

# **Attachment D**

## **Comments**

**Attachment D-1: Agency Comments on the Alternatives Screening Methodology**

**Attachment D-2: Agency Comments Based on Material Presented at the Agency Meeting**

**Attachment D-3: Public Meeting Comments**

# **Attachment D**

## **Comments**

**Attachment D-1: Agency Comments on the Alternatives Screening  
Methodology**



JOHN BEL EDWARDS  
GOVERNOR

**State of Louisiana**  
DEPARTMENT OF WILDLIFE AND FISHERIES

JACK MONTOUSET  
SECRETARY

**May 17, 2017**

Ms. Noel Ardoin  
Louisiana Department Transportation and Development  
P.O. Box 92245  
Baton Rouge, LA 70804-9245

RE: *Project Number: H.003931*  
*Applicant: Louisiana Department of Transportation and Development and the Federal Highway Administration*  
*Release Date: May 8, 2017*

Dear Ms. Ardoin,

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the notice referenced above requesting comments concerning the Draft Alternatives Screening Methodology for the I-10 Calcasieu River Bridge Project in Calcasieu Parish, Louisiana. The following recommendations have been provided by the appropriate biologist(s):

At this time, LDWF has no objection to the Draft Alternatives Screening Methodology provided for the I-10 Calcasieu River Bridge Project and looks forward to providing additional department comments once the Draft Environmental Impact Statement is made available for review.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact LDWF Permits Coordinator Dave Butler at 225-763-3595 should you need further assistance.

Sincerely,

  
Kyle F. Balkum  
Biologist Director

zc/cm

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

500 Poydras Street, Room 1313  
New Orleans, LA 70130-3310  
Staff Symbol: (dpb)  
Phone: (504) 671-2128  
Fax: (504) 671-2133  
D8DPBALL@uscg.mil

16593A  
May 22, 2017

LADOTD, Environmental Section  
Attn: Ms. April English  
1201 Capitol Access Road  
Baton Rouge, LA 70802

Dear Ms. English:

We received your letter dated May 8, 2017 regarding the I-10 Calcasieu River bridge project from I-10/I-210 west end to I-10/I-210 east end in Calcasieu Parish, Louisiana (State Project No. H.003931). We appreciate the opportunity to comment on the project's draft Alternative Screening Methodology (ASM).

Each of the Preliminary Build Alternatives (PBA) identified in the preliminary ASM will require coordination with the Coast Guard. Building a new bridge will require a new Coast Guard bridge permit and any major bridge rehabilitation could require modifying the existing bridge permit. As you move through the alternatives screening process I suggest we discuss the four navigation and bridge height studies that were conducted to establish target vertical and horizontal bridge clearances.

We look forward to working with you on this project. Please contact me if you need further information. My contact information is: office phone number (504) 671-2127, cellular phone number (618) 225-7727, email [Douglas.A.Blakemore@uscg.mil](mailto:Douglas.A.Blakemore@uscg.mil).

Sincerely,

A handwritten signature in black ink that reads "Doug Blakemore".

Doug Blakemore  
Chief Bridge Administration Branch  
U.S. Coast Guard  
By direction

Copy: CG Sector Port Arthur, Waterways Management

**From:** [Linda \(Brown\) Hardy](#)  
**To:** [April English](#)  
**Cc:** [Yasoob Zia](#)  
**Subject:** DEQ SOV 170511/0520 I-10 Calcasieu River Bridge Project  
**Date:** Friday, May 26, 2017 2:27:05 PM

---

May 26, 2017

April English  
Environmental Planner  
Environmental Section  
P.O. Box 94245  
Baton Rouge, LA 70804-9245  
[aenglish@hntb.com](mailto:aenglish@hntb.com)

RE:170511/0520 I-10 Calcasieu River Bridge Project  
H.003931 FHA/DOTD Funding  
Calcasieu Parish

Dear Ms. English:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application or Notice of Intent will be required if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at <http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx> or by contacting the LDEQ Water Permits Division at (225) 219- 9371.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality

certification from LDEQ.

- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

**Currently, Calcasieu Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.**

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3954 or by email at [linda.hardy@la.gov](mailto:linda.hardy@la.gov).

Sincerely,

*Linda M. Hardy*

*Environmental Manager*

Louisiana Dept. of Environmental Quality

Office of the Secretary

P.O. Box 4301

Baton Rouge, LA 70821-4301

Phone: (225) 219-3954

Fax: (225) 219-3971

Email: [linda.hardy@la.gov](mailto:linda.hardy@la.gov)

**From:** [Brandon Howard - NOAA Federal](#)  
**To:** [April English](#)  
**Subject:** Fwd: H.003931 I-10 Calcasieu River Bridge Project - Request for Stakeholder Agency Comments  
**Date:** Thursday, May 11, 2017 1:57:23 PM  
**Attachments:** [ATT00001.htm](#)  
[20170508\\_H003931\\_Calcasieu\\_ASM.pdf](#)  
[Hartman\\_NOAA.pdf](#)  
[ATT00002.htm](#)

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Hi April.

I will be the point of contact for this project. Please consider the following as technical assistance. The essential fish habitat (EFH) consultation process will take place at a future review at which time EFH conservation recommendations may be provided.

Water bottoms at the site and associated marsh in and adjacent to the Calcasieu River and Lake Charles have been identified as EFH for various life stages of federally managed fishery species, including postlarval and juvenile life stages of red drum and white shrimp. The primary categories of EFH to be affected by project implementation include estuarine water column, estuarine water bottoms and estuarine emergent wetlands depending on the chosen alternative. Detailed information on federally managed fisheries and their EFH is provided in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico prepared by the Gulf of Mexico Fishery Management Council. The generic amendment was prepared as required by the Magnuson-Stevens Fishery Conservation and Management Act.

In addition to being designated as EFH for various federally managed fishery species, water bottoms at the project site provide foraging habitats for a variety of economically important marine fishery species such as blue crab, gulf menhaden, and striped mullet. Some of these species serve as prey for other fish species managed under the Magnuson-Stevens Act by the Gulf of Mexico Fishery Management Council (e.g., mackerels, snappers, and groupers) and highly migratory species managed by the National Marine Fisheries Service (NMFS) (e.g., billfishes and sharks).

The NMFS prefers either the HOV, TSM, or PBA 1 - F alternatives. With TSM or HOV being optimal as they would not require impacts to EFH or wetlands. The NMFS does not support the construction of new bridges in the area. New construction should center on the existing bridge and only include expansion if necessary. Therefore, NMFS does not support the other PBAs and their associated sub-alternatives. As this project progresses, and EFH assessment should be developed and the NEPA document should include a discussion on EFH or an EFH Assessment chapter.

Thank you for the opportunity to provide these comments. Please feel free to contact me if further information is needed.

Brandon

----- Forwarded message -----

**From:** **Richard Hartman - NOAA Federal** <[richard.hartman@noaa.gov](mailto:richard.hartman@noaa.gov)>  
**Date:** Mon, May 8, 2017 at 7:46 PM  
**Subject:** Fwd: H.003931 I-10 Calcasieu River Bridge Project - Request for Stakeholder Agency Comments  
**To:** [brandon.howard@noaa.gov](mailto:brandon.howard@noaa.gov)

Rick

Sent from my iPhone

Begin forwarded message:

**From:** April English <[aenglish@hntb.com](mailto:aenglish@hntb.com)>  
**To:** "Richard.hartman@NOAA.gov" <[Richard.hartman@noaa.gov](mailto:Richard.hartman@noaa.gov)>  
**Subject:** H.003931 I-10 Calcasieu River Bridge Project - Request for Stakeholder Agency Comments

Mr. Hartman,

As a stakeholder agency on the I-10 Calcasieu River Bridge Project (limits between the I-10/I-210 west end and east end interchanges), the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) respectfully request input/comments on the Project's Draft Alternatives Screening Methodology (ASM). The ASM document is attached to this email.

We are requesting comments on the ASM be complete and emailed back to [aenglish@hntb.com](mailto:aenglish@hntb.com) no later than May 19, 2017. **Additional background information about the ASM, its purpose, and providing comments are included in the attached letter.**

Please feel free to contact me should you have any questions.

On behalf of DOTD and FHWA,

**April English**

Environmental Planner

Tel [\(504\) 872-3000](tel:504-872-3000) Direct [\(225\) 368-2814](tel:225-368-2814) Cell [\(225\) 678-6013](tel:225-678-6013)

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*Brandon Howard  
Fishery Biologist  
Habitat Conservation Division  
NOAA Fisheries Service*

*Louisiana State University  
Military Sciences Bldg, Rm 266  
South Stadium Rd  
Baton Rouge, LA 70803*

Office: [225-389-0508](tel:225-389-0508), x207



**Web** [www.nmfs.noaa.gov](http://www.nmfs.noaa.gov)  
**Facebook** <https://www.facebook.com/NOAAFisheries/>  
**Twitter** [www.twitter.com/noaafisheries](http://www.twitter.com/noaafisheries)  
**YouTube** [www.youtube.com/usnoaafisheriesgov](http://www.youtube.com/usnoaafisheriesgov)

**From:** [Marceaux, Joshua](#)  
**To:** [April English](#)  
**Subject:** I-10 Calcasieu River Bridge Project from I-10/I-210 west end to I-10/I-210 east end in Calcasieu Parish, Louisiana (State Project No. H.003931)  
**Date:** Monday, May 15, 2017 8:48:29 AM

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Ms. English,

I am the U.S. Fish and Wildlife Service POC for the subject proposal. Currently, our only comment/recommendation at this early stage would be that all alternatives be evaluated for jurisdictional wetland impacts. Those impacts should consist of wetland habitat types, and acreages of those wetland habitats proposed to be impacted. That information should be given for each alternative and submitted to resource agencies for review in future correspondence. Resource agency comments regarding jurisdictional wetland impacts should be reviewed prior to eliminating alternatives. Additionally, resource agencies should be consulted with prior to eliminating alternatives. If you have questions, please let me know.

Thanks,

--

Joshua C. Marceaux  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
Southwest Louisiana National Wildlife Refuge Complex  
Lacassine National Wildlife Refuge  
office: 337/774-5923  
cell: 33/452-9179

[www.fws.gov/lafayette/](http://www.fws.gov/lafayette/)

**NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.**

+U. S. Department of Homeland Security  
 FEMA Region 6  
 800 North Loop 288  
 Denton, TX 76209-3698



**FEMA**

FEDERAL EMERGENCY MANAGEMENT AGENCY  
 REGION VI  
 MITIGATION DIVISION

**RE: I-10 Calcasieu River Bridge Project from I-10/I-210 west end to I-10/I-210 east end in Calcasieu Parish, Louisiana (State Project No. H.003931)**

## **NOTICE REVIEW/ENVIRONMENTAL CONSULTATION**

We have no comments to offer.       We offer the following comments:

**WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATORS BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.**

Dana Watkins  
 Calcasieu Parish Permit Coordinator  
 901 Lakeshore Drive  
 P.O. Drawer 3287  
 Lake Charles, LA 70601  
 dwatkins@cppj.net  
 337-721-3600

Doug Burguieres  
 City of Lake Charles  
 Director of Planning  
 326 Pujos Street, 7th Floor  
 Lake Charles, LA 70602  
 mike.huber@cityoflc.us  
 337-721-3600

Terri Hawes  
 City of Westlake Floodplain Administrator  
 P.O. Box 700  
 Westlake, LA 70669  
 terrihawes@hotmail.com  
 337-433-0691

**REVIEWER:**

*Charla Marchuk, CFM*  
 Floodplain Management and Insurance Branch  
 Mitigation Division  
 (940) 898- 5561

DATE: May 9, 2017

**From:** [Cheri](#)  
**To:** [April English](#)  
**Subject:** RE: H.003931 I-10 Calcasieu River Bridge Project - Request for Participating Agency Comments  
**Date:** Friday, May 19, 2017 8:32:39 AM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.png](#)

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April:

We had a joint TAC/TPC meeting yesterday so the MPO could give us feedback.

Here are our comments for the methodology:

- Impact (both positive/negative) on an alternative to businesses and overall economic development. Looking at economic viability of existing businesses and the alternatives, not during construction.
- Impact of the alternative to other intersections/interchanges throughout the corridor.
- Impact of the duration of construction on businesses throughout the corridor. E.g. if one alternative might have a longer construction period than another, we'd like to know that. We do realize that there are factors out of DOTD's control and understand that this is a best guess.
- Does the alternative increase the capacity of the roadway and/or particular interchanges.

Please let me know if you have any questions. I have meetings all today and am leaving Monday for some training in St Louis. However, I will be checking email and you are more than welcome to call my cell phone (in my signature line).

Thanks so much  
Cheri

Cheri L. Soileau, AICP  
Executive/MPO Director  
4310 Ryan Street, Suite 330  
Lake Charles LA 70605

O: 337-433-1771  
C: 469-964-2015

[cheri@imcal.la](mailto:cheri@imcal.la)  
[www.imcal.la](http://www.imcal.la)

---

**From:** April English [mailto:aenglish@HNTB.com]  
**Sent:** Monday, May 08, 2017 4:03 PM  
**To:** cheri@imcal.la  
**Subject:** H.003931 I-10 Calcasieu River Bridge Project - Request for Participating Agency Comments

Ms. Soileau,

As a Participating Agency on the I-10 Calcasieu River Bridge Project (limits between the I-10/I-210 west end and east end interchanges), the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) respectfully request input/comments on the Project's Draft Alternatives Screening Methodology (ASM). The ASM document is attached to this email.

We are requesting comments on the ASM be complete and emailed back to [aenglish@hntb.com](mailto:aenglish@hntb.com) no later than May 19, 2017. **Additional background information about the ASM, its purpose, and providing comments are included in the attached letter.**

Please feel free to contact me should you have any questions.

On behalf of DOTD and FHWA,

**April English**

Environmental Planner

Tel (504) 872-3000 Direct (225) 368-2814 Cell (225) 678-6013

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## 5.0 PURPOSE AND NEED SCREENING

In the Purpose and Need Screening, fatal flaw criteria will be utilized to evaluate and screen the Preliminary Alternatives against the purpose and need of the Project. Alternatives are given a *Pass or Fail* rating for each of the screening criteria. By providing a “meets” or “fails to meet” response to each category, responses that fall into an intermediate area will be avoided; thus, minimizing the degree of subjectivity in the process. This method also avoids having to establish an arbitrary standard for meeting the criteria.

Practicable alternatives that meet the purpose and need of the project are advanced to the next level of screening. For transportation projects, generally, an alternative is practicable if it 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems or serious socioeconomic or environmental impacts.

The following sections provide high-level summaries for each of the Purpose and Need Screening’s evaluation criteria and measures, which are also summarized in **Table 1 (Section 5.5)**. Additional details on the purpose and need of the project can be found in *Purpose and Need Technical Report*<sup>2</sup>.

