

**Public Involvement Summary:
Notice of Intent, Solicitation of Views, and
Public Scoping Meeting**

Environmental Impact Statement

**I-10 Calcasieu River Bridge
(I-10/I-210 West End to I-10/I-210 East End)
Calcasieu Parish, Louisiana**

**Louisiana Department of Transportation
and Development**



&

Federal Highway Administration



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Public Involvement Summary Solicitation of Views, Notice of Intent and Public Scoping Meeting

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

1.0 PROJECT BACKGROUND

The limits of the proposed project extend along Interstate Highway 10 (I-10) between the Interstate Highway 210 (I-210) interchanges, a distance of approximately 9 miles. The proposed project includes the Calcasieu River Bridge. The primary purpose of the proposed project is to improve traffic congestion, but will also address safety and roadway/bridge design issues. The below project location map shows the limits of the proposed project.

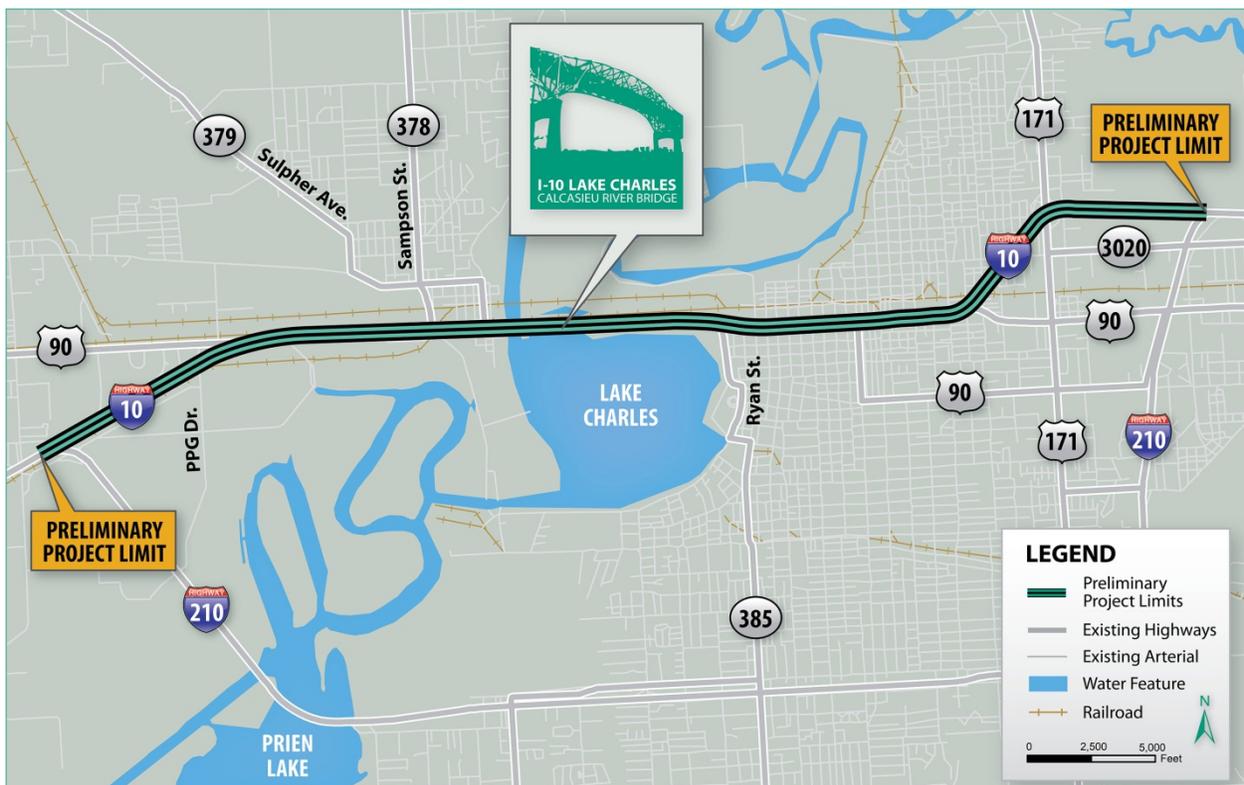


Figure 1. Project Location Map.

The existing I-10 corridor outside of the project limits is a six-lane facility (three lanes in each direction). Within the proposed project limits, including the Calcasieu River Bridge, I-10 is primarily a four-lane facility (two lanes in each direction). The proposed project is intended to provide system continuity on I-10 through the Lake Charles metropolitan area by upgrading the existing system and increasing capacity through the region.

The steep approaches to the Calcasieu River Bridge are becoming four-lane bottlenecks on the connecting six-lane highway. The structure has an approximate average daily traffic (ADT) of 53,000 vehicles per day which is carried on 4 – 12 foot wide lanes without bridge shoulders and the bridge

grades are as steep as 5 percent. The Calcasieu River Bridge structure, originally completed in 1952, has recently undergone a rehabilitation project, but will be in need of additional improvements in the future.

In addition to roadway and bridge alternatives, improvements to be investigated within the proposed project limits include: a redesign of Sampson Street from Sulphur Avenue to provide grade separations with existing railroads; a redesign of the access to and from I-10 on the west side of the bridge between Sampson Street and PPG Drive; a redesign of the access to and from I-10 near the east end of the bridge; a redesign of access to and from Ryan Street and consideration of the frontage roads from PPG Drive to US 90 East.

An engineering and environmental feasibility study was initiated in 2000, completed in 2002 and identified several feasible alternatives. In addition to the feasibility study, in accordance with the National Environmental Policy Act (NEPA), several environmental and other studies were initiated for various components of the proposed project. Due to issues identified during the NEPA process, environmental documents were not finalized. The two major issues identified during the process were bridge height and the discovery of unknown hazardous contamination within the proposed right-of-way (ROW) in the area of the Sampson Street interchange. Because the project is receiving high public interest and there is a potential for significant impacts, the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) are preparing an Environmental Impact Statement (EIS).

2.0 SOLICITATION OF VIEWS

During the initial planning stage of the project, views from Federal, state and local agencies, organizations and individuals were solicited. Early coordination was initiated with a Solicitation of Views (SOV) packet, which was mailed September 9, 2013 to applicable Federal, state and local agencies, organizations, Native American Tribal contacts and elected officials. The packet included a letter, preliminary project description and project location map. The SOV letter requested identification of possible adverse economic, social, or environmental effects or concerns. **Table 2-1** summarizes the responses to the SOV packet by the agencies. Copies of the SOV responses are included in **Appendix A**. SOV responses will also be included and addressed in the EIS.

TABLE 2-1. SUMMARY OF SOLICITATION OF VIEWS RESPONSES

ID# *	Date	Responder & Organization	Response Summary
1	9/11/13	Sarah Haymaker State Conservationist, NRCS, USDA	Review of project map and narrative indicates the proposed construction areas are within existing ROWs and, therefore, are exempt from the rules and regulations of the FPPA-Subtitle I of Title XV, Section 1539-1549; nor are impacts to NRCS work in the vicinity anticipated. Referred to the Web Soil Survey for specific information on soils.
2	9/11/13	Alice Yett FAA	No comment on the SOV. Per the FAA, it will complete a study 45 days before project construction that will review impacts to either runways or navigational equipment. Based on the location of the Calcasieu River Bridge, there is potential to impact navigational equipment (i.e., the signal emitted from the equipment). The study will be good for 18 months, with a possibility for an 18-month extension. FAA suggests DOTD re-initiate contact with the FAA once project design begins.
3	9/12/13	Michael Bechdol Coordinator, Sole Source Aquifer Program, Ground Water/UIC Section, USEPA, Region IV	Do not anticipate an adverse effect on the quality of the ground water underlying the project site; based solely upon the potential impact to the quality of ground water as it relates to the USEPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.
4	10/2/13	Mayra G. Diaz Floodplain Management and Insurance Branch, FEMA Region VI, Mitigation Division	Request that the parish floodplain administrator be contacted for the review and possible permit requirements and that the project be in compliance with EOs 11988 and 11990.
5	10/2/13	Pam Breaux SHPO, LA Office of the Lieutenant Governor, Department of Culture, Recreation & Tourism, Office of Cultural Development	The following will need to be provided in order to complete the Section 106 review: description of the APE; description of all historic properties within and adjacent to the APE; detailed project scope of work including design plans; map and site plan; and photographs of the APE, project location and historic structures.
6	10/3/13	Susan Veillon CFM, Floodplain Management Program Coordinator, DOTD	Project runs in and out of the flood zone and crosses the Kayouchee Coulee, a designated floodway. Give consideration for the occurrence of a base flood inundation, clearing debris and keeping the area cleared. Request the floodplain administrators for Calcasieu Parish and Cities of Lake Charles and Westlake be contacted to ensure compliance with the National Flood Insurance Program.

ID# *	Date	Responder & Organization	Response Summary
7	10/3/13	James H. Welsh Commissioner of Conservation, LA Department of Natural Resources, Office of Conservation	Review of records indicated: Presence of oil and/or gas wells located near the project area, as well as registered water wells in the vicinity of the project area. Unregistered water wells may also be located in the area.
8	10/4/13	Roger Thomas CPSO Crash Reconstructionist, Calcasieu Parish Sheriff's Office, Retired LA State Police Sergeant, Troop D, Lake Charles	Expressed concerns about utilizing I-210 as a detour route, with large trucks traveling in the right-outside lane of I-210. Noted that motorists in the past have suggested large trucks be directed to the left inside-lane so that traffic can easily transition onto I-210 from the entrance ramps.
9	10/7/13	Bill Shearman Chairman, Downtown Development Authority City of Lake Charles	Included Resolution 2013–10 adopted on Oct. 7, 2013, which 1) encourages holding a public meeting as soon as practicable, 2) keeping the existing bridge open for traffic during all construction phases, 3) recommends any land removed from DOTD use along the frontage road on the south side of the I-10 bridge be reconfigured for more convenient local access and/or allocated to the city for reconfiguring access to adjacent city-owned lakefront properties to enhance economic development; and 4) recommends bridge improvements and designs include the Transportation Enhancement considerations to enhance the gateway into the Downtown Lakefront Development District.
10	10/7/13	Lynn F. Thibodeaux Clerk of the Council, City of Lake Charles, Office of the City Council	Included Resolution 222-13 in response to the SOV, adopted on 10/2/13, which 1) encourages holding a public meeting as soon as practicable, 2) keeping the existing bridge open for traffic during all construction phases, 3) recommends any land removed from DOTD use along the frontage road on the south side of the I-10 bridge be reconfigured for more convenient local access and/or allocated to the city for reconfiguring access to adjacent city-owned lakefront properties to enhance economic development; 4) requests incorporating iconic features of the current bridge be preserved and used wherever possible or duplicated within the new bridge design; 5) recommends the inclusion of transportation enhancement considerations (e.g., gateway signage, landscaping) for the City of Lake Charles and City of Westlake gateways, and 6) requests that safety concerns be addressed and additional study on the curve and the approach to the Opelousas Street exit be performed to eliminate traffic safety hazards.

ID# *	Date	Responder & Organization	Response Summary
11	10/8/13	Grant Bush Executive Director, IMCAL MPO Transportation Director	Issued support for the project. Also noted two prior resolutions passed on previously studied I-10 Bridge options: 1) Resolution #2037 passed by the Transportation Committee on Dec. 11, 2008, adopting option 4; and 2) Resolution 2040m passed by IMCAL on April 27, 2009 adopting option 4. Option 4 included replacing the existing bridge with a parallel bridge while maintaining traffic on the existing bridge.
12	10/8/13	Cleve Hardman Director of Outdoor Recreation, LA Office of the Lieutenant Governor, Department of Culture, Recreation & Tourism, Office of State Parks	LWCF Project #22-00201 Lakefront Recreation Area is the only facility in proximity to the project boundaries; it does not appear this location will be disrupted by the proposed project. Request consideration of restrictions of the LWCF in regards to project development.
13	10/10/13	Dana Masters THPO/Cultural Director, Council Member, Jena Band of Choctaw Indians	Deferred SOV to the Coushatta Tribe of Louisiana.
14	10/11/13	Pam Lightfoot CFM, Floodplain Management Program Coordinator, DOTD	Project runs in and out of the flood zone and crosses the Kayouchee Coulee, a designated floodway. Give consideration for the occurrence of a base flood inundation, clearing debris and keeping the area cleared. Request the floodplain administrators for Calcasieu Parish and Cities of Lake Charles and Westlake be contacted to ensure compliance with the NFIP.
15	10/17/13	Raul Gutierrez, Ph.D. Wetlands Section, Water Quality Protection Division, USEPA	Jurisdictional waters of the U.S. occur along the proposed project route. USEPA recommends coordination with the USACE, New Orleans District to verify if permits are needed. USEPA will review to ensure impacts to waters of the U.S. are minimized and unavoidable impacts compensated.

ID# *	Date	Responder & Organization	Response Summary
16	11/5/13	Cheryl Sonnier Nolan Assistant Secretary Office of Environmental Compliance LDEQ, Office of Environmental Compliance	<p>General comments relate to the obtainment of all necessary approvals and permits. This includes the following: submit a LPDES application if the project results in a discharge to waters of the state; the potential need for modification of the LPDES permit before accepting additional wastewater if the project results in a discharge to an existing wastewater treatment system; contacting the LDEQ Water Permits Division for storm water general permits if the construction area is equal to or greater than one acre; contacting the USACE regarding permitting issues if work will occur in areas subject to USACE jurisdiction, which may involve a water quality certification from LDEQ; observe precaution to protect groundwater and workers from hazardous constituents, if applicable; and if hazardous wastes, soils, or groundwater are encountered, notify the LDEQ SPOC.</p> <p>Specific comments include the following:</p> <ul style="list-style-type: none"> • Without final piling locations and proposed depths, it is not possible to provide specificity in recommending depths which would be protective of the subsurface environment. • LDEQ has no objection to piling depths of 75 feet below current existing grade or less north of the current I-10 footprint – per the correspondence from LDEQ to DOTD on November 19, 2009. • No piling should exceed a depth of 40 feet below current existing grade south of the current I-10 footprint with the exception of the following: using a line drawn from CPT18, CPT7, and a point 50 feet due east of I8 as a reference, there would be no depth restrictions to the east of this line (see EDMS Document ID# 6754900 for reference points).
17	11/14/13	Rhonda Smith Chief, Office of Planning and Coordination, USEPA	<p>When draft EIS is complete, send one hard copy and four digital copies to the Region VI office for comment. When ready to file the draft EIS with USEPA, do so electronically by using their e-NEPA Electronic Filing website (http://www.epa.gov/compliance/nepa/submiteis/index.html). Letter identifies generalized issues for attention in the preparation of the EIS, including the following:</p> <ul style="list-style-type: none"> • Clearly identify the underlying purpose and need. • Develop a defined screening process for the evaluation of alternatives. • Provide a description of the affected environment (baseline conditions). • Assess environmental consequences by determining the intensity of impacts and if these impacts are significant and adverse, then provide measures to avoid, minimize or mitigate. These resources/issues include water resources, Section 4(f) and 6(f), project specific locations, biological resources, habitat and wildlife, invasive species, air quality, climate change, greenhouse gases, hazardous materials, tribal consultation, cultural resources, environmental justice and impacted communities, children's health and safety, indirect and cumulative impacts, mitigation and monitoring, and coordination with land use planning activities. Refer to the comment itself in Appendix A for a description of the regulations and guidelines dictating the assessment of environmental consequences.

ID# *	Date	Responder & Organization	Response Summary
18	11/15/13	Pam Mattingly CFM, Floodplain Administrator, Calcasieu Parish Police Jury, Division of Planning and Development	For floodplain management purposes, the proposed project portion located in the unincorporated areas of Calcasieu Parish is outside the 100-year floodplain and has no elevation or permit requirements.

NOTE: * Copies of the SOV letters in their entirety are found in **Appendix A** and are referenced by ID #.

Acronym List:

- APE = Area of Potential Effects
- CFM = Certified Floodplain Manager
- CPSO = Calcasieu Parish Sherriff's Office
- DOTD = Louisiana Department of Transportation and Development
- EO = Executive Order
- FAA = Federal Aviation Administration
- FPPA = Farmland Protection Policy Act
- FEMA = Federal Emergency Management Administration
- IMCAL = Imperial Calcasieu Regional Planning and Development Commission
- LPDES = Louisiana Pollutant Discharge Elimination System
- LDEQ = Louisiana Department of Environmental Quality
- LWCF = Land and Water Conservation Fund
- MPO = Metropolitan Planning Organization
- NFIP = National Flood Insurance Program
- NRCS = National Resources Conservation Service
- ROW = Right-of-Way
- SHPO = State Historic Preservation Officer
- SPOC = LDEQ's Single-Point-of-Contact
- THPO = Tribal Historic Preservation Officer
- USACE = United States Army Corps of Engineers
- USDA = United States Department of Agriculture
- USEPA = United States Environmental Protection Agency

3.0 NOTICE OF INTENT

A Notice of Intent (dated July 25, 2013) stating that the FHWA and DOTD had initiated the preparation of and EIS for the I-10 Calcasieu River Bridge Project (I-10/I-210 West End to I-10/I-210 East End) was published in the Federal Register on August 1, 2013. A comment letter, submitted by Ms. Leslie Barras, was received by FHWA in response to the NOI. See **Appendix B-1** for a copy of the NOI and **Appendix C-1, ID #1** for a copy of Ms. Barras' letter. What follows is a summary of her comments within that letter.

