$500) (21) (MR) (CC) American Voices With Much Mennadaz (N) American Voices With Much Mennadaz (N) Reliciousurses (\$CC) Reliciousurses (\$CC)	Braids Life Liberty & Levin NV (CC) 2017(2) ** Tim Allen Sants must get manifed in sick Plantine springs into action when an old enter Christmas at the Sadden Diagnot? (24 Kindler Sants) Plantine Sant Braid Pool Side, (CC) (DVS) Plantine Sant Braid Pool Side, (CC) (DVS) Plantine Sant Santon (Santon Santon Santo	The Nest Revolution With Sleve Hiton (N) coder to keep his job. (G) (CC) my returns, (PG-13) (CC) my returns, (PG-13) (CC) (PUS) my control his my control h	Wood Poker The 8g Midnern Show IN (CC) The Santa Clause 8. The Escape Clause (8.5 8 Back Parther (15) *** C Andrekt Bosenian Chrismas Under Margor (SMI) 1141 Cardocke Homa Town (15) Erin's uncle likes to go bb, The Food That But America (930) 124 Cardocke Homa Town (15) II. The Knich and In Richteys West (15) II. The Knich on the Kndrys, Willey Santania (15) (32) Jude Gweeth II. The Tumna Point: From Devil's Escalt IN (Imm. (N) (ICC) Riddullianses (9.27) Riddullianses (9.27) Riddullianses (9.27)	World Poker Life, Liberty & Levin (CC 2) (106) * Tim Allen, Martin Black Partifer springs into Cameron Bure (107) (Ct Home Town (1070)) (Dt The Food That Built Am 90 Day Flancé: Happty in Rozon, Mikaela Lify Day The Mehd Hasan Show Holdcukouness (\$58)	Short (G) (CC) addion when an old enem DVS) Price (1005) (CC) Ever After? (10:02) es (MP) (DC) (CC) [Ridculousness (10:29)	College Football Virgini The Next Revolution W The Perfect Holiday [1] y returns. [PG-13] (CC) The united at Christmas Renovation Island: Little The Food That Built Am 90 Day Fiance: Happly Six Degrees of Santal Ayman (CC) Hidbubusness (CC)	Is Tech at Duke. (In Steve Hilton (CC) 10:55) (107) * (PG) 7 (11:01) (18) (NR) ding Down the Fort. nerica (11:03) (CC) Ever After? (DVS) (11:01) (22) (NR) [Fidiculousness (CC)
FOX NEWS FREE FX HALL HGTV HIST LEARN LIFE MSNBC MTV NICK	Sunday Might in America With Trey Goady The Sartia Cause 2 (6 Tibos Rearther (*18) * * * * * Chadhaid Boorman 8 The Hoyal Namy (*5.00) (22) (MT) (CC) The Tryal Namy (*5.00) (22) (MT) (CC) The Tryal That Blatt America (CC) 30 Day Faincer Happy Ever Affer (\$5.00) TA Twist of Christmas (*5.00) (18) (MR) (CC) A Twist of Christmas (*5.00) (18) (MR) (CC) Andread Volces of MR Alca Mendez (R) Hidrolousness (CC) Hidrolousness (CC) Hidrolousness (CC) Philosophysical Cause (*5.00) (18) (MR) The Score Life Other (*18) (18) (18) (18) (18) (18) (18) (18) (Fixes [Due Liberty & Levin (N) (CC) [20] (YQ2 ++ 1 Im Allen Santa must getimarried in a 20) (YQ2 ++ 1 Im Allen Santa must getimarried in a 20) (YQ2 ++ 1 Im Allen Santa must getimarried in 20) (YQ2 Kara Wa Renovation Stand Peo Size, (CC) (YQ2 The Crys Had Shift America the Sales (YQ2 The Group Had Shift America the Sales (YQ2 The Size) (YQ2 YQ2 YQ2 YQ2 YQ2 YQ2 YQ2 YQ2 YQ2 YQ2	The Next Revolution With Sleve Hiton (N) coder to keep his job, (S) (CC) used to keep his job, (CC) (DN) used to keep his job, (CC) (DN) used to keep his job, (S)	Words Poker The Sign Millerms Show (N (CC) The State Clause (1) 8 Stope Clause (1) 14 Candida (1) 8 Stope Clause (1) 14 Stope Clause (1) 14 Candida (1) 8 Stope Clause (1) 14	World Poker Life, Liberty & Levin (CC) 0) (CG) + Tim Alen, Martin Black Panther springs into Cameron Bure (RR) (CC) 1 Home Town (1001) (CI) The Food That Bult Am 90 Day Flancs: Happly Maczon, Masel Lily Dav The Mehd Hasan Show Hidioulcusness (9:58) Lett (PG) (CC)	Short (G) (CC) action when an old enem DVS) ince (10.05) (CC) Ever Alter? (10.02) (CC) [CC) [Ridculosness (10.29) Finends (CC)	College Football Virgin The Next Revolution W The Perfect Holding! If y returns. [PG-13] (CC) "Heuntled at Christmas Renovation Island: Hot The Food That Bull Am 90 Day Fisnot: Happily "Six Degrees of Santa! Ayman (CC) Hidioulbusness (CC) Friends (CC)	la Tech at Duke. In Steve Histon (CC) In July (18) NR) In July (18) NR
FOX NEWS FREE FX HALL HGTV HIST LEARN LIFE MSNBC MTV NICK PARMT	Sunday Night in America With Fey Gowly The Samid Clause T Fey Fey Samid Samid Rey Fey Passes, (CC) Ferroration Island Rey Fey Fey Ball Samid Remote (CC) Fey Table Samid Remote (CC) Fey T Fey Samid Samid Remote (CC) Fey Samid Samid Fey Fey Samid	Fixels [Use, Liberty & Levin (N) (CC) 220 (YCE) + **I Im Allen Santa must get imarried i alle Partire springs i this action when an old oner Christimas if the Golden Dragon (*25 Kara Wa Remosation Bland Food Siso, ICC) (Visel	The Mest Pervolution With Sleve Hiton (N) coder to keep his job. (G) (CC) requires (Coder to keep his job. (G) (CC) and Great Chair (Mis (CC) (DVS)) and Great Chair (Mis (CC) (DVS)) and Great Chair (Mis (CC) (DVS)) and the Fort. (M) (The Toy this Dut America Bots by Brock of the Mis (Mis (Mis (Mis (Mis (Mis (Mis (Mis	Woods Poker The Big Midlems Show (N (CC) The Senta Ciliuse 3: The Escape Ciliuse' (8: 5 The Senta Ciliuse 3: The Escape Ciliuse' (8: 5 Black Parther (1) is ** Chadakids Bosenna Christinas Under Winger (9:01) (1:4) Cardonic learner (1) in the Color Intel Bulk Parther (1) in the Colo	World Poker Levin CC	Short (G) (CC) action when an old enem DVS) D) Ever After? (10:05) (CC) Ever After? (10:05) (B) (CC) [Fideds (CC) [Fides (CC) [F	College Football Virgini The Next Revolution W The Perfect Holding! If the Perfect Holding! If y returns. [PG-13] (CC) The united sit Christmas Renovation Island: Hold The Food Theil Built Air 90 Day Fisincis: Happily Six Degrees of Santa! Ayman (CC) Ridipulousness (CC) Friends (CC) John Duthon is swom in	is Tech at Duke. In Steve Hibm (CC) (0.55) (707 ± (PG) (111.61) (18) (NR) ding Down the Fort, nerica (11.03) (CC) (11.01) (22) (NR) (11.01) (22) (NR) (11.01) (33) (CC)
FOX NEWS FREE FX HALL HGTV HIST LEARN LIFE MSNBC MTV NICK PARMT PTLINSP	Sunday Night in America With Tey Growly The Samila Clause "The Royal Name" (Still) (120 Night) (190 C) Removalation Island: Keye Plasse, (CC) Removalation Island: Keye Plasse, (CC) Removalation Island: Rever Plasse, (CC) Removalation Island: Rever (Still) Still Springer (CO) Removalation Island: Rever (Still) Removalation Island: (CO) Removalation Island: (C	Fixes III. Uile, Liberty & Levin (N) (CC) 207 (CQ) + 1 m Allen Saints must get married in 207 (CQ) 207 (CQ) + 1 m Allen Saints must get married in 207 (CQ) 207 (CQ) + 1 m Allen Saints must get married in 207 (CQ) 207 (CQ)	The Nest Bevolution With Sleve Hiton (N) coder to keep his job. (S) (EC) when the result of the Coder to keep his job. (S) (EC) with the coder to keep his job. (S) (EC) with the code of	Woods Poker The Big Midlems Show (N) (CC) The State Clause 3: The Escape Clause 6: 89 The State Clause 3: The Escape Clause 6: 89 Billian Parther 113 = 2 Chadack Bissense Chrismas Under Winger (Ed) 1: 141 Carciace Chrismas Under Winger (Ed) (Ed) State Winse (Ed) State Winse (Ed) The Form Beef Seweth II. The Turning Point From Beef Seweth II. The Turning Point From Beef Seweth II. The Turning Point From Beef Seweth II. The Turning Point Form Beef Seweth II. The Turning Point Form Beef Seweth II. The Turning Point Form Beef Seweth III. The Turning Point	Words Poker Life, Lberty & Levin (OC. Life, Lberty & Levin (OC. D) (OB) - Tim Allen, Martin Black Panther springs into Cameron Bue (Ni) (OC.) Home Town (1001) (O.) His Food That Bull Arm 90 Day Hance: Happly Macela Lily Day The Mehd Hasan Show Histolausaness (9:55) ne Huntred Years Is Nohi Currsmick Tratper seel	Short (G) (CC) action when an old enen DVS) D(S) C(CC) End (1005) (CC) Ever After (1000) E(C) (CC) Red (1000) Friends (CC) (CC) (CC) (CC) (CC) (CC) (CC) (CC)	College Football Virgini The Next Revolution Wi The Perfect Holding! If the Perfect Holding! If y returns. [PG-13] (CC) Heunited at Christmas Renovation Island: Hold The Food That Built Am 90 Day Fisinos: Happily Six Degrees of Santa! Ayman (CC) Holding Santa (CC) Friends (CC) John Dutbon is secon in The Big Trees! [S2] *	is Tech at Duke. In Stave Hilton (CC) 10:55) 1071 * (PG) (11:01) (18) (NR) drag Down the Fort. nerical (11:03) (CC) Ever Alber? (DVS) (11:01) (22) (NR) Piciduousness (CC) Friends (CC) as Governor. **Kirk Douglas (NR)
FOX NEWS FREE FX HALL HGTV HIST LEARN LIFE MSNBC MTV NICK PARMT PTLINSP SYFY	Sunday Night in America With Trey Growly The Samul Clause? (16 The Sam Clause? (16 The	Neal Liu, Debry & Leven (N) (CC) 201((2) 4: "Im Allen Santa must pet maneled as 148 Partille segregar in Santa must pet maneled as 148 Partille segregar in Santa must pet maneled (Thirdman & 148 Edden Diagon) (22 Kina) Will Removation Instead for Son, (CC) (CN) (N) (The Top Im Bull Affence: The Isse Man 190 by Farter (149) or Man 191 for Hard (149) or Ma	The Mest Bervolution With Sleve Hiton (N) coder to skep his job. (S) (LIC) coder to skep his job. (Wood Poles. The Big Middlems Shou IN (CC) The Setted Clause 3: The Escape Clause 6: 85 The Setted Clause 3: The Escape Clause 6: 85 Escape Clause 6: The Clause Clause 6: 85 The Setted Clause 6: The Setted Clause 6: 85 The Food That Setted Poles 6: 85 The Food That Sett Poles 6: 85 The Setted Clause 7: 85 The Se	Words Poker Life, Liberly & Levin (CC Life, Liberly & Liberly & Liberly & Liberly Home Town (1001) (CL The Food That Built Arm 90 Day Harod: Happly m Razon, Mikaela Lily Daw Histolausaness (9:35) well (FG) (CC) ne Hundred Years is Nothi [Gursmoke Trapper seel [PG:13] (CC)	Short (G) (CC) action when an old enem DVS) D) Ever After? (10:05) (CC) Ever After? (10:05) (B) (CC) [Fideds (CC) [Fides (CC) [F	College Football Virgin. The Next Revolution W The Perfect Holiday 11 yearns. [PG-13] (CC) Heunited S. Christmas Renovation Island: Holiday The Food That Built Arr 90 Day Fisnoti: Happly Tsix Degrees of Sants: Ayman (CC) Hidioubusiness (CC) John Duthon is seem in The Big Trees' [S2] 4	is Tech at Duke. In Stave Hilton (CC) 10:55) 1071 * (PG) (11:01) (18) (NR) drag Down the Fort. nerical (11:03) (CC) Ever Alber? (DVS) (11:01) (22) (NR) Piciduousness (CC) Friends (CC) as Governor. **Kirk Douglas (NR)
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CALCASIEU LIBRARY PROGRAMS

Calcasieu Parish Public Library Programs for Nov. 13-19.

ADULTS

Carnegie Memorial Library, 411 Pujo St., 721-7084

Knit and Stitch: 2 p.m., Thursday, Nov.17. All skill levels welcomed. Bring your needlework proje and come sit and chat at Camegie Memorial Library. Seating limited, please register.

Central Library, 301 W. Claude St., 721-7116

Central Book Club: p.m., Wednesday, Nov. 16. The third Wednesday of each month discuss chosen

Epps Express Library, 1320 N. Simmons St., 721-7090

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.