### 5.1 System Connectivity

The existing I-10 typical roadway section outside of the I-210 interchanges is a six-lane facility (three in each direction), whereas I-10 within the I-210 interchanges, including the Calcasieu River Bridge, is a four-lane facility (two lanes in each direction). The reduction of a travel lane on I-10 between the I-210 interchanges does not provide a continuous system, resulting in bottlenecks and a reduction in travel time through the Project limits. Congestion levels increase as motorists choose to utilize I-10 despite the lane reduction because it provides needed access to popular destinations such as Westlake and downtown Lake Charles. Alternatives that remedy the lane imbalance problem on I-10 will receive a pass rating.

### 5.2 Traffic Congestion

Alternatives must provide an improvement in mobility and travel time along the I-10 corridor and at interchanges as compared to the No-Build Alternative. Widening I-10 within the Project limits to match I-10 outside the Project limits will reduce congestion and increase capacity for more reliable local and regional mobility. Alternatives that increase capacity on I-10 will receive a pass rating.

The two at-grade railroad crossings at Sampson St. north of I-10 adversely affect local

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<sup>2</sup> I-10 Calcasieu River Bridge (I-10/I-210 West End to I-10/I-210 East End) Purpose and Need Technical Report.

# **Attachment D**

## **Comments**

**Attachment D-2: Agency Comments Based on Material Presented at  
the Agency Meeting**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Air Traffic Organization  
Central Service Center

10001 Hillwood Parkway  
Fort Worth, TX 76177

AUG 01 2017

Noel Ardoin  
Environmental Engineer Administrator  
Louisiana Department of Transportation and Development  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Dear Mr. Ardoin:

Thank you for your letter dated July 18, 2017, addressed to Mr. Michael O'Harra regarding the Environmental Impact Statement on proposed project I-10 Calcasieu River Bridge, Calcasieu Parish, LA., State Project No. H.003931 F.A.P. No. BR-10-1(212)29. We normally participate in, and comment on, other federal agency environmental documents only from the perspective of the Federal Aviation Administration's (FAA) areas of responsibility; that is, whether the proposal will have effects on aviation and the National Airspace System. We generally do not provide comments from an environmental standpoint.

From a regularity perspective, you may need to consider if notice to FAA is required for the effect of the proposed actions on airspace. We encourage you to coordinate with the FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) office so that we can review the alternatives to provide you with the possible impacts. For information on the requirements for notifying the FAA, instructions for completing the forms, or other information regarding the airspace notification process, please visit the OE/AAA web site at:  
<https://oeaaa.faa.gov/oeaaaEXT/portal.isp>.

You will need to determine if formal notice to the FAA is required for the effect of the proposal on airspace. The requirements for this notice may be found in Title 14 of the Code of Federal Regulations, Part 77, Objects Affecting the Navigable Airspace. If any part of the project exceeds notification criteria under FAR Part 77, notice to the FAA is required at least 30 days prior to the proposed construction date. More information may be obtained at the OE/AAA web site.

Sincerely,

A handwritten signature in black ink that reads "Robert W. Beck".

Robert W. Beck  
Manager, Operations Support Group  
ATO Central Service Center





**BILLY NUNGESSER**  
LIEUTENANT GOVERNOR

**State of Louisiana**  
**OFFICE OF THE LIEUTENANT GOVERNOR**  
**DEPARTMENT OF CULTURE, RECREATION & TOURISM**  
**OFFICE OF CULTURAL DEVELOPMENT**

**RENNIE S. BURAS, II**  
DEPUTY SECRETARY

June 7, 2017

April English  
Environmental Planner  
HNTB Corporation  
Attn: LDOTD Environmental Section  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Re: Section 106 Review and Compliance  
State Project No. H.003931  
Proposed I-10 Calcasieu River Bride Project  
Built Environment Comments on Interchange  
Preliminary Build Alternatives  
Calcasieu Parish, LA

Dear Ms. English:

Thank you for your letter of May 8, 2016, concerning the above-referenced undertaking. We are of the opinion that the interchanges proposed in Preliminary Build Alternatives numbers two through four have the potential to adversely affect historic standing structures. In order to comment per the Section 106 Regulations (36CFR800), we would need Areas of Potential Effects established for those Preliminary Build Alternatives and an assessment on the National Register of Historic Places-eligibility made on all of the standing structures located within the Areas of Potential Effects.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596.

Sincerely,

A handwritten signature in blue ink that reads "Kristin P. Sanders".

Kristin Sanders  
Deputy State Historic Preservation Officer

KS:MV:s



## UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS TX 75202-2733

August 14, 2017

I-10 Calcasieu River Bridge Project c/o HNTB Corporation  
2021 Lakeshore Drive, Suite 230  
New Orleans, LA 70122

RE: EPA Comments on the Reasonable Alternatives involving Sulphur Ave. Extension to Enterprise Blvd. and Potential Impacts Due to Proximity to the Gulf State Utilities North Ryan Street Superfund Site

Dear Sir or Madam,

The United States Environmental Protection Agency participated in the agency and officials meeting for the I-10 Calcasieu River Bridge Project on August 3, 2017. The consultant team provided an overview of the project and requested comments. During the meeting, several reasonable alternatives and sub-alternatives were identified for the project. After reviewing the presentation materials at the agency meeting, EPA has determined that the reasonable alternatives which involve the extension of Sulphur Ave. to Enterprise Blvd. have the potential to impact the Gulf State Utilities North Ryan Street Superfund Site (Site).

The Site is located at 303 North Ryan St., Lake Charles, Louisiana. A manufactured gas plant (MGP) operated at the Site between 1916 and 1932. Site activities contaminated soil with polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs) and polycyclic aromatic hydrocarbons (PAHs). Site activities contaminated sediment and groundwater with VOCs and PAHs. The United States Environmental Protection Agency proposed the Site for inclusion on the Superfund program's National Priorities List (NPL) in February 1995.

In light of the known contamination remaining in the subsurface soils near the proposed road construction areas depicted in the reasonable alternatives which involve the extension of Sulphur Ave. to Enterprise Blvd., the EPA believes that it is appropriate to provide comments for consideration that describe preliminary measures to prevent exposure to such contamination.

A Site removal action was performed between 2000 and 2003 and included dredging, dewatering and disposal of sediment from the Calcasieu River, and excavation of storm sewer piping, bedding soil, and sediments from the west drainage ditch. The removal action also included excavation, consolidation and capping of the exposed tar area.

In 2004, EPA issued a Record of Decision (ROD) addressing soil and sediment contamination at the Site, defined as Operable Unit 2 (OU2). This OU2 ROD stated that the site removal action addressed contaminated soil, sediment, and source material and eliminated the need to conduct further remedial action, and therefore the selected remedial action was "No Further Action Necessary." It is important to note that the remedial action for OU2 (identified as

the former exposed tar area on the attached Figure 2 map) left low-level threat contamination in the subsoil. As a result, ongoing Site operations and maintenance are required to ensure that no unacceptable exposure risks posed by the Site occur in the future. Those ongoing Site operations and maintenance include but are not limited to Site maintenance, monitoring and compliance with the restrictions of the conveyance notice filed with the Entergy property deed that describes the land use restrictions necessary to control site worker and environmental exposure to low-level threat contamination remaining onsite. These restrictions prohibit any unauthorized excavations or use of contaminated soil and limit the future use of the property to commercial or industrial purposes. The attached Figure 1 from EPA's 2015 Five Year Review for the Site shows the extent of the conveyance notice.

If any Reasonable Alternative which involve the extension of Sulphur Ave. to Enterprise Blvd. is selected to be the "Recommended Preferred Alternative" in the project's Environmental Impact Statement process, then EPA requests coordination prior to design and construction activities.

- Prior to the start of any construction or excavation activities, EPA must review and approve a Soil and Stormwater Management Plan that will prevent exposure to contamination remaining in the subsurface soil. The plan should include but not be limited to, sampling and analysis plan of subsurface soils for PCBs, VOCs, and PAHs; dealing with and disposal of contaminated soil encountered during excavation; ensuring that disposal of the contaminated soil is in accordance with State and Federal law; and stormwater measures utilized to minimize stormwater contact with contaminated soil.
- Any future property owner(s) of all or a portion of the property within the boundaries of the conveyance notice describing necessary land use restrictions to control and limit exposure to Site contamination must comply with those land use restrictions.
- EPA recommends that the project follows the requirements of 29 CFR 1910.120 concerning HAZWOPER training requirements for construction workers who may be working with potentially contaminated subsurface soils.

If you have any questions concerning this letter or the comments provided herein, please do not hesitate to contact me at (214) 665-7393.

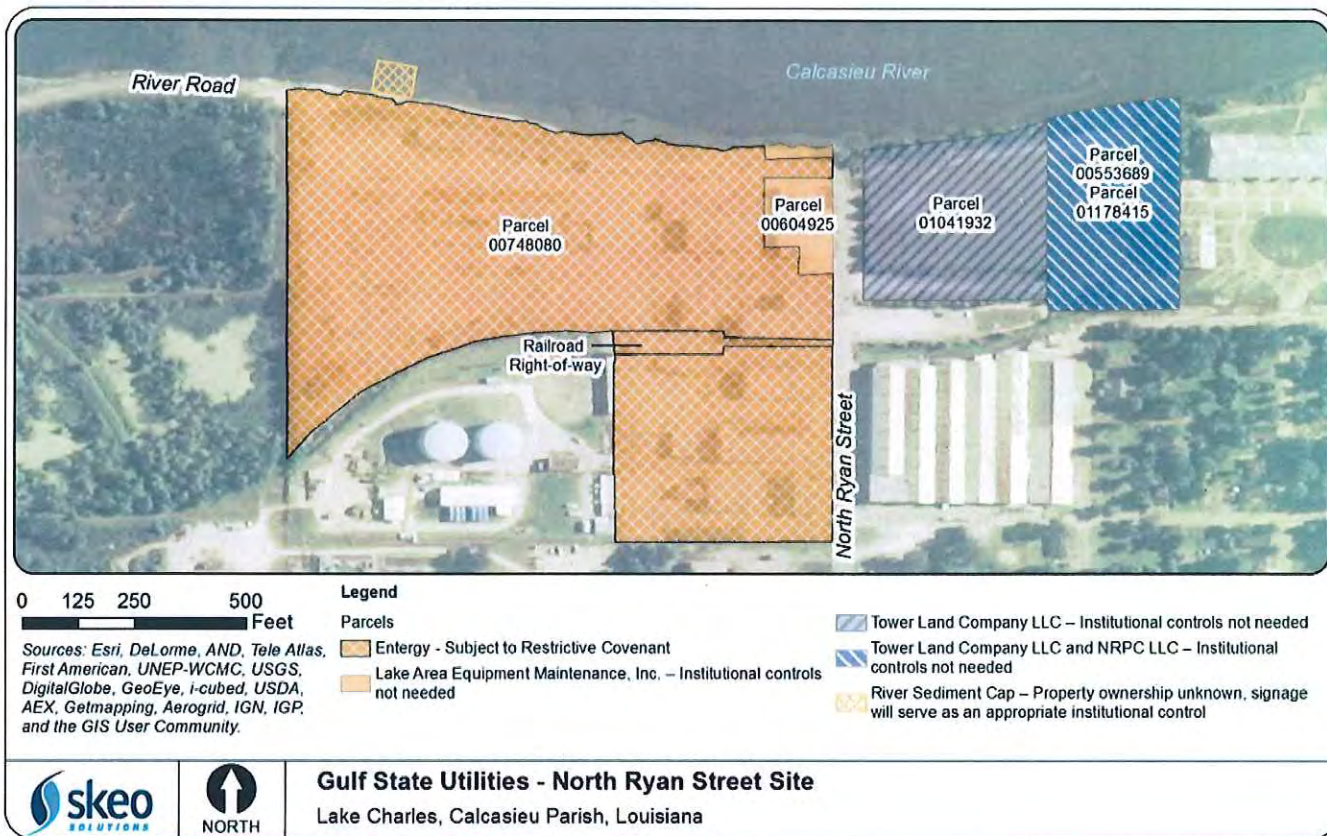
Sincerely,



Casey Luckett Snyder  
Remedial Project Manager  
Superfund Division  
LA/NM/OK Section (6SF-RL)

Cc via electronic copy: Robert Harris, LDEQ  
Toby Chu, Entergy

**Figure 1: Institutional Control Base Map**



Disclaimer: This map and any boundary lines within the map are approximate and subject to change. The map is not a survey. The map is for informational purposes only regarding EPA's response actions at the Site.

Figure 2: Detailed Site Map



Disclaimer: This map and any boundary lines within the map are approximate and subject to change. The map is not a survey. The map is for informational purposes only regarding EPA's response actions at the Site

# **Attachment D**

## **Comments**

**Attachment D-3: Public Meeting Comments**

~~tax~~

Sunday, August 13, 2017

42988

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
2021 Lakeshore Drive , Suite 230  
New Orleans , LA 70122

Ref: I-10 Calcasieu River Bridge Project Comments

I would like to submit the following comments for consideration in reference to the above project.

To get things started --- lets consider making a swap ; make the present I-210 Loop the designated I-10 Interstate Highway route across Lake Charles and then make the present I-10 Interstate route the I-210 Loop around Lake Charles

The problems with support foundations due the environmental condition of the soil will never go away. If the North (or West) approach side of the I-210 Loop is environmental free from sub-surface contamination , then the swap could be possible.

If we can get past this problem , then lets consider the following:

A. The original Interstate Highway System was surveyed and the routes designated many years ago ( probably in the 1950's )  
This present route of I-10 crossing Lake Charles on the North Side of the City should be reevaluated and consideration be given to the possibility of a Southern route across Lake Charles.

(a) SAFETY ----- the heavy refining industry expansion in the Westlake Area ( big change from processing sweet crudes vs processing heavy sour crudes ) plus newer units with maybe higher pressures and temperatures.

(b) SAFETY ----- close proximity to railroad serving the Westlake Area industry.

c (?) SAFETY ----- the Industrial Complex on the Sulphur side near the present I-210 Loop route becomes part of the equation at this point .

SUMMARY ---- potential for Interstate Highway closure due to explosions, fires, chemical releases, etc. does exist

(d) DEMOGRAPHY --- significant changes since the 1950's --- an overall movement Southward

--- malls, retail stores, auto dealers, gaming, education , medical, LNG, subdivisions, office buildings, air port, air craft industry, etc.

(e) POLITICAL ----- lakefront development concerns, Riverboat gambling, North Lake Charles business development,

B, If all concerns could work with this proposal of designation exchange then my suggestion would be :

- erect the proposed six lane I-10 replacement bridge adjacent to the present I-210 Loop bridge  
If the three year time frame and the \$500 million budget is workable in this case and the other two existing bridges can be made safe for three more years,
- next the existing I-10 bridge could be replaced with the option already in place of erecting a new lower level , 4 lane instead of 6 lanes , and being designated the new I-210 Loop bridge.
- demolition of the two bridges replaced would be necessary for safety and ship traffic.