Comment ID #1:

- Commenter requested to be involved in the NEPA scoping and review process for the proposed project.
- Commenter requested status as a consulting part in the Section 106 process of the National Historic Preservation Act (NHPA) given her concerns and interest in preserving the existing bridge. An explanation related to the Section 106 process is provided in **Section 4.0** below.
- Commenter referenced the Waitemata Harbour Bridge (Auckland Harbour Bridge) in Auckland, New Zealand as an “innovative capacity expansion of another truss bridge of the same era as the I-10 bridge.” Commenter stated that it is known as a “clip on” bridge because of the addition of lanes in the late 1960s on either side of the original bridge. Commenter included pictures of the bridge (see below) and the following link, providing an engineering overview of the “clip on” project and lessons learned:

<http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=117>



Photographs: Waitemata Harbour Bridge (Auckland Harbour Bridge).

Response to Comment ID #1: Commenter is included on the project mailing list and has and will continue to receive quarterly newsletters, meeting invitations and all other project updates/correspondence. Commenter has been accepted by FHWA as a Section 106 consulting party and will be invited to all meetings/discussions related to this issue. In relation to the “clip on” bridge widening, consideration will be given to various bridge design options, including widening of the existing bridge, construction of a new bridge, rehabilitation of the existing bridge and a no-build alternative. Alternatives will be evaluated based on design, operational and safety considerations; and Section 106 coordination will occur concurrently and input from these coordination efforts will also be a consideration in the selection of a preferred alternative(s) to be evaluated within the EIS.

Subsequent to the above comments but prior to the Public Scoping Meeting, Ms. Barras submitted an additional comment letter dated October 9, 2013, providing comments on the *Comprehensive Preliminary Alternatives Report*¹ posted to the project Website. This report was completed in May 2002 as an

¹ *I-10 Calcasieu River Bridge and Approaches Comprehensive Preliminary Alternatives Report*, May 2002, S.P. No. 700-10-0115, F.A.P. No. BR-10-1(212)29

engineering and environmental feasibility study (i.e., Stage 0 report in the DOTD's project delivery process) for a six mile corridor along I-10, including the Calcasieu River Bridge. The report reviewed by the commenter summarized the six technical memorandums previously submitted to the state and federal agencies during the preliminary phases of the project at the time. After the 2002 *Comprehensive Preliminary Alternatives Report* was completed, the *I-10 Calcasieu River Bridge and Approaches EA* was initiated, but then put on hold due to a re-evaluation of the navigational clearance needed at the bridge crossing. Below is a summary of Ms. Barras' comments on the 2002 *Comprehensive Preliminary Alternatives Report*, submitted on October 9, 2013; and a copy of Ms. Barras' letter outlining these comments is presented in **Appendix C-1, Comment ID #2**.

Comment ID #2:

- On the purpose and need, the commenter disagrees that the purpose of the project should be to replace the existing bridge. Commenter states the array of alternatives proposed should include preservation of the existing bridge. Commenter states that the purpose and need should present updated traffic and safety data.
- Commenter notes that the Calcasieu River Bridge was declared eligible for the National Register of Historic Places (NRHP), was placed on the list of Nationally and Exceptionally Significant Features of the Interstate Highway System and that compliance with both Section 106 of the NRHP and Section 4(f) is required. Commenter states that if a prudent and feasible alternative exists that involves using the historic bridge, the FHWA must select that alternative.
- Commenter states that additional alternatives need to be identified and evaluated, citing the Waitemata Harbour Bridge "clip on" widening as an example option that should be studied (see above photographs in this section). Commenter states that the only alternative from the 2002 report that preserves the bridge while providing increased capacity, improved access and maintaining traffic during construction is Alignment 3, which should be advanced in the NEPA process. Commenter states that a variation on this option should be included, which consists of using the existing historic bridge for through-traffic and constructing lower-elevation frontage roads on either side of the existing bridge for local traffic.

Response to Comment ID #2: The purpose and need referenced by the commenter was as presented in the 2002 *Comprehensive Preliminary Alternatives Report*, and is therefore, not applicable to the current project under study for the EIS. As part of the EIS process, the purpose and need has been revised based on the current project and includes updated data. This *Draft Purpose and Need* for the EIS subject project is posted to the project Website, was summarized in the Fall 2013 project newsletter and has been presented and solicited for input at both the Agency and Public Scoping Meeting on October 24, 2013. As part of the EIS process, consideration will be given to various bridge design options, including widening of the existing bridge, construction of a new bridge, rehabilitation of the existing bridge and a no-build alternative. Alternatives will be evaluated based on design, operational and safety considerations; and Section 106 coordination will occur concurrently and input from these coordination efforts will also be a consideration in the selection of a preferred alternative(s) to be evaluated within the EIS. In relation to construction of lower elevation frontage roads compared to the existing bridge height, FHWA and DOTD, in accordance with U.S. Coast Guard (USCG) request, will complete an updated navigation study and mitigation plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see **Section 5.1.2, Comment ID# 6**).

4.0 SECTION 106 OF THE NHPA

The NRHP eligible Calcasieu River Bridge, as well as other historic and/or potentially historic properties, may be affected by the proposed project. Section 106 of the NHPA requires the FHWA and the DOTD, in consultation with the Louisiana State Historic Preservation Officer (SHPO), to identify potential parties for consultation in order to assure that historic properties are taken into consideration at all levels of project planning and development. Accordingly, formal Section 106 consulting party invites were mailed to local historic organizations and tribes. See **Appendix B-2** for a copy of the Section 106 consulting party invite. Additionally, the newspaper meeting advertisement for the Public Scoping Meeting (see **Appendix B-5**) included a solicitation for individuals/organizations requesting to become Section 106 consulting parties.

This request was also announced at both the Agency and Public Scoping Meetings, further described in **Section 5.0**. Persons/organizations requesting to be a Section 106 consulting party were asked to provide reasons for their request; FHWA will make the final determination of who will be accepted as a Section 106 consulting party.

5.0 AGENCY AND PUBLIC SCOPING MEETINGS

The first agency and public meetings of the EIS process were held on Thursday, October 24, 2013 at the Lake Charles Civic Center, located at 900 Lake Shore Drive, Lake Charles, LA, 70601. The agency scoping meeting was held from 2:00 p.m. to 3:00 p.m. and included a formal presentation and question/answer session. An open-forum public scoping meeting was held on the same day from 5:00 p.m. to 8:00 p.m., which included eight station locations where the public could view project exhibits and converse with knowledgeable project team members. The agency and public scoping meetings are further described in the sections below.

5.1 Agency Scoping Meeting

Agency Work Group (AWG) meetings are the primary mechanism for ensuring agency participation in the project development process. The AWG is comprised of lead, cooperating and participating agency representatives. The agency scoping meeting summarized in this report is the first AWG meeting held for the proposed project. The purpose of the agency scoping meeting was to facilitate a discussion and solicit comments on issues material to the *Draft Project Coordination Plan, Draft Purpose and Need* and proposed study area, as well as solicit input on specific issues/resources to be addressed in the EIS. Agency invite letters were mailed to applicable federal, state, regional, and local agencies, as well as local elected officials. See **Appendix B-3** for a copy of the Agency Scoping Meeting invite. Thirty-six (36) agency representatives/elected officials and five consultant representatives attended the Agency Scoping Meeting. Sign-in sheets from the Agency Scoping Meeting are presented in **Appendix B-7**. As previously mentioned, this meeting included a formal presentation, after which a question and answer session was held. See **Appendix B-8** for a copy of the agency presentation. Agency representatives/elected officials were also able to view the eight public meeting stations with exhibits to be presented to the general public at the public scoping meeting later that day. See **Section 5.2** and **Appendix B-10** for a description and copies of each exhibit, respectively.

5.1.1 Verbal Comments

Verbal comments were received during a question and answer session immediately following the agency presentation. **Table 5-1** below presents a summary of these comments and a corresponding response based on the current status of the proposed project.

TABLE 5-1. VERBAL COMMENT SUMMARY – AGENCY SCOPING MEETING

ID#	Name & Organization	Comment(s) Summary	Response
1	John Cardone City Administrator, City of Lake Charles	Commenter would like to see alternatives developed that include keeping I-10 open as long as possible during construction and does not like the idea of having only I-210 open during construction.	Comment noted. Various alternatives will be studied during the alternatives development phase of the proposed project. Alternatives will be evaluated based on design, operational and safety considerations, which will likely include the feasibility and functionality of keeping I-10 open during construction as a screening criterion. Results of the evaluation will be documented, including reasons for which any alternatives may have been dropped from further consideration.
2	Grant L. Bush Executive Director, IMCAL	As noted in previous comment letters from IMCAL on the proposed project, the commenter stated IMCAL's desire to see I-10 remain open during construction.	Comment noted. See response to comment ID #1 in this table.
3	Jason Derise Captain, Lake Charles Police Department	Commenter recommended the consideration of implementing a draw bridge across the river because the marine traffic is not crossing every day, which in turn would allow the grades to be as flat as possible, thereby improving safety.	Comment noted. See response to comment ID #1 in this table.
4	Honorable Michael E. Danahay State Representative, District 33, Louisiana House of Representatives	Commenter requested the Project Team expedite the EIS process, noting that the three-year estimate for completion of the EIS seems long. Commenter inquired if there was any funding allocated for the project, when funding would be requested and if it could be sought before the EIS is completed.	The Project Team noted that the EIS process would be completed in the most timely and efficient manner practicable. The Project Team also noted, however, that all of the EIS steps are important for NEPA compliance, and therefore, necessary to the process itself. See Comment ID #7 in this table regarding available funding for the proposed project.
5	James R. Wetherington Bridge Specialist, USCG District 8	Commenter noted that the bridge is the main concern of the USCG. Commenter acknowledged the 2001 marine use study previously completed for this project, but given the amount of time having elapsed, requested an updated marine use study be prepared. Additionally, the USCG would like the updated marine use study to consider a mitigation plan.	Project Team noted in response to the comment that a 2006 <i>Lake Charles Port Planning Study</i> also investigated navigational clearance. Commenter stated that an updated navigation study and mitigation plan would still be required by the USCG. Concluded that the Project Team would have follow-up discussions with the USCG regarding the need for an updated navigation study and mitigation plan; and that the USCG would submit a formal written request for these updated studies.

6	Lori Marinovich DDA and Planning, City of Lake Charles	Commenter expressed appreciation for the opportunity to participate in the Section 106 process.	Comment noted. Commenter was encouraged during the meeting to sign-up to request to be a Section 106 consulting party and to include a reason for their request. Commenter signed-up at the Agency Scoping Meeting and FHWA has accepted her request.
7	Bob Mahoney Environmental Coordinator, FHWA	Commenter expressed appreciation for the agency input. Commenter encouraged all agencies to participate and present any known potential issues or concerns they may have, stating that the sooner an issue is known, the more efficiently it can be addressed and the EIS process can move forward. Commenter also asked that agencies who request to become a Section 106 consulting party give a reason with their request. In response to comment ID #4 in this table, the commenter noted that funding is not available at this time, but local and regional officials do not need to wait until after the EIS to begin the process of acquiring funding.	Comment noted.
<p>Acronym List: DDA = Downtown Development Authority EIS = Environmental Impact Statement FHWA = Federal Highway Administration IMCAL = Imperial Calcasieu Regional Planning and Development Commission NEPA = National Environmental Policy Act USCG = United States Coast Guard</p>			

5.1.2 Written Comments

A total of six written comments were received in response to the Agency Scoping Meeting. Copies of these comments are presented in **Appendix C-2. Table 5-2** below presents a summary of these comments and a corresponding response based on the current status of the proposed project.

TABLE 5-2. WRITTEN COMMENT SUMMARY – AGENCY SCOPING MEETING

ID# *	Name & Organization	Comment(s) Summary	Response
1	John S. Bruce Public Works Director, City of Sulphur	<ol style="list-style-type: none"> 1. Regarding the <i>Draft Purpose and Need</i>, the commenter noted safety issues with overpasses and shoulder widths, geometric and alignment issues leading accidents (overturning) at IH-10 and US 171, and problems resulting from the number of travel lanes. 2. Commenter suggested coordination related to I-210 maintenance/diversion 3. Commenter requested to be sent future updates on the proposed project. 	<ol style="list-style-type: none"> 1. Comment noted. All of the commenter's suggested reasons for the project are included within the <i>Draft Purpose and Need</i> for proposed project. The purposes of the proposed project are to increase capacity and reduce congestion, improve roadway deficiencies and traffic operations and to enhance safety. The ability of a proposed alternative to meet the needs of the project and fulfill these stated purposes will serve as evaluation criteria for the advancement of an alternative throughout the EIS process. 2. Coordination efforts related to the alternatives development and screening process, which will include discussions related to alternatives that allow for I-10 and the bridge to remain open during construction compared to alternatives that would require I-210 to be used as a diversion route, will occur during the next AWG meeting (date TBD). 3. Commenter is included on the project mailing list and will continue to receive quarterly project newsletters, meeting invites and all other project correspondence and updates.
2	Lori Marinovich DDA and Planning, City of Lake Charles	Commenter stated that the City of Lake Charles includes historic districts adjacent to the project. Commenter requested to become a Section 106 consulting party with the reasoning that she coordinates the historic districts for the City and is a member of the preservation society.	FHWA has reviewed and accepted the commenter's request to be a Section 106 consulting party. As part of the Section 106 process, steps will be taken to identify historic properties/districts and those that are historic will be evaluated to see if the proposed project will have adverse effects.
3	Bill Shearman Chairman, DDA City of Lake Charles	The City of Lake Charles DDA submitted for the official record of the Agency Scoping Meeting a copy of their resolution responding to the I-10 Calcasieu River Bridge SOV packet mailed September 9, 2013. The content of this resolution is outlined in Table 2-1, Comment ID #9 .	SOV responses will be included and addressed in the EIS.

ID# *	Name & Organization	Comment(s) Summary	Response
4	Lynn F. Thibodeaux Clerk of the Council, City of Lake Charles, Office of the City Council	The Lake Charles City Council submitted for the official record of the Agency Scoping Meeting a copy of their resolution responding to the I-10 Calcasieu River Bridge SOV packet mailed September 9, 2013. The content of this resolution is outlined in Table 2-1, Comment ID #10.	SOV responses will be included and addressed in the EIS.
5	Joe Toups Director, Lake Charles Civic Center	<ol style="list-style-type: none"> 1. Regarding the <i>Draft Project Coordination Plan</i>, commenter made reference to the quarterly project newsletters, but did not make any specific suggestions about the newsletter. 2. Commenter stated that the bridge should be as tall as the Trinity River Bridge near Anuach, Texas so as to not limit expansion and development north of the Calcasieu River Bridge. Commenter noted that plant expansions will result in large loads of equipment and parts shipped to areas north of the bridge. 	<ol style="list-style-type: none"> 1. Comment noted. The project newsletters will occur on a quarterly basis and be emailed to all interested persons having notified the Project Team of their desire to receive the newsletters, identified stakeholders, elected officials, and agency representatives. 2. Bridge height/navigational clearance will be further analyzed as part of the proposed project. See comment ID #6 in this table.
6	James R. Wetherington, Bridge Specialist, USCG District 8 on behalf of David M. Frank, Commander, USCG District 8	Commenter submitted a formal letter request to Mr. Carl M. Highsmith, Programs Operations Manager, FHWA, for an updated navigation study, noting the USCG's acceptance to serve as both a Participating and Cooperating Agency. The letter asks that the navigation study update the 2001 Marine Use Study and 2006 Lake Charles Port Planning Study and that it be completed in time to be included in the Draft EIS. Per the USCG, the updated navigation study should document all navigation north of the bridge site, which should include contacting all property owners north of the bridge site and documenting their respective current and future waterway usage (including but not limited to the large vessels known to occupy berthing north of the bridge). Finally, the USCG requests that any issues requiring mitigation be mentioned specifically and agreed to, at least in principal, and specifically noted in the FEIS prior to the signature of the ROD.	An updated navigation study and mitigation plan fulfilling the requirements outlined in the USCG's formal request is being undertaken by the FHWA and the DOTD.