Haves Library, 7709 Pierre St., 721-7098

15. Get ready for Adults: 11 a.m., Tuesday, Nov. 15. Get ready for Fall with the Hayes Library as adults create fun art projects. Registration

Starks Library, 113 S. Hwy. 109, 721-7107 or 743-6560

offee and Chat: 4 p.m., Wednesday, Nov. 16. Join us to discuss craft ideas and more, while enjoying refreshments. Sulphur Regional Library, 1160 Cypress St., 721-7138

721-7138

Career Epicheu Hi Goodwill Industries: 10

Career Epicheu Wi Goodwill Industries: 10

am, Tuesday, Nov. 15, Cassi Vincent from Goodwill Industries will be here to help patrons explore
careers. To reserve your spot, call (32) 7263-7213.

Tonya Kopecky Book Signings 3:30 p.m., Tuesday,
Nov. 15, Loral author Tonya Kopecky will discuss
her book 'Just Off Highland Road' a book about
resultable are even and light refreahments will
be offered.

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yan, but some limited supplies are available. Warm ID, America Crochet Session 4, am, Wedensday, Nov. 16, Join us for an evening of crochet sixth. Staff will collect the finished squares to send to Warm ID, America, Whether squares to send to Warm ID, America, Whether squares to send to Warm ID, America, Whether was to the special some of the special speci

will be served.

Color With Us: 9:30 a.m., Thursday, Nov. 7. Color your way to a peaceful morning and share your ideas with fellow coloring enthusiasts. Bring you coloring books or pages and pencil colors. Extra pages will be available. Everyone welcome.

Vinton Library, 1601 Loree St., 721-7095

Vinton Library, 1601 Loree St., 721-7095
Adult Detective Investigation: During branch hours all week long. The evidence is everywhere! There are big things happening at the new Vinton Public Library. Follow the trial of leads to discover the wonderful new resources and services your library has to offer you. Make sure to visit the front desk and report in for an award.

front desk and report in for an award.

Coffee and History: 9:30 a.m., Monday, Nov. 14. Join
us for our weekly dose of good coffee and great
conversation. We will share stories, talk about
local history and catch up with old friends.

TEENS

I EENS Central Library, 301 W. Claude St., 721-7116

7116
Animanga-Teen Anime Club: 4 p.m., Tuesday, Nov.
15. Teens ages 13-17 invited each week to watch,
discuss and participate in activities featuring their
favorite anime and manga. Past activities have
included anime-themed escape rooms, triviac contests, formal debates, painting/drawing sessions,
and cosplay activities.

and cospialy activities. Hayes Library, 7709 Pierre St., 721-7098 Teen Game Night: 4 p.m., Friday, Nov. 18. Teens will enjoy playing a variety of games. Come out and enjoy the fun.

Vinton Library, 1601 Loree St., 721-7095

Vinton Library, 101 Loree St., 721-7095
Teen Pokemon Scavenger Hunt: During branch
hours, all week long. Using the Pokémon scavenger hunt sheet, follow the clues to discover
exciting new features and services your library,
has to offer teens. You might just spot some of
the newest generation Pokémon nearby, and if

you visit the front desk you will receive a token for your efforts.

Teen Anime Club: 4 p.m., Tuesday, Nov. 15. Teens will share their love for all things anime while we do fun anime related activities. Snacks will be provided.

CHII DREN

Carnegie Memorial Library, 411 Pujo St., 721-7084

721-7084
Story Time: 10 a.m., Wednesday, No . 16. Join us for a lively interactive gathering filled with fun movement, listening, and social time for children from birth to six.

Central Library, 301 W. Claude St., 721-7116

16 Time: 10 a.m., Monday, Nov. 14. Join Central rary as we share stories, lead songs, rhymes, I fingerplays designed to develop and grow ly literacy skills.

Hayes Library, 7709 Pierre St., 721-7098 nayes Library, 709 Pierre St., 721-7098 Storywalk: During branch hours, all week long. Check out the Storywalk: How Do We Wokka Wokka, 'by Ejizabeth Bluemle in the Hayes Park, 700 Perier Street behind the library, Familles can enjoy this colorful 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 story.

Starks Library, 113 S. Hwy. 109, 721-7107 or 743-6560

Story Time: 3:30 p.m., Thursday, Nov. 17. Children will enjoy stories and songs, followed by crafts and snacks!

Sulphur Regional Library, 1160 Cypress St., 721-7138

tory Time: 10 a.m., Monday, Nov. 14. Join the Sulphur Programming Staff as they choose a different theme each week and share wonderful books, songs and activities.

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 trail through the new Vinton library. Each image will acquaint you with your new library and the amazing services offered. Don't forget to show the librarian your sheet and receive something sweet.

ure mu-ann your sheet and receive something weret.

Story Time: 10 a.m., Wednesday, No. 1.6. It all started with a little acoin that grew a little wild. Astrated with a little acoin that grew a little wild. It was the started with a little acoin that grew a little wild. It was the started with a little acoin the same all around. Join us for a hunt, some multy facts, and talled. Feel acoin the same all around. Join us for a hunt, some multy facts, and talled animal friend to our special teddy bear sleepover. We will make crafts, celebrate our furry bedoney to us any goodbye for the night. Return the nest day to pick up your cuddy buddies and see if they had any adventures during their night away.

away, eddy Bear Sleepover – Part Two: 3:30 p.m., Friday, Nov. 18. Ever wondered what happens in the library at night, especially when your stuffed animals are in charge. Teddy bears from the sleepover will be ready for pickup, and may some surprises to share. Refreshments will be

Westlake Library, 937 Mulberry St., 721-7113

Story Time: 10 a.m., Thursday, Nov. 17. Join the Westlake staff for stories, songs and activities that develop and grow early literacy skills.

VIRTUAL & OUTREACH PROGRAMS

PROGRAMS

POD-Up Library at the Cash and Carry Farmer's
Market: 330 p.m., Tuesday, Nov. 15. Join us at the
Tuesday evening farmers' market in the historic
Cash 8. Carry building in downtown Lake Charles.
A variety of freship picked books and movies to
for people who stop by our tables. Sign up for a
library card fly our end one, chat with a librarian,
learn about library resources, and grab a free
book from our greeway car. 9. Start, Tursday,
Moss Buff Senior Center fings. 945 s.m., Tursday,
Autsma Buff Seeder Caff. 4 p.m., Friday, Nov. 18.
Join us on our YouTube channel as Ms. Marilyn
demonstructs from to make a significant of the control
Autumn Buff Seeder Caff. 4 p.m., Friday, Nov. 18.
Join us on our YouTube channel as Ms. Marilyn
demonstructs from to make as mingle, homeroade,
Autumn days.

Autumn days.

Book It to the Park: Noon., Saturday, Nov. 19. Join us for an afternoon of fun and games at Millennium Park, 1100 Bord du Lac Drive. StoryWalk, 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 be honoring World War II veterans with a Christmas dinner and dance on Friday,

Dec. 2.
Doors will open at 4 p.m. There will
be a ceremony honoring World War II
veterans at 5 p.m.
Dinner will be served at 5:30 p.m.

The dance will be 6-10 p.m.
Tickets and sponsorship tables are Individual tickets at the door are \$30.

A reserved table for 8 is \$500.

Bronze sponsorship is \$1,000 with a table for 8, certificate and plaque.

Silver sponsorship is \$1,500 with a table

for 8, certificate, plaque and gift bags Gold sponsorship is \$2,000 with table for 8, certificate, plaque, gift bags and drink coupons.

There will be a catered meal by Becky's Catering featuring pork jamba laya, smoked brisket, seasoned green beans, ambrosia, broccoli and green salads, rolls, tea, coffee, fruit infused water.

water.
To purchase tickets, sponsor a table, donate an auction item or for more event information contact Debbie McElhannon @ 337-526-5695 or debbiemc4vets@gmail.com or Denise 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 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
110 Calcasieu River Bridge Improvements Project in Calcasieu Parish. The
Draft Environmental Impact Statement (EIS) documenting the environmental
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.110lakecharles.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 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 can be submitted by mail or email at the addresses provided below through that date. Written comments will 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 EIS and Record of Decision (ROD) unless it is determined that statutory criteria or practicability considerations preclude issuance of such a combined document. All comments received through the comment period will be addressed in the combined Final EIS and ROD.

I-10 Calcasieu River Bridge Open House Public Hearing State Project No. H.003931

Tuesday, December 13, 2022 Open House – 5:00-6:30 pm Public Hearing – 6:30-7:00 pm

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



Send your comments to Calcasieubridge@hntb.com or write to:

I-10 Calcasieu River Bridge Project HNTB Corporation 10000 Perkins Rowe, Suite 640 Baton Rouge, LA 70810

Baton Nouge, 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 Lynn Maloney-Mujica by US Mail at the address above, by email (maloneymujica@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**

This Saturday over 70 "kidpreneurs" will gather at the Burton Coliseum to participate in the 3rd annual Acton Children's Business Fair of Lake Charles from 9

Acton Children's Business Fair of Lake Charles 10:01 7
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 entrepreneurship in children," according to Erin-Beth Carter, Chief Encourager of Acton Academy Lake Charles and Dream Create Inspire Board Member. Local communities across the globe have hosted their own Acton Children's Business Fairs to inspire children worldwide.

wide.

Carter explained that after she and her husband,
Garrett Carter, opened Acton Academy Lake Charles
in 2019, Lake Charles was graced with it so own fair.

"That first year after their Discovery heroes embarked
on an entrepreneurship quest, they wanted to provide
them an opportunity to share their gifts and talents
with the community of SWLA", "she said. "Hence, the
Acton Children's Business Fair of Lake Charles was
born!"

them an opportunity to share their gifts and talents with the community of SWLA." she said. "Hence, the Acton Children's Business Fair of Lake Charles was born!"

The fair is put on by the local nonprofit organization Dream Create Inspire with the belief that every SWLA child is capable. "Dream Create Inspire, along with Acton Academy Lake Charles, believes that all children have the potential to reach their dreams and impact the world with support and guidance of friends, family and community."

will set up displays for their businesses, which will sell several types of products, such as bath bombs, homemade cookies, fresh wood bundles, hand-crafted jewelry and festive ornaments.

To qualify, the participants were required to be between the ages of 6 and 14. They were also required to submit a framework of their business plan.

At the fair, the kidpreneurs will be judged by local professionals.

We have SWLA business men and women, local leaders, encouragers and children advocates that will be visiting the booths to get to know the kidpreneurs, explained Carter. While getting to know the participants, step, included the participants of the participants. The judges look for six skills of mastery when speaking to the kidpreneurs: ownership, engagement practices.

The judges look for six skills of mastery when speaking to the kidpreneurs: ownership, engagement, courage, innovation, presentation and business potential. Throughout the event, any participant can be awarded a pin if they prove to be proficient in any of these skills.

At the end of the event, eight of the businesses will be awarded with the title "Overall Best Business."

The pudges look for six skills of mastery when speaking to the kidpreneurs: ownership, engagement, courage, innovation, presentation and business potential. Throughout the event, any participant can be awarded a pin if they prove to be proficient in any of these skills.

The remain the provential the basis of business, and extending the substance and extending the substance and exte

desserts available.
For more information, visit www.dcikids.org.

Making Santa Claus art



Doris Maricle/American Press

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

Donation of toys



Special to the American Pre

Louisiana's Q Hotels Company is giving directly to the children served by CASA (Court Appointed Special Advocates) with over 200 children in various parishes finding their wish come true under the Christmas tree. 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 the toys to be delivered for Christmas.

I-10 Calcasieu River Bridge Improvements EIS I-210 East End to I-210 West End Notice of Availability and Public Hearing Notice

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
110 Calcasieur River Bridge Improvements Project in Calcasieur Parish. The
Draft Environmental Impact Statement (EIS) documenting the environmental
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.110lakecharles.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 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 can be submitted by mail or email at the addresses provided below through that date. Written comments will also be accepted at the open house. Verbal comments can be provided during the moderated and recorded hearing from 50-70.0pm. 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 EIS and Record of Decision (ROD) unless it is determined that statutory criteria or practicability considerations preclude issuance of such a combined document. All comments received through the comment period will be addressed in the combined Final EIS and ROD.

I-10 Calcasieu River Bridge Open House Public Hearing State Project No. H.003931

Tuesday, December 13, 2022 Open House – 5:00-6:30 pm Public Hearing – 6:30-7:00 pm Pryce/Miller Recreation Center 216 Albert Street Lake Charles, LA



Send your comments to Calcasieubridge@hntb.com or write to:

I-10 Calcasieu River Bridge Project HNTB Corporation 10000 Perkins Rowe, Suite 640 Baton Rouge, LA 70810

If special assistance is required due to a disability or if a translator is needed in order to in special assistance is required due to a disability of in a translator is needed in order to participate in this public hearing, please contact Lynn Maloney-Mujica by US Mail at the address above, by email (limaloneymujica@hintb.com), or by telephone at (225) 368-2826 at least five working days prior to the public hearing date.



Doris Maricle/American Press

Owen Galley and Sawyer Guinn, eighth grade students at Welsh-Roanoke Ju-nior High School, work to diagnose and treat victims of a simulated earthquake Hrusday presented by the Challenger Learning Center. During the exercise, students took on roles as disaster assessment coordinators, triagae specialists and emergency room specialists.

STUDENTS

Continued from A1

During the 90-minute long real world simulated settings, students took on the roles as disaster assessment coordinators, triage specialists and emergency room specialists assessing data in real time and completing tasks both on paper and on-line while communicating virtually with a chief medical officer based in West Virginia.

"It will be very fast-paced and a little chaotic at times as the students work with real time data that is being released to them from the Challenger Learning Center." Dunhon said. "But these students are learning to work on their speaking, listening and communication skills while working as a team, plus learning about the actual content of natural disasters and health care." The event is also an opportunity for students to learn more about possible cand communications, she said.

"It's a chance for us to get them involved in something outside of the classroom that is an extension of what they are already learning and a chance for them to explore possible career paths," Duhon said.

The students had to classify the victims, identify the injuries and render aid accordingly while paying attention to any alerts received during the

simulated disaster. Students also had to report all their findings to the chief medical officer and maintain charts on the patients.

Students were also responsible for releasing public health reports and charting patient care.