*Not really sure how to work through this process!*

*Thanking you for your efforts to this MAJOR Project,  
I remain,*

*yours truly,*

*Abraham Abdalla*

*P.O. Box 59*

*DeQuincy, LA. 70633-0059*

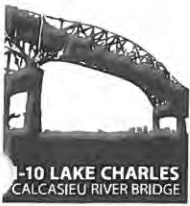


**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Suggestion  
**Date:** Friday, August 04, 2017 8:22:34 PM

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You received a message from [Alejandroluiss@gmail.com](mailto:Alejandroluiss@gmail.com)

I think a underwater tunnel would easy and cheaper to build



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

- Preliminary Alternatives
- Alternatives Screening Methodology and Results
- Recommended Reasonable Alternatives for further evaluation in the Environmental Impact Statement (EIS)

The Recommended Reasonable Alternatives are as follows:

- Preliminary Build Alternative 2, Sub-Alternatives A-E
- Preliminary Build Alternative 3, Sub-Alternatives A-E

Please return this completed form at the comment table or to a Project Team member.

You can also submit comments online at [www.i10lakecharles.com](http://www.i10lakecharles.com) or by U.S. mail to the following address:

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 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Dzil & Emily Ashworth

Address: 2109 Rhett Drive, Lake Charles, LA 70611

Email: ethoash13@outlook.com

Agency (if applicable): residents

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

First and foremost, thank you for taking the time to present this information to our community. We are excited about the growth that is taking place, but with that growth comes some pain. The biggest pain in my opinion is transportation. Speaking with the experts @ each station I have the

(Continued on Back)

## Following suggestions:

1. PBA 1 should NOT be an alternative

- Though it is the cheapest alternative it could potentially cost more in the long run. If the water is contaminated some of the projected projects could pull their business causing our city to go from boom to bust. We could also have increased illness at worst a public health crisis.

2. I agree with the recommended PBA 2 or 3 favoring PBA 3 with Sub Alt B. Avoiding I-10 by placing an alternative from Sampson Street to Enterprise Blvd would accomplish a few things. It would help get those from Westlake to Enterprise allowing direct access to Lake Charles & toward 171/Moss Bluff area. Hwy 171 is very congested in the am & pm. Many motorists cut through North Lake Charles using Simmons Street, Cross Blvd, and Fitzreiter Road to get to I-10 due to the increased traffic. This option will help to improve traffic flow & reduce the time it takes to get from Lake Charles to Westlake.

Thank you again for taking the time to consider my low thoughts & opinion.

Sincerely,

Emily S. Ashworth  
337-764-6386

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I10 Calcasieu River Bridge Project No. H.003931 / No. BR-10-1(212)29  
**Date:** Monday, August 14, 2017 4:02:51 PM

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You received a message from [charlieatherton@suddenlink.net](mailto:charlieatherton@suddenlink.net)

I10 Calcasieu River Bridge Project  
State Project No. H.003931 / Federal Aid Project No. BR-10-1(212)29  
Charlie Atherton Public Comments 8/14/17

To Decision Makers,

The Calcasieu River Bridge should remain at its current height of 135 feet. This current height is not by accident. This height is engineered to allow for the passage of ships that utilize the full carrying capacity of the Calcasieu River north where the water depth is naturally up to 61 feet deep. If the Titanic was afloat today the Calcasieu River would allow the passage of the Titanic under the existing 135 foot bridge as originally designed. After WWII the navy docked hundreds of ships for miles along the river upstream of the bridge, proving navigation suitability. Shipping north of the bridge was originally hampered by the non-alignment of two railroad bridges until recent years when one of the bridges has now been removed allowing large ships to once again navigate upstream. The low level bridge concept was originally thought up and politically driven by ConocoPhillips with the hope that the EDC contamination under the bridge would not be found out. Local elected officials fast tracked the decision for a low level bridge over the objection of the public. Since everyone now knows how severe the EDC contamination by ConocoPhillips is and is now being addressed by the agencies, the bridge should remain at its current height to allow future development of the miles of naturally deep water north of the bridge. Friend Ships discovered this secret long ago and utilizes the river along with others who want to bring in large ships. The Lake Charles Harbor and Terminal District passed a resolution to keep the bridge at its current height so they can fully utilize public and port property north of the bridge.

We are requesting that the official paper trail with all of the appropriate legal signatures that changes the bridge height from 135 feet to an illegal 73 foot height, be entered into the public record of this project.

We do not believe the all the agencies with legal authority and legislative oversight have all legally followed the required public participation process or have actually signed off on the decision for an illegal low level bridge to be built across the Calcasieu River on I10, especially absent is the Bridge Administration of the Coast Guard, Office of Bridge Administration.

We ask that the I10 Bridge remain at the 135' current correct height over the Calcasieu River to maximize the future navigational use and development of the naturally deep and protected waters. This is the only remaining land readily available on the Calcasieu River for ship berthing, docks, and economic marine development.

Charlie Atherton

122 Vine St.

Sulphur, La. 70663

NOTE; PICTURES ARE INCLUDED BUT DO NOT SHOW UP. I WILL ALSO SEND BY EMAIL TO [Joachim.Umeozulu@LA.GOV](mailto:Joachim.Umeozulu@LA.GOV)

Excerpt from KPLC TV 12/19/07;

Concerned citizen Charlie Atherton says a 135 foot bridge is the way to go. "To build a new I-10 bridge less than 135 feet in height to kill shipping, economic development north of I-10 is against federal law, a disservice to the public, an abuse of power by decision makers, and a bad mistake that'll never be corrected."

As expected, committee members voted four to one in agreement with the state's recommendation of a clearance of 73 feet. Lake Charles Mayor Randy Roach was the lone no vote. He feels 90 feet would have been a reasonable compromise. "This decision is a hundred year decision. It's a decision that's going to affect this community for years to come. Here's a deep water area that's naturally deep water, and we won't be able to access it because the bridge will be too low."

<http://www.charts.noaa.gov/OnLineViewer/11347.shtml> shows naturally deep water that has never been dredged

that is as deep as 61 feet.

TITLE 33 > CHAPTER 11 > SUBCHAPTER I > § 494

[Prev](#) | [Next](#)

§ 494. Obstruction of navigation; alterations and removals; lights and signals; draws

How Current is This?

No bridge erected or maintained under the provisions of sections 491 to 498 of this title, shall at any time unreasonably obstruct the free navigation of the waters over which it is constructed, and if any bridge erected in accordance with the provisions of said sections, shall, in the opinion of the Secretary of Transportation at any time unreasonably obstruct such navigation, either on account of insufficient height, width of span, or otherwise, or if there be difficulty in passing the draw opening or the drawspan of such bridge by rafts, steamboats, or other water craft, it shall be the duty of the Secretary of Transportation after giving the parties interested reasonable opportunity to be heard, to notify the persons owning or controlling such bridge to so alter the same as to render navigation through or under it reasonably free, easy, and unobstructed, stating in such notice the changes required to be made,

and prescribing in each case a reasonable time in which to make such changes, and if at the end of the time so specified the changes so required have not been made, the persons owning or controlling such bridge shall be deemed guilty of a violation of said sections; and all such alterations shall be made and all such obstructions shall be removed at the expense of the persons owning or operating said bridge. The persons owning or operating any such bridge shall maintain, at their own expense, such lights and other signals thereon as the Commandant of the Coast Guard shall prescribe. If the bridge shall be constructed with a draw, then the draw shall be opened promptly by the persons owning or operating such bridge upon reasonable signal for the passage of boats and other water craft.

Lake Charles Harbor and Terminal District  
Board of Commissioners

Resolution 2004-032

A RESOLUTION expressing support to maintain the current height and width characteristics of the I-10 for any new replacement bridge planned for future construction.

WHEREAS, the Louisiana Department of Transportation & Development is currently studying replacing the Calcasieu River I-10 bridge; and  
WHEREAS, the District believes it is in the best interest of navigational interest and the general public that any new bridge maintain the height and width characteristics of the current bridge.  
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE LAKE CHARLES HARBOR AND TERMINAL DISTRICT IN REGULAR SESSION CONVENED THAT:  
SECTION 1: The Board of Commissioners of the Lake Charles Harbor & Terminal District does hereby express its support for maintaining, as to any new I-10 Calcasieu River bridge, the height and width characteristics of the current I-10 Calcasieu River bridge.  
THUS PASSED AND ADOPTED at Lake Charles, Louisiana, on this 24th day of May, 2004.

---

FRED R. GODWIN, President

I HEREBY CERTIFY that the above and foregoing is a true and correct copy of a Resolution adopted by the Board of Commissioners of the Lake Charles Harbor & Terminal District in regular session convened on the 24th day of May, 2004.

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MARSHALL J. SIMIEN, JR.,  
Secretary/Treasurer

Federal Maritime Law May Be Violated if MDOT Builds New Biloxi-Ocean Springs Bridge Without Drawspan  
by Keith Burton - GCN Filed 1/7/06

Updated 1/9/06 and 1/30/06

Since shortly after Hurricane Katrina, MDOT has said that it planned to rebuild the damaged Bay St. Louis and Biloxi-Ocean Springs bridges without a drawspan, which the former bridges had. But to do so will violate Federal Maritime Law.

Recently, both the Harrison County Development Commission and the Mississippi Development Authority went on record saying that MDOT's plan to build new bridges with nearly 100 feet of height and no drawspan would not be adequate.

Federal Maritime Law prohibits the building of bridges "...that shall at any time unreasonably obstruct the free navigation of the waters over which it is constructed..." The law further states that any impeding structure, if constructed, "...shall be removed at the expense of the persons owning or operating said bridge."

MDOT's proposed bridges at either end of Harrison County would restrict needed height requirements for shipbuilding in Harrison and Hancock Counties.

With the notice by the HCDC and the MDA, officials with MDOT are now aware that building bridges without drawspans would adversely effect the Coast's navigational requirements, triggering the federal law. As a result, it now appears likely that MDOT will have to reconsider its plans. Not to do so, could result in further delays in replacing the bridges and certainly impact the future of some key Coast industries, which are major employers that must have a clear access waterway. One example recently cited is that of Trinity Yachts in Gulfport. It is one of two shipyards bidding on a 300-foot mega-yacht that would require 110- to 120-foot clearance when it would be taken to open water by barge. It sees a future workforce of 700-750 people building larger yachts.

The fact that MDOT refuses to acknowledge that their bridge proposals do not meet the Coast's true needs now must be questioned by all public and governmental officials. MDOT's continuous lack of awareness can only impede the rebuilding of these bridges as it clear that a growing number of issues now cloud MDOT's plans.

In a time when Louisiana's transportation department has rebuilt the Katrina-damaged I-10 bridge over Lake Pontchartrain, MDOT's lack of performance over the Coast's two bridges is truly damning and already represents a major failure in the state's post-Katrina recovery effort. Even the best current estimates place the opening of MDOT's new bridges nearly two years away. At the current rate and in light of ever-increasing issues, this estimate is optimistic.

Coast residents and businesses, including the casino industry need to be alarmed at MDOT's progress and have reason now to question MDOT's public statements on its efforts.

Meanwhile, GCN has learned that the Harrison County Board of Supervisors will likely add their voice to request MDOT to add drawspans in their proposed Biloxi-Ocean Spring and Bay St. Louis bridges. In an interview with GCN on Jan. 9, District 2 Supervisor Larry Benefield said that the county must have drawspans and that the board initially was under the impression from MDOT that drawspans would be included.

"I can't imagine that we build a bridge without drawspans," Benefield said. "I think you will see us make a decision on the drawspans."

Benefield, who is also the board's vice-president, said it is in the best interests of the county that the new bridges have drawspans to allow for future economic development of the county.

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#### MORE INFORMATION

Federal Law on Bridges

Federal Law on Bridges (viewable with a browser)

AMERICAN PRESS EDITORIAL

Jan 6, 2008 pE4

Advocates of lower bridge shortsighted

There has been plenty of talk in the last few months about the proposed height for a new Interstate 10 Calcasieu River Bridge.

We've heard from both sides about why they believe the bridge should be either 73 feet or 90 feet tall. Each gave good reasons for their position.

The state Department of Transportation and Development has recommended a 73-foot-tall bridge. The estimated cost for the new bridge will be about \$130 million.

A DOTD report states it would cost about \$15 million less to build than a 90-foot-tall bridge and be much safer for the 50,000 motorists that cross the bridge each day.

However, the nonprofit group Friend Ships and Lake Charles officials opposed that idea, saying a 73-foot bridge would prevent larger vessels from reaching the charity's facility and restrict development along the river north of the bridge.

The Lake Charles City Council voted 5-2 on Nov. 21, 2007 to support a 90-foot bridge. This is what Mayor Randy Roach is supporting.

A few weeks later, the Calcasieu Parish Police Jury voted by a 8-6 vote to endorse a 73-foot-tall bridge.

The Westlake City Council and Sulphur Mayor Ron LeLeux both support the Police Jury's decision.

On Dec. 19 that the Metropolitan Planning Organization voted 4-1 in support of the shorter bridge.

Roach has said the lower bridge will keep large vessels from sailing north of the bridge.

This in turn will affect any possible economic development for the hundreds of acres of undeveloped property lying along the river here, he said.

We wholeheartedly agree with the mayor on this one.

Local officials can't foresee what will happen in the next 50 year. Building a lower bridge will have major repercussions down the line.

If it's built at the lower footage, then the land along the river north of it will be unusable as waterfront industrial property.

The deep-water section of this part of the river has so much potential. Public officials who support the lower bridge, which would effectively cut off potential development north of it, lack vision.

Lower-bridge proponents argue that the land north of the bridge hasn't been developed since the current I-10 bridge was built in 1952. Thank goodness this thinking didn't prevail after the U.S. Air Force abandoned Chennault Air Base in the early 1960s, leaving its 10,000-foot runway dormant for more than 25 years.

We understand that the higher bridge will cost more money, but in the long run it will turn out to be good investment for this area's economy.

The 90-foot bridge is the way to go.



Betty Bates, City Council West Lake Louisiana:

What I would like to ask all of you is please do the infrastructure from getting from interstate 10 to West Lake before you start the other large bypass. It's desperate over here in West Lake. We have line from Interstate 10 all the way to Sulphur, getting out of West Lake takes us 30-40 minutes (its line to line to line). It is terrible. We need help. And the bridge, of course, please do it as soon as possible. I have been traveling over it for 57 years and I have seen it go down, go down, go down and I am very frightened that one of these days it might collapse. Those 18 wheelers, you will have 10 and 12 on one side and maybe 10 and 12 on the other and its terrible. It's unsafe. Please tend to this.

Betty Bates, West Lake Louisiana City Council Person:

Looking over all the plans, we have decided that E is probably our best bet. The Enterprise Blvd exit is a very bad decision. If you are going to St Patrick's Hospital you would have to go all the way Enterprise Blvd come all the way go all the way across to St. Patrick's. If you come down off E, you gonna come down and come down and go to St Patrick's Hospital, you will be able to get off. Other- wise it's not, it's not a good decision. Enterprise Blvd is a disaster.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

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Please Print

Name: Don Bates

Address: 3915 Bayouwood Ln, L.C. 70603

Email: \_\_\_\_\_

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project? Yes or No (circle one)

Comments: STAY AWAY FROM CONTAMINATED  
area at all cost. !!!