ID# *	Name & Organization	Comment(s) Summary	Response
<p>NOTE: * Copies of the Agency Scoping Meeting written comments in their entirety are found in Appendix C-2 and are referenced by ID #.</p> <p>Acronym List: DDA = Downtown Development Authority DOTD = Louisiana Department of Transportation and Development EIS = Environmental Impact Statement FEIS = Final Environmental Impact Statement FHWA = Federal Highway Administration IMCAL = Imperial Calcasieu Regional Planning and Development Commission NEPA = National Environmental Policy Act ROD = Record of Decision USCG = United States Coast Guard</p>			

5.2 Public Scoping Meeting

Public involvement is intended to create opportunities for the public to have input in identifying transportation problems and solutions and to participate in the project planning process. The purpose of the Public Scoping Meeting was to present and solicit comments on the *Draft Project Coordination Plan*, *Draft Purpose and Need* and project study area, while also aiding in the public's understanding of the NEPA/EIS process. Public meeting notices (postcards) were mailed to adjacent property owners throughout the project corridor, and postcards were also distributed to community centers, libraries, churches, and other public facilities within the City of Lake Charles (see **Appendix B-4**). Advertisements were placed in the local newspapers, running both two and one week prior to the Public Scoping Meeting and project newsletters advertising the meeting were mailed to local agencies, officials, businesses and other identified stakeholders (see **Appendices B-5** and **B-6**, respectively). Invites and materials such as the *Draft Project Coordination Plan* and *Draft Purpose and Need* were posted to the project website prior to the meeting. Eighteen (18) members of the general public; 20 agency representatives, elected officials, or media representatives; and eight consultants attended the Public Scoping Meeting. The Public Scoping Meeting sign-in sheets are presented in **Appendix B-7**. Photographs taken at the Public Scoping Meeting are presented in **Appendix D**.

As previously described, the Public Scoping Meeting included eight different meeting stations, each manned by a project team member to answer questions and facilitate discussion. The eight meeting stations are described below, and the exhibits displayed at each station are presented in **Appendix B-10**.

Station 1 – Welcome and Section 106 Sign-In: Attendees were asked to sign-in and provide an email address if they wished to receive meeting notifications and newsletters on the proposed project. Attendees were given three handouts: 1) A project fact sheet presenting a general overview of the project, the EIS process, estimated EIS timeline, next steps, and project location map; 2) A project history summary outlining previous studies completed within the project corridor and on the Calcasieu River Bridge, beginning in 1950 and extending to present-day; and 3) a station checklist that described the exhibits and purpose of each meeting station. Additionally, attendees were encouraged to sign-up here if they were interested in requesting to be a NHPA Section 106 consulting party and were also asked to provide reasoning for that request. A copy of the Fact Sheet, Project History and Station Checklist are provided in **Appendix B-9**.

Station 2 – Project Location Map: Attendees viewed the overall project location map, including the proposed project limits (I-10/I-210 West End to I-10/I-210 East End).

Station 3 – The EIS Process: Attendees were presented with a step-by-step representation of the EIS process, including an explanation of where we currently are in this process, what an EIS is, and why it is needed.

Station 4 – Draft Project Timeline: Attendees viewed a graphic representation of the project timeline, including when the next public involvement and comment opportunities would occur and where we currently are within this timeline of events.

Station 5 – Draft Purpose and Need: Attendees were invited to discuss the project's *Draft Purpose and Need* with project staff.

Station 6 – Preliminary Typical Sections: Attendees were presented with an existing typical section of I-10, depicting two-through lanes in each direction as well as a proposed typical section of I-10, depicting three-through lanes in each direction.

Station 7 – Constraints Mapping: Attendees were invited to identify any environmental, topographical or other consideration that may affect the location, development or other aspect of the project within the study area. Attendees were asked to draw, outline or note any potential constraining factors directly on

the maps provided at this station. Previously identified constraining factors were presented on the maps for public review.

Station 8 – Let Us Hear From You: Attendees were invited to ask questions about the project and complete written comment forms or give formal verbal comments. Attendees had the option of completing the comment form at the meeting, after the meeting or mailing it back, or submitting a comment through the project website.

5.2.1 Verbal Comments

No formal verbal comments were submitted at the Public Scoping Meeting. However, Project Team members documented comments and questions received at the various meeting stations. **Table 5-3** below presents a summary of those comments and questions, with corresponding responses.

TABLE 5-3. VERBAL COMMENT SUMMARY – PUBLIC SCOPING MEETING

ID#	Comments	Response
1	The new bridge should be a signature bridge similar to the existing Calcasieu River Bridge.	Comment noted. Various alternatives will be studied during the alternatives development phase of the proposed project, including rehabilitation and the no-build alternative. Alternatives will be evaluated based on design, operational and safety considerations. Results of the evaluation will be documented, including reasons for which any alternatives may have been dropped from further consideration. The aesthetic design and construction of the proposed bridge will be based on numerous factors, including but not limited to the type/style of bridge constructed, bridge design criteria, available funding, and public and governmental support. Section 106 coordination efforts, as well as future Agency Work Group and public meetings will present opportunities for discussion related to the bridge design/aesthetic. Bridge aesthetics will be formalized during final project design.
2	The new bridge should be architecturally appealing.	See response to Comment ID #1 in this table.
3	The existing bridge, including the bridge height, is signature to Lake Charles and should stay.	See response to Comment ID #1 in this table.
4	Beautification efforts should occur along the I-10 corridor.	Comment noted.
5	Request for a segmented bridge.	See response to Comment ID #1 in this table.
6	Request that the bridge be high enough to not have an impact on industry.	FHWA and DOTD, in accordance with USCG request, will complete an updated navigation study and mitigation plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see Section 5.1.2, Comment ID# 6).
7	The lowest bridge height will adversely affect port development to the north of the existing Calcasieu River Bridge	See response to Comment ID #6 in this table.

8	Ramps should be designed to have the best economic impact.	Comment noted. The purposes of the proposed project are to increase capacity and reduce congestion, improve roadway deficiencies and traffic operations and to enhance safety. Additionally, the proposed project would provide better access by redesigning interchanges and improving frontage roads, thus supporting economic development in the Lake Charles metropolitan area. The ability of a proposed alternative to meet the needs of the project and fulfill these stated purposes will serve as evaluation criteria for the advancement of an alternative throughout the EIS process.
Questions		
9	What is the proposed bridge height?	Bridge height has not yet been determined. See response to Comment ID #6 in this table.
10	Has funding been allocated for the proposed project?	The proposed project is included in the current (2008) Statewide Transportation Plan (STP) as a Priority A Mega highway project. Priority A Mega highway projects are selected through a process that considers future travel demand, as estimated by the Statewide Travel Demand Model, economic impacts, safety, etc. This process allows the most needed projects to be implemented first. DOTD allocates funding to projects in phases (Feasibility, Environmental, ROW, Utility, Design, and Construction), and funding is set up for an active phase. For this project, the current active and funded phase is "Environmental". Feasibility has been completed and the next phase following environmental to be activated/funded will be "Design".

5.2.2 Written Comments

A total of nine written comments were received in response to the Public Scoping Meeting. Copies of these written comments are presented in **Appendix C-3**. The comments are identified in **Table 5-4** below. Because several of the comments address multiple issues, the comments are summarized below **Table 5-4**, and responses are provided accordingly.

TABLE 5-4. WRITTEN COMMENTS RECEIVED – PUBLIC SCOPING MEETING

ID# *	Name	Organization (if applicable)	Title (if applicable)
1	Anonymous	--	--
2	Charlie Atherton	Lake Charles Harbor and Terminal District (LCHTD)	--
3	Steve Belin	Phillips 66	Manager, Eastern Region Remediation Management, Phillips 66
	Steve Geiger	Phillips 66	Manager, Lake Charles Manufacturing Complex, Phillips 66
4	Adley Cormier	Lake Charles Historic Preservation Commission	Member
5	Ben Garber	--	--
6	Igbal Mohammad	--	--
7	Cornelius Moon	--	--

8	Don Tipton	Friend Ships Unlimited	Executive Board of Directors
	Sandra Tipton		
	Teri Shields		
9	Michael Tritico,	RESTORE	Biologist and President of RESTORE
10	Michael Tritico	RESTORE	Biologist and President of RESTORE
11	Perry D. Vincent	LA Radio Communications, Inc.	--
Notes: * Copies of the Public Scoping Meeting written comments in their entirety are found in Appendix C-3 and are referenced by ID #. -- no data			

ID #1: Anonymous

Comment 1: Commenter stated that those responsible for the hazardous contamination should be made to clean up the EDC plume, as well as maintaining continued monitoring via the state or federal government to ensure the EDC will not contaminate the Chicot Aquifer. Commenter requested the public be informed about the EDC plume and requested an investigation for all other contamination. Commenter stated that the bridge is not the primary concern, but instead it is the health of the citizenry. Commenter asked what has been done to ensure such contamination does not happen again and why Freedom of Information Act (FOIA) documents related to the EDC contamination have been redacted.

Response 1: Comment and concerns noted. The EDC contamination and its effects on the proposed project are being investigated as part of the EIS process.

Comment 2: Commenter requested the new bridge be constructed to the north of the existing bridge on "good land".

Response 2: Comment noted. In relation to the proposed project corridor, I-10 was identified by the U.S. Department of Transportation (USDOT) in September 2007 as one of six interstate routes to participate in a federal initiative to develop multi-state corridors to help reduce congestion. Accordingly, I-10 joined the USDOT "Corridors of the Future" program aimed at developing innovative national and regional approaches to reduce congestion and improve the efficiency of freight delivery. Moreover, the existing I-10 corridor has been designated as the project study area based on the purpose and need of the proposed project, which is to increase capacity and reduce congestion on I-10 between the I-210 interchanges in the Lake Charles region. Various alternatives, including different potential bridge locations, will be studied during the alternatives development phase of the proposed project, including the no-build alternative. Bridge locations extending north of the existing Calcasieu River Bridge (at distances of approximately 45 feet and 170 feet from the existing bridge centerline) have previously been evaluated and remain under consideration at this time. As part of the EIS process, alternatives will be evaluated based on design, operational and safety considerations. Results of the evaluation will be documented, including reasons for which any alternatives may have been dropped from further consideration.

ID #2: Charlie Atherton (LCHTD)

Comment 1: Commenter stated that the Calcasieu River Bridge should remain at its current 135-foot height, noting that the height was 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 60 to 80 feet deep. Commenter cited that after World War II, the navy docked hundreds of ships for miles along the river upstream of the bridge, proving suitability for navigability, and included the following photo as an example:



Commenter noted that Friend Ships utilizes the river crossing and that there are others who want to bring in large ships. Commenter stated it is against the law to restrict navigation or to block navigable waterways, citing 33 USC 494 (Obstruction of navigation, alterations and removals; lights and signals; draws). Commenter is requesting all documentation noting the decision to construct a 73-foot high bridge versus a 135-foot bridge be entered into the public record and expressed concern that the decision to construct a 73-foot high bridge was made without the proper public participation process.

Response 1: Two prior navigation/bridge height studies were completed in relation to the proposed project: a 2001 Marine Use Study and a 2006 Lake Charles Port Planning Study. These two previous studies are available for viewing on the project website (<http://i10lakecharles.com/>). Public involvement efforts have occurred throughout the environmental process of this project, stemming back as early as 2000 during the feasibility study phase of the project; and these public involvement efforts have included information related to the aforementioned bridge height studies. FHWA and DOTD, in accordance with USCG request, will complete an updated navigation study and mitigation plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see **Section 5.1.2, Comment ID# 6**). Accordingly, a bridge height for the proposed Calcasieu River Bridge has yet to be determined and is still under study as part of the EIS process. All past and future public involvement efforts have and will continue to be documented as part of the official public record,

Comment 2: Commenter stated that the lower-height bridge concept is politically driven by ConocoPhillips in order to conceal the level of EDC contamination under the bridge; and elected officials have fast tracked the decision for a lower-height bridge over the objection of the public.

Response 2: Comment and concerns noted. The EDC contamination and its effects on the proposed project are being investigated as part of the EIS process.

Comment 3: Commenter stated that the LCHTD passed a resolution (Resolution 3004-032) on May 24, 2004 that expressed support for maintaining the existing bridge height and width characteristics of the Calcasieu River Bridge for any new replacement bridge planned for future construction.

Response 3: Comment noted. For the record, the Imperial Calcasieu Regional Planning and Development Commission (IMCAL), the Lake Charles MPO, voted on December 19, 2007 in favor of a 73-foot vertical clearance for the I-10 Calcasieu River Bridge (see **Appendix B-11**).

Comment 4: Commenter presented an editorial from the American Press dated January 6, 2008 endorsing a 90-foot bridge height for the Calcasieu River Bridge instead of the 73-foot bridge height, noting that the 90-foot bridge height was also supported by Lake Charles Mayor Randy Roach. Commenter presented a 2007 article from the Sun Herald (serving Biloxi-Gulfport and the Mississippi Gulf Coast) discussing the potential implementation of a 73-foot bridge versus a 90-foot bridge for the I-10 Calcasieu River Bridge, including discussion of how constructing a bridge with too low of a vertical clearance could impact future economic development. Commenter presented a 2006 editorial from the Gulf Coast News (serving the Mississippi Gulf Coast) discussing potential damaging economic impacts associated with plans to rebuild the Hurricane Katrina damaged Bay St. Louis and Biloxi-Ocean Springs Bridges without a draw span, which the former bridges had, and at a height that would obstruct navigation.

plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see **Section 5.1.2, Comment ID# 6**).

Response 4: Comment and concerns noted. FHWA and DOTD, in accordance with USCG request, will complete an updated navigation study and mitigation

ID #3: Steve Geiger and Steve Belin (Phillips 66)

Comment: The letter provided on behalf of Phillips 66 states that their comments are intended to “present and clarify for both DOTD and the public, the documented facts regarding impacts to the soil and groundwater beneath the proposed I-10 Calcasieu River Bridge.” The statements provided on behalf of Phillips 66 are summarized as follows, with the full comment letter and reference figures included in **Appendix C-3, ID #2**. Note that these statements are written from the perspective of Phillips 66 alone, and do not necessarily represent the opinions or edicts of FHWA or DOTD.

- In 1994, a pipeline spilled EDC² into a ditch along Isle of Capri Boulevard, just south of the current I-10 Calcasieu River Bridge. Phillips 66 (as its predecessor companies) began an emergency response effort at the time of discovery and have continued to implement long term cleanup work, in conjunction with the Louisiana Department of Environmental Quality (LDEQ), to remediate soil and groundwater impacted by EDC in the area. Work Plans and Progress Reports have been regularly submitted to the LDEQ, and are available to the public at the LDEQ website. Virtually all of the free phase EDC has been captured and removed from the subsurface.
- Phillips 66 has worked cooperatively with the DOTD to evaluate the potential for EDC to impact future bridge construction activities, citing the installation of ground water monitoring wells in a marsh area north of the existing bridge, which identified low concentrations of EDC in groundwater below the marsh at depths of approximately 55 feet below ground surface. These impacts are above the depth of the Chicot Aquifer, are above the water intakes for the town and do not represent a threat to the drinking water of Westlake.
- Phillips 66 continues to monitor the presence of EDC in the area through the monitoring wells and has worked with LDEQ to establish a site-specific cleanup standard for EDC in the marsh area following the LDEQ RECAP³ process. Results show the concentration of EDC in the path of the new bridge to be below any concentration that would be a threat to the drinking water aquifer, to

² EDC = 1,2 dichloroethane

³ RECAP = Risk Evaluation and Corrective Action Program. A RECAP cleanup standard is a target concentration that when achieved, will be protective of human health and the environment.

workers on the bridge or to any persons traveling over the bridge or in the area (see **Appendix C-3, ID #2, Pg. 6, Figure 1**). Accordingly, no EDC cleanup is necessary in the path of the new I-10 bridge as currently proposed.

- More aggressive remediation (proposed to be completed before any bridge construction begins) is being completed by Phillips 66 for an area beneath and to the south of the existing bridge where further EDC remediation is necessary (see **Appendix C-3, ID #2, Pg. 6, Figure 1**).
- **Figure 2 of Appendix C-3, ID #2, Pg. 7** provides the location of the marsh monitoring points with test results from 2011 – 2014. Testing is performed by an independent third party engineer, shipped under chain of custody and analyzed by an independent third party laboratory; and the DOTD and LDEQ have also collected samples in the area to provide independent confirmation the results.
- The LDEQ has reviewed these data and on June 18, 2010 wrote a letter to DOTD providing their conclusions. Phillips 66 provided a copy of this letter, which expresses concern for the installation of foundation pilings for the new bridge through subsurface zones known to be contaminated with EDC. Specific comments from LDEQ includes the following, based on preliminary piling locations as of October 19, 2009 (subject to change once final piling locations are determined):
 - Without final piling locations and proposed depths, it is not possible to provide specificity in recommending depths which would be protective of the subsurface environment.
 - LDEQ has no objection to piling depths of 75 feet below current existing grade or less north of the current I-10 footprint – per the correspondence from LDEQ to DOTD on November 19, 2009.
 - No piling should exceed a depth of 40 feet below current existing grade south of the current I-10 footprint with the exception of the following: using a line drawn from CPT18, CPT7, and a point 50 feet due east of I8 as a reference, there would be no depth restrictions to the east of this line.
- Phillips 66 fully supports construction of the new I-10 Calcasieu River Bridge, will continue to remediate any remaining impacts from the 1994 spill and offer to work cooperatively with DOTD and their consultants preparing the EIS.