Student Nevaeh Newsome, who served as a triage specialist, said her role in the simulation was to take care of victims from a simulated flood. Has a skill Newsmen asid will help her in he a future career as a nurse practitioner and will look good on her college application of the students of the

perience as a way to help him with his science skills.

"I hope it helps me learn more about science and earthquakes and how to help other people," he said.
He served as the disaster assessment coordinator for a simulated earthquake. In years past, Jeff Davis parish students have participated in other simulated programs with the Challenger Learning Center including cyber surgeons, hurricanes, moon and mars and volcanoes.

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 I-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 (I-10) between the I-10/I-210 west and I-10/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, 62719–621. 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, 62719–541, 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: 71840–26. 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, 2022 10 a.m. EST Through November 14, 2022 10 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, I– 10 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,

 $\label{lem:complex} \textit{Director, NEPA Compliance Division, Office} \\ \textit{of Federal Activities.}$

[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 \$100 Million: AP089351XX

AGENCY: Export-Import Bank of the United States.

ACTION: Notice.

SUMMARY: This Notice is to inform the public, in accordance with the Export-Import 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.

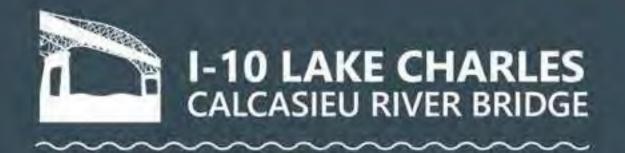
ADDRESSES: Comments may he submitted through *Regulations.gov* at *WWW.REGULATIONS.GOV*. To submit a comment, enter EIB–2022–0020 under the heading "Enter Keyword or ID" and select Search. Follow the instructions provided at the Submit a Comment screen. Please include your name, company name (if any) and EIB–2022–0020 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



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

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





The public is invited to view project information and ask questions of the project team

Appendix B:

Public Hearing Sign-In Sheets

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

SIGN IN SHEET - PLEASE PRINT NAME **ORGANIZATION EMAIL** PHONE MAJOR EICE ounce Calcasser Darish







I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

SIGN IN SHEET – PLEASE PRINT			
ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
Atlas			
Ants			
	ORGANIZATION	ORGANIZATION ADDRESS	ORGANIZATION ADDRESS PHONE

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

NAME	ORGANIZATION	EMAIL	PHONE
STEPHANIE B. BLACK	LADITO / REAL ESTATE		
Noel Ardoin	DOTD/Sec. 28		
Joubert Havri	5 NAD/Sec 28		
PAUL VAUGHT	DOTD / CRITICAL PROJECTS		
Carey Coxe	DOTP/Sec.28		
Mixandas-Irahan	Dot Deal Estate		
SARA HAHN	CEL		
JOHN GUIDRE	OL DOTO		
Eric Kulivo	1 DUFD		
Seth Wood	ī		







I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

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Jay Von Muhar	mad NIA			
Fitzgerald Dav	home AACCIL			
Elizabeth McLaugh	In Clay Hagins			
Patrick Landy				
Pater O'Carrol				



I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

SIGN IN SHEET -	PLEASE PRINT			
NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
Jacob Lawto	ih			
Ber Ruthwen	Ferrovial			
Lynn Heisler	FHWIT			
Chris Primeaux	B PERC			
A. Mr Ferr Level				
BOB SEHWINT	HUVAL			
Byan Hay	Hay Bros			
JASON DANIELS				
DAVID BUKERE				
Beynan	STATE FEB			



I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

SIGN IN SHEET	- PLEASE PRINT			
NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
Megan Hartman	Phillips 66			
Julian Bordelon	Grisham Smith			
J. o. Hun Racea				
ANDREN HOLLEMAN	PICARD GROW			
Paul Chandler				
ALEX ENESCH	FERRIAL			
RECK Humphie	y SOLF			
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I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

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NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
Keuir Sandstead				
Daniel Kramer				
Church Levelley				
Layra Delsa	citizen			
E Courtney Edm	avas			
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Jana G GOBERT	Lake City Trucking			
Michael tentenot	2			



I-10 Calcasieu River Bridge (1-10/l-210 West End to l-10/l-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

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Brows ord	N-Va.			
olenn M. (al)	Huval			
Kulph Highes				
Swent Inghes				
Matt Richa	2 _			
Vick Johnson	Bluewing Civi Consult			
JoHn MACLET	REHRES			
evin Edwards				
Rebecca Murray	i Gresham Smith			



I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
Brad Nelson	Freedom Trucks LMTA			
Josh German	SOTA			
Anand Partel				
Janat Evans	Volkert			
Many Myconny	TELMAX ONE			
Michille Helminger	Huval & Hospe.			
Bedoly Boly	ALB Trasport			
Chris Gaskin	Terracon			
Jim Giffin	Edward Jones			
I'm Golden				



I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
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Jecogo Swift	Chamben Sulp			

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

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

MEDIA

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

SIGN IN SHEET - PLEASE PRINT NAME **ORGANIZATION EMAIL** PHONE American Press S'outherly Magazine







I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

Pryce/Miller Recrea. 216 Albert Street (a. Lake Charles, LA

SIGN IN SHEET -	PLEASE PRINT			
NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
William Mayo				

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

SIGN IN SHEET -	PLEASE PRINT		
NAME	ORGANIZATION	EMAIL	PHONE
Richard N. Duchamp	DOTD-Review Approlar		
Richard N. Duchamp Mark Stinson John 11655	FHWA		
John 11/655	JM Suca.		







I-10 Calcasieu River Bridge (1-10/I-210 West End to I-10/I-210 East End) Tuesday, December 13th, 2022 | 5:00 pm – 7:00 p.m.

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Updates)
in Cear	20			
Unetta Pher	rice			
Griel Richard	La Scar			
dith LaFleur				
BART R. YAKA	upach			
Nelisa Lough	li			
SIDNEY PIERS	FAX			
Shime Ka Lashing	tox			
Jelou Bom				
TELVESSA A	J. STIA			

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 first-come, 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.



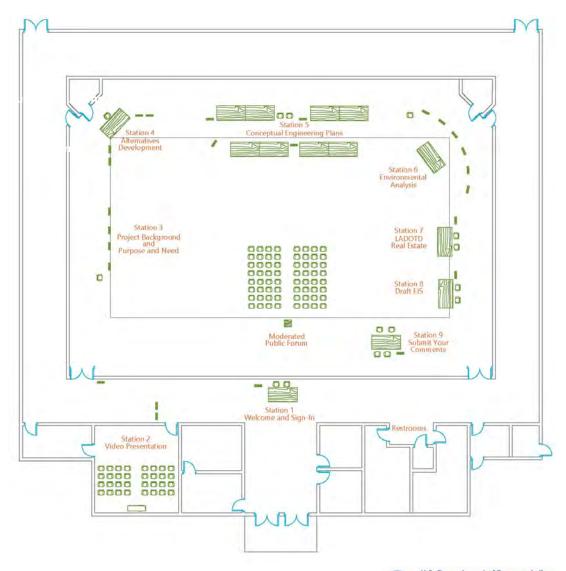


Based on the comparative analysis of the three alternatives and public/local input, Alternative 5G is identified as the preferred alternative for the I-10 Calcasieu Bridge Improvements Project.

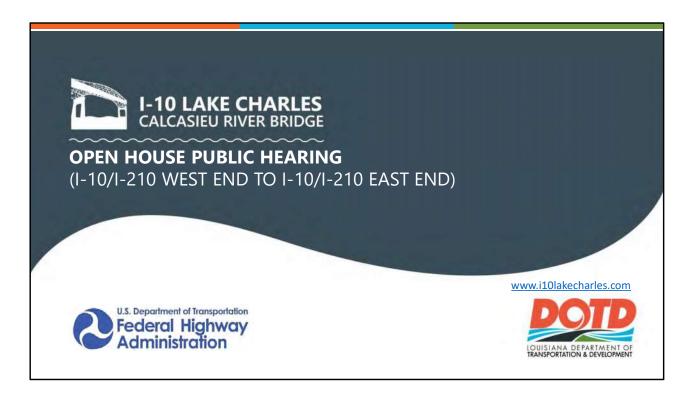




Please be seated for the Moderated Public Forum by 6:30 PM



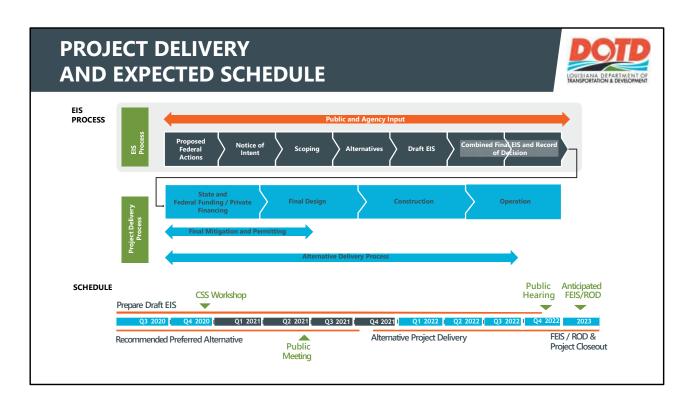




Welcome to the I-10 Calcasieu River Bridge Improvements Project open house public hearing.

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.



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.

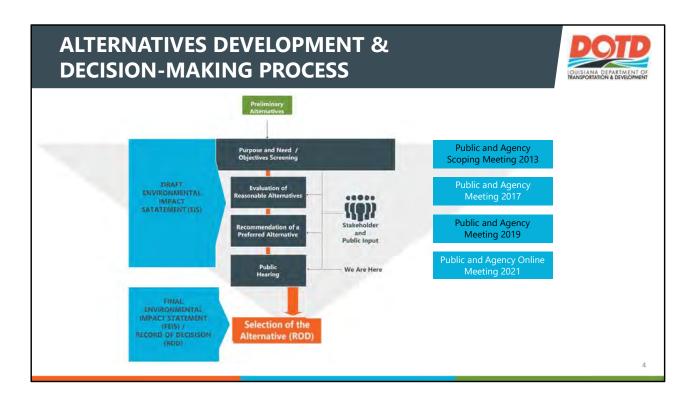
A Public-Private Partnership, known as a P3, is an alternative form of project delivery that adds private sector financing to state and federal funds for the project. The P3 developer will perform final design and engineering, and then operate the bridge project for a period of 40 to 50 years.



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.



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







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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

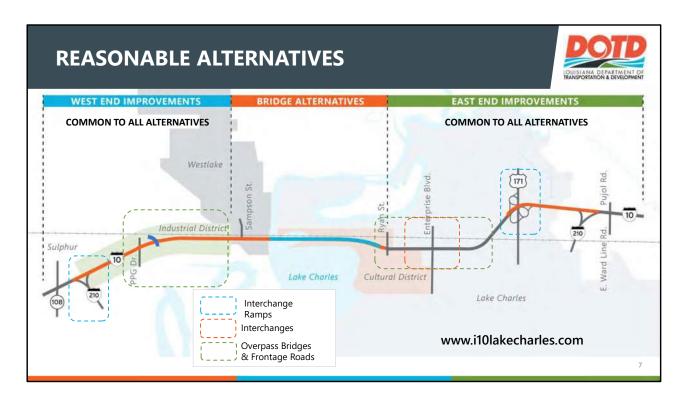
During evaluation of these alternatives, it was determined that they would effectively address three of the four aspects. The alternatives would not meet d), the safety aspect of the purpose and need.

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



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 I-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 I-10/I-210 interchange ramp and 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 I-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 I-10 alignment, but access will not change.

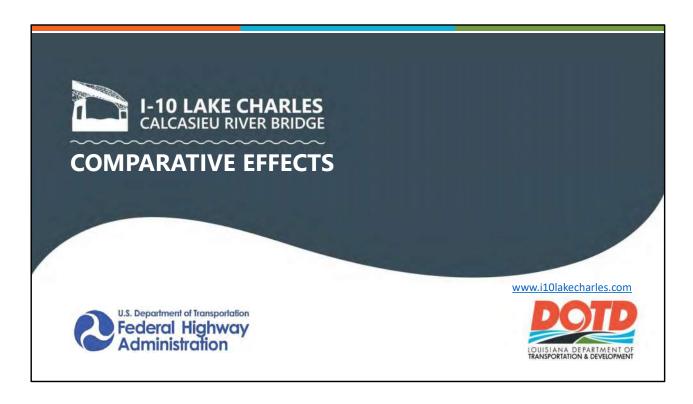


Alternative 3E differs from Alternative 3A only in that the interchange at North Lakeshore will be complete. That is, drivers can enter or exit the interstate from all directions by way of an extension of Sulphur Avenue. They may also use I-10 to cross the river entering or exiting at Sampson Street.



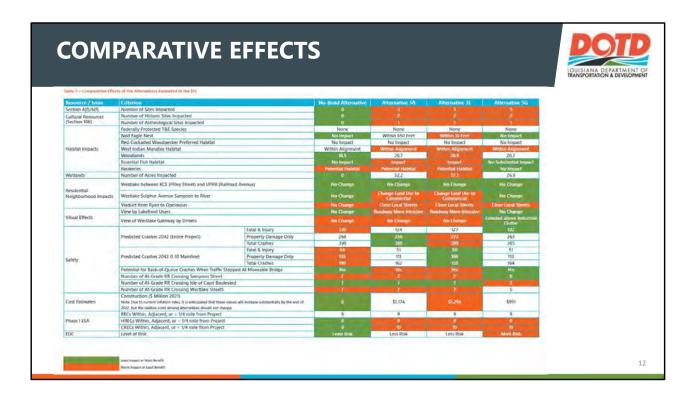
Alternative 5G was designed to provide a compact and complete interchange at Sampson Street. Sampson Street will be elevated to meet the interchange above I-10, eliminating the need for a Sulphur Avenue extension and moveable bridge to avoid the at-grade railroad crossings.