(Continued on Back)

8-12-17

Mr. Kalivoda,

I agree with Mathie Borel - we have to do everything not to disturb the AGU, PER.

I think there should be two Bridges with Cross overs at intervals for Emergency Personal to entertain. one each  
one block

Also Heavy Equip. Trucks SHD. BE in their OWN Re- enforced lane.

Maybe 1st of all - an Emergency Route - ASAP for TRUCKS. Get Xtra # from the Industries that tear- up the Roads, pollute Air, Water & land. And How Often do they Release toxins that are un- monitored. ??

TRANS-CANADA SHD. Get a Big Bill - (Mathie County plowing through our America)

Sincerely &  
Hopeful  
Betty Bonnell  
our

BA. BONVILLIAN  
833 PARISH RD.  
LK-CHARLES, LA 70611

Re: article - <sup>the</sup> Am. Press / Sun / 8-6-17  
"BRIDGE POSSIBLE"

P.S. Come up with a longer  
Route if needed. Most Imp.  
is QUALITY Construction and  
attention to Emergency People  
to get ~~to~~ scene of wrecks. We  
have lots of Fog in Area and  
probably gonna have SMOG!

Please Work on this ASAP —  
don't screw it up! Bridge  
Collapse ⇒ a Horrible way to die.



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Please Print

Name: Mattie Borel  
 Address: 1106 S. Perkins Ferry Rd - LC 70611  
 Email: mbo234@yahoo.com  
 Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project? (Yes) or No (circle one)

Comments:

1) The need for a new I-10 bridge is imminent in my opinion -  
 2) The grade of future bridge should be studied as the grade of the current bridge has been the cause of many accidents.  
 3) Under NO circumstances should the mistake be made to dig around the EDC spill area - We cannot make additional aquifers for water (at least I don't think we can)

(Continued on Back)

and water in the #1 season we are alive today.

④ The height of our current bridge was determined to allow larger ships to go under the bridge & hide from the enemy in times of future wars. An enemy ship was sighted in the Gulf during WWII. I don't know how modern warfare would work but I do think we should think about this before lowering the height of the bridge.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

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Please Print

Name: PAM CAPDEBOSCO

Address: 931 SHADY LAKE WESTLAKE, LA 70609

Email: pamfcapdebosco@gmail.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

AS A WESTLAKE RESIDENT I WOULD LIKE TO  
THANK EVERYONE INVOLVED IN THIS PROJECT.  
ENVIRONMENTAL CONCERNS ARE FIRST AND  
FOREMOST. I HAVE GRANDCHILDREN THAT ARE  
NOT YET BORN WHO WILL BE AFFECTED BY

(Continued on Back)

THE DECISIONS BEING MADE BY YOU.  
AS OF NOW I AM LEANING TOWARD  
SUB-ART C PBA 2+3 I WILL CONTINUE  
TO BE INVOLVED IN THIS PROCESS. I WOULD  
LIKE DIRECT ACCESS TO BOTH EAST & WEST  
AND DOWNTOWN LAKE CHARLES (RYAN)  
BECAUSE OF THE LOCATION OF COMMUNITY  
EVENTS & RESTURANTS, WHEN ENTERTAINMENT  
SUCH AS MUSEUMS PLAYS CHURCH ETC IS  
EASILY ACCESSABLE IT HELPS OUR DAILY  
LIVES AND THE WHOLE SOUTHWEST  
EXPERIENCE OF THOSE WHO VISIT. THIS  
INCREASES REVENUE TO PAY FOR SUCH A  
PROJECT. PLEASE TAKE FLOODING ISSUES  
INTO CONSIDERATION ALONG WITH OTHER  
ENVIRONMENTAL ISSUES SUCH AS THE  
CONTAMINATION OF WATER AND AIR.



**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** 8/3/17 public forum  
**Date:** Friday, August 04, 2017 11:21:38 AM

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You received a message from [michaeldcarleton@gmail.com](mailto:michaeldcarleton@gmail.com)

I did not attend the forum so my comments are based on the written materials provided to me. 1. The main reason for me commenting is to encourage the DOTD to eliminate from future consideration entirely PBA 4 and eliminate it from all future materials. I'm frankly disappointed the DOTD would even spend the time marking such a route on paper. This would be a ridiculous eyesore to build a new bridge through the heart of Lake Charles, not to mention all the impact on lake recreation and lakeside properties. I don't care if there's a nuclear waste dump underneath the current bridge this still makes no sense. Get the area cleaned up and move on. 2. I thought Conoco had already cleaned up some of the EDC waste. If the remainder needs to be cleared to satisfy EPA that should be a priority getting it done while further planning and funding for the bridge is in the works. Thank you. Mike Carleton

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** public comments  
**Date:** Saturday, August 05, 2017 12:03:23 PM

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You received a message from [ajpcormier@gmail.com](mailto:ajpcormier@gmail.com)

first, I would like future updates on this project

My name and address are: Adley Cormier, 631 Sixth Street, Lake Charles, LA 70601. I serve on the City of Lake Charles Historic Preservation Commission.

I wished to reaffirm that the general right of way for work on this corridor is not expected to be wider/greater than the current boundaries so that expected work will not impact on the two principle adjacent historic sites of Corporation Cemetery (at Moss and Church) and the Cantonment Atkinson/Bilbo Cemetery site at the south bend of Lakeshore Drive. Should changes to design be contemplated, please advise of the possible impacts.

As to general comments, the widespan option rather than the compensated foundation seems to me to be the wiser move with the built elements chosen to avoid the known sites of contamination.

As to the Sampson street issue, the possibility of a moveable bridge to direct traffic to Enterprise Boulevard seems the most useful. I would urge that additional connections to Lakeshore Drive and Ryan Street would be great options as well. Frankly, a movable bridge at the site of the Old Spanish Trail bridge along with an alignment of Sampson (which would run with no connection to I-10 at this site) to Mike Hooks to Marine St to Nelson would be a useful component to moving traffic from West Calcasieu to East Calcasieu.



# I-10 Calcasieu River Bridge Project

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

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Please Print

Name: Walter Council

Address: \_\_\_\_\_

Email: walter@imcal.la

Agency (if applicable): IMCAL

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

The sub-alternatives should definitely be part of one of the finalists, which it appears they will be.

The subalternative 2-B, with the compensated foundation

(Continued on Back)

is the option that ~~it~~ seems to be most optimal for various reasons:

1) It connects Westlake (Salmon St) to Lake Charles North (Enterprise Street). Where it ends is next to a plan called the Lake Charles North Riverfront Plan. It consists of vast ~~development~~ redevelopment for the area next to the river, with potential for a new mixed-use area along the Calcasieu River. There are many stakeholders that seek new opportunities ~~to~~ for the citizens in this neighborhood, and this would be an instant catalyst.

2) Since LaDOTD requires a Complete Street consideration for all ~~new~~ new projects, this subalternative 2-B offers a once in an ~~extremely~~ extremely unique opportunity to implement pedestrian, bike, and more succinct regional transit opportunities. Currently, there are zero pedestrian or bike ~~access~~ access that is safe or probably legal, from Lake Charles to Westlake or Lake Charles to Moss Bluff. So ~~sub-Alt 2B~~ sub-Alt 2B will induce demand for pedestrians and bicyclists to take safe trips ~~across~~ across the Calcasieu River.

Downtown/Lakefront, ~~North~~ North Lake Charles, and Westlake will begin to see a different type of economic and social integration, with the ability to walk and bike.

~~Similarly, the opportunity to expand Lake Charles Transit into Westlake and beyond.~~

Also, this pedestrian/bike crossing at subalternative 2-B will generate more discussion to link a bike/ped system into ~~graveling~~ Sulphur.

Similarly, ~~Lake Charles~~ Lake Charles Transit can begin to expand out to Westlake and Sulphur.

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Bridge Calcasieu  
**Date:** Thursday, August 03, 2017 5:12:48 PM

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You received a message from [craighcrawford@gmail.com](mailto:craighcrawford@gmail.com)

I just saw some possible alternate plans for the I-10 bridge that propose that it cut straight across Lake Charles. Please do not do this unless your plan is to ruin the entire lake and beauty of the lake.

Figure B and Figure C of the plan are criminal and should be treated as such. Please do not ruin our lake.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

- Preliminary Alternatives
- Alternatives Screening Methodology and Results
- Recommended Reasonable Alternatives for further evaluation in the Environmental Impact Statement (EIS)

The Recommended Reasonable Alternatives are as follows:

- Preliminary Build Alternative 2, Sub-Alternatives A-E
- Preliminary Build Alternative 3, Sub-Alternatives A-E

Please return this completed form at the comment table or to a Project Team member.

You can also submit comments online at [www.i10lakecharles.com](http://www.i10lakecharles.com) or by U.S. mail to the following address:

I-10 Calcasieu River Bridge Project  
 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Craig Crawford

Address: 317 Wilson Street LC, LA 70601

Email: craighcrawford@gmail.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

Cutting the bridge across Lake Charles  
lake would be devastating. It's an awful idea.  
Keep the bridge location in a similar area as it  
currently is and recreate some character  
as the current bridge. Look at the Audubon

(Continued on Back)



bridge that cost \$409M for 2,900 cars/day.  
I-10 over Calcasieu has 72,000 cars/day.  
We should have an architecturally pleasant  
bridge that incorporates the unique  
crossed gun logo and stays in the same  
vicinity of the current bridge. Also  
reuse or sell the guardrail from the current  
bridge.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

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Please Print

Name: R PATRICK DIAMOND

Address: 5479 MAURIN ROUGE DR, LAKE CHARLES, LA 70605

Email: r.patrickdiamond@remax.net

Agency (if applicable): N/A

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

- ① Add at least 1 or 2 toll lanes to bridge to help financing
- ② Use suspension bridge option to span both EDC area and railroad tracks on I-10 and Sampson St.

(Continued on Back)



I-10 Calcasieu River Bridge Project

August 5, 2017

C/O HNTB Corporation

2021 Lakeshore Drive, Suite 230

New Orleans, LA. 70122

To whom it may concern,

I was not able to attend the recent presentation given at the Lake Charles Civic Center on Thursday evening August 3<sup>rd</sup> reviewing the I-10 Calcasieu River new bridge options. However, as noted in the Friday edition of the Lake Charles American Press, I am writing this letter to send in my comments for consideration as I am an area resident that uses this bridge and surrounding roadways daily. First, let me state that I realize the challenges and constraints that this project presents with regards to the environmental issues, compressed time frame needed to address the current bridges condition, and overall cost limitations that need to be taken into account. All of this being said, there are no easy answers to the present bridge's dilemma or it would have already been done. However, I would like to present a few thoughts that may, or may not have, been considered. In either case, I believe they have a strong basis of justification (see below) that will not only address the bridge problem but also help provide an answer to the infrastructure needs for the growth in the area which is being stymied due to the volume of vehicle traffic. They are as follows:

#### Proposed Option

- First build a North loop of I-210 from west I-10 interchange around the backside (west) of Sasol and Nelson Power station up to Hwy. 171 north of Moss Bluff. Continue the North I-210 Loop from Hwy. 171 to the east I-10 interchange (NOTE: Do not stop at Hwy. 171 as this will cause heavier traffic from I-10 north to Moss Bluff which is already overloaded at times). This will require both the West Fork and Calcasieu to be bridged but both these bridges should be much smaller scale than either I-10 or South I-210 loop.
- With both the North & South I-210 loops open to traffic flow, shutdown access to the I-10 bridge (temporary turnarounds will be needed just before the base of each side of the bridge since the current ones go under the bridge). Conduct demolition of the I-10 decking and structural steel leaving the concrete piers in place for future use (Note: Testing will need to be done to determine the concrete piers' condition but there are contractors & technologies available that can help revitalize the concrete if needed. This probably needs to be determined upfront now to see if this idea is viable)
- Build a lower profile I-10 bridge on the existing concrete piers (new structure design may allow some widening of the bridge but 4 lanes with some shouldering should be sufficient since overall traffic load should be lowered due to north I-210 loop access).

### Benefits/Justification

- First, there would be 3 avenues of interstate roadway for east/west traffic to take when traversing the Calcasieu river instead of the current 2. This would help relieve clogged main arteries of travel as well as surrounding "backroads".
- Second, heavy industry traffic would be re-routed around the outside of Westlake greatly lowering the amount going through the town. This is not only true for the Sasol, Phillips 66, & Entergy traffic that could hit the North I-210 loop directly through feeder lanes but also for all area industry traffic heading north (I believe there would be strong support for this from industry). This will also minimize the problems the train causes when it goes through Westlake to a more acceptable level.
- Third, it will provide a means to remove the current I-10 bridge from use during refurbishment without greatly impeding traffic flow. This will also allow all existing approach ramps and roadways to I-10 bridge to be left as is thus lowering costs (except for temporary turnaround at base of bridge but this should be minimal).
- Fourth, this would provide a more efficient & effective means of egress for South Lake Charles in the case of hurricane evacuation.
- Fifth, and most important from a long term strategy, it will provide the area with an adequate infrastructure that will allow growth well into the future. It is true that in 3-7 years the traffic load due to out of state construction workers may wane but we will also have more people to operate and maintain the newly built facilities as well as the extra resources required to supply support services (i.e. contractors, material suppliers, retailers, food outlets, etc.).

We need the infrastructure with the extra capacity and not just a new bridge. Don't get me wrong, we direly need a new bridge but let's do it in an effective manner (short & long term) where we get both. I want to thank you in advance for considering my input and would be more than happy to discuss this further if you'd like. I may be contacted at the information below. Again, thank you for your consideration.

Sincerely,



Peter Fritzenschaft

1765 Deerfield Drive

Lake Charles, LA. 70611

Cell # (337)-263-1309



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

- Preliminary Alternatives
- Alternatives Screening Methodology and Results
- Recommended Reasonable Alternatives for further evaluation in the Environmental Impact Statement (EIS)

The Recommended Reasonable Alternatives are as follows:

- Preliminary Build Alternative 2, Sub-Alternatives A-E
- Preliminary Build Alternative 3, Sub-Alternatives A-E

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You can also submit comments online at [www.i10lakecharles.com](http://www.i10lakecharles.com) or by U.S. mail to the following address:

I-10 Calcasieu River Bridge Project  
 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Angela Gibson

Address: 7786 Hwy 90E L.C., La 70615

Email: kalkirkar@gmail.com

Agency (if applicable): NA

Would you like to receive future updates on the project? Yes or No (circle one)

Comments:

Anything that can be done to alleviate  
the extra traffic that will go to I10  
during the 210 bridge project should be  
done before the 210 bridge project  
starts. At this point, I don't care

(Continued on Back)

which option is chosen for the new I10 bridge, I just want to see something done.