Response: Comment noted. The EDC contamination and its effects on the proposed project are being investigated as part of the EIS process.

ID #4: Adley Cormier (Lake Charles Historic Preservation Commission)

Comment 1: As a member of the Lake Charles Historic Preservation Commission and longtime historian, commenter requested to become a Section 106 consulting party.

Response 1: FHWA has reviewed and accepted the commenter's request to be a Section 106 consulting party.

Comment 2: Commenter expressed concern with any changes to the major vehicle corridor through central and north Lake Charles, noting that because of the unique geography, the route of I-10 displaced historic structures. Commenter would like to help mitigate any adverse change in the future.

Response 2: Comment and concerns noted. As a Section 106 consulting party, commenter will be able to provide input on the alternative and project development process. Adverse impacts will be avoided when practicable, and mitigated for if unavoidable, in accordance with federal, state, and local regulations governing historic structures.

ID #5: Ben Garber

Comment: Commenter expressed concern about the UP Railroad bridge bottleneck, citing that the railroad bridge is 107 years old and needs to be removed. Commenter would like to see a new railroad bridge incorporated into the project design, stating that development north of the Calcasieu River cannot occur without a redesign of the railroad bridge.

Response: Comment noted; however, the UP Railroad Bridge referenced by the commenter is outside the scope of the proposed project. The scope of the proposed project includes improvements to I-10, including the Calcasieu River Bridge, and the evaluation of alternatives for re-designing the at-grade Sampson Street interchange with existing railroad crossings.

ID #6: Iqbal Mohammad

Comment: Request by commenter to receive future updates on the proposed project.

Response: Commenter was added to the project mailing list and will receive future quarterly project newsletters, meeting invites, and project correspondence and updates.

ID #7: Cornelius Moon

Comment 1: Regarding the *Draft Purpose and Need*, commenter states key reasons for the project include that the bridge is over 50 years old and in need of constant repair, the grade is too steep and there are safety issues.

Response 1: Comment noted. All of the commenter's suggested reasons for the project (i.e., safety issues and not meeting current design standards such as the steep bridge grade) are included within the *Draft Purpose and Need* for proposed project. The purposes of the proposed project are to increase capacity and reduce congestion, improve roadway deficiencies and traffic operations and to enhance safety. The ability of a proposed alternative to meet the needs of the project and fulfill these stated purposes will serve as evaluation criteria for the advancement of an alternative throughout the EIS process.

Comment 2: Commenter stated that the *Draft Project Coordination Plan* was an "excellent plan".

Response 2: Comment noted.

Comment 3: Commenter recommended constructing a new "signature bridge", specifically recommending a cable-stayed span bridge like the Audubon Bridge in West Feliciana Parish.

Response 3: Comment noted. Various alternatives will be studied during the alternatives development phase of the proposed project, including rehabilitation and the no-build alternative. Alternatives will be evaluated based on design, operational and safety considerations. Results of the evaluation will be documented, including reasons for which any alternatives may have been dropped from further consideration. The aesthetic design and construction of the proposed bridge will be based on numerous factors, including but not limited to the type/style of bridge constructed, bridge design criteria, available funding and public and governmental support. Section 106 coordination efforts, as well as future Agency Work Group and public meetings will present opportunities for discussion related to the bridge design/aesthetic. Bridge aesthetics will be formalized during final project design.

ID #8: Don and Sandra Tipton, Teri Shields (Friend Ships Unlimited)

Comment 1: Friend Ships is a maritime corporation located north of the I-10 Calcasieu River Bridge. Commenters expressed concern related to a new bridge having a navigational clearance below that of the existing bridge for the reasons that follow. Note that these statements are written from the perspective of Friend Ships United alone, and do not necessarily represent the opinions or edicts of FHWA or DOTD.

- Maintaining a vertical clearance as high as 135-feet is in the best interest of waterfront land owners for economic purposes. The Port of Lake Charles and City of Westlake own deep water frontage north of the bridge, which if unavailable to navigational traffic, could adversely affect jobs

and diminish the value of future economic development in the low income, primarily African-American community of North Lake Charles.

- Friend Ships owns four ships and two large classic wooden boats that transit under the current bridge, with at least one ship requiring 111 foot vertical clearance and another classic vessel requiring similar clearance. The future plans of Friend Ships include the obtainment of three additional vessels, creation of a marina, job training center and repair yard for large classic boats.
- While other ship channels on the Calcasieu River have to be continually dredged at the cost of millions, this is a naturally deep channel that has never needed and never will need to be dredged.
- The channel is a protected safe harbor in times of storm and is utilized regularly for that purpose.
- Lowering the bridge is driven by an agenda to minimize the cleanup required by the chemical companies.
- It is incorrect to state that there is insufficient maritime traffic in the area. Because the bridge-lowering project has been proposed for so long, maritime entities have not been willing to risk an investment. Once it is known that navigational clearance will be maintained, interest in the deep water aspects of the navigational channel will resume.
- Commenters suggested building a new bridge with the vertical clearance height of 135-feet or to install a drawbridge to be opened once a day.

Response 1: Comment and concerns noted. FHWA and DOTD, in accordance with USCG request, will complete an updated navigation study and mitigation plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see **Section 5.1.2, Comment ID# 6**).

Comment 2: Commenters would like to be given a chance to expound on their views in an open forum.

Response 2: The public meeting held on October 24, 2013 was an open forum format in which the general public was invited to participate and provide comments and feedback to the project team. The public was invited to submit written or verbal comments at the meeting itself, through the project website or by sending written comments via mail or email during the formal 10-day comment period following the public meeting. The comments received are summarized and addressed within this summary report, which will be published for public review on the project website and available for review by applicable agencies and elected officials. At least two other open forum public meetings will occur over the EIS project timeline during the alternatives development and selection process, as well as a formal public hearing following the publication of the Draft EIS. Members of the public will have an opportunity to submit written and/or verbal comments at all of these future public involvement opportunities.

ID #9: Michael Tritico (RESTORE)

Comment 1: Regarding the *Draft Purpose and Need*, the commenter noted that traffic congestion, safety and bridge design issues need to be carefully studied and changes made so that existing problems can be removed.

Response 1: Comment noted. The existing problems noted by the commenter (i.e., traffic congestion, safety and bridge design issues) are included within the *Draft Purpose and Need* for proposed project. The purposes of the proposed project are to increase capacity and reduce congestion, improve roadway deficiencies and traffic operations and to enhance safety. The ability of a proposed alternative to meet the needs of the project and fulfill these stated purposes will serve as evaluation criteria for the advancement of an alternative throughout the EIS process.

Comment 2: Regarding the *Draft Project Coordination Plan*, the commenter stated that this project has seemingly been stuck in the planning phase with no practical forward movement. However, the commenter explained that the public involvement opportunities (e.g., website, newsletters, etc.) are welcome improvements.

Response 2: Comment noted.

Comment 3: Commenter would like to receive future updates on the proposed project; short notifications via email and lengthy correspondence via mail.

Response 3: Commenter is included on the project mailing list and will receive quarterly project newsletters, meeting invites and updated correspondence and updates via email and mail, accordingly.

Comment 4: Commenter provided numerous statements related to constructing the new I-10 Calcasieu River Bridge north of its present location, including the following:

- Suggests constructing the bridge near Joe Miller Road, in the corridor between Moss Bluff and Gillis, or in the corridor between Gillis and Ragley. Any of these corridors are far enough north that the vertical bridge height issue would no longer be a problem, the ROW within the Gillis and Ragley corridor would likely be less expensive to acquire, and if constructed south of Ragley, the new interstate would be out of the area shown by the National Hurricane Center's Sea, Lake and Overland Surges from Hurricanes (SLOSH) model to be vulnerable to tropical storm surges.
- By moving I-10 and the new bridge north, any impediments to navigation generated by constructing a lower vertical clearance bridge would be eliminated. It is important to leave the existing navigational clearance of the Calcasieu River Bridge so that organizations like Friend Ships can complete their humanitarian work. If a low vertical bridge is implemented, it should be a draw bridge so that Friend Ships can fulfill their humanitarian duties.
- With sensible planning and proper advertisement, a more northern interstate route would not adversely affect development and the Lake Charles economy.

Response 4: Comment noted. FHWA and DOTD, in accordance with USCG request, will complete an updated navigation study and mitigation plan, which will evaluate existing and future navigational clearance needs for property owners north of the bridge, as well as potential economic impacts (see **Section 5.1.2, Comment ID# 6**). In relation to the proposed project corridor, I-10 was identified by the USDOT in September 2007 as one of six interstate routes to participate in a federal initiative to develop multi-state corridors to help reduce congestion. Accordingly, I-10 joined the USDOT "Corridors of the Future" program aimed at developing innovative national and regional approaches to reduce congestion and improve the efficiency of freight delivery. Moreover, the existing I-10 corridor has been designated as the project study area based on the purpose and need of the proposed project, which is to increase capacity and reduce congestion on I-10 between the I-210 interchanges in the Lake Charles region. Various alternatives, including different potential bridge locations, will be studied during the alternatives development phase of the proposed project, including the no-build alternative. Bridge locations extending north of the existing Calcasieu River Bridge (at distances of approximately 45 feet and 170 feet from the existing bridge centerline) have previously been evaluated and remain under consideration at this time. Alternatives will be evaluated based on design, operational and safety considerations. Results of the evaluation will be documented, including reasons for which any alternatives may have been dropped from further consideration.

Comment 5: Commenter provided numerous statements related to the EDC contamination within the project area, including the following:

- Commenter is concerned that the bridge has become increasingly unstable, not only because of its age but because the ground has been softened by the EDC contamination.
- Commenter stated that he has received 54 pages of material based on his FOIA requests, but that some of the information has been redacted.
- Commenter referenced two previous studies on the effect of EDC on local clays, which show that the regional clay is quickly and severely degraded by EDC, losing its ability to bear weight and slow down the movement of fluids.
- Commenter questioned the exact location of the EDC plume, stating that it may have reached the railroad tracks north of I-10 in the project area.

- Commenter stated that the concentration of the contamination is 90,000 times the LDEQ's Risk Evaluation and Corrective Action Program (RECAP)⁴ trigger level of 5 ppb.
- Commenter has not seen any boring tests for load bearing capacity, and believes these tests exist and would like the highway department to make the results public.
- Based on FOIA documents, commenter cited that as of 2009, the contamination was found within 40 feet of the top of the Chicot Aquifer, and that it is inevitable that the EDC will enter that aquifer.
- Commenter stated that FOIA materials show that the LDEQ is concerned about new bridge pilings hastening EDC contamination into the Chicot Aquifer.
- Commenter states that the EDC plume is moving in a direction contrary to the usual direction of groundwater flow in this region, caused by the heavy draft of the Westlake Municipal Water Supply well pulling the plume downward and northeastward. Accordingly, the commenter feels that Westlake may need to find a new public water supply.
- Commenter discussed the viability of recovery wells, stating that they are only sparingly-efficient and cannot remediate a problem once the contaminants pervade the subsurface to any significant extent.
- Commenter states that given the number of people depending on the groundwater, as well as that there are an additional 16 public water supply wells within two-miles of the study area, a recovery well field location within the bridge ROW would do the most good, as opposed to the construction of a new bridge.
- Commenter has requested FHWA send him more recent and extensive information (e.g., boring data, litigation discussions/status), emphasizing the need for full disclosure related to the EDC contamination.

Response 5: Comment and concerns noted. The EDC contamination and its effects on the proposed project are being investigated as part of the EIS process.

ID #10: Mike Tritico (RESTORE):

Comment: Commenter noted that he received FOIA records regarding the testing/measurement of the EDC contamination plume approximately 2 ½ years ago from the federal and state highway agencies. Commenter also stated that he received approximately 3,000 pages several months prior to this comment of mostly redacted information. Commenter requested un-redacted copies, and as of the week of this Public Scoping Meeting, received 54 pages of FOIA documents, again with redacted information. Commenter requests un-redacted, clear copies of this information.

Response: Based on the comments received, it is unclear from where (what agency/persons) the records with redacted information originated. Information related to the EDC contamination is available via a public records request through the DEQ website at the following web address: <https://edms.deq.louisiana.gov/prr/RequestForm.aspx>.

ID #11: Perry D. Vincent (Louisiana Radio Communications, Inc.)

Comment 1: Regarding the *Draft Purpose and Need*, the age of the bridge and capacity of the I-10 to I-210 stretch hinders the growth of the City of Lake Charles.

Response 1: Comment noted. The commenter's suggested reasons for the project are included within the *Draft Purpose and Need* for proposed project. The purposes of the proposed project are to increase capacity and reduce congestion, improve roadway deficiencies and traffic operations and to enhance safety. Additionally, the proposed project would provide better access by redesigning interchanges and improving frontage roads, thus supporting economic development in the Lake Charles metropolitan area.

⁴ RECAP = A RECAP cleanup standard is a target concentration that when achieved, will be protective of human health and the environment.

The ability of a proposed alternative to meet the needs of the project and fulfill these stated purposes will serve as evaluation criteria for the advancement of an alternative throughout the EIS process.

Comment 2: The meeting was great; and please publicize throughout the media.

Response 2: Comment noted.

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

September 11, 2013

Kate Prejean
c/o HNTB Corporation
kprejean@hntb.com
10000 Perkins Rowe, Suite 640
Baton Rouge, Louisiana 70810

RE: State Project No.: H.003931.2
FAP No.: BR-10-1(212)29
I-10 Calcasieu River Bridge
I-10/I-210 West End to I-10/I-210 East End
Calcasieu Parish

Dear Ms. Prejean:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service (NRCS) projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction areas are within existing right-of-ways and therefore are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

No identified cultural resources will be impacted by the above mentioned project.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location:

<http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown above.

Respectfully,

ACTING FOR

A handwritten signature in black ink, appearing to read "Sarah Haymaker", written over a horizontal line.

Sarah Haymaker
State Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer

April English

From: Kate Prejean
Sent: Wednesday, September 11, 2013 12:40 PM
To: Noel.Ardoin@LA.GOV
Cc: Joachim Umeozulu
Subject: FW: Status of FAA Filing
Attachments: OE_Letter_Notification.pdf

Noel - I spoke with Alice at FAA today. She gave me some feedback regarding direction to proceed. I have noted a summary of our call below.

The FAA doesn't normally provide opinions of feedback regarding projects such as this. Rather they will do a study 45 days before construction is to begin. Their studies review impacts to either runways or navigational equipment. Based on the location of the bridge currently there is potential to impact navigational equipment, really the signal coming from the equipment. As construction approaches we would need to file for a study to be completed by the FAA team. The study is good for 18 months and you can request one additional 18 month extension. She said that her suggestion is to wait until the DOTD starts design of the project and any issues could be worked out at that time. She indicated she would terminate our study, since nothing should be done now and that it would be consistent with their normal processes. I will file this email as their response to the SOV unless you have any other comments in this regard.

Thanks.

Kate Brady Prejean, P.E.
 Transportation Section Manager
 Direct (225) 368-2818

From: noreply@faa.gov [<mailto:noreply@faa.gov>]
Sent: Wednesday, September 11, 2013 12:35 PM
To: noel.ardoin@la.gov; Kate Prejean
Subject: Status of FAA Filing

Your filing is assigned Aeronautical Study Number 2013-ASW-6425-OE.