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



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



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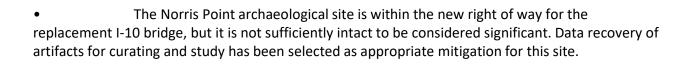
Section 106 of the National Historic Preservation Act protects historic and cultural resources, and ensures that they are taken into consideration at all levels of the project.

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

- the existing I-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.



SECTION 4(f) OF THE TRANSPORTATION ACT



Section 4(f) resources within the Project Corridor:

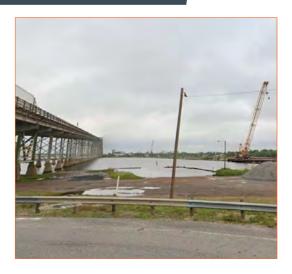
Public or Private Historic Sites

- 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



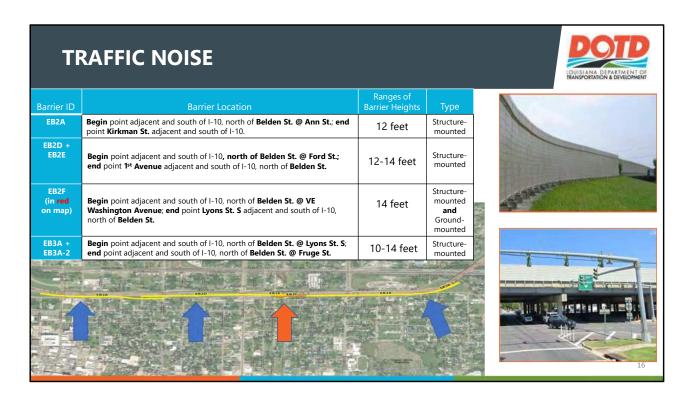
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Section 4(f) of the Transportation Act is another law that protects certain properties. Section 4(f) requires consideration of the adverse effect on occupancy of properties—known by its legal term of "use"—by a transportation project.

- 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 Alternative Alternative Alternative Habitat Types 32.2 37.7 26.9 20.7 20.8 20.7 18,182 18,194 17,714 25.2 24.9 24.5 Bald Eagle Nest 650' from 10' from No impact alignment alignment Red-Cockaded No impact No Impact No impact Within Within Within alignment alignment alignment **Temporary Temporary** Temporary impacts impacts from impacts from two from two one bridge bridges bridges Potential Potential No impact impact impact

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.

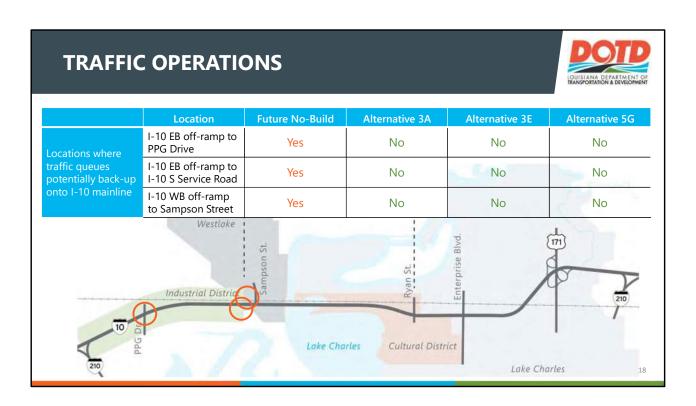
Most of the noise barriers will be structure-mounted. The noise barrier at location EB2A will be 12 feet tall, the noise barrier at location EB2D and EB2E will range from 12 and 14 feet tall, the noise barrier at location EB2F (shown in red on this map) will be 14 feet tall and will be a combination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



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 I-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 3A and 3E would introduce a third bridge—which would be movable—north of the UP bridge.

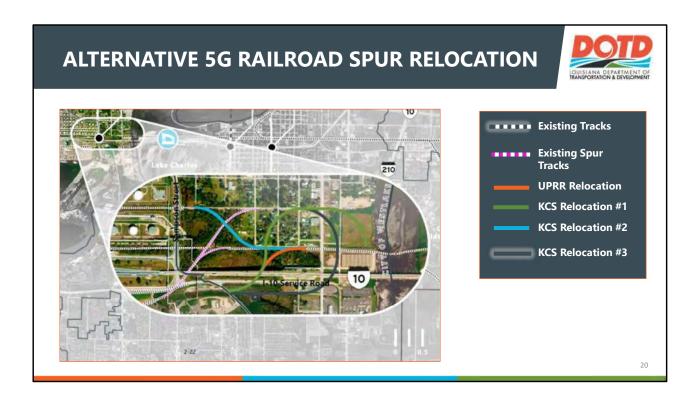
Two navigation interests with locations upriver in North Lake Charles would be affected by this vertical clearance change. Mitigation to address impacts to their operations is being developed.



Traffic 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.



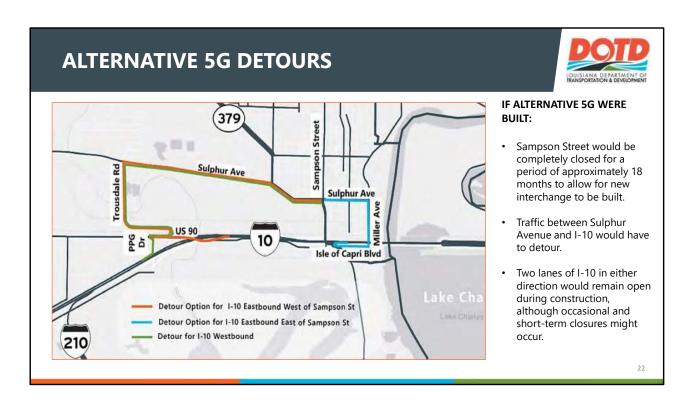
Random disruptions from freight trains that cross on the UP and KCS tracks at Sampson Street is a major traffic issue. Alternative 5G has the advantage of raising Sampson Street on structure and crossing over the railroads. It would also avoid the addition of a third movable bridge, which would cause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



A disadvantage of Alternative 5G 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.



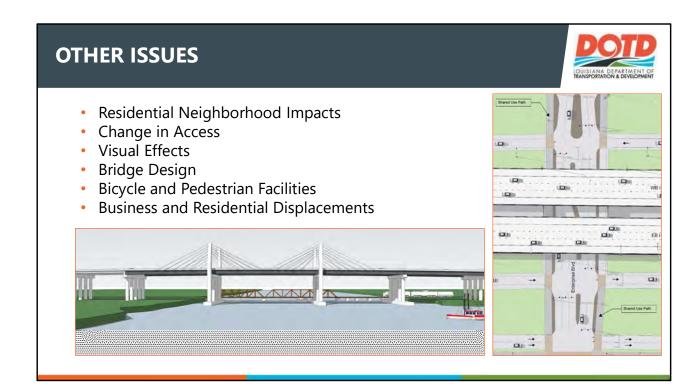
Railroad relocation #2 was identified as the option that would best serve all interests. As shown here, three existing crossings would be closed, and a total of six new or existing crossings would be improved with warning gates and flashers. The tracks south of Isle of Capri Boulevard, which are currently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



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 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.

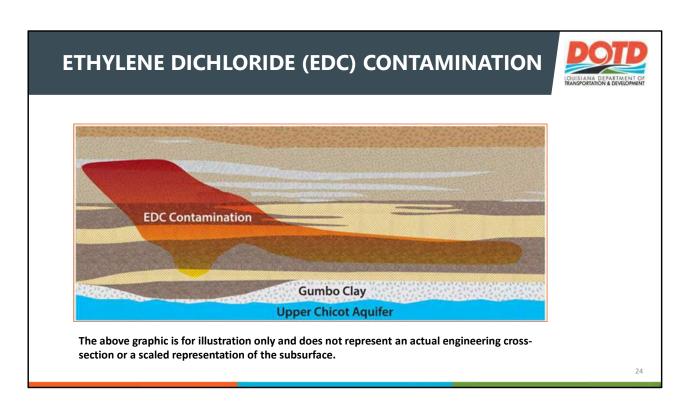


As you will see on the impact matrix in your handout, a number of other issues were considered and compared. Residential neighborhood impacts from street connection closures, noise barriers, and control of access implementation, were all identified in the draft EIS.

• 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.



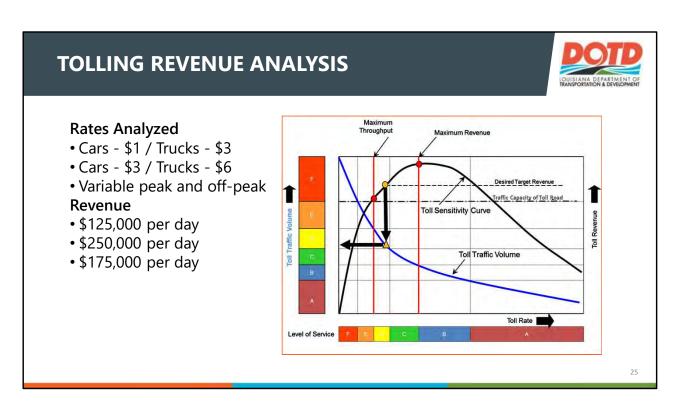
Actions to minimize disturbing groundwater and soils are being planned, and those actions will be incorporated into the contractor's work plan.

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.



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

- I-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

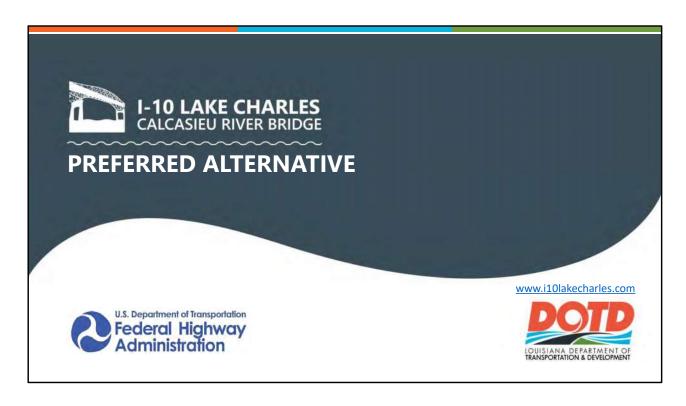
- Not to exceed \$2.88 in 2021 dollars
- Requires purchase of transponder



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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 I-210.



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

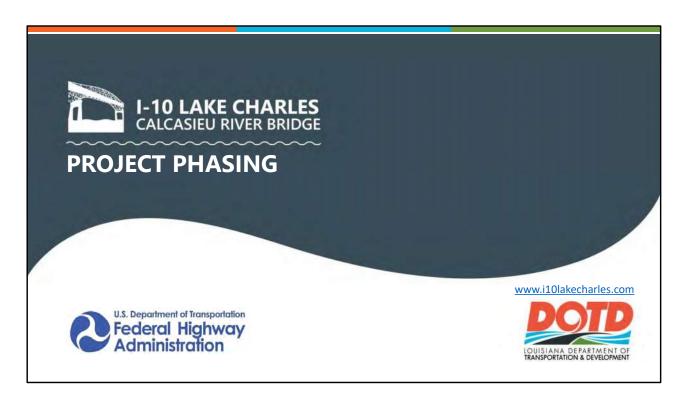
ALTERNATIVE 5G PREFERRED



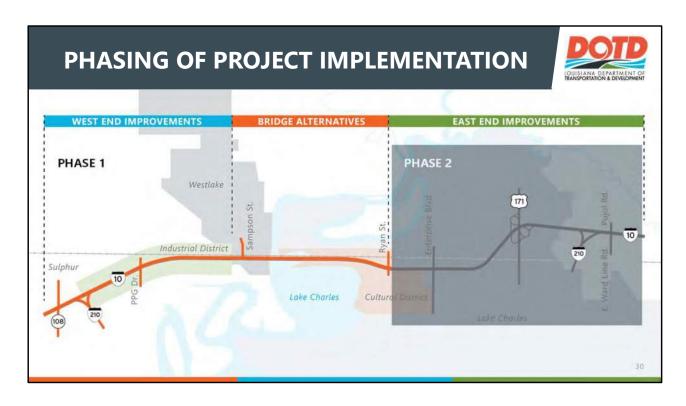
- ✓ No impacts to bald eagle nest
- ✓ Fewest wetlands impacted
- ✓ No change to land use
- ✓ Least visual clutter
- ✓ Elimination of at-grade railroad crossings on Sampson Street
- ✓ Fewest acres of right of way
- √ Fewest noise receptors
- ✓ No interchange intrusion at lakefront
- ✓ Preferred by public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

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

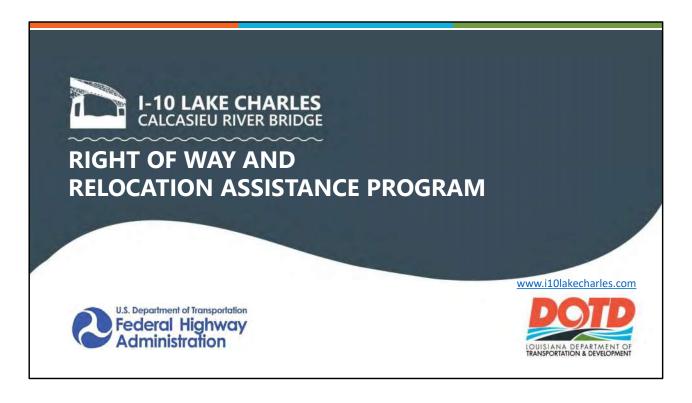


The full extent of the I-10 Calcasieu Bridge Improvements project will be built in two phases.



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

	Alternative 3A		Alternative 3E		Alternative 5G	
	Phase 1	Phase 2	Phase 1	Phase 2	Phase 1	Phase 2
Businesses	12	2	12	2	15	2
Residences	3	18	3	18	2	18
Nonprofit Organizations	0	0	0	0	0	0
Farms	0	0	0	0	0	0
Total	15	20	15	20	17	20

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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.