Richard Harbison  
Manager  
Lake Charles Refinery

PHILLIPS 66  
2200 Old Spanish Trail  
Westlake, LA 70669



*Via U.S. Mail and Email to AEnglish@HNTB.com*

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
2021 Lakeshore Drive, Suite 230  
New Orleans, LA 70122

Re: Written Comments for the Record of the August 3,  
2017 Public Meeting  
State Project No. H.003931 Calcasieu River Bridge  
Project

To Whom It May Concern:

I am writing on behalf of Phillips 66 Company. Phillips 66 had several representatives at the August 3, 2017 public meeting for the I-10 Calcasieu River Bridge Project. Consistent with the information provided during that meeting, I ask that this letter be included in the official public meeting record.

Phillips 66 is providing these summary comments and the attached initial technical comments for consideration and response from DOTD. Phillips 66 also intends to provide more detailed comments and technical information before the end of the 45-day public comment period that is underway. Phillips 66's purpose in raising these concerns is to protect the integrity of the federal Environmental Impact Statement (EIS) process, to give the public and government agencies access to accurate and up-to-date scientific data, and to remedy critical deficiencies in the current EIS that bear directly on the proper scope of study and reasonable range of alternatives.

### **Summary of Concerns**

As you know, Phillips 66 owns and operates facilities that will be directly affected by potential changes to the I-10 Calcasieu River Bridge. The company fully supports thoughtful improvements to the Calcasieu River crossing, which should greatly benefit the public. However, DOTD ceased cooperative and collaborative discussions with Phillips 66 about the project in 2012.

Unfortunately, the DOTD's current approach to the project EIS raises numerous serious questions about the NEPA review and planning process. DOTD is not following its own federally-mandated project coordination plan. DOTD has *skipped* an important Public Meeting that was supposed to be held *before* DOTD proceeded to evaluate various proposed preliminary alternatives. According to the draft Project Coordination Plan posted on the DOTD project website in October, 2013, DOTD said it would hold a public meeting (identified as Public Meeting #2) to accomplish three things: (1) to show the public and stakeholders the proposed preliminary alternatives it was considering; (2) to solicit input from the public and stakeholders on those proposed preliminary alternatives before further evaluation of them; and (3) to draft preliminary design evaluation criteria that would be used in the subsequent evaluation of the proposed preliminary alternatives. According to the draft Project Coordination Plan, DOTD was not going to choose or present recommended reasonable alternatives until Public Meeting #3. However, at the August 3, 2017 public meeting -- which was Public Meeting #2 -- the public was informed that DOTD had *already* defined the evaluation criteria, selected the proposed preliminary build alternatives (PBAs), screened the PBAs, and recommended the designs for the bridge and Sampson Street access that it will fully evaluate in the EIS.

The public and stakeholders, including Phillips 66, were not given any opportunity to review or provide comment on preliminary design alternatives, the PBAs developed by DOTD (which were substantially different than those presented in the past), or the evaluation criteria. DOTD is not following its draft Project Coordination Plan which, by its own terms, is a structured plan designed to "promote early and continuous involvement from stakeholders, agencies, and the public" in the environmental review process which is "invaluable in order to achieve informed consent and collaboration."

A few of the most troubling questions are discussed in more detail below, and are based on the limited information provided to the public during the August 3 meeting.

### **Timing and Process Questions**

The EIS timeline presented during the August 3 public meeting misleadingly begins with an "Alternatives Screening and Development Process" in spring 2017. Under CEQ NEPA regulations, the EIS process must start with a notice of intent

to prepare an EIS and progresses first to a public scoping process. It appears that DOTD intends to continue the project's NEPA process with a limited opportunity for public comment following a notice of intent published four years ago in 2013. Inevitably, much of the information collected during the initial scoping process is now stale, and many circumstances have since changed. Moreover, public awareness of the ongoing NEPA process has faded given the amount of time that has passed. In order to fulfill all its legal obligations to public participation in this major project, DOTD should comply with the public scoping process.

When DOTD began its EIS process in 2013, it explained that there would be three public meetings—one that served as an initial scoping meeting, a second to “gather public input on the final project coordination plan, purpose and need statement and preliminary alternatives,” and a third to “gather public input on the reasonable design alternatives.” Setting aside the four year gap between the first public meeting and today, DOTD has inexplicably abandoned this process.

DOTD has abandoned its own draft plan and is not adhering to the descriptions of the public meetings that appear on its project website. The meeting held on August 3, 2017, was described in handouts as “Public Meeting #2.” It is inexcusable to allow so much time to elapse between planned public outreach sessions and simply label the most recent meeting as “Public Meeting #2” in the false hope that interested stakeholders will remember the content and purpose of the initial scoping meeting in 2013. Moreover, DOTD apparently has not finalized the project coordination plan which was in draft form four years ago. The August 3 meeting's purpose does not appear to have been to “gather information about the final project coordination plan, purpose and need statement, and preliminary alternatives.” Instead, the meeting handouts say that DOTD is gathering information on “preliminary alternatives,” “alternatives screening methods,” “screening results,” and “reasonable alternatives recommended for further analysis” in the EIS.

This unreasonably elongated and muddled process does not serve the purposes of NEPA. DOTD should hold the public meetings it promised when the process was initially announced, or explain why it thinks a different process is appropriate.

### **Alternatives Questions**

In May 2002, over 15 years ago, HNTB finalized what was called a “Comprehensive Preliminary Alternatives Report.” DOTD's website is now

billing that report as a “Feasibility Study.” No matter how this analysis is titled, relying on a report that old is not appropriate. It appears that the agency has relied on this outdated study to perform preliminary screening of feasible alternatives. Nothing presented at the public meeting explained how or if the 2002 report was reassessed to determine if those earlier recommendations are still valid a decade and a half later. At a minimum, DOTD should revisit and thoroughly reevaluate the May 2002 report before it makes crucial NEPA decisions concerning the feasibility of proposed alternatives. Further, that reevaluation process should be open and transparent to the public.

The principle of reevaluation of potentially stale analyses is engrained in FHWA’s NEPA regulations. There, the guiding standard calls for agencies to reassess important project conclusions after three years of “major steps to advance the action.” It is inconceivable that analysis so central to the EIS, the consideration of alternatives to be evaluated in detail, would not be reevaluated after a period five times as long as the accepted standard for such analysis.

The most dramatic change announced at the August 3 public meetings is the existence of “reasonable alternatives recommended for further analysis in the EIS.” And while the purpose of that meeting purported to include public input on those alternatives, it is obvious that DOTD has already conducted a screening of the alternatives without input from the public and contrary to what DOTD said it would do in its 2013 draft Project Coordination Plan.

Confusingly, the handouts from the August 3 public meeting say that the preliminary alternatives for the project “will undergo a two-tiered screening process.” The presentations at the meeting make it clear that this process *has already* occurred. In fact, DOTD has already selected—without any public input—two “recommended reasonable alternatives” for further review in the EIS. The only explanation for this decision is an arbitrarily color-coded matrix that claims to evaluate alternatives on the basis of a series of “screening objectives” that are significantly narrower than the statement of purpose and need. There is no way to tell, among other things, what methodology was followed in creating this matrix, where the information in the matrix came from, and who decided which effects qualified as “low,” “medium,” or “high.” All of this information ought to have been made available to the public long before DOTD created a matrix or conducted its screening process.



The result of this secretive screening process is that DOTD has eliminated from further consideration the most cost-effective alternative, PBA 1-F, on the grounds that it “is a potential risk for downward migration of EDC towards [the] aquifer” – even though PBA 1-F meets the project’s purpose and need criteria. Indeed, “potential risks” like these are precisely the sort of things that need thorough, scientific evaluation as part of an open and transparent EIS process. DOTD has not adequately explained how it reached this conclusion. The information presented at the August 3 meeting demonstrates DOTD did not rely upon accurate or up-to-date scientific data concerning the current EDC contamination when it chose to eliminate this alternative from further consideration.

Also significant is that many of the specific safety and congestion issues that were identified as a problem at Sampson Street in the draft 2013 Need and Purpose statement were removed from the Need and Purpose presented at the August 3 meeting, without any explanation. A particularly significant example is that the 2013 draft Need and Purpose emphasized the importance of proposed improvements to elevate the Sampson Street interchange facility over the UP and KCS railroad tracks to address long-standing public safety concerns and traffic congestion problems associated with the existing at-grade railroad crossings, and to improve response time during industry emergency evacuations. However, at the August 3 public meeting, a different Purpose and Need statement was presented, and the elevated Sampson Street interchange design, sub-alternative F, was not recommended to move forward for environmental evaluation in the EIS.

Thus, after it takes the other steps described above, DOTD should include PBA 1-F as a recommended reasonable alternative in the EIS.

## **Conclusion**

The EIS process that DOTD is now continuing after a four-year hiatus does not meet federal regulatory standards. Both the “feasibility study” and the scoping process that form the foundation of the proposed EIS are outdated and inconsistent with the process described to the public four years ago. DOTD has skipped critically important steps that it said it would take in the October, 2013 Public Scoping meeting. DOTD has apparently relied on outdated and incorrect data to eliminate from consideration the most cost-effective alternative, PBA 1-F, and has done so in a secret process in which the public and stakeholders were not given the opportunity to provide meaningful input. The right thing for DOTD to do is to

hold a new public scoping meeting. Whatever EIS is prepared for the I-10 Calcasieu River Bridge needs to be prepared as part of an open and transparent process that includes all reasonable alternatives and includes a process by which objective and up-to-date scientific data can be presented and fairly considered.

Very truly yours,

A handwritten signature in black ink, appearing to be "Paul H. ...", written over a horizontal line.

**PHILLIPS 66 INITIAL TECHNICAL COMMENTS TO LDOTD  
ON INFORMATION PROVIDED AT PUBLIC MEETING #2 ON  
AUGUSTS 3, 2017**

I-10 Lake Charles Calcasieu River Bridge  
State Project No. H.003931 Calcasieu River Bridge Project

Phillips 66 offers LDOTD these initial abbreviated comments to the information published at the public meeting for the Calcasieu Bridge Project on August 3, 2017. Phillips 66 has been working with the Louisiana Department of Environmental Quality (LDEQ) to address the impact of the 1994 EDC release since it was discovered. A groundwater recovery and treatment system has been in operation since shortly after the incident and has been highly successful at recovering EDC and cleaning up the area.

Since it was first made aware of the proposed bridge and interchange projects, Phillips 66 cooperated with LDEQ and LDOTD to ensure that the environmental impact of the 1994 incident is fully understood. However, in February of 2012, LDOTD advised that it would no longer hold Joint Task Force meetings with the remediation team, and ceased cooperative and collaborative discussions about the project. Phillips 66 is committed to being an active participant in the process and will continue these efforts to ensure that the most up-to-date information is available for the appropriate agencies and the public to evaluate.

1. LDOTD published incorrect EDC data

Outdated information was presented by LDOTD regarding the location of EDC contamination north of I-10 and construction risks in that area. Data collected by Phillips 66 over the last 1 ½ years indicates the EDC plume is no longer present north of I-10. Accordingly, the potential risk for downward migration of EDC towards the aquifer should not be a construction risk since EDC is no longer present above any regulatory screening standard.

Figures at Station 4 of the public meeting purport to show “constraints” in the bridge building footprint, including an EDC contamination “plume” north of the existing I-10 bridge. LDOTD did not provide any current monitoring data, environmental site assessments, or similar reports to support its depiction of this EDC plume. The data that the LDOTD used to depict a plume in the path of the proposed bridge is several years old. LDOTD is relying on out-of-date and inaccurate information that does not represent the true environmental site conditions in the proposed construction zone for the Calcasieu River Bridge under PBA 1.

Phillips 66 has installed 12 groundwater monitoring wells in the marsh area between the existing I-10 bridge and the Union Pacific Railroad tracks located north of the marsh, and collected quarterly samples since 2011. Through a combination of Phillips 66’s recovery efforts south of I-10 and natural attenuation over the last 6 years, the EDC concentrations beneath the marsh area have decreased. In 6 years of groundwater monitoring in the marsh area, there has never been a detection of EDC above the cleanup standard established by the LDEQ, and since the spring of 2016, there has not been a detection of EDC above any regulatory screening standard. The data collected by Phillips 66 since 2011 has been shared with LDOTD, and the LDOTD has routinely collected their own samples in conjunction with Phillips 66. To our knowledge, LDOTD has never questioned the veracity of this data, or presented any data or facts to refute or contradict this information.

The “constraints” map shown by LDOTD at the public meeting inaccurately depicts an EDC contamination plume north of the existing I-10 bridge, where data from the last 1 ½ years show that the EDC is no longer present.

2. Phillips 66 objects to screening out design alternative PBA 1-F

The pile foundation preliminary bridge alternative (PBA 1) and the Sampson Street Interchange (sub-alternative F) is a reasonable alternative design for replacement of the Calcasieu River Bridge and access to the Westlake Area, and should be recommended for evaluation in the EIS. It is the most cost-effective and technically feasible preliminary design, and it meets the purpose, need, and objectives of the project.

The stated reason for the decision to screen out PBA 1-F from further consideration was “Driving piles is a potential risk for downward migration of EDC towards aquifer.” No information was provided to the public to support this statement. There is not a plume of EDC in the marsh area north of the existing I-10 bridge where the new bridge is proposed for construction. Should new EDC impacts be discovered at a later date, Phillips 66 would be responsible for any future cleanup costs.

Even under the environmental site conditions as of 2010, the LDEQ, the Louisiana agency tasked with protecting the ground waters of the state, did not prohibit construction in the EDC area. The LDEQ provided written guidance to LDOTD in 2010, that states it is acceptable for piles to be advanced into EDC impacted areas, provided certain depth limitations are not exceeded. These depth limitations are much deeper than the depth of pilings on the current I-10 bridge, and according to bridge experts consulted by Phillips 66, these depth limitations should not be an impediment to constructing a new bridge with a standard design. There is no credible basis for PBA 1-F being screened out at this stage of the design review.

Consistent with NEPA regulations, all of the data, studies, structural designs, or similar reports that DOTD relied on to establish screening objectives for and to evaluate the PBAs, including evaluation of Construction Risk in EDC Contamination Area” should be made available to the public.

3. Other construction options should be considered for the Sampson Street interchange sub-alternative F

At the public meeting, no information was provided as to whether alternative designs for the Sampson Street interchange design (sub-alternative F) were studied, including whether any mitigation options were considered, before screening out that design. The concept of compensated foundations to support the new I-10 main-lane bridge through the depicted EDC contamination zone appears to be a viable alternative, as recommended in PBA 2. It is likely that these foundations would also work for the Sampson Street interchange design (sub-alternative F). Also, short driven piles could be designed to avoid underground contamination for the Sampson Street interchange. Unlike compensated foundations, driven piles present little or no risk to workers as no material is removed from the ground.