The aeronautical study has been terminated. For additional information, please contact Alice Yett via phone: (817) 321-7752 or email: alice.yett@faa.gov. Please refer to the assigned ASN on all future inquiries regarding this filing.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



<< OE/AAA

Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

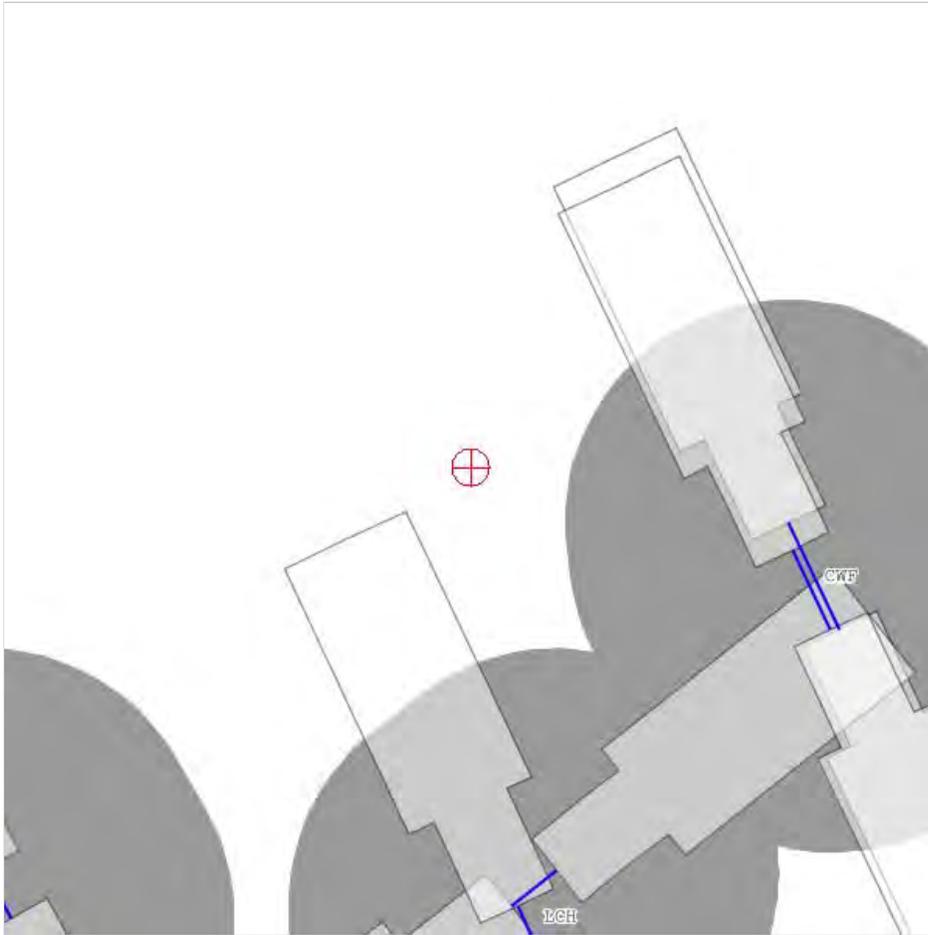
Latitude:	<input type="text" value="30"/> Deg	<input type="text" value="14"/> M	<input type="text" value="13.63"/> S	<input type="text" value="N"/>
Longitude:	<input type="text" value="93"/> Deg	<input type="text" value="14"/> M	<input type="text" value="28.72"/> S	<input type="text" value="W"/>
Horizontal Datum:	<input type="text" value="NAD83"/>			
Site Elevation (SE):	<input type="text" value="4"/> (nearest foot)			
Structure Height (AGL):	<input type="text" value="152"/> (nearest foot)			
Traverseway:	<input type="text" value="No Traverseway"/>			
	(Additional height is added to certain structures under 77.9(c))			
Is structure on airport:	<input checked="" type="radio"/> No <input type="radio"/> Yes			

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION 6
 1445 ROSS AVENUE, SUITE 1200
 DALLAS TX 75202-2733

September 12, 2013

Ms. Noel A. Ardoin
 Environmental Engineer Administrator
 LA DOTD
 P.O. Box 94245
 Baton Rouge, LA 70804-9245

Dear Ms. Ardoin:

We have received your September 9, 2013, letter requesting our evaluation of the potential environmental impacts which might result from changes to a previously approved project:

**Improvements to I-10 Calcasieu River Bridge
 I-10/I-210 West End to I-10/I-210 East End
 STP No. H.003931.2
 FAP No. BR-10-1(212)29
 Calcasieu Parish
 Lake Charles, Louisiana**

The project, proposed for financial assistance through the Louisiana Department of Transportation and Development and the United States Department of Housing and Urban Development funds is located on the Chicot aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.

If you did not include the parish, project description, project location or the federal funding agency, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator
 Sole Source Aquifer Program
 Ground Water/UIC Section

cc: Jesse Means, LDEQ

Kate Prejean, HNTB Corporation

Internet Address (URL) • <http://www.epa.gov/region6>

Recycled Paper, Process Chlorine Free

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

PUBLIC NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

Federal Aid Project No. BR 10-1 (212)29

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

WE WOULD REQUEST THAT THE PARISH FLOODPLAIN ADMINISTRATOR 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.

Pam Mattingly
Asst. Planning Dir.
Calcasieu Parish
P.O. Drawer 3287
Lake Charles, LA 70602
pmattingly@cppj.net
337-721-3606

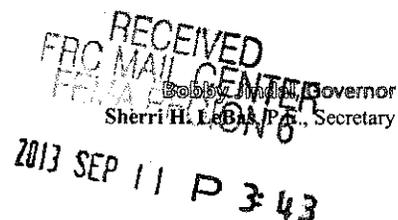
REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: October 2, 2013



Office of Engineering
 PO Box 94245 | Baton Rouge, LA 70804-9245
 Phone: 225-379-1234



September 9, 2013

Tony Russell
 Regional VI Administrator
 FEMA Region IV
 Federal Emergency Management Agency
 800 North Loop 288
 Denton, TX 76209

State Project No.: H.003931.2
Federal Aid Project (FAP) No.: BR-10-1(212)29
Project Name: I-10 CALCASIEU RIVER BRIDGE
Project Limits: I-10/I-210 West End to I-10/I-210 East End
Parish: Calcasieu Parish

Re: SOLICITATION OF VIEWS

Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of environmental, economic, and social effects or concerns.

The Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) are requesting your input for a transportation project in Calcasieu Parish, Louisiana. The proposed project is the Interstate Highway 10 (I-10) Calcasieu River Bridge (I-10/Interstate Highway 210 [I-210] West End to I-10/I-210 East End), and would add capacity and increase safety along I-10 in the Lake Charles region between the I-210 interchanges, including the Calcasieu River Bridge.

A project description and a map showing the project limits are provided. An Environmental Impact Statement (EIS) will be prepared. During this process, public and agency meetings will be held at various times, including the public scoping meeting which is anticipated to be held in summer 2013. Additional information can be found on the project website at <http://www.i10lakecharles.com>.

It is requested that you review the attached information and provide us with your views and comments by **October 9, 2013**. Replies should be addressed to Kate Prejean, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810, or at kbprejean@hntb.com. Please reference the project name and state project number in your response. If you have questions or need additional information, please contact me at (225) 242-4501 or Mr. Joachim Umeozulu at (225) 379-1386. Your assistance in this regard is appreciated.

Sincerely,

Noel A. Ardoin, P.E.
 Environmental Engineer Administrator

Attachments



JAY DARDENNE
LIEUTENANT GOVERNOR

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

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREUX
ASSISTANT SECRETARY

October 2, 2013

Noel Ardoin
Engineer Environmental Administrator
LDOTD
P.O. Box 94245
Baton Rouge, LA 9245

Re: Section 106 Review Request for Additional Information
State Project No.: H.003931.2
I-10 Calcasieu River Bridge I-10/I-210 West End to I-10/
I-210 East End
Calcasieu Parish, LA

Dear Ms Ardoin:

Thank you for your letter of September 9, 2013, concerning the above-referenced undertaking. We are unable to complete the Section 106 review at this time due to the submittal of insufficient documentation. We will need the following information to complete our review for the aforementioned project:

- Name of federal agency, agency involvement (Funding, license\permit, etc. and description of the undertaking (Detailed description of project).
- Applicant contact information (Name, address, phone number and email address).
- Agency contact information (Name, address, phone number and email address).
- Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." (Include the latitude\longitude of the undertaking location and APE)
- Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places.
- Detailed project scope of work including design plans.
- Map and site plan showing APE and exact location of project undertaking.

Noel Ardoin
October 2, 2013
Page 2

Photographs of the entire APE and project location. Photographs of all historic (fifty years of age and older) within the APE. Buildings should be documented showing diagonal views of front and side and rear and opposite side of the building. All photos should be keyed to a site map and project plans if applicable.

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

Sincerely,



Pam Breaux
State Historic Preservation Officer

PB:MV:s



Office of Public Works and Water Resources
 PO Box 94245 | Baton Rouge, LA 70804-9245
 ph: 225-379-3005 | fx: 225-379-3002

Bobby Jindal, Governor
 Sherri H. LeBas, P.E., Secretary

October 3, 2013

STATE PROJECT NO.: None

F.A.P. NO.: None

PROJECT DESCRIPTION: I-10 CALCASIEU RIVER BRIDGE (I-10/ I-210 WEST END TO I-10/ I-210 EAST END)

ROUTE: I-10

PARISH: CALCASIEU

Ms. Noel Ardoin
 Environmental Engineer Administrator
 LADOTD
 P.O. Box 94245
 Baton Rouge, LA 70804-9245

Subject: Solicitation of Views

Dear Ms. Ardoin:

The above mentioned proposed project length extends through Calcasieu Parish which includes the City of Lake Charles and the City of Westlake. The project runs in and out of the flood zone and crosses the Kayouchee Coulee which is a designated floodway.

During and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function.

In order to assure compliance with the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for Calcasieu Parish, the City of Lake Charles and the City of Westlake. The contact persons are:

Ms. Pam Mattingly, CFM
 Assist. Director of Planning
 Calcasieu Police Jury
 P.O. Drawer 3287
 Lake Charles, LA 70602
 Telephone No.: 337-721-3600

Mr. Doug Burguières
 Assist. Director of Planning
 City of Lake Charles
 P.O. Box 900
 Lake Charles, LA 70602
 Telephone No.: 337-491-1395

Ms. Noel Ardoin
October 3, 2013
Page 2

Ms. Terri Hawes, CFM
Permit Clerk
City of Westlake
P.O. Drawer 700
Westlake, LA 70669
Telephone No.: 337-433-0691

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,



Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Ms. Pam Mattingly, CFM
Mr. Doug Burguieres
Ms. Terri Hawes, CFM



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

STEPHEN CHUSTZ
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

October 3, 2013

TO: Ms. Kate Prejean
HNTB Corporation
10000 Perkins Rowe, Suite 640
Baton Rouge, Louisiana 70810

RE: Solicitation of Views
State Project No. H.003931.2
I-10 Calcasieu River Bridge
Calcasieu Parish

Dear Ms. Prejean:

In response to your letter dated September 9, 2013, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.louisiana.gov>

A review of our computer records for the referenced project area indicates that there are oil and/or gas wells located near the project area. Additionally, our DNR water well database indicates that registered water wells are present in the vicinity of the project area. Please be aware that unregistered water wells may also be located in the area.

SPN.H. 003931.2

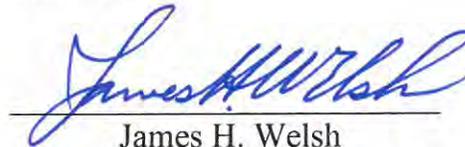
Page Two

The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Brad Bourgoyne	225-342-4286	brad.bourgoyne@la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Gary Snellgrove	225-342-7222	gary.snellgrove@la.gov

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting Help on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,



James H. Welsh

OR Commissioner of Conservation

JHW:MSK:msk

April English

From: Kate Prejean
Sent: Friday, October 04, 2013 2:07 PM
To: April English
Subject: FW: Lake Charles I-10 Project

Kate Brady Prejean, P.E.
 Transportation Section Manager
 Direct (225) 368-2818

From: Roger Thomas [<mailto:rthomas@CPSO.com>]
Sent: Friday, October 04, 2013 1:55 PM
To: Kate Prejean
Subject: Lake Charles I-10 Project

Kate, Sheriff Mancuso forwarded to me your DOTD letter dated September 9, 2013---regarding State Project No > H.003931.2. Note: I have reviewed your attached documents.

The bottlenecks as relative to the I-10 Bridge have certainly been an issue for sometime. Glad to see that this future I-10 project will address and fix those issues. Additionally, one of the biggest complaints regarding past construction projects is the I-210 detour route. Drivers who attempted to enter I-210 (ramp) had some difficulty due to large trucks traveling in the right outside lane of I-210. Many motorists voiced their concerns and asked that large trucks be directed to the left inside lane---so that traffic can easily transition onto I-210 from the entrance ramps.

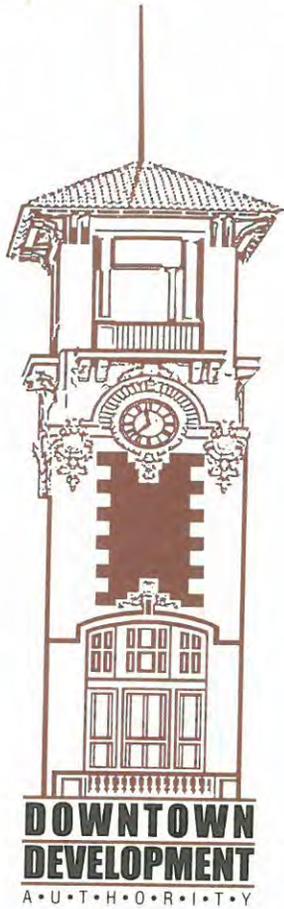
I'm a retired La State Police Sergeant. I was assigned to the Troop D office in Lake Charles for twenty five (25) years---retiring in 2005. During my tenure with the State I worked on several DOTD projects regarding traffic enforcement, along with traffic crash information data. I was one of nine Troopers around the state in 2000 who was selected and assigned to a (DOTD) committee in order to generate a traffic crash manual along with a new traffic crash report. I currently work for the Calcasieu Parish Sheriff's Office, as head CPSO Crash Reconstructionist. I was hired by Sheriff Mancuso in 2005.

Thanks for sending our department the project description letter. Please know that if my office can be of any future assistance---don't hesitate in contacting me. Note: My office is located in the Magnolia Bld downtown Lake Charles, Suite 308 > (Office # > 337-431-1343).

Lastly, Steve Jiles, LC DOTD Head Engineer, is a good friend of mine. Steve is a great guy who has proudly served our state in a leadership role for many years.

Take Care & God Bless!

Roger Thomas



Lori Marinovich
 Executive Director
 326 Pujo Street
 Lake Charles, LA. 70601
 337-491-1429
 Fax: 337-491-1206
 lmarinovich@cityoflc.us
 www.cityoflakecharles.com

October 7, 2013

Kate Prejean
 c/o HNTB Corporation
 10000 Perkins Rowe, Ste. 640
 Baton Rouge, LA 70810

State Project no.: H.003931.2
 Federal Aid project (FAP) No.: BR-10-1(212)29
 Project name: I-10 CALCASIEU RIVER BRIDGE
 Project Limits: I-10/I-210 East End
 Parish: Calcasieu

Re: SOLICITATION OF VIEWS

Dear Ms. Prejean:

Recently, information regarding the above mentioned project was forwarded to the Downtown Development Authority Board by Noel Ardoin, Environmental Engineer Administrator with the DOTD Office of Engineering. This information has been thoroughly reviewed by our Board.

In response to this request for review, please find attached our views and opinions of the proposed project.

Sincerely,


Bill Shearman
 Chairman
 Downtown Development Authority
 City of Lake Charles

Cc: Lori Marinovich

DOWNTOWN DEVELOPMENT AUTHORITY**CITY OF LAKE CHARLES****PARISH OF CALCASIEU****STATE OF LOUISIANA****Resolution 2013 - 010**

A RESOLUTION BY THE LAKE CHARLES DOWNTOWN DEVELOPMENT AUTHORITY SUPPORTING THE PROJECT PROPOSED BY THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT AND BY THE FEDERAL HIGHWAY ADMINISTRATION INVOLVING INTERSTATE HIGHWAY 10 (I-10) CALCASIEU RIVER BRIDGE (I-10/INTERSTATE HIGHWAY 210 [I-210] WEST END TO I-10/I-210 EAST END).

WHEREAS, The I-10 corridor is a major economic development driver that supports commerce from coast to coast and this interstate corridor supports a majority of the Lake Charles metropolitan area's commerce including commuter traffic to our region's major industrial developments;

WHEREAS, The City of Lake Charles has embarked on implementation of a major Lakefront Downtown redevelopment plan of the properties adjacent to the shoreline of Lake Charles; has supported and implemented several significant attractions related to our cultural economy including: recreational businesses, historic districts, the historic downtown district, parks and multi-use developments, the proposed National Hurricane Museum and Science Center and our Convention and Visitor's Bureau, all of which depend on direct access from both the east and westbound I-10 exits located closest to the base of the Calcasieu River bridge;

WHEREAS, The bridge replacement proposals include updates of the Interchange Justification Report for the I-10 eastbound exit ramp in conjunction with the evaluation of the I-10 Bridge replacement project. This IJR completes the east bound Ryan Street exit including the designated Ryan Off ramp Phased approach- Phase 2 flyover;

WHEREAS, Vehicular circulation is currently constricted to a one-way turn-around feeder road scheme which directs west bound traffic underneath the existing bridge; and there are limited river crossings that can accommodate existing traffic during peak hours and traffic delays when one bridge is out of service;

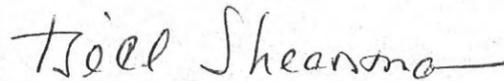
WHEREAS, The Downtown Historic District and the National Register Charpentier Historic District are accessed directly from the affected corridor.