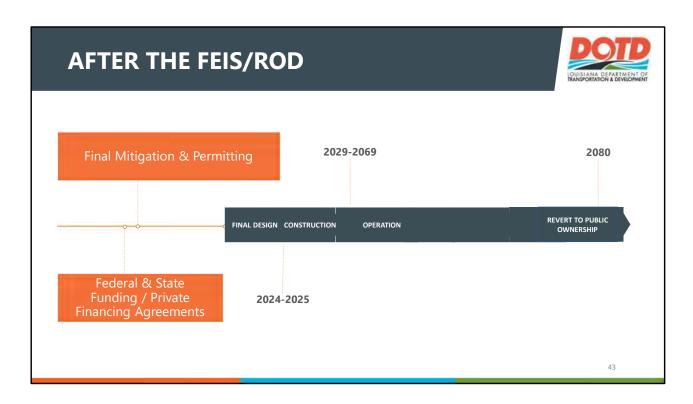
A SPECIAL WORD OF CAUTION – Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits.

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.



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 23rd 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.



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

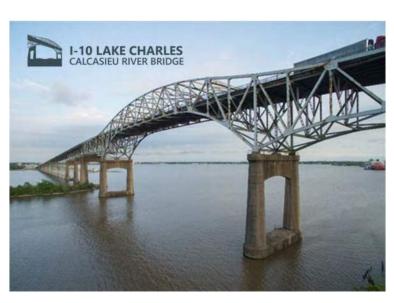
 Baton Rouge, LA 70806



44

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!



www.i10lakecharles.com



OPEN HOUSE PUBLIC HEARING

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

Welcome and Thank You for Attending Tonight

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

23 through January 3 will combined Final EIS and writing after December Comments received in included in the Public December 23 will be tonight and through be addressed in the Comments received Hearing transcript.

www.i10lakecharles.com

225-368-2826 Email us at

CalcasieuBridge@hntb.com

Write to us at

1-10 Calcasieu River Bridge Project c/o HNTB

10000 Perkins Rowe Baton Rouge, LA 70806

Visit our exhibit stations and ask questions:

- Welcome and Sign-In
- Repeating Video Presentation
- Project Background & Purpose and Need
- **Alternatives Development** 4.
- Conceptual Engineering Plans **Environmental Analysis** 6.
 - **LADOTD Real Estate**
 - **Draft EIS**
- **Submit Your Comments**

may be viewed including the Draft EIS is available A virtual public meeting www.i10lakecharles.com. where all hearing materials

6:30-7:00 pm Moderated Public Forum

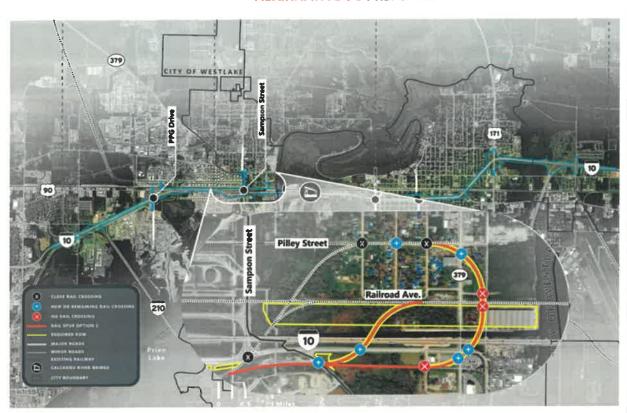
will be limited to 3 minutes per commenter. The forum will end at To record your comment in front of an audience, please fill out a Statement Card, which is available at the sign-in table. Leave the come, first-served basis to speak at the microphone. Comments card at the podium in the gym. Names will be called on a first-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.

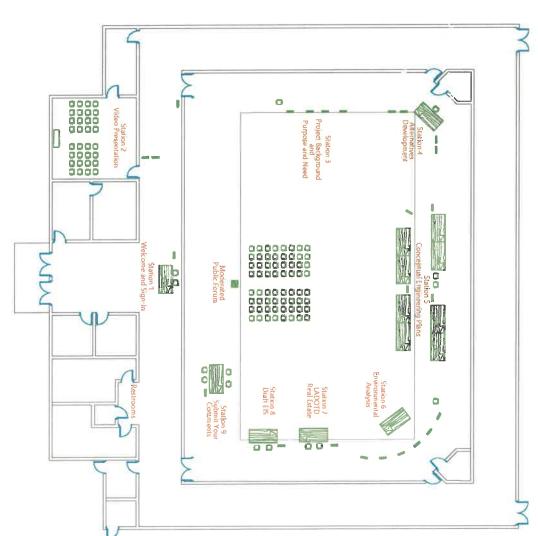




ALTERNATIVE 5G PREFERRED







LAYOUT AND STATION LOCATIONS





Based on the comparative analysis of the three alternatives and public/local input, Alternative 56 is identified as the

preferred alternative for the I-10 Calcasieu Bridge

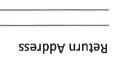
Improvements Project.

Comment Form

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

I-10 Calcasieu River Bridge Project c/o HNTB 10000 Perkins Rowe Baton Rouge, LA 70810

Stamp Here

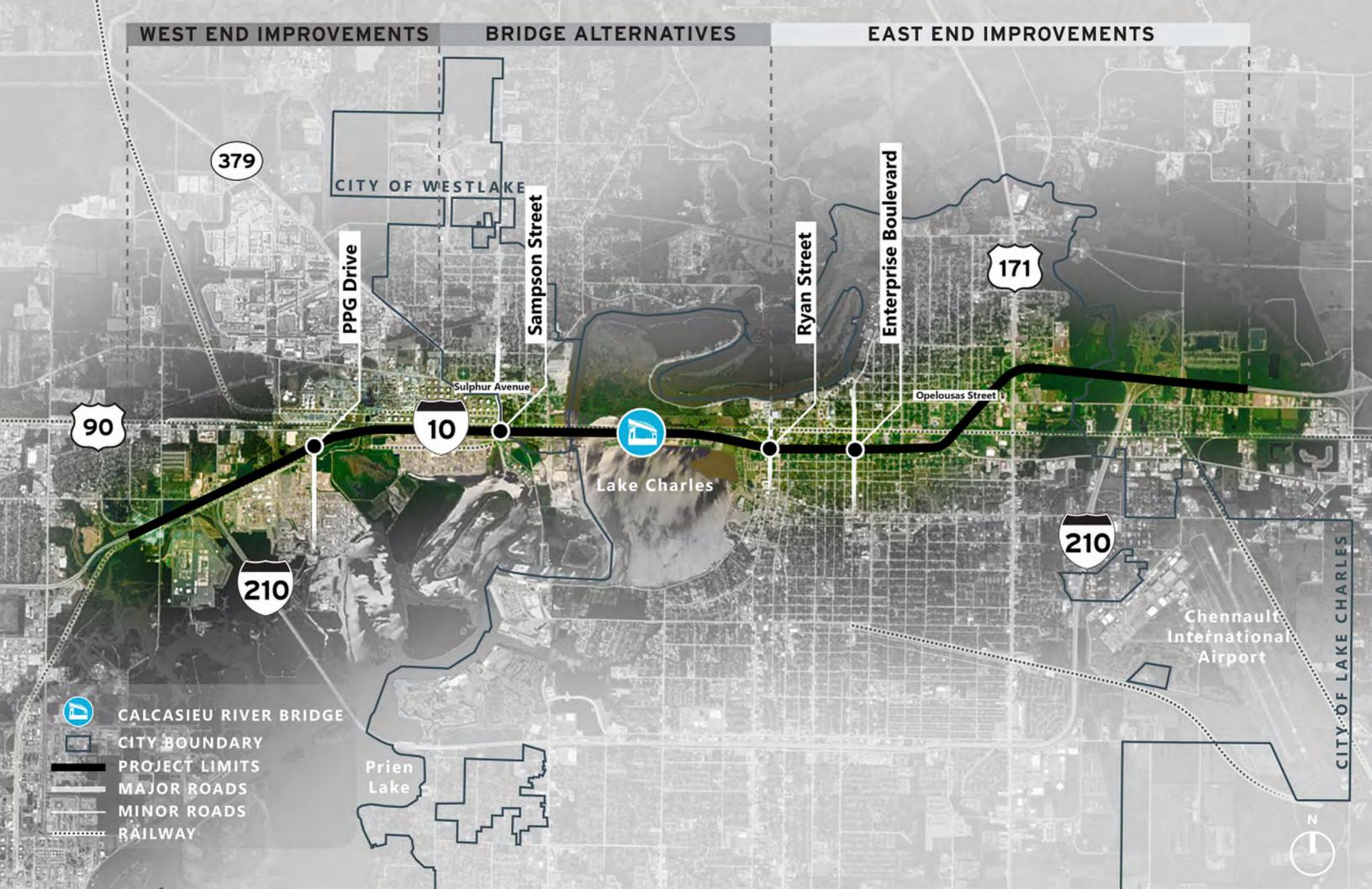




Use this form to write your comments. The form can be left with us at Station 9 at tonight's public hearing or you may take it home, fill it out, and mail it back to us at the address provided.

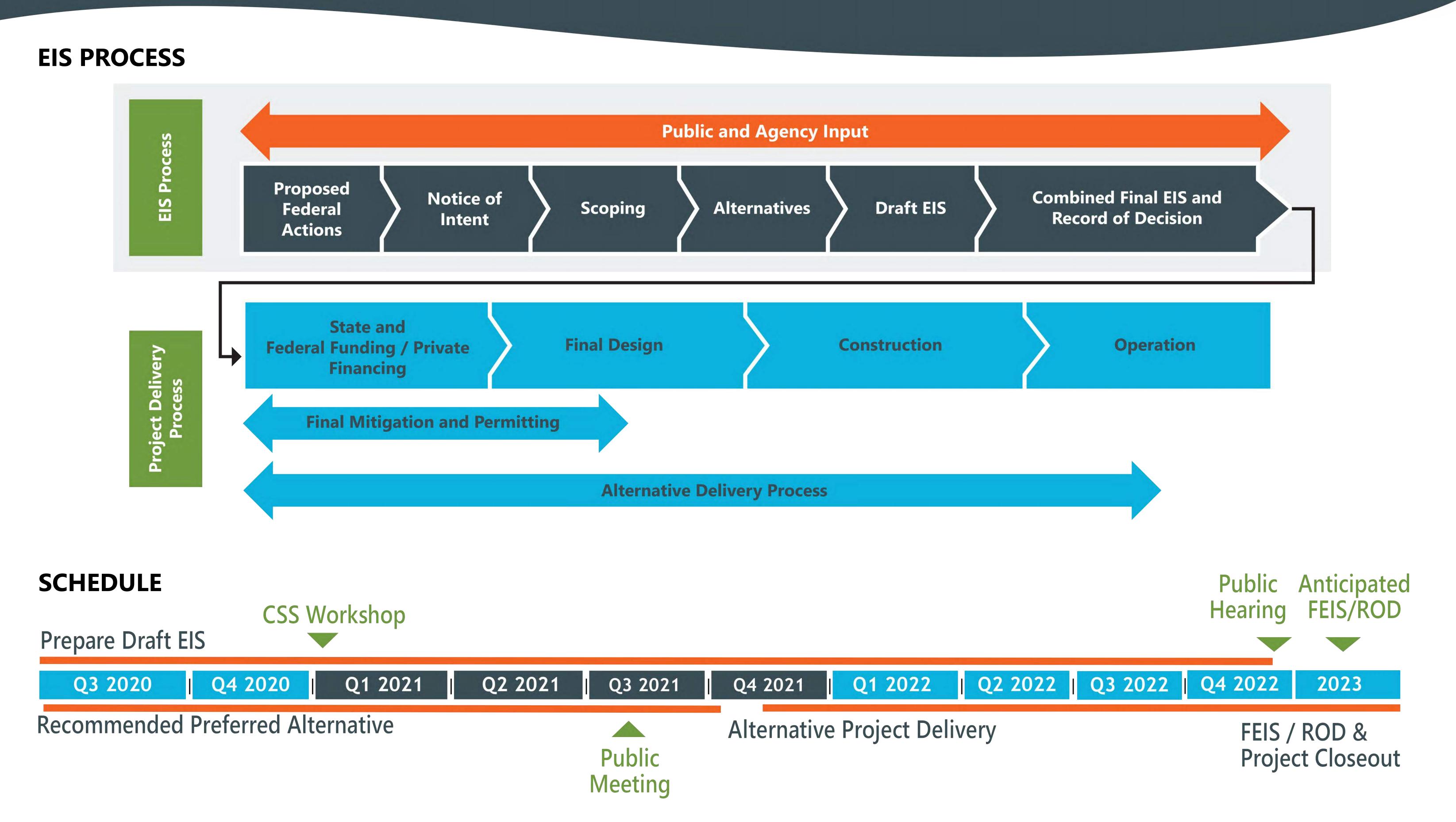
Comments can also be submitted by mail or email at the addresses provided below. Verbal comments can be provided during the moderated and recorded public forum from 6:30 - 7:00pm on **December 13th, 2022**.