Phillips 66 and the public were not shown the PBAs until the public meeting. Thus, no opportunity was provided to suggest or evaluate an alternative design for the proposed Sampson Street interchange (sub-alternative F) using a compensated foundation or short driven piles to avoid the EDC contamination. These other construction options could provide a more cost-effective interchange design that meets the purpose, need, and objectives of the project without introducing longer travel times for emergency vehicle access and the potential risks of a moveable bridge as with the sub-alternatives that are recommended to be carried forward in the EIS process.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

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 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Elizabeth M. S. Hershey

Address: 2282 Church St

Email:

Agency (if applicable):

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

I would like to keep up with the progress and know when my neighborhood stands in the I-10 Calcasieu River Bridge Project since it is passing almost on top of my home.

(Continued on Back)

I hope to please how low is this bridge well  
be from my home on Chuck street, I see  
trucks turning over all my time from my  
home + we are locked up from them while  
the area is closed up.

Is the bridge going in a Circle from Right  
to left still passing near my property.  
Will be open to sell old make in stay  
here and go through and this.

It appear it is coming to I-10 East  
toward Pull Road and near Hursy Street  
Explanation need.

We need more police in the area, we  
need help to pay attention to these men  
getting under the trees + encouraging more  
& making visitors, I am old + need assistance + don't  
need them asking me for money, knocking on  
my door late at night.

Thanks  
Elizabeth Marie Johnson King



**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Calcasieu River Bridge Project  
**Date:** Thursday, August 10, 2017 10:38:00 PM

---

You received a message from [knapplk@bellsouth.net](mailto:knapplk@bellsouth.net)

I was unable to attend the public hearing in Lake Charles last week, but wish to be included for further notice and discussion regarding one of the most important decisions regarding I-10 in the upcoming future. First, I would suggest that the process as outlined needs to be streamlined and compressed. The bridge is now obsolete and needs replacement underway now. I understand the importance of the EIS and do not wish to undermine a thorough review, but suggest it needs to be done more expediently. Second, as part of the assessment, there needs to be a thorough discussion of the impact of the contamination now under the bridge and its impact on cost and problems which might result. Third, I would suggest a thorough look at an alternative location, north of the present site that might avoid the issue of the contamination, going through Moss Bluff.

Thank you for the opportunity to comment.

Leonard Knapp, Jr.; 3320 Country Club Drive, Lake Charles, LA 70605; phone: 337-304-9300

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Calcasieu River Bridge Project  
**Date:** Thursday, August 10, 2017 10:38:00 PM

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You received a message from knapplk@bellsouth.net

I was unable to attend the public hearing in Lake Charles last week, but wish to be included for further notice and discussion regarding one of the most important decisions regarding I-10 in the upcoming future. First, I would suggest that the process as outlined needs to be streamlined and compressed. The bridge is now obsolete and needs replacement underway now. I understand the importance of the EIS and do not wish to undermine a thorough review, but suggest it needs to be done more expediently. Second, as part of the assessment, there needs to be a thorough discussion of the impact of the contamination now under the bridge and its impact on cost and problems which might result. Third, I would suggest a thorough look at an alternative location, north of the present site that might avoid the issue of the contamination, going through Moss Bluff.

Thank you for the opportunity to comment.

Leonard Knapp, Jr.; 3320 Country Club Drive, Lake Charles, LA 70605; phone: 337-304-9300

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Feedback from the LC Yacht Club  
**Date:** Wednesday, August 09, 2017 10:28:47 AM

---

You received a message from [pg245091@hotmail.com](mailto:pg245091@hotmail.com)

I write on behalf of the board of directors of the Lake Charles Yacht Club (at the foot of the bridge). We welcome the renovation / replacement of the I10 bridge, which is long overdue. However, we object to the proposed route that goes across the middle of the lake: it would be an eyesore as well as a navigation hazard for small boats on the lake.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

- Preliminary Alternatives
- Alternatives Screening Methodology and Results
- Recommended Reasonable Alternatives for further evaluation in the Environmental Impact Statement (EIS)

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- Preliminary Build Alternative 3, Sub-Alternatives A-E

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You can also submit comments online at [www.i10lakecharles.com](http://www.i10lakecharles.com) or by U.S. mail to the following address:

I-10 Calcasieu River Bridge Project  
 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Bandy Leger

Address: (Louisiana Concrete) 901 N. Kirkman, LA

Email: rleger@louisianaconcrete.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or  No (circle one)

Comments:

A + B It is serious  
for the impact of our business to keep  
I-10 Bridge open while/until new bridge  
is built/completed. Our business is on  
east side, and is important to be able  
to deliver our product on west side  
of bridge in a timely manner.

(Continued on Back)

For additional information, please visit the project website at [www.i10lakecharles.com](http://www.i10lakecharles.com)



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

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Please Print

Name: Benjamin Magallon  
 Address: 4310 Ryan St LAKE CHARLES, LA 70605  
 Email: ben@imcal.la  
 Agency (if applicable): IMCAL

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

PBA's 2 & 3 seem to have the most desired  
balance of mitigating impacts. While PBA 2 is  
less costly than PBA 3, the potential for Added  
benefits to travel & tourism with a long-span could  
be one way to show long term off-sets to the difference in

(Continued on Back)

cost between PBA's 2 & 3,

For the north/south connectivity of surface level roads ~~the~~ Bike & Ped connectivity has the opportunity to be readdressed.

The MPO is currently working on a Complete Streets Plan & is also in the process of beginning the update of the MTP.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

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Please Print

Name: ERICA MANSELL

Address: \_\_\_\_\_

Email: TEXJUNS@GMAIL.COM

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments: Looking forward to this job being done!

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(Continued on Back)



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

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Please Print

Name: JOHN MARCOMI 70605

Address: 512 ORCHARD DR - LAKE CHARLES

Email: PHONE 337-478-0646

Agency (if applicable): RETIRED OUN PROJ. MGR.

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments: SEE ATTACHED.

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(Continued on Back)

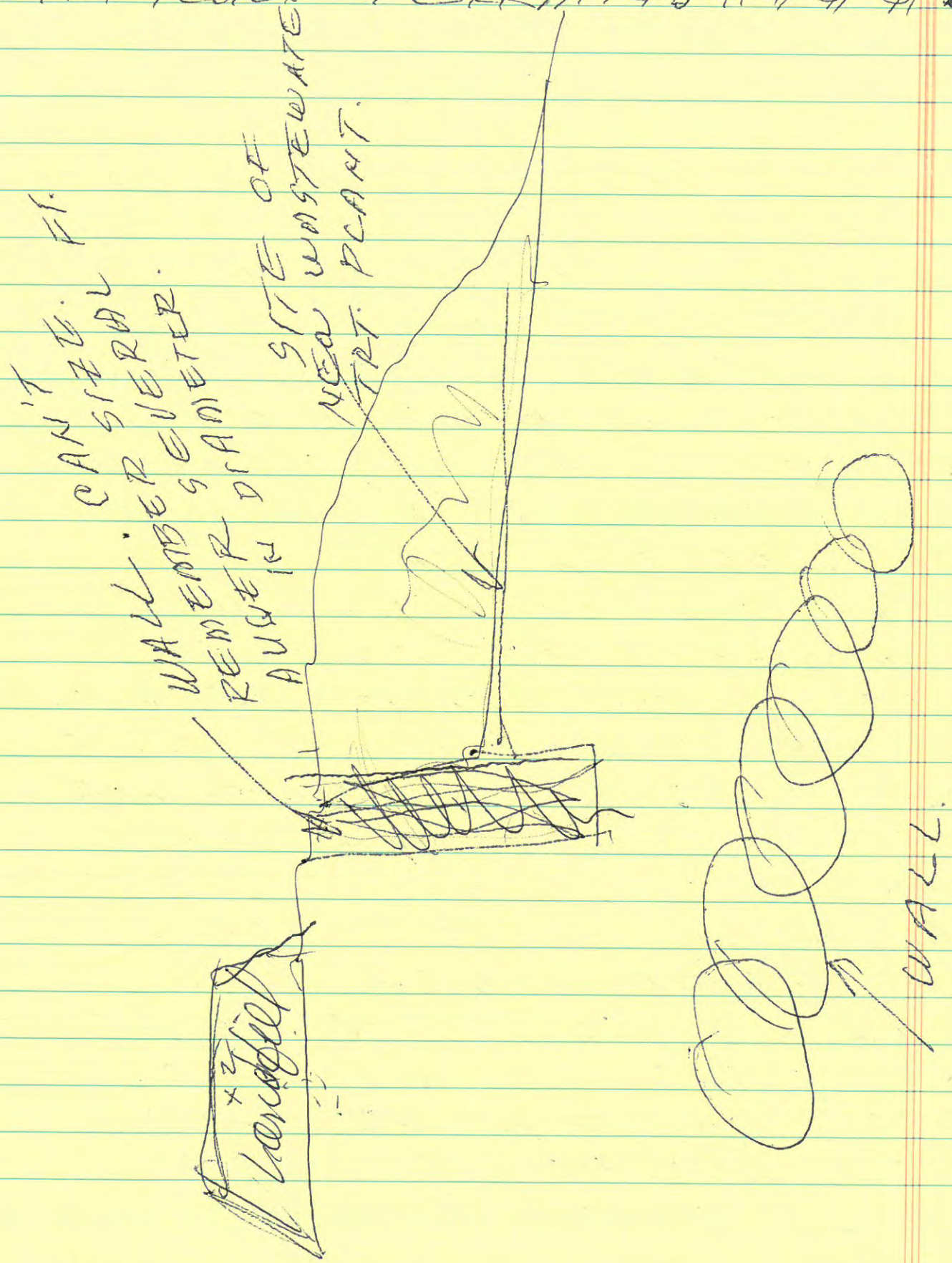


THURSDAY

JOHN MARCON - RETIRED  
ENG. PROJ. MGR. OLIN.  
478-0646

ON EDC SITE I WOULD RECOMMEND  
SOLIDIFYING THE EDC SITE  
BY GROUT ETC. IF MADE A  
SOLID SITE ELIMINATES EDC  
FROM MOVING. IN 1991 OLIN  
BUILT A LARGE RETAINING  
WALL (SEE BACK SIDE) TO BUILD  
A NEW WASTEWATER TREATMENT  
PLANT. USED A VERY LARGE  
AUGER TO BUILD WALL. WALL  
WAS DESIGNED BY HOODWARD  
CLYDE (BATON ROUGE). DESIGNER  
WAS BOB SEGAL (A SOILS ENG.)  
WALL IS STILL STANDING,  
(VISIBLE ON BRIDGE PLOTS).  
I THINK A SIMILAR SYSTEM  
CAN BE USED TO SOLIDIFY  
THE CONTAMINATED SITE.  
CEMENTS WOULD BE DESIGNED  
TO SOLIDIFY SOIL & EDC.  
PROBABLY OIL COMPANIES HAVE  
PROPER KNOW HOW. THE 1991 WALL  
IS STILL THERE & PROTECTS  
STABILITY OF 2 HAZARDOUS WASTE  
SITES. (OVER)

THE OPTION OF BRIDGE THRU OLIN  
SITE GOES THRU SOME VERY  
DIFFICULT TERRAIN. \$\$\$ \$



**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Public Hearing  
**Date:** Friday, August 04, 2017 7:41:02 PM

---

You received a message from [marcmcdonald81@bellsouth.net](mailto:marcmcdonald81@bellsouth.net)

Will this graphics and information presented at the Aug 3 public meeting be posted on this website or elsewhere?

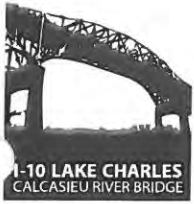
**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Project impacts  
**Date:** Thursday, July 27, 2017 11:25:58 AM

---

You received a message from [brittneypoppell@gmail.com](mailto:brittneypoppell@gmail.com)

Good afternoon,

Can you tell me if the Calcasieu River bridge project will require right of way acquisition?



# I-10 Calcasieu River Bridge Project

(I-10/I-210 West End to I-10/I-210 East End)  
State Project No. H.003931

## Public Meeting Comment Form

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**Please Print**

Name: 541 A.D. POWELL

Address: 50013 N. HUNTINGTON ST. SULPHUR, LA 70663

Email: apowell@sulphur.org

Agency (if applicable): SULPHUR POLICE DEPT

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

I SUPPORT PBA 3

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Continued on Back)

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I10 Calcasieu Bridge Meeting  
**Date:** Friday, August 04, 2017 10:20:12 AM

---

You received a message from [patrickreilly015@gmail.com](mailto:patrickreilly015@gmail.com)

Is it possible to receive and review the slide presentation shown at the August 3rd meeting? I was not able to make the meeting because of work, but am very interested in this topic.

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Bridge  
**Date:** Saturday, August 05, 2017 6:48:49 AM

---

You received a message from [cajunwelding@gmail.com](mailto:cajunwelding@gmail.com)

1. This bridge is part of an interstate system that is regulated, in part by the federal gov. and should be either built with federal funds or at least with grants for most of the project.
2. 2-10 bridge supports south Lake Charles Area, another bridge should be built where the I-10 bridge is, on I-10, to keep main flow of traffic on interstate system that is only passing through as well as possibly keeping funding Fed. It also serves as alternate route when south lake charles and 2-10 ro too congested.
3. The new bridge has to be no less then 3 lanes per side rather then 2 due to the ever growing traffic. I know it will cost more but lake charles has long out grown its 2 lane system and will continue to become worse. Beaumont, Tx made the mistake of building a new or rebuilt 2 lane bridge and it only bottlenecks the traffic in both directions. Lake Charles needs to be smart and correct the danger of congestion while the chance is here.
4. Lake Charles could have built a new bridge for 1/2 the cost a few short years ago, now we will pay premium steel, concrete, and labor cost due to the many projects in the area so cost should not even be spoken. We knew we had to upgrade or rebuild a bridge that was falling apart at an alarming rate, and we waited. Now we will have to bite the bullet, pull up our boots, and pay over prices. The cost will only rise over time as they have since Lake Charles was founded almost 150 years ago. Just get it done and ask President Trump for some of that infrastructure funding he promised.
5. Don't over plan and spend a fortune on planners and pictures of a potential project, enough over priced project plans and studies on cost for a new bridge have been done in the past. Use one of the many studies and planning board reports that have already been done for this project. we have spent millions of dollars on at least 2 or 3 studies only to say we can't afford it. What a waste of tax dollars!!!