NOW THEREFORE, BE IT RESOLVED, in regular session convened on October 7, 2013 that:

1. The DDA encourages LADOTD to hold a public meeting as soon as practical to explain the status of the project, the anticipated timeline and seek public input on the matters addressed herein;
2. The DDA requests that the LA DOTD keep the existing bridge open for traffic during all construction phases, including access to the businesses and activities dependent on the "turn around" style feeder road;
3. The DDA supports the recommendation that any land removed from DOTD use along the frontage road on the south side of the I-10 bridge replacement project be reconfigured for more convenient local access and/or allocated to the City to be used for reconfiguring access to adjacent City owned lakefront properties to enhance economic development opportunities;
4. The DDA recommends that the bridge improvements and designs include Transportation Enhancement considerations including historic district "brown" signage, gateway signage, appropriate landscaping, and other artistically inspired interpretations of highway features be included as part of the bridge construction to enhance the gateway into the Downtown Lakefront Development District of the City of Lake Charles.

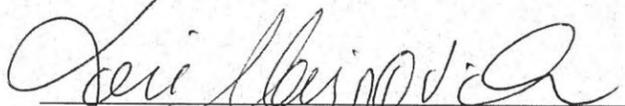
NOW THEREFORE, BE IT RESOLVED BY THE DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF LAKE CHARLES THAT IT DOES HEREBY APPROVE AND SUPPORT THE PROJECT PROPOSED BY THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT AND BY THE FEDERAL HIGHWAY ADMINISTRATION INVOLVING INTERSTATE HIGHWAY 10 (I-10) CALCASIEU RIVER BRIDGE (I-10/INTERSTATE HIGHWAY 210 [I-210] WEST END TO I-10/I-210 EAST END).

PASSED AND ADOPTED at Lake Charles, Louisiana on this 7th day of October, 2013.

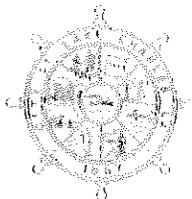


Bill Shearman, Chairman
Downtown Development Authority
Lakefront Development Subdistrict
City of Lake Charles

ATTEST:



Lori Marinovich, Executive Director
Downtown Development Authority
Lakefront Development Subdistrict
City of Lake Charles



CITY OF LAKE CHARLES
OFFICE OF THE CITY COUNCIL

P.O. Box 1178
Lake Charles, LA 70602-1178
337-491-1290 • FAX 337-491-1463

October 7, 2013

COUNCIL MEMBERS

Mary Morris
District A

Luvertha W. August
District B

Rodney Geyen
District C

John Ieyoub
District D

Stuart Weatherford
District E

Dana Carl Jackson
District F

Mark Eckard
District G

HNTB Corporation
Attention: Ms. Kate Prejean
10000 Perkins Rowe, Suite 640
Baton Rouge, LA 70810

Re: State Project No. H.003931.2
Project Name: I-10 Calcasieu River Bridge
Solicitation of Views

Dear Ms. Prejean:

In response to a letter from Noel A. Ardoin, P.E. with the Louisiana Department of Transportation & Development dated September 9, 2013, attached please find a copy of Resolution number 222-13 adopted by the Lake Charles City Council at its regular meeting on October 2, 2013. The resolution is in response to the solicitation of views and outlines the City's views and comments which should be addressed with regard to the I-10 Calcasieu River Bridge project in Lake Charles, Calcasieu Parish, Louisiana.

Your support of the Lake Charles City Council in this matter is greatly appreciated.

Sincerely,

Lynn F. Thibodeaux
Clerk of the Council

Enclosure

✓ cc: Noel A. Ardoin, P.E.
LA Department of Transportation & Development



City of Lake Charles

Signature

Resolution Number: 222-13

326 Pujoe Street
P.O. Box 1178
Lake Charles, LA
70602-1178

A resolution responding to the solicitation of views request from Louisiana Department of Transportation and the Federal Highway Administration on a proposed transportation project, I-10 Calcasieu River Bridge.

WHEREAS, the I-10 corridor is a major economic development driver that supports commerce from coast to coast and this corridor supports a majority of the Lake Charles metropolitan area's commerce including commuter traffic to our region's major industrial developments; and

WHEREAS, the City Council does hereby reaffirm Resolution No. 161-11 to the State of Louisiana, Department of Transportation and Development which expresses Council approval for the proposed sequencing of construction in connection with the I-10 Ryan Street Exit Ramp project including the proposed procedure for reevaluating the I-10 eastbound exit ramp in conjunction with the evaluation of the I-10 Bridge Replacement project and the planning of an updated Interchange Justification Report to complete the eastbound Ryan Street exit including the designated Ryan Off Ramp Phased approach - Phase 2 flyover; and

WHEREAS, the City of Lake Charles has embarked on implementation of a major redevelopment plan of the properties adjacent to the shoreline of Lake Charles and completed several significant attractions related to our cultural economy including recreational businesses, historic districts, the historic downtown district and our Convention and Visitor's Bureau, all of which are accessed from the I-10 exits located directly adjacent to the base of the Calcasieu River Bridge and vehicular circulation is currently constricted to a one-way turn-around feeder road scheme which directs west bound traffic underneath the existing bridge; and there are limited river crossings that can accommodate existing traffic during peak hours and traffic delays when one bridge is out of service; and

WHEREAS, the eastern bank of the river and adjacent neck of Lake Charles is the gateway into the City of Lake Charles and hosts natural and embellished features such as a white sandy beach; and

WHEREAS, the Calcasieu River bridge is included in the State of Louisiana, Department of Transportation and Development Historic Bridge Inventory which is the first major component in the Louisiana Department of Transportation and Development (LADOTD)'s effort to evaluate its statewide inventory of historic bridges constructed through 1970 and the LDH Bridge Section had a strong tradition of designing most of the State's major crossings and has also built minor structures; for example, in 1948-49 alone it built 140 bridges and among the 130 large river crossing bridges under construction or completed in the postwar period, was included the Bridge at Lake Charles over the Calcasieu River (extant), underway in 1948-49 and completed in 1952; and

WHEREAS, the region expects unprecedented industrial expansions over the next several years, which will include growth in number of households and needs for goods and other services required to serve these industries.

NOW BE IT THEREFORE RESOLVED, by the Lake Charles City Council in regular session convened on October 2, 2013 and with the concurrence of Mayor Randy Roach as attested below, as follows:

1. The recitations set forth above are hereby adopted by reference; and
2. The City requests that the State of Louisiana, Department of Transportation and Development keep the existing bridge open for traffic during all construction phases; and

3. The City requests that the iconic features including bridge railings incorporated into the design of the current bridge structure and the cross pistols which have become a symbol within the community, be preserved and reused wherever possible, or otherwise duplicated, along with other features and included within the new bridge design to retain the historic character of the structure; and

4. The City encourages the State of Louisiana, Department of Transportation and Development to hold a public meeting as soon as practical to explain the status of the project, the anticipated timeline, and seek public input on the matters addressed herein; and

5) The City requests that any land removed from Department of Transportation and Development use along the frontage road on the south side of the I-10 bridge replacement project be reconfigured for more convenient local access and/or allocated to the City or adjacent landowners to be used for reconfiguring access to adjacent City owned lakefront properties to enhance economic development opportunities; and

6) The City requests that the bridge improvements and designs include transportation enhancement considerations including gateway signage, appropriate landscaping, and other artistically inspired interpretations of highway features be included as part of the bridge construction to enhance the gateway into the cities of Lake Charles and Westlake; and

7) The City requests the State of Louisiana, Department of Transportation and Development address the safety considerations and revisit the curve and the approach to the Opelousas Street exit to eliminate traffic safety hazards.

At a meeting of the City Council on 10/2/2013, this Resolution was adopted as amended by the following vote:

For: John Ieyoub, Mark Eckard, Dana Carl Jackson, Rodney Geyen, Mary Morris, Stuart Weatherford and Luvertha August

Passed and Adopted Luvertha August Date 10-2-13
Luvertha August, President
or Presiding Officer

Attest Lynn F. Thibodeaux Date 10-2-13
Lynn F. Thibodeaux
Clerk of the Council

Approved by Randy Roach Date 10-7-13
Randy Roach, Mayor
City of Lake Charles, Louisiana

IMCAL

IMPERIAL CALCASIEU
REGIONAL PLANNING & DEVELOPMENT COMMISSION

October 8, 2013

Kate Prejean
HNTB Corporation
10000 Perkins Rowe Suite 640
Baton Rouge, LA 70810

Re: State Project No.: H.003931.2
Federal Aid Project (FAP) No.: BR-10-1(212)29
Project Name: I-10 CALCASIEU RIVER BRIDGE
Project Limits: I-10/I-210 West End to I-10/I-210 East End
Parish: Calcasieu Parish

Subject: Solicitation of Views State Project NO. H.003931.2

Dear: Ms. Prejean

IMCAL, acting in its capacity as the Metropolitan Planning Organization for the Lake Charles Urbanized Area, supports this project. This project would add capacity and increase safety along I-10 in the Lake Charles region between the I-210 interchanges, including the Calcasieu River.

However, we would like to bring up past concerns and reiterate a few resolutions and options previously discussed in regards to the on-going projects stated above. The Transportation Committee, on the 11th Day of December 2008 passed Resolution #2037, adopting option four (4) of the I-10 Bridge Options presented by LADOTD on October 15, 2008. IMCAL, on the 27th Day of April 2009 passed Resolution # 2040m adopting option four (4) of the I-10 Bridge Option presented by Secretary Dr. William Anker.

Option Four (4) Reads as follows:

- Replace bridge with parallel bridge-build new bridge next to existing bridge while maintaining traffic on existing bridge
- Will address capacity, user costs and safety concerns associated with existing bridge
- Will maintain traffic on I-10
- Will avoid most impacts to I-210 regular users and community along I-210 although some traffic will shift to I-210 at certain times during construction
- Most expensive of options

MAILING ADDRESS: PO BOX 3164 LAKE CHARLES, LA 70602

TELEPHONE (337) 433-1771

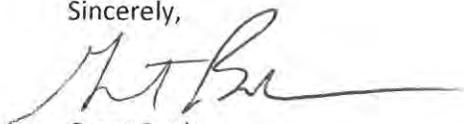
FAX (337) 433-6077

www.imcal.webs.com

- Will require longest construction period
- Improvements to I-210 interchanges and mainline will not be address as part of the project and will require extra funding.

If any questions arise concerning this matter arise or you would like to receive a copy of Resolutions mentioned above, please contact IMCAL at (337) 433-1771

Sincerely,



Grant Bush

Executive Director, IMCAL

MPO Transportation Director

Enclosed (3) Resolution # 2037
Resolution # 2040
I-10 Calcasieu River Bridge (Agenda)

Copy : Mayor Randy Roach

RESOLUTION NO. 2040

BE IT RESOLVED, I, Chris Duncan, Chairman of the Board for the Imperial Calcasieu Regional Planning and Development Commission (IMCAL), do hereby certify that an IMCAL Full Board meeting was duly convened in Lake Charles, Louisiana, at 6:30 P.M. on April 27, 2009, and the following resolution was adopted:

WHEREAS, a resolution to urge and request Senator Landrieu, Senator Vitter and Congressman Boustany to include the replacement of the Interstate (I) 10 Calcasieu River Bridge in the next Federal Highway Bill (Commonly referred to as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)) and to express support for the construction of a new bridge in an approved right-of-way location north of the existing I-10 Bridge. It is pertinent to consider including the City of Westlake's Sampson Street interchange, a particularly crucial component which falls within the I-10 Bridge boundary;

WHEREAS, this project has serious long term public safety, economic and social implications and failure to fund this project not only poses a serious threat to the traveling public, it also threatens the flow of trade and commerce among the Southern states. The 2003 "National I-10 Freight Corridor Study" documented the importance of the I-10 corridor to the nation's economy. The report pointed out that the corridor's economic value exceeds \$1.38 trillion and directly contributes to the employment of 10.4 million employees. The I-10 Calcasieu River Bridge was one of the bridges cited in the report as being in substandard condition and in need of replacement or repair. Currently, the I-10 Calcasieu River Bridge is considered safe for travel, but is more than fifty years old and ranked structurally deficient by the Louisiana Department of Transportation and Development. Under the U.S. Department of Transportation's rating system, the I-10 Calcasieu River Bridge actually scored lower than the I-35W Bridge in Minneapolis;

WHEREAS, this resolution acknowledges the Lake Charles Urbanized Area Metropolitan Planning Organization's Transportation Policy Committee approval of Resolution # 2037 for option four of the I-10 Bridge options 1-4 presented by Secretary Dr. William Ankner, LADOTD, and passed on December 2008;

WHEREAS, this resolution acknowledges the Lake Charles Urbanized Area Metropolitan Planning Organization's Transportation Policy Committee decision that a bridge height recommendation of 73 feet presented by the Louisiana Department of Transportation and Development is acceptable and was resolved on December 2007; and

BE IT RESOLVED that the Full Board for the Imperial Calcasieu Regional Planning and Development Commission does hereby approve and adopt the above-mentioned and submit to urge and request the inclusion for the replacement of the I 10 Calcasieu River Bridge in the next Federal Highway Bill.

PASSED AND ADOPTED in Lake Charles, Louisiana, on this the 27th day of April, 2009.


 Mr. Chris Duncan, Chairman
 IMCAL Full Board of Directors
 Imperial Calcasieu Regional Planning and Development Commission


 Mr. James Porter, Executive Director
 IMCAL
 Imperial Calcasieu Regional Planning and Development Commission

TRANSPORTATION POLICY COMMITTEE

RESOLUTION # 2037

Adoption of Option Four of the I-10 Bridge Options Presented by LADOTD, October 15, 2008

I, Ron LeLeux, Chairman of the Transportation Policy Committee, do hereby certify that a meeting of the Transportation Policy Committee was duly convened in Lake Charles, Louisiana, at 9:00 a.m. on December 11, 2008, and the following resolution was adopted:

WHEREAS, the Transportation Policy Committee of the Lake Charles Urbanized Area Metropolitan Planning Organization has reviewed and approved option four of the I-10 Bridge options presented by Secretary Dr. William Ankner, LADOTD, on October 15, 2008; and

WHEREAS, the Transportation Policy Committee has determined that option four is the most suitable option of the four options proposed by LADOTD on October 15, 2008, and with this action demonstrate its cooperation to ensure full coordination with the applicable metropolitan and statewide planning process; and

WHEREAS, the Transportation Policy Committee has recommended approval and adoption of said option four and processes to the Imperial Calcasieu Regional Planning Commission (IMCAL) serving in its capacity as the Lake Charles Urbanized Area Metropolitan Planning Organization;

BE IT RESOLVED that the Transportation Policy Committee does hereby approve and adopt the above-mentioned option and processes and directs the staff of IMCAL to submit said option to the appropriate federal and state agencies, and to comply with any minor revisions necessary to facilitate submission requirements.

Signed and executed this 11th day of December 2008.



Mayor Ron LeLeux, Chairman
Transportation Policy Committee
Lake Charles Urbanized Area Metropolitan Planning Organization

AGENDA

I-10 CALCASIEU RIVER BRIDGE
CHAMBER OF COMMERCE

October 15, 2008

A. Options for I-10 Bridge

- 1) Do nothing-make minor repairs and keep bridge in service as long as possible
 - cheapest alternative
 - commerce will be forced onto I-210 as load limits are posted and lowered
 - bridge will eventually have to be closed resulting in substantial community disruption
- 2) Major repairs-make major structural repairs to existing bridge
 - second least expensive
 - keeps existing bridge in service for 20 to 30 years
 - repairs can be phased
 - capacity, user costs, and safety concerns would not be addressed
- 3) Replace bridge at current location-close and demolish existing bridge, use I-210 as mainline during construction
 - new bridge can be constructed in 3 years
 - make upgrades to I-210 interchanges and mainline to handle traffic
 - will address capacity, user costs, and safety concerns associated with existing bridge.
 - will adversely impact I-210 regular users and community along I-210
 - will adversely affect some commercial establishments along I-10 between I-210 W and I-210 E.
- 4) Replace bridge with parallel bridge-build new bridge next to existing bridge while maintaining traffic on existing bridge.
 - will address capacity, user costs and safety concerns associated with existing bridge
 - will maintain traffic on I-10
 - will avoid most impacts to I-210 regular users and community along I-210 although some traffic will shift to I-210 at certain times during construction
 - most expensive of options *due to the costs with*
 - will require longest construction period
 - improvements to I-210 interchanges and mainline will not be addressed as part of the project and will require extra funding.



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

CHARLES R. DAVIS
DEPUTY SECRETARY

STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

October 8, 2013

Mr. Noel A. Ardoin, P.E.
Louisiana DOTD
1201 Capitol Access Road
Baton Rouge, LA 70802

Re: Interstate 10 (I-10) Calcasieu River Bridge
(I-10/I-210 West End to I-10/I-210 East End)
Calcasieu Parish

Dear Mr. Ardoin,

I am in receipt of your letter of October 7, 2013 forwarded to me by Stuart Johnson, Assistant Secretary of the Office of State Parks. Your letter was passed to me for consideration in regards to potential conflicts with existing Land and Water Conservation Fund (LWCF) projects in proximity to the proposed project.