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



PROJECT DELIVERY AND EXPECTED SCHEDULE







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

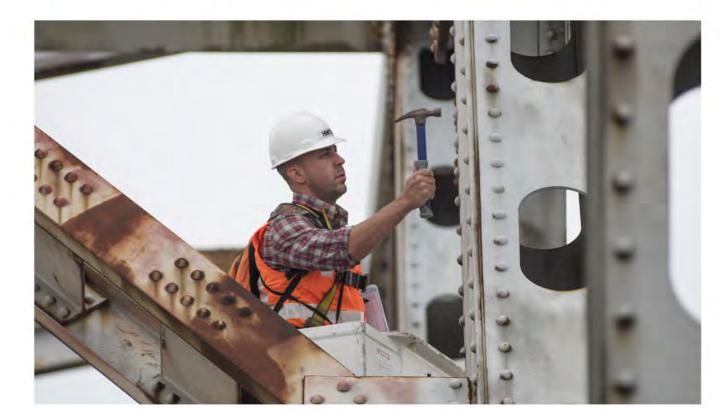
Correct structural and functional roadway and bridge deficiencies by meeting design guidelines and replacing aging infrastructure

d) Safety*

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







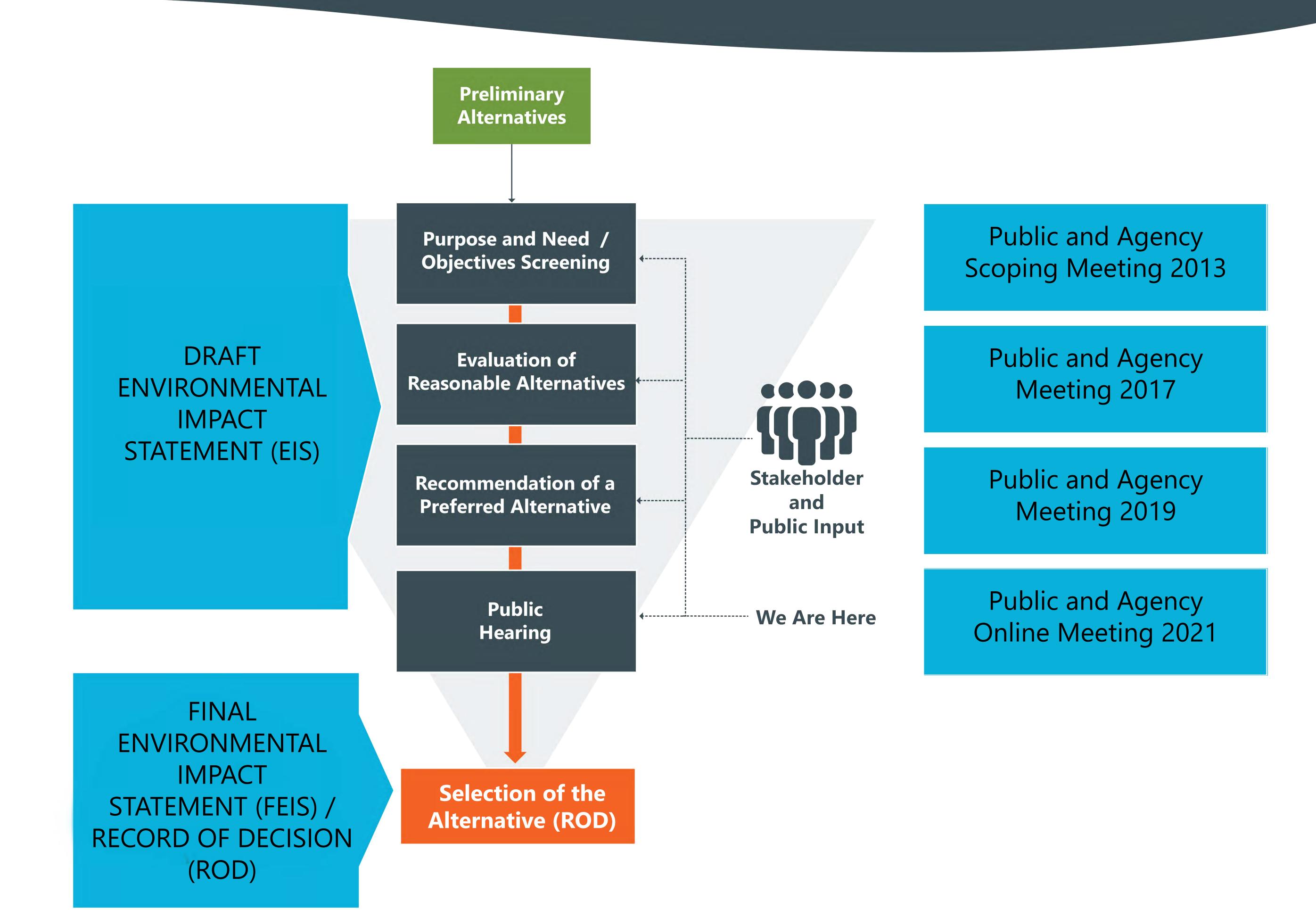




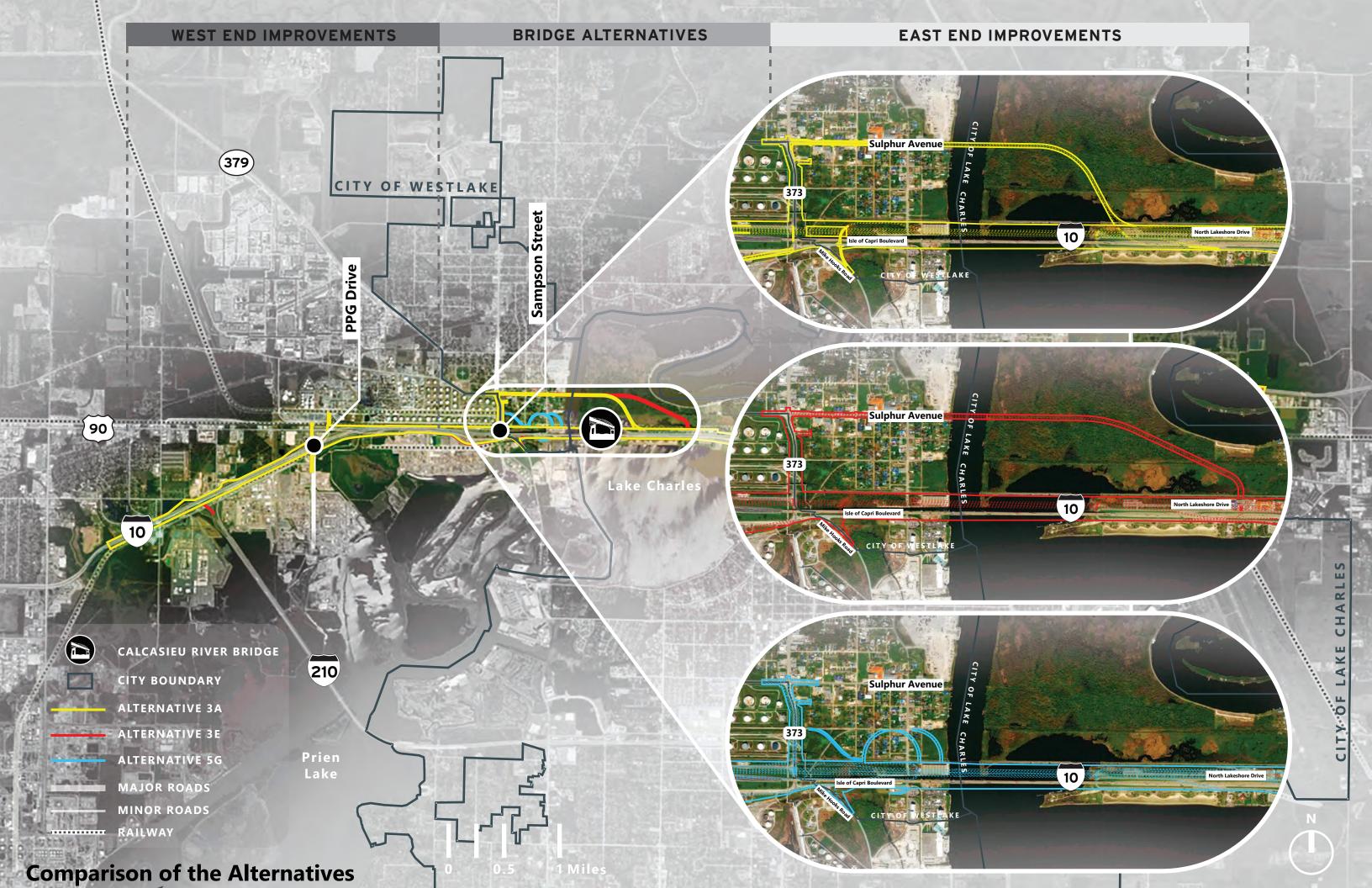
^{*} The proposed project would meet three out of four aspects of the purpose and need, but it does not meet the safety aspect (d) stated above.

ALTERNATIVES DEVELOPMENT & DECISION-MAKING PROCESS









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	Number of Historic Sites Impacted	0	2	2	2	
(Section 106)	Number of Archeological Sites Impacted	0	1	1	1	
	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
Habitat Impacts	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
	Westlake between KCS (Pilley Street) and UPRR (Railroad A	No Change	No Change	No Change	No Change	
Residential Neighborhood Impacts	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	
	View by Lakefront Users	No Change	Roadway More Intrusive	Roadway More Intrusive	No Change	
Visual Effects	View of Westlake Gateway by Drivers	No Change	No Change	No Change	Elevated above Industrial Clutter	
		Fatal & Injury	130	124	127	122
	Predicted Crashes 2042 (Entire Project)	Property Damage Only	268	256	272	263
		Total Crashes	398	380	399	385
		Fatal & Injury	64	51	50	51
	Predicted Crashes 2042 (I-10 Mainline)	Property Damage Only	135	111	109	113
Safety		Total Crashes	199	162	159	164
	Potential for Back-of-Queue Crashes When Traffic Stopped	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)					
	Note: Due to current inflation rates, it is anticipated that these values w	0	\$1,174	\$1,256	\$991	
	2022, but the relative costs among alternatives should not change.					
	RECs Within, Adjacent, or < 1/4 mile from Project	9	9	9	9	
Phase I ESA	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

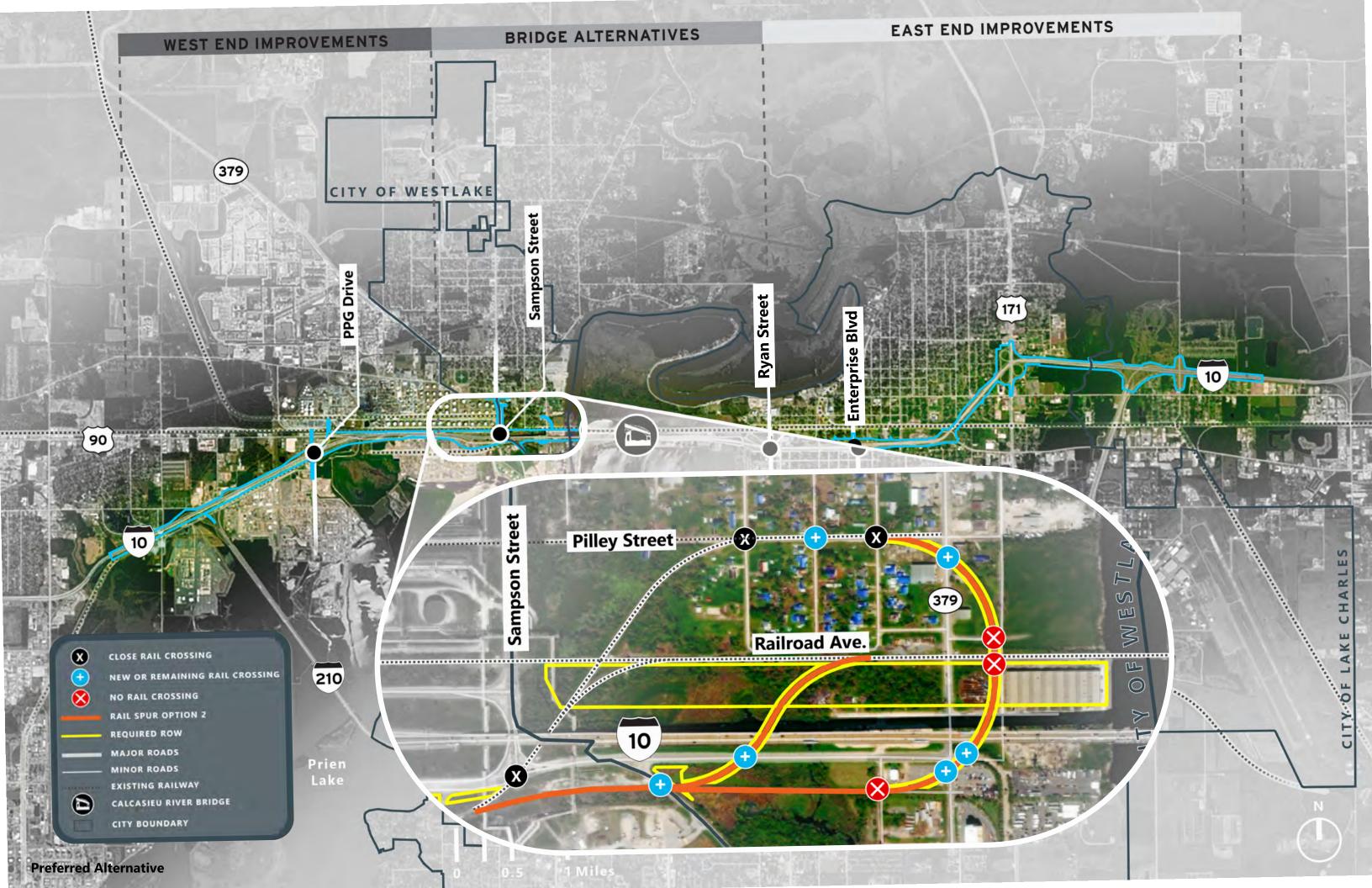


Comparative Effects of the Alternatives Evaluated in the EIS (continued)