Jeff Robinson

# A Community Voice

2221 St. Claude Avenue New Orleans, LA 70117 800-239-7379; 504-617-6215 fax;  
Lake Charles: 2913 Caroline Street Lake Charles, LA 70601 (337) 707-1517  
[www.acommunityvoice.org](http://www.acommunityvoice.org); [info@acommunityvoice.com](mailto:info@acommunityvoice.com)

August 2<sup>nd</sup>, 2017

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
2021 Lakeshore Drive, Suit 230  
New Orleans, LA 70122

Re: I-10 Calcasieu River Bridge Project

To Whom it May Concern,

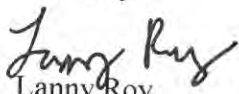
A Community Voice represents over 9000 low to moderate income families in Louisiana, many of whom reside throughout Imperial Calcasieu Parish. ACV is very much in favor of this bridge replacement project for the following reasons:

- The I-10 Calcasieu River Bridge is one of the most unsafe in the country, with a sufficiency rating of 9.9 out of 100.
- The bridge was never intended to be an Interstate bridge and cannot handle the current traffic load.
- Ongoing repairs to overlay, lighting and guardrails have put on extra weight on an already substandard structure.
- Bottleneck traffic congestion from three lanes dropping into two lines has caused multiple traffic accidents, exponentially impacted by the lack of shoulders.

While we are in favor of total bridge replacement, ACV requests that the following considerations be implemented in regards to this project:

- Sufficient and adequate alternate routes with traffic controls during bridge down time, especially during hurricane season to ensure the safety of all commuters.
- Due to the 1994 ethylene dichloride (EDC) pipeline spill, the construction area is contaminated with hazardous waste. As a result, the upmost safety precautions must be put in place with safe work practices employed and adequately trained workers. ACV hopes that these measures will be put in place prior and during all parts of the construction phrase to ensure the safety of the workers and residents. Constant monitoring practices must be established.
- Implementation of Lead Safe Work Practices for the removal and disposal of the existing bridge, as most bridges built around the time of the Calcasieu River Bridge contain lead based paint.
- Utilization of local Disadvantaged Business Enterprise (DBE) contractors and local residents for jobs, as the majority of large scale construction projects across Louisiana employ out of state contractors that fail to return investment into the communities in which they work.

Sincerely,



Lanny Roy  
President

A Community Voice





# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

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Please Print

Name: CARLY SEARCY

Address: 4518 STERYL LANE LC LA 70605

Email: carlybook@gmail.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or  No (circle one)

Comments:

I'm concerned about the <sup>potential</sup> impacts to drinking H<sub>2</sub>O. The option that avoids the major contaminants is probably very costly - I want to know more about the different Truss systems to keep from drilling below the aquifer.

(Continued on Back)

**From:** [Spain, Mike P.](#)  
**To:** [April English](#)  
**Subject:** I-10 Calcasieu River Bridge Project  
**Date:** Tuesday, August 01, 2017 9:29:52 AM  
**Attachments:** [image001.png](#)

---

Good Morning,

Is there an engineers estimate on the construction cost/budget for this project?? We are trying to get an idea of the estimated size of the project. Hope all is well and greatly appreciate the help. If it's easier to talk on the phone, please don't hesitate to give me a call on my cell 407-367-9497.

Thanks,

Mike



**Mike Spain**  
Business Development Manager  
T 407-331-3100 Ext. 50117 M 407-367-9497  
[mpspain@laneconstruct.com](mailto:mpspain@laneconstruct.com)

The Lane Construction Corporation  
2601 Maitland Center Parkway  
Maitland, FL 32751

[www.laneconstruct.com](http://www.laneconstruct.com)

Note: This message is for the named person's use only. It may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any mis-transmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient. LANE INDUSTRIES and any of its subsidiaries each reserve the right to monitor all e-mail communications through its networks. Any views expressed in this message are those of the individual sender, except where the message states otherwise and the sender is authorized to state them to be the views of any such entity. Thank You.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

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Please Print

Name: Charles Stewart

Address: 1509 Alvin St, LC 70601

Email: charlesfstewart@gmail.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project?  Yes or No (circle one)

Comments:

Without knowing the cost my initial recommendation is  
either PBA 2 or PBA 3. would consider PBA 1 if  
the ~~area~~ EDC contamination area could be cleaned or isolated.  
Sub-Alts: Either Sub-Alt A, C, or E. I am against  
and of the options that extend to Enterprise (B or D). If  
 (Continued on Back) the EDC area could be contained then F would be a viable option.

August 10, 2017

Dear Bridge Builders,

As a long time resident of Westlake, La., I too am concerned with the traffic on the I-10 bridge. There is too much traffic for the structure. It is too difficult to get on the bridge at certain times of the day. There are several accidents each day on the bridge due to people in a hurry, inattention, vehicle problems, etc. and there are more big trucks on the road sometimes 5 or 6 in a row. Bad weather makes the probability of a wreck worse.

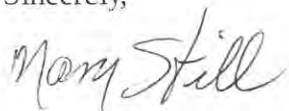
I don't know which plan will be accepted, but I do know that the current bridge will NOT last another 10 years. This bridge was built before there was an interstate through here. At that time, it served the community very well. Now in order to serve the community, there must be another bridge built.

Once a design is selected, prefab as much as possible to make the job go faster. It will be a big job no matter how it is done, but the more that can be gathered and assembled a head of time, the smoother the job will go. Hopefully, this will also cut down on the time needed to complete the project. However, we can not predict Mother Nature and her corporation will be needed.

I know that governments work slowly, but in this case, I think they better get together and get something done. The design must include future expansion of the area. You might say we out grew our bridges. No one could have guessed the amount of expansion we have had here recently.

I am sorry I missed the meeting in Lake Charles last week. I just wanted you to know how I feel about the bridge project.

Sincerely,



Mary Still  
P.O. Box 25  
Westlake, La. 70669  
(337) 582-1675

PS. GOOD LUCK!!

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Friend Ships Comments on I-10 Calcasieu River Bridge  
**Date:** Saturday, August 12, 2017 9:19:19 PM

---

You received a message from dstipton@aol.com

#### FRIEND SHIPS AREAS OF CONCERN

Re: navigational needs for the Calcasieu River north of I-10

- To lower the bridge will be to permanently destroy the potential maritime economic development for our community and drastically reduce property values for all the land owners. Ports and the maritime industry have an annual \$33 billion impact to the State of Louisiana's economy, approximately 23% of the gross state product. Ports and the maritime industry have an impact of \$5.7 billion in the job market by supporting 270,000 jobs directly and indirectly. This is one in every eight jobs in the State. In 2004, the Lake Charles Harbor and Terminal District passed a resolution to keep the bridge at its current height. For every dollar that comes into Lake Charles, 46% is related to the Calcasieu River Channel and it is forecast that within 10 years, the area's maritime traffic will double.
- The Army Corp of Engineers has proposed the North Lake Charles Riverfront Parkway and Redevelopment Plan that includes several marinas. Lowering the bridge will severely limit the size of vessels that could utilize such marinas.
- The American Press published an editorial in 2008 that details reasons that the advocates of a lower bridge are shortsighted.
- Friend Ships has eight vessels that currently transit the Calcasieu River.
- Friend Ships provides a completely unique product and is a key resource to this region-including large scale disaster relief with hot meal service, commodity distribution, medical services and house to house assistance for the elderly and others in need. Our operations are one of kind. The impact to Friend Ships would be devastating when we are precluded from transiting the waterway if the proposed lowering of the bridge is enacted. It would virtually shut down our current operations, prohibit future growth and eliminate our ability to expand.
- After World War II the river banks in North Lake Charles housed hundreds of ships returning from the war.
- Prior to the current bridge being constructed, vehicles were stopped at least 435 times a month for the Willow Drive Bridge to open and allow marine traffic to travel on the Calcasieu River, thus it was determined by the Coast Guard that the height of the current bridge should be 135'. Later, a railroad bridge was built in close vicinity to the current railroad bridge that made navigation difficult and brought marine traffic to North Lake Charles to a minimum. This 2nd bridge was destroyed and dismantled in the 1970's. Since that time, it seemed to have been forgotten that this deep water channel was available and significant ship traffic did not return for some time but the tremendous potential of this area still exists as a most valuable asset to the community. In 2003, Friend Ships was made aware of this amazing deep water facility by a seismic company that was considering relocating their operation to North Lake Charles. Shortly thereafter, discussions of lowering the bridge became public and this, of course, would serve to discourage any maritime operation from relocating north of the I-10 Bridge.
- It is illegal to unreasonably obstruct the free navigation of the waters over which it is constructed according to 33 US Code 494. The Calcasieu River north of the I-10 Bridge is a remarkable, natural deep water channel that doesn't require costly dredging. According to the Coast Guard regulations and settled law, they cannot allow a structure to be built over navigable waters of the United States that does not provide for the reasonable needs of current and foreseeable future navigation.
- Our area is a natural safe harbor from storms, a very important safety benefit in our hurricane prone region.
- As a support to our humanitarian work, Park West Children's Fund/ Friend Ships is now authorized by the

Coast Guard as a TWIC security dock for the moorage of US and foreign vessels. We currently operate a productive business here at Port Mercy providing moorage for ships that supports our operations. The size of our own ships is only one part of the equation now in our interest in seeing the bridge stay high because we host ships of many different sizes and heights.

- We would like to stress that our long-term future, as well as that of all the land owners who will be affected by the potential lowering of the I-10 Bridge, cannot be adequately predicted. Throughout the 30 year history of Friend Ships, we have averaged one new vessel every 2.5 years. Since these vessels are provided to us through donation and as the humanitarian need arises, we have no way to know the length, depth or air draft of such vessels in advance.

**RESTORE**  
P.O. BOX 233  
LONGVILLE, LA 70652  
(337)-725-3690  
[michaeltritico@yahoo.com](mailto:michaeltritico@yahoo.com)

August 10, 2017

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
2021 Lakeshore Drive, Suite 230  
New Orleans, LA 70122

Dear HNTB,

Please accept and place these comments into the public record of the August 3, 2017 Public Meeting on the I-10 Calcasieu River Bridge Project. I am submitting these comments as a supplement to my 10/25/2013 comments, which, although apparently completely ignored by HNTB, did express RESTORE's perspective on the bridge situation, a perspective which has not changed. RESTORE is especially disappointed that an alternative we suggested in the 2013 comments was not mentioned in any of the HNTB 2017 materials.. For that reason I have sent in a separate envelope a copy of those 2013 comments and requested, as I do again now, that both those comments and these new ones be made part of the public record of the 2017 meeting.

The missing alternative, which should be at least presented to the public for consideration, (as was the "no build" alternative), is a complete relocation of the I-10 corridor to the north of the present latitude. If the corridor were up between Moss Bluff and Gillis or even on high ground between Gillis and Ragley, there would not have to be accommodation of ships nor would there be an issue with soils that have been turned to mush by EDC. We hope that you will add that alternative into the Environmental Impact Study and Statement so that there can be at least a fair consideration of what seems to us to be a logical solution to several problems at once. As for the opposition to that alternative by people who fear a loss of impulsive drivers getting off the Interstate and spending money in the city of Lake Charles, I addressed that issue in the 2013 comments. That issue should be a minor concern given the best interests of the public.

Now, let me go on to the 2017 materials:

Since RESTORE believes that the only sensible solution to the I-10 Bridge situation is a bypass north of Lake Charles at a latitude the would not require a massive bridge, I am reluctant to comment on any of the HNTB/DOTD alternatives. However, there is an error in PBA 4. It talks of two new bridge crossings over Contraband Bayou. The two crossings would actually be on the Clooney Island Loop of the Calcasieu River and not Contraband Bayou. (I would guess that the error arose from a matching error on Google maps.) That error should be corrected before including it in the EIS.

Still looking at PBA 4, that alternative is asinine. Maybe it is included simply as a way to have an alternative to reject, somehow showing that DOTD/HNTB did a lot of consideration of all alternatives. Regardless of the reason that it is included, surely the ruination of the aesthetic

magnificence of the lake by sticking an eyesore of concrete and steel all the way through and across it, runs counter to common sense. In addition to ruining a perfectly good-looking lake, the bridge would be a major new hazard to pleasure boaters, especially at night. Also, there are ships that would have to cross under the bridge at Clooney Island Loop and also to get to the building materials dock on the west shore of Lake Charles. Alternative PBA 4 surely did not warrant being floated, especially if the northern bypass alternative could not be included.

At some point during past meetings RESTORE asked why there could not be alternatives including a low level moveable bridge. We were told that the rules for the Interstate specifically prohibit drawbridges or turnstile bridges (and tunnels.) What has changed?

Although it may be true that the EDC plume has not yet reached Sulphur Avenue, as we pointed out in our 2013 comments, the Westlake municipal water wells just north of the railroad tracks seem to be drawing the EDC upgradient toward themselves. Losing the southern waterworks to EDC contamination will be a real setback for Westlake, but if the EDC then also destroys the soil beneath the new alternatives Sub Alts A-E and PBAs 2 and 3, all of this planning would look pretty foolish in hindsight.

It would seem obvious that there should be immediately a test well drilled somewhere north of the last set of monitoring wells which showed the presence of EDC. All pervious zones should be sampled for all chlorinated hydrocarbons, (not just EDC because we have seen in other areas where subsurface biodegradation can convert some chlorinated hydrocarbons to even more dangerous molecules such as vinyl chloride) as the well is being drilled. The sampling should learn from our experiences at the hazardous waste sites of Willow Springs and Carlyss that NAPL layers can exist in the ceilings and floors of pervious zones therefore sampling of each major pervious zone should occur at 3 levels, ceiling, mid-depth, and floor.

Also from our experiences at the two hazardous waste sites mentioned above, it should be acknowledged that the studies there by Kirk Brown and by Capazolli confirm that EDC causes a collapse of the crystalline structure of local clays. That cannot be ignored since the plume is migrating. It would be best to plan for future problems rather than planning to put alternatives into the places where such problems will reach eventually.

Another factor in the movement of the EDC is the tidal pump mechanism that USGS has confirmed in monitor wells near the Calcasieu River. Even as deep as the Chicot Aquifer the water levels in the nearshore wells rise and fall with the tidal pulses in the river. This constant movement of fluid is likely not being considered in any projections of arrival time of the EDC at the Westlake municipal wells but it should be factored into the projections especially before going to the trouble of building any of the alternatives that involve Sulphur Avenue.

Yet another factor that should be taken into account is the influence of the frequent vibrations sent down from the railroad through the layers of clay and sand in the project area. As the soil continues to degrade this factor will become more and more important. As I recall, in India many years ago, the rhythmic pulses of a train caused a sudden catastrophic collapse of the substrate and the train, tracks, and people were suddenly sinking in quicksand. I do not know how similar are the conditions here to the ones in India, but the more dynamic the conditions



here, the sooner more negative developments will surface. Those can and should be anticipated and taken into consideration alternative by alternative.

The failure of the 2017 presentation to have any diagrams showing the vertical and horizontal extent of the EDC contamination was, to me, inexplicable and inexcusable. Since that contamination is central to the planning of alternatives, how could it be left out of the public eye? Please do not keep holding back that information. It MUST be in the EIS and surely there have been some sampling and analyses later than the 2009 set. There should be annual sampling at least and the results should be made available online each time the sampling occurs, with notifications to all people who registered at the 2017 meeting.