The Division of Outdoor Recreation within the Office of State Parks is tasked with administration of the LWCF for Louisiana. All areas receiving assistance through the LWCF are encumbered through Section 6(f) and must remain an outdoor recreation facility in perpetuity. Any infringement upon the boundaries of those sites with development other than outdoor recreation requires a conversion in accordance with the LWCF Act.

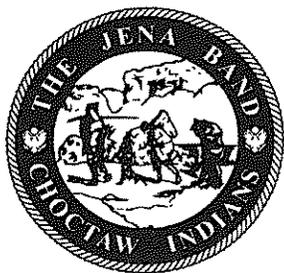
In regards to this proposed project, LWCF Project #22-00201 Lakefront Recreation Area is the only facility in proximity to the project boundaries identified in your letter. This project is along the I-10 Service Road on the south side of I-10 on the beach at the lake and in immediate proximity to the Lake Charles/Southwest Louisiana Visitors and Convention Bureau. It does not appear this location will be disrupted by the proposed project.

While I will be unable to attend the Agency Scoping Meeting for the project on October 24, 2013, I trust you will appropriately consider restrictions of the LWCF in regards to development of this project. I welcome any further questions you might have in this matter as you move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Cleve Hardman".

Cleve Hardman
Director of Outdoor Recreation



Jena Band of Choctaw Indians

P. O. Box 14 • Jena, Louisiana 71342-0014 • Phone: 318-992-2717 • Fax: 318-992-8244

October 10, 2013

Louisiana Department of Transportation and Development
Attention: Ms. Noel Ardoin
P.O. Box 94245
Baton Rouge, LA 70804-9425

RE: Interstate 10 Calcasieu River Bridge
Interstate 210 West End to I-10/ I-210 East End
Invitation to Become a Participation Agency

Dear Madam,

We defer to the Coushatta tribe of Louisiana to determine if this project will impact culturally significant areas.

Should you have any questions, please contact Mrs. Dana Masters, THPO Officer/Cultural Director, at 318-992-1205 or danamasters@aol.com.

Sincerely

A handwritten signature in cursive script that reads "Dana Masters".

Dana Masters
THPO/ Cultural Director
Council Member



Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3005 | fx: 225-379-3002

ID #14

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

October 11, 2013

STATE PROJECT NO.: H.003931.2
F.A.P. NO: BR-10-1(212)29
NAME: I-10 CALSADIEU RIVER BRIDGE
LOCATION: I-10/I-210 WEST END TO I-10/I-210 EAST END
PARISH: CALCASIEU

Ms. Kate Prejean
HNTB Corporation
10000 Perkins Rowe, Suite 640
Baton Rouge, LA 70810

Subject: Solicitation of Views

Dear Ms. Prejean:

The above mentioned project extends through three (3) communities, which are Calcasieu Parish, the City of Lake Charles, and the City of Westlake, running in and out of special flood hazard areas including a designated floodway.

During the construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must be given to the responsibility for cleaning debris and keeping the surrounding area clear so as not to interfere with its function.

In order to assure compliance with the requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for all three (3) communities. Their contact information is as follows: **Calcasieu Parish**, Ms. Pam Mattingly, P.O. Drawer 3287, Lake Charles, LA, 70602, telephone no. 337-721-3600; for the **City of Lake Charles**, Mr. Doug Burguières, P.O. Box 900, Lake Charles, LA 70602, telephone no. 337-491-1395; and for the **City of Westlake**, Ms. Terri Hawes, P.O. Drawer 700, Westlake, LA 70669, telephone no. 337-433-0691.

Ms. Kate Prejean
October 11, 2013
Page No. 2

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 379-3005.

Sincerely,



Pam Lightfoot, CFM
Floodplain Management Program Coordinator

Enclosures

pc: Ms. Pam Mattingly
Mr. Doug Burguières
Ms. Terri Hawes



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

October 17, 2013

Kate Prejean
c/o HNTB Corporation
10000 Perkins Rowe
Suite 640
Baton Rouge, Louisiana 70810

Dear Ms. Prejean:

The U.S. Environmental Protection Agency (EPA) has completed your request for a solicitation of views concerning the I-10 Calcasieu River Bridge (State Project No. H.003931.2). The comments that follow are being provided relative to the EPA's *404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material (40 CFR Part 230)*.

Our preliminary review revealed that jurisdictional waters of the U.S. do occur along the proposed project route. At this time, the EPA recommends coordination with the U.S. Army Corps of Engineers at the New Orleans District Office to verify which permits, if any, are needed. The EPA will review the project to ensure that impacts to waters of the U.S. are minimized, and any unavoidable impacts are fully compensated. Thanks for the opportunity to review the proposed project. If you have any questions or would like to discuss the issue further, please do not hesitate to contact me at Gutierrez.raul@epa.gov or 214-665-6697.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Raul Gutierrez".

Raul Gutierrez, Ph.D.
Wetlands Section
Water Quality Protection Division



State of Louisiana
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL COMPLIANCE

November 5, 2013

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

RE: Solicitation of Views
I-10 Calcasieu River Bridge
(AI Number 2538)
Calcasieu Parish

Dear Ms. Ardoin:

The Department of Environmental Quality (LDEQ), 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. For your information, the following general comments have been included.

- 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 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.

Ms. Ardoin
November 5, 2013
Page 2

- 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.

Based on LDEQ's previous involvement in the area potentially impacted by this project, we offer these specific comments:

- In the absence of final determinations of piling locations and LDOTD-proposed depths, it is not possible to provide specificity in recommending depths which would be protective of the subsurface environment, i.e., avoiding exacerbation of current groundwater conditions.
- As per the correspondence from LDEQ to LDOTD dated November 19, 2009, LDEQ would have no objection to piling depths of 75' below current existing grade or less north of the current I-10 footprint. While pilings may be placed within contamination zones, this depth would not penetrate zones currently uncontaminated by EDC.
- South of the current I-10 footprint, no piling should exceed a depth of 40' below current existing grade with the exception of the following: Using a line drawn from CPT18, CPT7, and a point 50' due east of I8 as a reference, there would be no depth restrictions to the east of this line (See EDMS Document ID # 6754900 for reference points).

Please contact Laura LeBouef by phone at (225) 219-3033 or by email at laura.lebouef@la.gov with any further questions or concerns.

Sincerely,



Cheryl Sonnier Nolan, Assistant Secretary
Office of Environmental Compliance

lql

c: Imaging Operations – GW

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY****Region 6****1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733**

November 14, 2013

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

Subject: Scoping Comments for Interstate 10 (I-10) Calcasieu River Bridge

Dear Ms. Ardoin,

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed your letter dated October 7, 2013 requesting EPA's attendance at Agency Scoping Meetings and requesting scoping comments. We understand a Notice of Intent to Prepare an Environmental Impact Statement (EIS) was published on July 25, 2013. The proposed project is approximately nine miles in length and includes alternatives for I-10 in the Lake Charles Region between the I-210 interchanges, including the Calcasieu River Bridge. We are providing these scoping comments pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

To assist in the scoping process for this project, we have identified several issues for your attention in the preparation of the EIS and enclosed detailed scoping comments for your consideration. EPA is most concerned about the following issues: alternatives development, impacts to water, including wetlands, biological resources, invasive species management, habitat protection, air quality, indirect and cumulative impacts, climate change, environmental justice, and mitigation.

EPA appreciates the opportunity to review and provide comments on the proposed project. Please send one hard copy of the draft EIS and four digital copies to this office when completed and submitted for public comment. When you are ready to file the draft EIS with EPA, you may now electronically file it by using our *e-NEPA Electronic Filing* website <http://www.epa.gov/compliance/nepa/submiteis/index.html>. If you have any questions or concerns, please contact me at 214-665-8006.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rhonda Smith", followed by a long horizontal flourish.

Rhonda Smith
Chief, Office of Planning and
Coordination

Enclosure

**DETAILED SCOPING COMMENTS
FOR THE NOTICE OF INTENT (NOI)
FOR THE FEDERAL HIGHWAY ADMINISTRATION AND THE
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED I-10 CALCASIEU RIVER BRIDGE**

Proposed Project

In compliance with the National Environmental Policy Act of 1969 (NEPA), as amended, the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LADOTD) intends to prepare an Environmental Impact Statement (EIS) to evaluate the impacts of the I-10 Calcasieu River Bridge project.

Statement of Purpose and Need

The EIS should clearly identify the underlying purpose and need to which FHWA/LADOTD is responding in proposing the alternatives¹. The purpose of the proposed action is typically the specific objectives of the activity, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity.

Alternatives Analysis

NEPA requires evaluation of reasonable alternatives, including those that may not be within the jurisdiction of the lead agency². A robust range of alternatives will include options for avoiding significant environmental impacts. The EIS should "rigorously explore and objectively evaluate all reasonable alternatives"³ by developing a defined screening process. The screening process should rate each alternative against a set of pre-determined criteria. Each alternative should then be analyzed for its level of impact on a resource, e.g. no effect, negligible effect, minor effect, major effect, significant effect. Only that alternative that effectively meets or best meets all of the screening criteria should be recommended as the preferred alternative. The EIS should provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail.

Section 1502.14(d) requires the alternatives analysis to "include the alternative of no action." No Action means the proposed activity would not take place, and the resulting environmental effects from taking no action would be compared with the effects of permitting the proposed activity or an alternative activity to go forward.

¹ 40 CFR 1502.13

² 40 CFR Section 1502.14(c)

³ 40 CFR 1502.14(a)

Affected Environment

This section should provide information on the existing resources and condition of the natural and built environment. It is a description of baseline conditions. These baseline conditions provide the context for evaluating environmental consequences and should include historical cumulative effects to the extent feasible.

Environmental Consequences

A majority of EISs contain a well-written section on the affected or existing environment. However, where most EISs fall short is the discussion of the environmental consequences of the proposed project. An analysis should follow an equation. First, what is the action? Second, what is the intensity or extent of impacts? Third, is that significant? The EIS must answer that question and prove that the action is not significant by providing reasons. If the action is significant and adverse, then the EIS must provide appropriate measures to avoid, minimize, or mitigate those impacts.

Water Resources

Water Supply and Water Quality

Public drinking water supplies and/or their source areas often exist in many watersheds. Source water is water from streams, rivers, lakes, springs, and aquifers that is used as a supply of drinking water. Source water areas are delineated and mapped by the state for each federally-regulated public water system. The 1996 amendments to the Safe Drinking Water Act require federal agencies to protect sources of drinking water for communities. The EIS should address the potential effects of project discharges, if any, on surface water quality. Specific discharges should be identified and potential effects of discharges on designated beneficial uses of affected waters should be analyzed.

Stormwater

The EIS should describe the original (natural) drainage patterns in the project locale, as well as the drainage patterns of the area during project operations. Also, the EIS should identify whether any components of the proposed project are within a 50 or 100-year floodplain. The EIS should note that, under the Clean Water Act (CWA), any construction project disturbing a land area of one or more acres requires a construction stormwater discharge permit.

Waters of the United States, including Wetlands

The project applicant should coordinate with the U.S. Army Corps of Engineers (USACE) to determine if the proposed project requires a Section 404 permit under the CWA. Section 404 regulates the discharge of dredged or fill material into waters of the United States, including wetlands and other *special aquatic sites*. The EPA recommends the EIS include a jurisdictional delineation for all waters of the U.S., including ephemeral drainages, in accordance with the 1987 *Corps of Engineers Wetlands Delineation Manual* and the December 2006 *Region*

Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual. A jurisdictional determination will confirm the presence or absence of waters of the U.S. in the project area and help determine whether or not the proposed project would require a Section 404 permit. If a permit is required, the EPA will review the project for compliance with *Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials* (40 CFR 230), promulgated pursuant to Section 404(b)(1) of the CWA. EPA encourages on-going coordination with the USACE during the planning, scoping, and construction phases.

The EIS should demonstrate planning efforts to avoid, minimize, and compensate for wetland losses associated with dredging, dredged material disposal, and other construction and operation activities. The EIS should also include an analysis of the potential for contaminated sediments to adversely impact the aquatic environment during construction and operation of the terminal.

Impaired Waters

The CWA requires states to develop a list of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans, called Total Maximum Daily Loads (TMDL), to improve water quality. The EIS should provide information on CWA Section 303(d) impaired waters in the project area, if any, and efforts to develop and revise TMDLs. The EIS should describe existing restoration and enhancement efforts for those waters, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.

Sole Source Aquifer

EPA defines a sole or principal source aquifer as an aquifer that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. These areas may have no alternative drinking water source(s) that could physically, legally, and economically supply all those who depend on the aquifer for drinking water. For convenience, all designated sole or principal source aquifers are referred to as "sole source aquifers" (SSAs). The EIS should identify if the project lies over a SSA and how the project may affect the aquifer.

Section 4(f) and Section 6(f)

Section 4(f) of the Department of Transportation Act of 1966 includes a special provision that protects publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites from being acquired for transportation projects. Section 6(f) of the Land and Water Conservation Fund Act (LWCF) states that either the land or park appurtenances acquired with LWCF funds cannot be eliminated or acquired without coordination with the National Park Service and mitigation that replaces the eliminated items. If any 4(f) or 6(f) properties are within or near project corridors, they should be documented. Please be aware that vibration and noise can also adversely impact 4(f) and 6(f) properties.

Project Specific Locations (PSL)

PSLs outside the right-of-way that would be established to support construction of the roadway such as borrow and disposal sites, staging and storage areas, and concrete and aggregate plants, must be identified as direct impacts. The project team should strive to locate PSLs so they avoid environmentally sensitive areas. Ideally, PSLs should be located in previously disturbed, upland areas.

Biological Resources, Habitat, and Wildlife

The EIS should identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. The EIS should identify and quantify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative and mitigate impacts to these species. EPA recommends that FHWA/LADOTD consult with the U.S. Fish and Wildlife Service and the Louisiana Department of Wildlife and Fisheries to ensure that current and consistent surveying, monitoring, and reporting protocols are applied in protection and mitigation efforts. The EIS should identify and quantify vegetation types within the project corridor. In addition, the EIS should identify and evaluate impacts to wetland and special aquatic sites, as defined by the CWA Section 404.

Invasive Species

Executive Order 13112, *Invasive Species* (February 3, 1999), mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. Executive Order 13112 also calls for the restoration of native plants and tree species. If the proposed project will entail new landscaping, the EIS should describe how the project will meet the requirements of Executive Order 13112.

In addition, we encourage alternative management practices that limit herbicide use (as a last resort), focusing instead on other methods to limit invasive species vegetation and decrease fire risk. Possible alternatives include mowing and weed control fabric, which may need a layer of soil to prevent degradation due to ultraviolet light.

Air Quality

The EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project (including cumulative and indirect impacts). Such an evaluation is necessary to understand the potential impacts from temporary, long-term, or cumulative degradation of air quality.

The EIS should describe and estimate air emissions from potential construction and maintenance activities, as well as proposed mitigation measures to minimize those emissions. EPA recommends an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics).