Resource / Issue	Criterion	No-Build Alternative	Alternative 3A	Alternative 3E	Alternative 5G	
	Residential Relocations			21	21	21
Relocations	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	
	Residential (Category B)		226(234)	242(269)	241(268)	242(269)
Traffic Noise Impacted	Park, Church, Institution, and Other (Category C)		19(19)	18(18)	16(16)	14(14)
Receivers (Receptors)	Hotels, Restaurants, Other Development (Catego	ory E)	3(3)	0(0)	0(0)	0(0)
	Total Number of Impacted Receivers (Receptors)		248(256)	260(287)	257(284)	256(283)
Navigation	Impact on Number of Known Operations from C Bridge	hange in Vertical Clearance Calcasieu River	0	2	2	2
	Impact on Navigation from Second Moveable Br	idge	0	1	1	0
	Number of Time Periods Delay Exceeds 55 secon	ds at one or more signals along Sampson St*	7	10	10	0
	Number of Time Periods Delay Exceeds 80 secon	ds at one or more signals along Sampson St*	2	2	2	0
	Trips between Sulphur Avenue and I-10 that experience 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
	mannine	I-10 WB off-ramp to Sampson Street**	Yes	No	No	No
Traffic Operations	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
		Eastbound AM Peak	1	0	0	0
*Delays without interruptions	Number of I-10 Segments where demand- capacity ratio > 1 for at least one time period	Eastbound PM Peak	7	0	0	0
from trains.		Westbound AM Peak	6	2	2	0
**Based on Observational Data		Eastbound PM Peak	3	1	1	1
Tolling	Traffic Diverted to I-210 in 2042 (Toll vs No Toll)		NC	+18-44%	+18-44%	+17-42%
Tolling	Toll Revenue		No Revenue	Highest Revenue	Higher Revenue	Lowest Revenue
Bicycle Pedestrian	Connection Across Calcasieu River	No	Yes	Yes	No	
Network	Implementation of Lake Charles Bike/Ped Plan V	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	
	Impacts from Local Street Closures	No	Yes	Yes	Yes	
Minerity Describeding	Impacts from Air Quality	No	No	No	No	
Minority Populations	Impacts from Traffic Noise	Yes	Yes	Yes	Yes	
	Impacts from Proposed Tolls	No	Yes	Yes	Yes	