Maybe someday there will be something actually happening in the field, such as a dismantling of the I-10 Bridge before it suffers more of those worrisome cracked I-beams as I saw in one of your poster photographs (certainly a fracture beyond what corrosion alone would have caused but more likely an evidence of severe stress caused by shifting substrate.) It would be better to do a planned removal of the bridge before a cataclysmic collapse, whether or not a replacement bridge is ready.

Thank you again for holding these meetings every few years and giving us the opportunities to comment.

Sincerely,

A handwritten signature in cursive script that reads "Michael Tritico". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Michael Tritico, Biologist and President of RESTORE

**Restore Explicit Symmetry To Our Ravaged Earth**

**RESTORE**  
P.O. BOX 233  
LONGVILLE, LA 70652  
(337)-725-3690  
[michaeltritico@yahoo.com](mailto:michaeltritico@yahoo.com)

August 10, 2017

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
2021 Lakeshore Drive, Suite 230  
New Orleans, LA 70122

Dear HNTB,

Thank you for holding the latest public meeting on the I-10 Bridge situation last week in Lake Charles and thank you for providing another opportunity to submit comments.

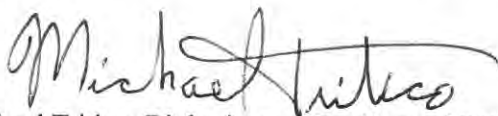
I attended the meeting. There was much good information there. However, I was disappointed that comments I submitted after the last meeting, 10/24/2013, were apparently ignored. Therefore I am enclosing a copy of those comments, dated 10/25/2013, in the hope that you will this time at least add to your list of alternatives the one that I have been proposing for years, even before the 2013 meeting. I realize that my suggested alternative, a total relocation of the I-10 corridor northward to a latitude that would make it easier to cross the Calcasieu River and on soil that has not been degraded by EDC, has likely been opposed by people who worry that a north bypass will impede visitation of Lake Charles by travelers. I addressed that concern in my 2013 comments. I do think that ALL alternatives should be at least presented for consideration.

I have re-read my 2013 comments and I would not change a single word in them. They cover the same issues that I saw in your 2017 HNTB presentation. Accordingly, I am hereby requesting that you include my 2013 comments in the public record of the 2017 meeting.

Later today I will have ready a fresh set of comments that apply more specifically to the materials you had at the Lake Charles Civic Center for the 2017 meeting. I will mail those in a separate envelope but I do hope that they, along with the 2013 comments and this cover letter will be acknowledged and made part of the public record on the I-10 Bridge situation.

Thank you again for providing these opportunities for public participation.

Sincerely,



Michael Tritico, Biologist and President of RESTORE

**Restore Explicit Symmetry To Our Ravaged Earth**

**RESTORE**  
P.O. BOX 233  
LONGVILLE, LA 70652

10/25/2013

I-10 Calcasieu River Bridge Project  
c/o HNTB Corporation  
10000 Perkins Road Suite 640  
Baton Rouge, LA 70810

Dear sirs:

I attended the Public Meeting held last night at the Lake Charles Civic Center. The materials presented were very informative. The people who were there to answer questions about the exhibits were quite well-informed and very helpful. Thank you all for giving the people of this area that opportunity to get up-to-date on the bridge and highway plans.

I needed to get back home so I did not fill out the Comment Form while I was at the Civic Center, and I have many more comments than could fit onto the form so I am instead sending you this letter. I will first address the items for which the form specifically requests comments:

**"Project Purpose & Need"** There is not doubt that traffic congestion, safety, and bridge design issues need to be carefully studied and changes made so that existing problems can be removed and long-term options will be increased.

**"Project Coordination Plan"** Last night's meeting was, in a way, discouraging, since some of us have attended such meetings for years yet always see the situation stuck at roughly the same place, planning, discussion, changes of plans, more discussions... No practical change ever happens in the real world out there on the highway or bridge. I saw an estimated time of 3 years on one poster, for some sequence of events, and my first reaction was to just add a zero to the 3 since 30 years seems to be more realistic if we continue at the existing pace.

However, the ideas of, " the ability to provide feedback/submit questions on the project website at any time throughout the EIS process," quarterly project newsletters, and the other things that seem to be enhancements of the public's opportunities for participation are welcome improvements. Certainly the stagnation that seems to have become characteristic of the bridge and its corridor projects could hardly be any worse than it is already, but I would hope that the extra mechanisms for public participation do not somehow contribute to the negative inertia but might instead be managed as accelerators.

I would like to receive future updates on the I-10 Calcasieu River Bridge Project. Although I could receive short notifications at my e-mail address, [michaeltritico@yahoo.com](mailto:michaeltritico@yahoo.com), I would like the newsletter or any lengthy correspondence to come to me by real mail.

**"Other comments, questions, or concerns"** I will now begin with those things.

Looking at the situation holistically it seems obvious that the existing bridge must be dismantled and that there is no way to build a safe and sufficient bridge in the "existing right of way" or anywhere near that location (because the substrate has been severely damaged by EDC contamination. I will discuss that in more detail shortly.)

Since there is no practical way to keep the river crossing where it now exists, the logical thing to do is to re-route Interstate 10 to high and solid ground north of the present location.

In one of the previous meetings I suggested a corridor up at the latitude of Joe Miller Road. There are other latitudes that could also provide locations for crossing the main fork and the West Fork of the Calcasieu River with no need for a bridge with ship height clearance and with less potential impact on wetlands. There is one corridor between Moss Bluff and Gillis now occupied by high voltage power lines. Maybe that one could become a dual use right of way. If not, going farther north to get out of the highly-developed north Moss Bluff zone, a corridor between Gillis and Ragley should have land less expensive to acquire than having to expropriate the new and planned subdivisions. Another advantage to going up to the South Ragley area would be that the new Interstate would then be out of the area shown by the National Hurricane Center's SLOSH model to be vulnerable to tropical storm surges.

What though, of the concern that a north route would deprive the City of Lake Charles of impulsive tourist stops or other commerce? Look at the French Quarter of New Orleans, or Fisherman's Wharf in San Francisco, or many other famous tourist stops nationwide. Most of those are not beneath Interstate highways. People who want to go to some attraction figure out what exit to take and they do it. Proper publicity would offset any tendency of lazy drivers to bypass anything worth seeing. As it stands right now downtown Lake Charles and the north shore of the Lake do not seem to be strongly magnetic for passing out-of-staters. A sensible planning effort on the parts of people developing new attractions combined with sensible highway planning could synergistically turbocharge Lake Charles as a family-oriented travel destination. The ongoing uncertainties about traffic could be removed finally. Having to exit the Interstate and come south a few miles to get to something special would not be any problem for anyone truly interested in a good experience. When I was a Ranger-Naturalist in Yosemite Park, all the park visitors had driven over 75 miles from the nearest Interstate Highway. They will come if it is worth visiting.

Another concern I have heard expressed repeatedly through the years, the impediments to navigation presented by low bridges at the latitude of Lake Charles, would also be alleviated by moving the I-10 Corridor north. The ships that do need to move under the existing bridge are few and do not often make the trip, but they are important ships, especially the Friendships that do very critical humanitarian work in times of disaster. Certainly it would not be right, even if it could be accomplished, to put in a low-level bridge unless it were a drawbridge. Opening a drawbridge for 20 minutes once or twice a year, at times of low road traffic, such as at 3 A.M., would be a small price to pay for Americans to be able to help fellow Americans in some disaster zone or people in other countries who might be suffering in some kind of crisis. Traffic tie-ups of far longer duration happen every week on the existing bridge.

(I have to wonder how long it will be before the railroad right-of-way also has to be moved north because of loss of load-bearing capacity beneath the tracks. We have already seen what the chlorinated hydrocarbons can do to track support in Fisherville. It is likely just a matter of time until a train wreck occurs in eastern Westlake adjacent to the I-10 Bridge. Maybe the railroad and highway relocation planning efforts can be combined in order to increase the senses of urgency and stakeholder cooperation.)

Let me go more into detail about my firm conviction that the soil beneath and parallel to the existing I-10 Bridge has been severely damaged and can no longer safely support that bridge or any new bridge that might be contemplated.

For a couple of years I have had public records requests in to the State and

Federal Highway agencies. I asked for the inspection reports for the bridge, the chemical analyses for soils there, and documents that might have included discussions about the possible impacts of the EDC leak upon conditions at the bridge. My concern has been that the bridge has become increasingly-unstable not just because of its age but also because the ground it is anchored within has been changing, has been softened by the EDC to the point where a catastrophic failure could occur.

The only way I can describe the agencies' earlier responses to my Sunshine Law and Freedom of Information Requests was "stonewalling." I persisted, however, and just this week, in response to my appeal at the Federal level, I received a new CD with 54 pages of material, much of which was redacted, as had been an earlier, ~3,000 page CD. However, I did see, despite many unredacted pages which were poorly-copied, washed-out looking, a few pages with quite pertinent information. That information further convinced me that my concerns are valid, concerns about the threat to the public from a possibly sudden shift and partial collapse of the bridge.

I know that you have not only the material I have seen but undoubtedly material much more recent than the most recent (year 2009) material in the CD I just received. What I saw in the 2009 material made complete sense to me when I thought back to what I have seen from my reviews of materials during situations at hazardous waste disposal sites as well as the chlorocarbon train wrecks at Livingston, Eunice, and Fisherville.

For example, there have been two studies commissioned by industrial companies, to determine what effect EDC has on local clays. Both studies showed that our regional clay is quickly and severely degraded by EDC. It loses its ability to bear weight and it loses its ability to retard movement of fluids. One study was done by Capozzoli and Associates for BFI at Willow Springs and the other was done by Kirk Brown and Associates for CWMI at Carlyss. The Louisiana Department of Environmental Quality has copies of each of those studies in the files of the two companies.

From the train wrecks we also saw that chlorinated hydrocarbons move quickly through soils and degrade the soils as they move through. In the case of Fisherville, the situation became something ironically spoken about as "the annual Fisherville train wreck" when rail cars would again occasionally derail at the same location because the track foundation experienced ongoing degradation despite the constant collection of material through recovery wells. Once the chlorinated hydrocarbons are released they cannot be fully-retrieved and they never stop turning the clay into mush.

~~MA~~ (copy) ↓  
**Restore Explicit Symmetry To Our Ravaged Earth**

printer problem  
you should already  
have a good original  
MA

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Proposed bridge alternatives  
**Date:** Friday, August 04, 2017 9:34:48 AM

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You received a message from QWICKONE@GMAIL.COM

When will a document be available showing the new proposed alternate routes as displayed at the August 3rd meeting for the I-10 Calcasieu River Bridge be available? Thank you.

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Public Comment about I-10 Calcasieu River Bridge Project  
**Date:** Friday, August 04, 2017 10:38:23 AM

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You received a message from [volatilex@gmail.com](mailto:volatilex@gmail.com)

I am in favor of the project to construct a new I-10 bridge with three lanes in each direction and a shoulder on each side. The new bridge should be placed just to the North of the existing bridge. The proposed location for the bridge to the South should be rejected, as it will destroy the scenic beauty of our Lake Charles.

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** i10 bridge and samson st interchange.  
**Date:** Tuesday, August 08, 2017 11:25:00 AM

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You received a message from mb0234@yahoo.com

It seems to me that it would be more cost effective to reduce the proposed bridge that would not touch the EDC spill by adding a two lane exit ramp high enough to go over the RR track on Sampson and also have an entrance ramp coming back onto I-10 and looping under the interstate to continue east.

Also, we should think of future infrastructure needs, as apparently leaders in the past did not, and increase the number of lanes to eight instead of six. We could actually use those eight lanes right now.

Under no circumstances should we consider a compensated foundation for this bridge. Do not tamper with our water source; our ultimate source of survival.



**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** I-10 Bridge Lake Charles La.  
**Date:** Tuesday, August 08, 2017 12:33:08 PM

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You received a message from [jrv@centurygrp.com](mailto:jrv@centurygrp.com)

I would like to see a committee of local public officials meet with all parties involved with the pollution issue to get it settled as soon as possible. Also the design of the bridge could mimic the same I-10 Bridge over the Sabine River where large tug boats could continue to service the port property just north of it. Have three lanes each side and the outside west lane could veer over the railroad tracks and tie into the Westlake entrance road. We need to start immediately so that we can build the bridge just north of the existing bridge before it is shut down due to cracked beams etc.. As a small business owner in Sulphur we are seeing the impact of slow traffic with both bridges open. If I-10 is shutdown it will be a disaster for the economy in SW La. and have a large impact on adjacent states along the gulf coast. The neighboring states will help us get funding because I-10 is a major pipeline for the gulf coast economy.



# I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

## Public Meeting Comment Form

Please provide your comments on the following items:

- Preliminary Alternatives
- Alternatives Screening Methodology and Results
- Recommended Reasonable Alternatives for further evaluation in the Environmental Impact Statement (EIS)

The Recommended Reasonable Alternatives are as follows:

- Preliminary Build Alternative 2, Sub-Alternatives A-E
- Preliminary Build Alternative 3, Sub-Alternatives A-E

Please return this completed form at the comment table or to a Project Team member.

You can also submit comments online at [www.i10lakecharles.com](http://www.i10lakecharles.com) or by U.S. mail to the following address:

I-10 Calcasieu River Bridge Project  
 c/o HNTB Corporation  
 2021 Lakeshore Drive  
 Suite 230  
 New Orleans, LA 70122

Comments on the project will be accepted for 45 days following this public meeting.

**NOTE:** If you would like your comments to become part of the official public meeting record, they need to be post-marked no later than **August 14, 2017**.

Please Print

Name: Wendy Whelan

Address: 1509 Alvin St, LC 70601

Email: wmwhelan@gmail.com

Agency (if applicable): \_\_\_\_\_

Would you like to receive future updates on the project? Yes or No (circle one)

Comments:

I support PBA 3 because it doesn't provoke the area contaminated under the current I 10 bridge. I strongly oppose PBA 1 and PBA 2 since they each disturb the EDC area.

(Continued on Back)

For the same reasons listed above, I oppose sub-alt 7.

The sub-alt options that require the Enterprise Blvd are poor choices. Sub-alt A ~~and C~~ and E are the only acceptable options since they preserve the lake front attractions.

**From:** [I-10 Lake Charles Bridge](#)  
**To:** [April English](#)  
**Subject:** Comments on I-10 Bridge project  
**Date:** Monday, August 07, 2017 11:46:33 AM

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You received a message from wranoskys@yahoo.com

I viewed the online video presentation of last Thursday's public meeting. I'm sorry I was not at that meeting. I applaud efforts to undertake the re-building of the I-10 bridge, since it's obviously a current high risk collapse. I am not an engineer, but if I grasped all the problems and choices we're faced with, I would support the most conservative approach to the replacement. That seems to me to be the long span or two bridges together North of the current bridge, to be anchored with the safest foundation outside of the EDC area.

Thanks for the opportunity to make my comment on this very important decision. Sincerely, Linda Wranosky, 4004 Woodcrest Street, Lake Charles, LA 70605