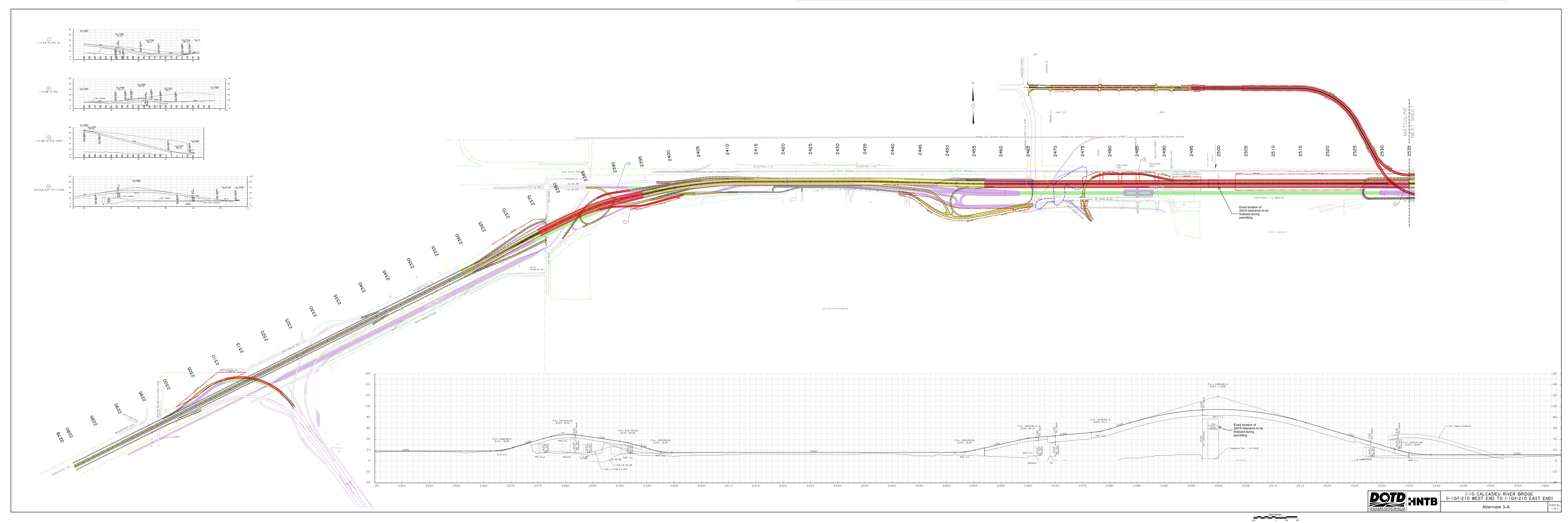
Least Impact or Most Benefit

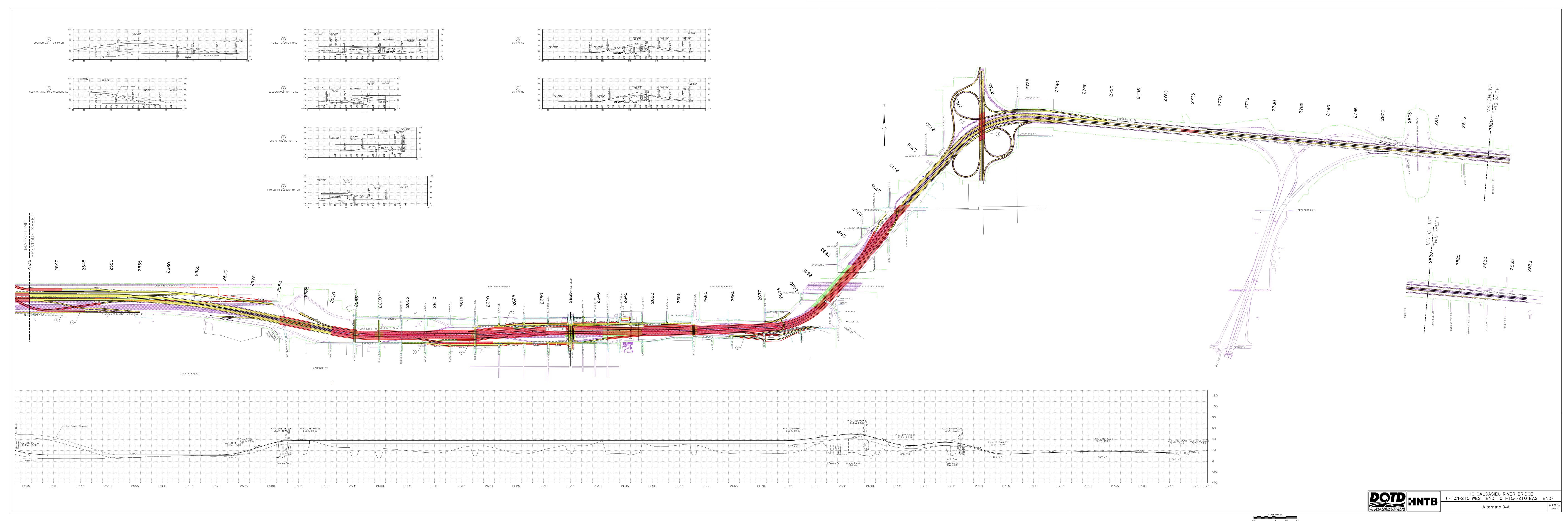
Worst Impact or Least Benefit





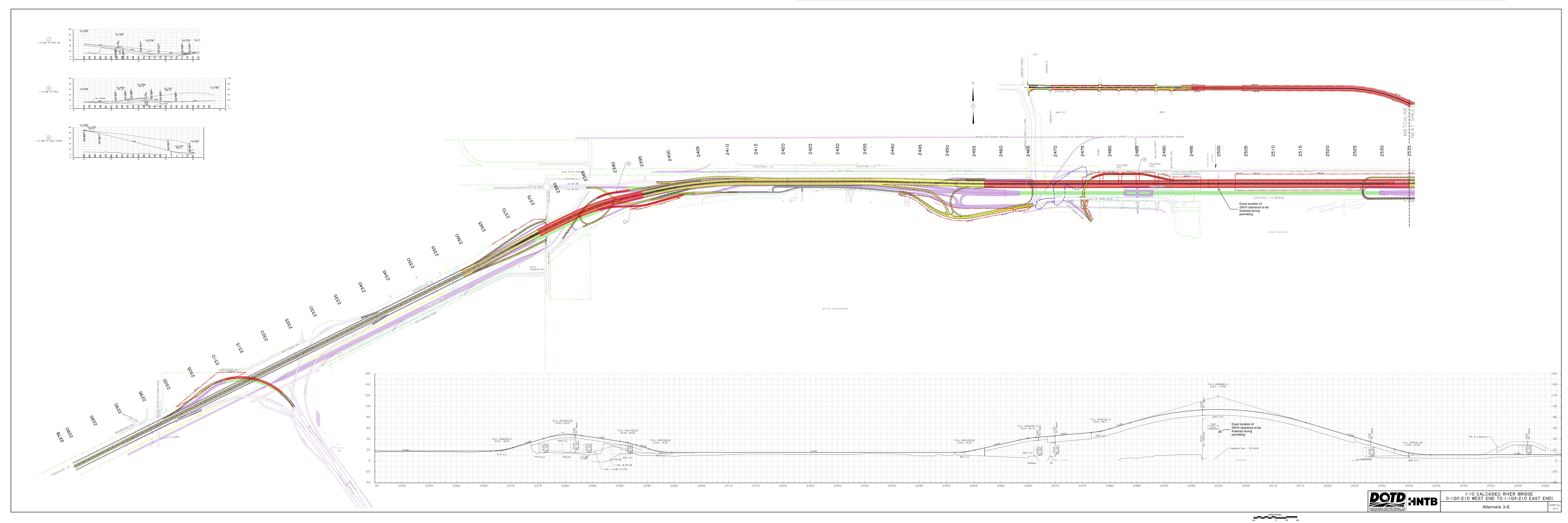
Alternative 3A

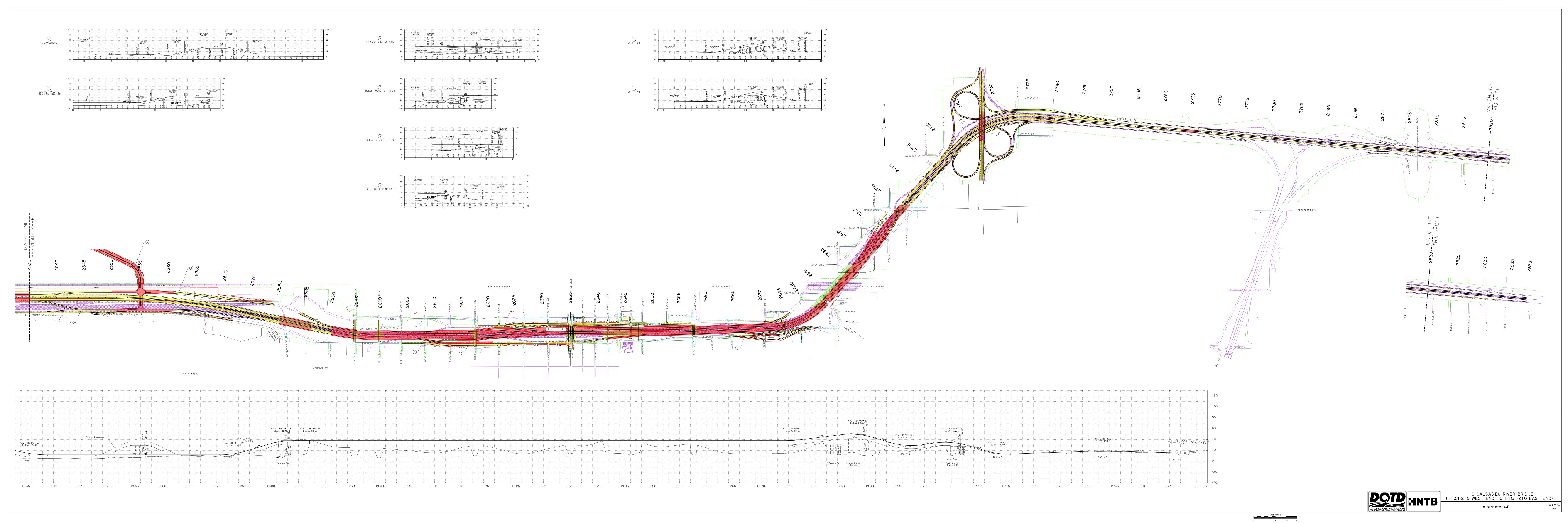






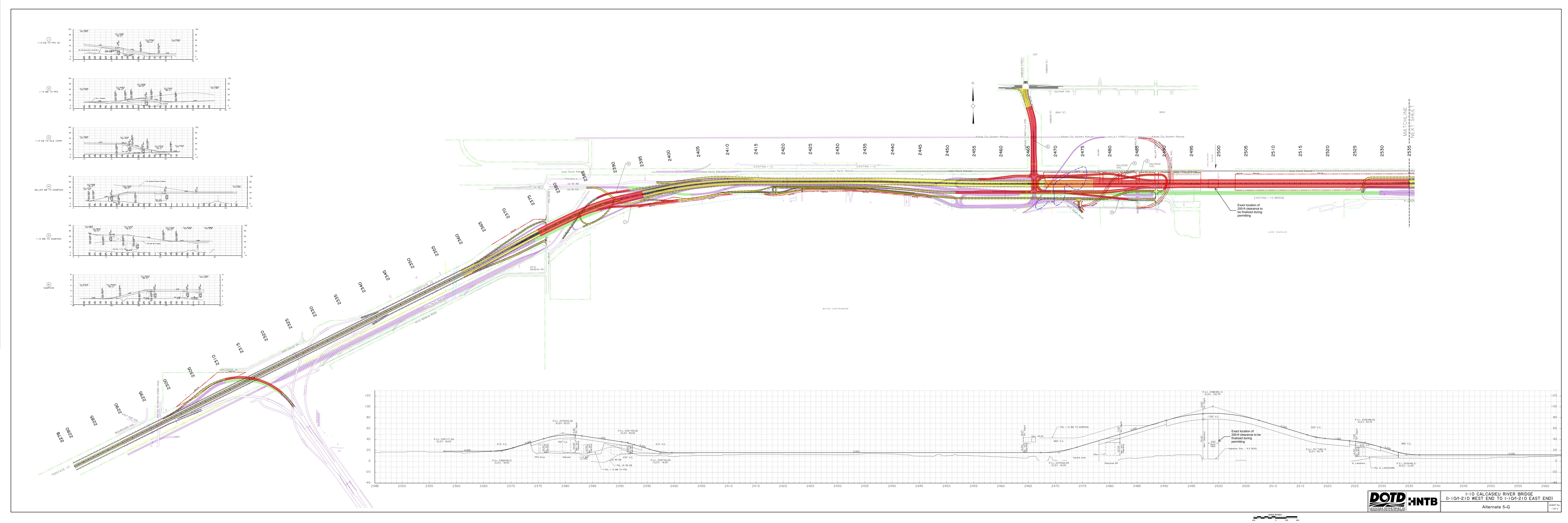
Alternative 3E

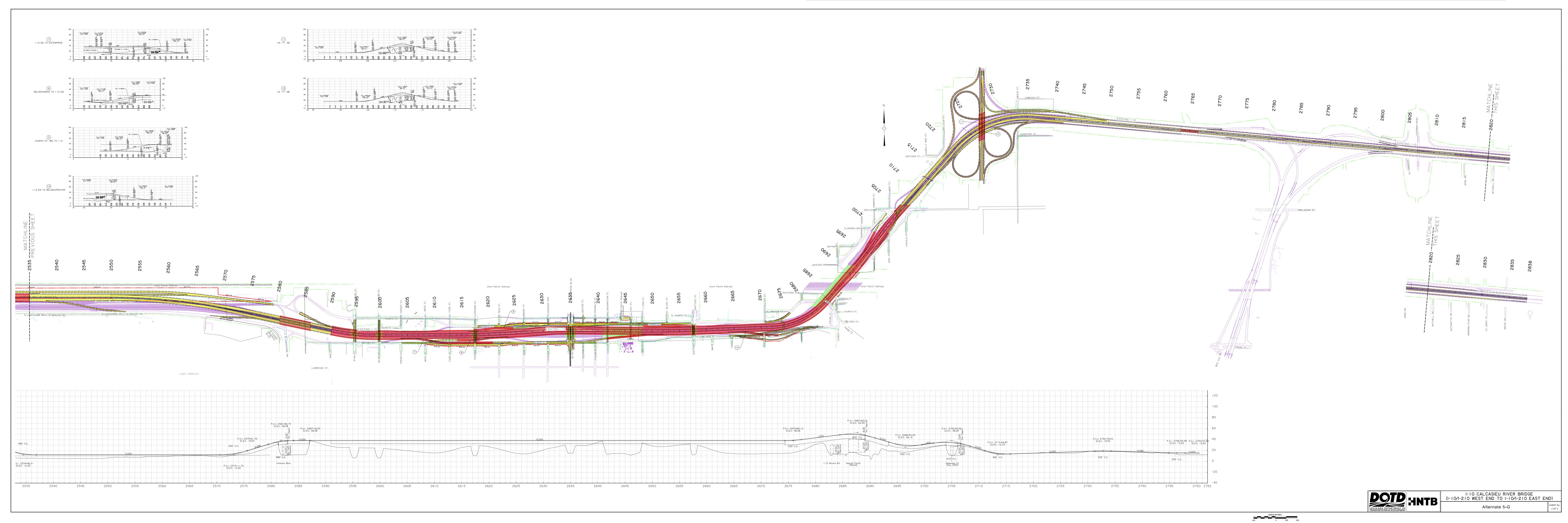






Alternative 5G







Current Design Guidelines

GEOMETRIC DESIGN STANDARDS (NEW CONSTRUCTION)

I-10 Calcasieu River Bridge EIS

S.P.No. H.003931

ITEM	UNITS	I-10 MAINLINE	LINEAR RAMP	LOOP RAMP (US 171)	FRONTAGE ROAD	ARTERIAL AND INTERCHANGE CROSSING STREET	OTHER CROSSING STREET
Design Speed	mph	70 60	50 (70mph mainline) ¹ 45 (60mph mainline) ¹	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) 12 (two lanes)	15 (one lane)	12	12	12
Width of Shoulders Left Right	ft ft	12 12	4 8	4 10	Curb and Gutter ³ Curb and Gutter ³	Curb and Gutter ³ Curb and Gutter ³	Curb and Gutter ³ 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	64 Barrier Required ⁹					
Stopping Sight Distance (Level conditions)	ft	730 (70 mph) 570 (60 mph)	425 (50 mph) ⁴ 360 (45 mph) ⁴	155 (25 mph) 115 (20 mph)	305	305	Varies
Rate of Vertical Curvature Crest Curve		247 (70 mph) 151 (60 mph)	84 (50 mph) 61 (45 mph)	12 (25 mph) 7 (20 mph)	44	44	Mada
Sag Curve	К	181 (70 mph) 136 (60 mph)	96 (50 mph) 79 (45 mph)	26 (25 mph) 17 (20 mph)	64	64	Varies
Maximum Superelevation	%	8	8	4	4	4	4
Minimum Horizontal Radius (Where sight distance is unrestricted (at entrances and exits refer to SC-01))	ft	1810 (70mph) 1200 (60 mph)	758 (50 mph) 587 (45 mph) 444 (40 mph)	250	791 (normal crown) 577 (2.5% e) 533 (full e)	791 (normal crown) 577 (2.5% e) 533 (full e)	Varies
Horizontal Curve Length (I-10) 5	ft	30 x design speed (des.) 15 x design speed (min.)					
Horizontal Curve Length (Min.) (not I-10) Superelevated Normal Cross Slope	ft		Superelevation transition length within curve plus 1 second at design speed for superelevated section 1 second at design speed				
Maximum Grade Downgrade Upgrade	% %	3 3	5 5	5 5	5 5	5 5	5 5
Minimum Vertical Clearance Roadways and Drives Railroad Tracks	ft ft	16.5 23.5	16.5 23.5	16.5 23.6	16.5 23.5	16.5 23.5	15.5 23.5
Minimum Horizontal Clearance (without protection) From Edge of Travel Lane (shoulder sections) From Face of Curb	ft ft	34 (70 mph) 32 (60 mph) (70 mph) (60 mph)	Varies Based on Design Speed and traffic (15' min) 	Varies Based on Design Speed and traffic (15' min) 	8	8	8
Minimum Weaving Lengths	6.	1500			Varies		
Between Entrance and Exit Ramps ⁶ Between Frontage Rd Ramp Terminal and Cross Street	ft ft	1600 			Varies (350' min with no queue)		
Foreslope/Backslope Foreslope		6:1	4:1	4:1	4:1	4:1	4:1
Backslope		4:1	3:1	3:1	3:1	3:1	3:1

ITEM	UNITS	I-10 MAINLINE	LINEAR RAMP	LOOP RAMP (US 171)	FRONTAGE ROAD	ARTERIAL AND INTERCHANGE CROSSING STREET	OTHER CROSSING STREET
Complete Streets 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 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 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 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 ≥ 60 mph and median < 64 feet require a barrier.
- 10. Sidewalk shall be 7' when adjacent to curb and 5' when offset.

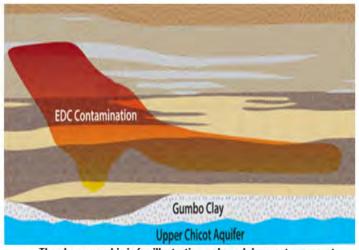
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ETHYLENE DICHLORIDE (EDC)



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.

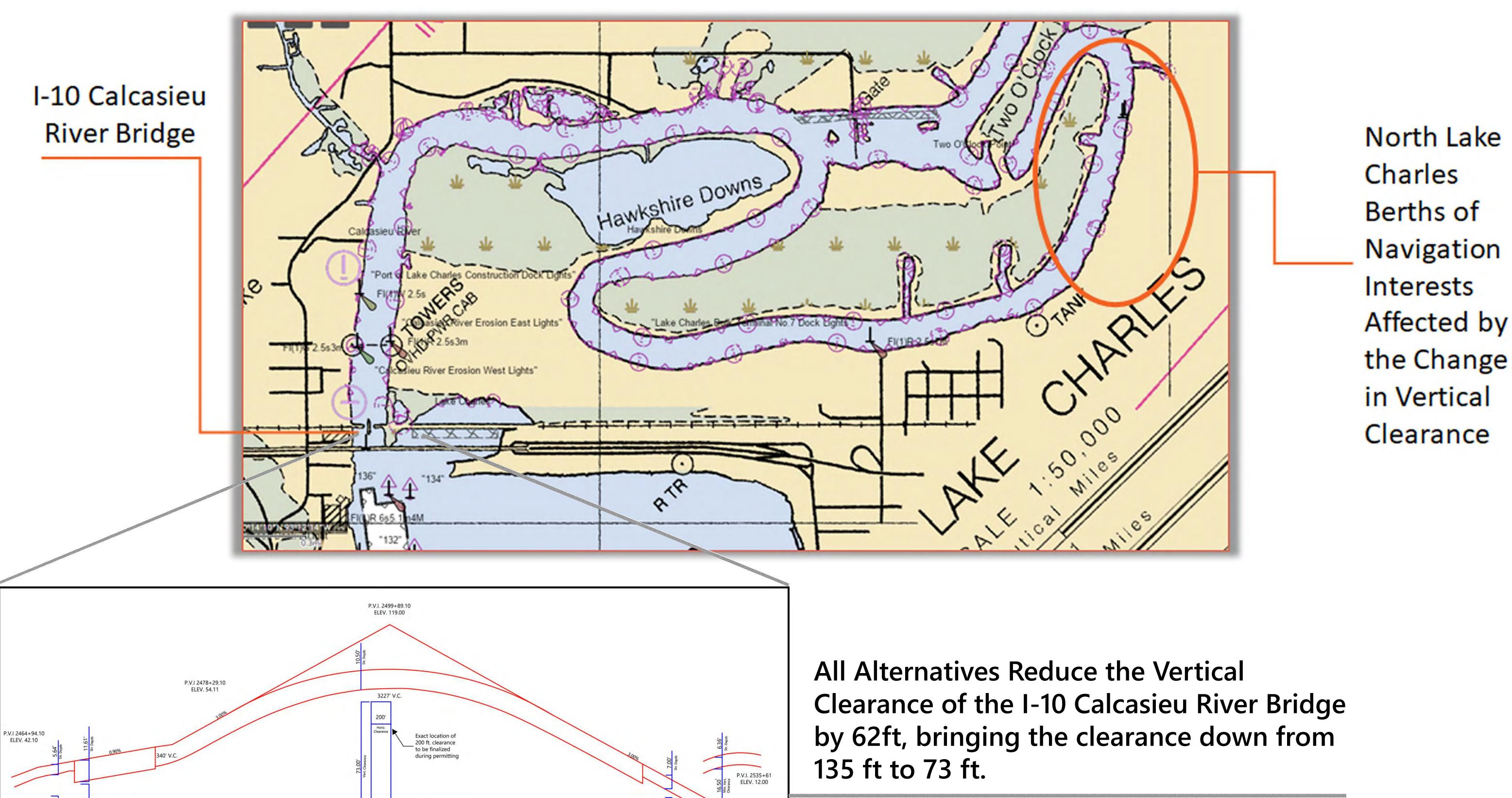


The above graphic is for illustration only and does not represent an actual engineering cross-section or a scaled representation of the subsurface.



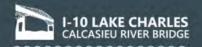
REASONABLE NEEDS OF NAVIGATION







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



I-10 Calcasieu River Bridge



Lake Charles Lakefront Picnic Area and Beach



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



US 90 Overpass of I-10



I-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)



TRAFFIC NOISE AND NOISE BARRIERS



Barrier ID	Barrier Location	Average Barrier Height	Туре
EB2A	Begin point adjacent and south of I-10, north of Belden St. @ Ann St.; end point Kirkman St. adjacent and south of I-10.	12 feet	Structure- mounted
EB2D + EB2E	Begin point adjacent and south of I-10, north of Belden St. @ Ford St.; end point 1 st Avenue adjacent and south of I-10, north of Belden St.	12-14 feet	Structure- mounted
EB2F	Begin point adjacent and south of I-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	Ground- mounted and Structure- Mounted
EB3A + EB3A-2	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	Structure- mounted







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.

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

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 I-10 bridge will impact the traffic flow on I-210? Is the 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

From: Danny Gentry

Sent: Wednesday, December 14, 2022 4:29 PM

To: CalcasieuBridge

Subject: Toll

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

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 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 I-10 bridge over the Mississippi at Baton Rouge?

Sent from my iPhone

From: CalcasieuBridge

Sent: Friday, December 9, 2022 10:49 AMTo: Gwen Hughes; CalcasieuBridgeSubject: 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.l10lakecharles.com

From: Gwen Hughes <gwenhughes53@gmail.com>

Sent: Friday, December 9, 2022 9:43 AM

To: CalcasieuBridge <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 Alternative map would have the least impact on our properties. I appreciate your help.

Thank you, Gwen Hughes

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

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

From: norupj

Sent: Thursday, December 15, 2022 4:41 AM

To: CalcasieuBridge

Subject: 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

Sent from my Verizon, Samsung Galaxy smartphone

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

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: Michael Tritico

Sent: Thursday, December 22, 2022 1:13 PM

To: CalcasieuBridge; dotdcs@la.gov; execsecretariat.fhwa@dot.gov **Subject:** Comments on Draft EIS Calcasieu River Interstate 10 Bridge Project

RESTORE

P.O. Box 233 Longville, LA 70652 1-(337)-725-3690 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: CalcasieuBridge
Subject: Toll Comment

Date: 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 I-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

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.