- *Existing Conditions* – The EIS should provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards, and criteria pollutant nonattainment areas in the vicinity of the project.
- *Quantify Emissions* – The EIS should estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed project and discuss the timing for release of these emissions over the lifespan of the project. The EIS should describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions.
- *Specify Emission Sources* – The EIS should specify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- *Construction Emissions Mitigation Plan* – The EIS should include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. In addition to all applicable local, state, or federal requirements, we recommend the following control measures (Fugitive Dust, Mobile and Stationary Source and Administrative) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from construction-related activities:
- Fugitive Dust Source Controls: The EIS should identify the need for a Fugitive Dust Control Plan to reduce Particulate Matter 10 and Fine Particulate Matter 2.5 emissions during construction and operations. We recommend that the plan include these general commitments:
 - Stabilize heavily used unpaved construction roads with a non-toxic soil stabilizer or soil weighting agent that will not result in loss of vegetation, or increase other environmental impacts.
 - During grading, use water, as necessary, on disturbed areas in construction sites to control visible plumes.
 - Vehicle speed
 - Limit speeds to 25 miles per hour on stabilized unpaved roads as long as such speeds do not create visible dust emissions.
 - Limit speeds to 10 miles per hour or less on unpaved areas within construction sites on un-stabilized (and unpaved) roads.
 - Post visible speed limit signs at construction site entrances.
 - Inspect and wash construction equipment vehicle tires, as necessary, so they are free of dirt before entering paved roadways, if applicable.
 - Provide gravel ramps of at least 20 feet in length at tire washing/cleaning stations, and ensure construction vehicles exit construction sites through

- treated entrance roadways, unless an alternative route has been approved by appropriate lead agencies, if applicable.
- Use sandbags or equivalent effective measures to prevent run-off to roadways in construction areas adjacent to paved roadways. Ensure consistency with the project's Storm Water Pollution Prevention Plan, if such a plan is required for the project.
 - Sweep the first 500 feet of paved roads exiting construction sites, other unpaved roads en route from the construction site, or construction staging areas whenever dirt or runoff from construction activity is visible on paved roads, or at least twice daily (less during periods of precipitation).
 - Stabilize disturbed soils (after active construction activities are completed) with a non-toxic soil stabilizer, soil weighting agent, or other approved soil stabilizing method.
 - Cover or treat soil storage piles with appropriate dust suppressant compounds and disturbed areas that remain inactive for longer than 10 days. Provide vehicles (used to transport solid bulk material on public roadways and that have potential to cause visible emissions) with covers. Alternatively, sufficiently wet and load materials onto the trucks in a manner to provide at least one foot of freeboard.
 - Use wind erosion control techniques (such as windbreaks, water, chemical dust suppressants, and/or vegetation) where soils are disturbed in construction, access and maintenance routes, and materials stock pile areas. Keep related windbreaks in place until the soil is stabilized or permanently covered with vegetation.
- Mobile and Stationary Source Controls:
 - If practicable, lease new, clean equipment meeting the most stringent of applicable Federal⁴ or State Standards. In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible⁵.
 - Where Tier 4 engines are not available, we recommend use of EPA-verified particulate traps, oxidation catalysts and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants to no more than Tier 2 levels.
 - Consider using electric vehicles, natural gas, biodiesel, or other alternative fuels during construction and operation phases to reduce the project's criteria and greenhouse gas emissions.
 - Plan construction scheduling to minimize vehicle trips.
 - Limit idling of heavy equipment to less than 5 minutes and verify through unscheduled inspections.

⁴ EPA's website for nonroad mobile resources is <http://www.epa.gov/nonroad/>.

⁵ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - <175 hp: 2012-2013; 175 hp - <750 hp: 2011-2013; and ≥ 750 hp 2011 – 2015).

- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, prevent tampering, and conduct unscheduled inspections to ensure these measures are followed.
- Administrative controls:
 - Develop construction traffic and parking management plan that maintains traffic flow and plan construction to minimize vehicle trips.
 - Identify any sensitive receptors in the project area, such as children, elderly, and the infirmed, and specify the means by which impacts to these populations will be minimized (e.g. located construction equipment and staging zones away from sensitive receptors and building air intakes).
 - Include provisions for monitoring fugitive dust in the fugitive dust control plan and initiate increased mitigation measures to abate any visible dust plumes.

Climate Change

Scientific evidence supports the concern that continued increases in greenhouse gas emissions resulting from human activities will contribute to climate change. Global warming is caused by emissions of carbon dioxide and other heat-trapping gases. On December 7, 2009, the EPA determined that Greenhouse Gases (GHGs) contribute to air pollution that “endangers public health and welfare” within the meaning of the Clean Air Act. Higher temperatures and increased winter rainfall will be accompanied by a reduction in snow pack, earlier snowmelts, and increased runoff. Some of the impacts, such as reduced groundwater discharge, and more frequent and severe drought conditions, may impact the proposed projects. The EIS should consider how climate change could potentially influence the proposed project, specifically within sensitive areas, and assess how the projected impacts could be exacerbated by climate change and strategies for climate change adaptation planning. For example, measures for climate change adaptation should consider potentially increased drainage needs.

Greenhouse Gases

The Council on Environmental Quality (CEQ) recently released draft guidance for the consideration of greenhouse gas (GHG) emissions in NEPA documents⁶. We recommend that FHWA/LADOTD consider this guidance when evaluating emissions as well as disclosing potential climate change impacts on the project. EPA supports an accounting in the EIS of those GHG emissions from proposed construction and operation activities. We also recommend identification and incorporation of appropriate mitigation measures to reduce GHG emissions.

Hazardous Materials/Hazardous Waste/Solid Waste

The EIS should address potential direct, indirect, and cumulative impacts of hazardous waste from construction and operation of the proposed project. The document should identify projected hazardous waste types and volumes, and expected storage, disposal, and management

⁶ http://ceq.hss.doc.gov/nepa/regs/Consideration_of_Effects_of_GHG_Draft_NEPA_Guidance_FINAL_02182010.pdf

plans. It should identify any hazardous materials sites within the project's study area and evaluate if those sites would impact the project in any way.

Tribal Consultation

The United States has a unique legal relationship with federally-recognized tribes based on the Constitution, treaties, statutes, Executive Orders, and court decisions. This relationship includes recognition of the right of tribes as sovereign governments to self-determination, and an acknowledgment of the federal government's trust responsibility to tribes. The precise nature of this relationship will vary depending upon the identity of the tribes, nature of trust resources, and federal agencies involved.

In addition, some specific duties of federal agencies related to consultation with tribal governments are set forth in Executive Order 13175 (65 FR 67249; November 9, 2000), the Presidential Memo of November 5, 2009, and the July 30, 2010, the Office of Management and Budget guidance for implementing the Presidential Memo.

The EIS should contain adequate information to document that: 1) potentially affected Tribes, tribal resources and citizens were identified, and 2) appropriate contact was made with the Tribal officials of potentially affected Tribes (beyond the narrow context of working with THPOs or SHPOs on issues related to historic properties (NHPA), or 3) that the agency otherwise concluded that there were not tribes or tribal resources that would be affected and there was no need for such contact or consultation.

National Historic Preservation Act

Consultation for tribal cultural resources is required under Section 106 of the National Historic Preservation Act (NHPA). Historic properties under the NHPA are properties that are included in the National Register of Historic Places (NRHP) or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, consult with the appropriate State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO). Under NEPA, any impacts to tribal, cultural, or other treaty resources must be discussed and mitigated. Section 106 of the NHPA requires that Federal agencies consider the effects of their actions on cultural resources, following regulation in 36 CFR 800.

The EIS should address the existence of cultural and historic resources, including Indian sacred sites, in the project areas, and address compliance with Section 106 of the NHPA. It should also address Executive Order 13007, distinguish it from Section 106 of the NHPA, and discuss how FHWA/LADOTD will avoid adversely affecting the physical integrity, accessibility, or use of sacred sites, if they exist. The EIS should provide a summary of all coordination with Tribes and with the SHPO/THPO, including identification of NRHP eligible sites, and development of a Cultural Resource Management Plan.

Environmental Justice and Impacted Communities

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) directs federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process. Guidance⁷ by CEQ clarifies the terms low-income and minority population (which includes Native Americans) and describes the factors to consider when evaluating disproportionately high and adverse human health effects. The EIS should include an evaluation of environmental justice populations within the geographic scope of the project. If such populations exist, the EIS should address the potential for disproportionate adverse impacts to minority and low-income populations, and the approaches used to foster public participation by these populations. Assessment of the project's impact on minority and low-income populations should reflect coordination with those affected populations. The EIS should also describe outreach and public involvement conducted to all other communities that could be affected by the project, since rural communities may be among the most vulnerable to health risks associated with the project. Please refer to EPA's EJ website⁸ for additional information.

Children's Health and Safety

Executive Order 13045 on Children's Health and Safety directs that each Federal agency shall make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and shall ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential effects under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to health and safety risks. Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed.

Based on current EPA policy and guidance, an analysis of impacts to children should be included in a NEPA analysis if there is a possibility of disproportionate impact on children related to the proposed action.⁹ EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence. Therefore, exposures to children at each lifestage, as well as pregnant and nursing women, are relevant and should be considered when addressing health and safety risks for children.

⁷ Environmental Justice Guidance under the National Environmental Policy Act, Appendix A (Guidance for Federal Agencies on Key Terms in Executive Order 12898), CEQ, December 10, 1997.

⁸ <http://www.epa.gov/environmentaljustice/>

⁹ <http://www.epa.gov/compliance/resources/policies/nepa/children-health-risks-pg.pdf>

Because children can be more susceptible to noise levels, mobile source air pollution, construction dust, and the chemicals associated with building and construction materials, we recommend that the NEPA document specifically address the potential direct, indirect, and cumulative impacts of the proposed project on children's health, including consideration of prenatal exposures (exposures that may be experienced by pregnant women).

The EIS should characterize and address children's exposures and susceptibilities to the pollutants of concern, which should include the following:

- Identification of the pollutants and sources of concern: Consider whether the pollutants and sources of concern pose a particular hazard to children's health (for example, lead or other heavy metals, or air pollution from near roadway exposures).
- Exposure Assessment: Describe demographics of affected neighborhoods/populations/communities and focus exposure assessments on schools, recreation areas, childcare centers, parks, and residential areas in close proximity to the proposed project, and other areas of apparent frequent and/or prolonged exposure.
- Baseline health conditions: Consider obtaining and including available relevant health data/records for the neighborhoods/populations/communities of concern.
- Respiratory Impacts/Asthma: Consider data on existing asthma rates and asthma severity among children and the general community living, working, playing, and attending school and daycare near the project site. To the extent feasible, identify impacts of the project on asthma rates and severity in children near the project site and quantify associated costs.
- Noise Impacts: Consider impacts from noise on health and learning, especially near homes, schools and daycare centers.
- Impacts Regarding Obesity Factors: Consider potential impacts that could influence childhood obesity factors, such as impacts on school commutes, and on the accessibility of neighborhood parks, green spaces, and recreation areas.
- Impacts from Air Pollutant Emissions: Consider exposure and impacts to children from mobile source air pollutants, including proximity to transportation corridors, transportation hubs, and ports, and project construction emissions. Combine these with other area sources/baseline air quality.
- Impacts from Other Chemical or Physical Exposures: Consider impacts to children from other site activities, such as pesticide application, demolition, etc.

Indirect and Cumulative Impacts

The indirect impacts analysis should identify how resources, ecosystems, and communities in the vicinity of the project are affected by the proposed project later in time or farther removed in distance. We recommend focusing on induced growth and development and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

The cumulative impacts analysis should identify how resources, ecosystems, and communities in the vicinity of the project have already been, or will be, affected by past, present, or future activities in the project area. These resources should be characterized in terms of their

response to change and capacity to withstand stresses. Trends data should be used to establish a baseline for the affected resources, to evaluate the significance of historical degradation, and to predict the environmental effects of the project components.

For the cumulative impacts assessment, we recommend focusing on resources of concern or resources that are “at risk” and/or are significantly impacted by the proposed project, before mitigation. For this project, the EIS should include a thorough assessment of the cumulative impacts to aquatic and biological resources and air quality, especially in the context of the other developments occurring and proposed in the area.

The EIS should also delineate appropriate geographic boundaries, including natural ecological boundaries, whenever possible, and should evaluate the time period of the project's effects. For instance, for a discussion of cumulative wetland impacts, a natural geographic boundary such as a watershed or sub-watershed could be identified. The time period, or temporal boundary, could be defined as from 1972 (when the CWA established Section 404) to the present.

Please refer to the Council on Environmental Quality’s “Considering Cumulative Effects Under the National Environmental Policy Act”¹⁰ and EPA’s “Consideration Of Cumulative Impacts In EPA Review of NEPA Documents”¹¹ for assistance with identifying appropriate boundaries and identifying appropriate past, present, and reasonably foreseeable future projects to include in the analysis.

Mitigation and Monitoring

Within the process of developing the EIS, if impacts to waters of the U.S. and wetlands require a USACE permit and are significant, a draft mitigation plan should also be developed and made available to EPA prior to the release of the Final EIS. A draft mitigation plan should strive for avoidance and minimization first and should outline appropriate compensation and enhancement measures for unavoidable impacts to wetlands and special aquatic sites. A draft plan should include the evaluation of the least environmentally damaging practicable alternative, according to the Section 404(b)(1) guidelines and should outline a monitoring plan. Please note that any compensatory mitigation plan must fully comply with the *Compensatory Mitigation for Losses of Aquatic Resources; Final Rule (Mitigation Rule)* effective June 9, 2008.¹²

Coordination with Land Use Planning Activities

The EIS should discuss how the proposed action would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the project areas. The term “land use plans” includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the appropriate government body in a written form (CEQ's Forty Questions, #23b).

¹⁰ <http://ceq.hss.doe.gov/nepa/ccenepa/ccenepa.htm>

¹¹ <http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf>

¹² http://water.epa.gov/lawsregs/guidance/wetlands/wetlandsmitigation_index.cfm



CALCASIEU PARISH POLICE JURY
GOVERNING AUTHORITY OF CALCASIEU PARISH, LOUISIANA

DIVISION OF PLANNING AND DEVELOPMENT

P.O. Drawer 3287
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337 / 721-3600
800 / 826-6092
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November 15, 2013

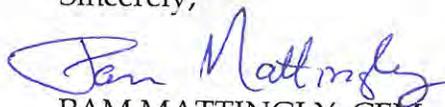
Mrs. Kate Prejean
HNTB Corporation
10000 Perkin Rowe, Suite 640
Baton Rouge, LA 70810

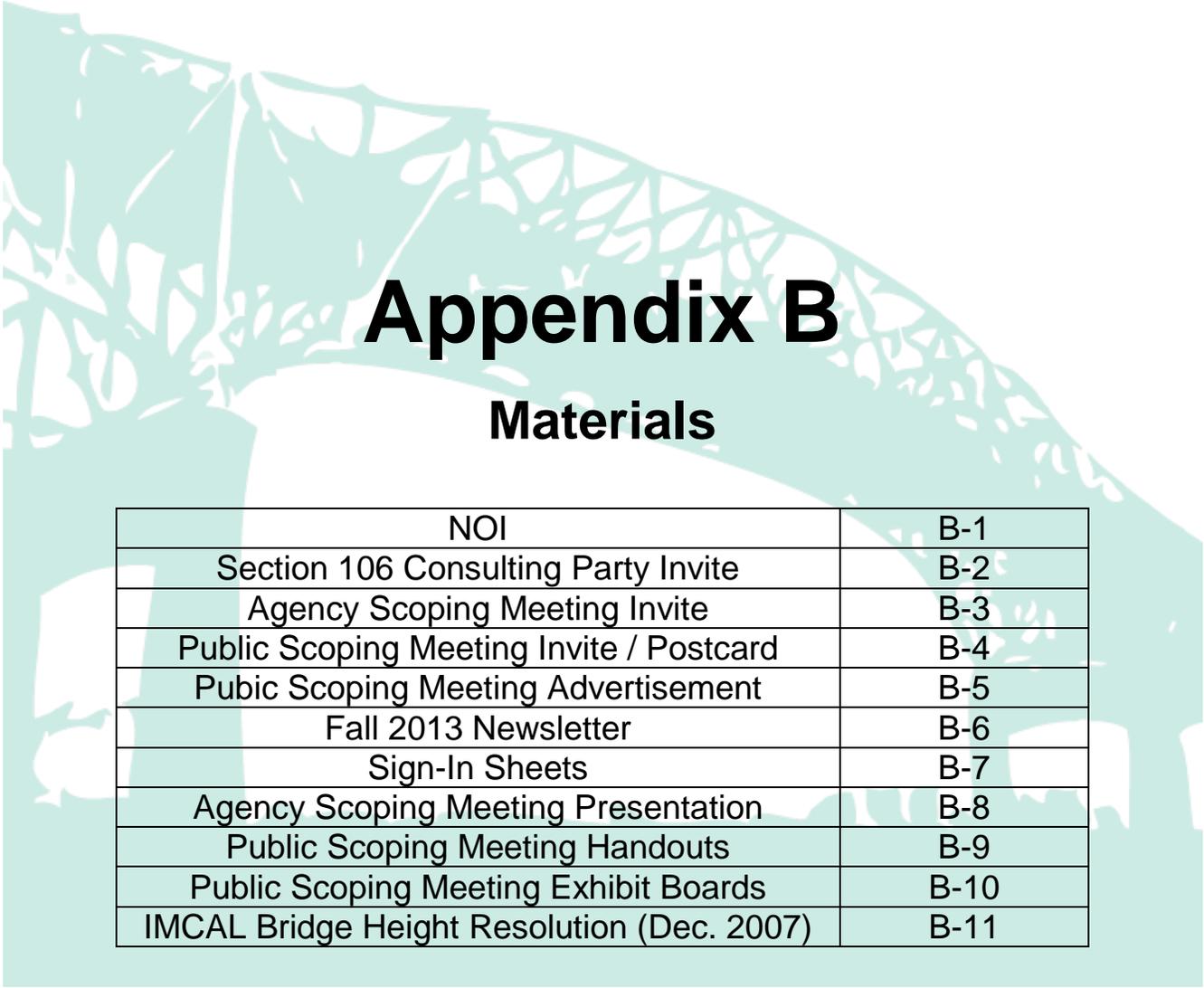
RE: State Project No. H.003931.2
F.A.P. NO: BR-10-1(212)29
NAME: I-10 CALCASIEU RIVER BRIDGE
LOCATION: I-10/I-210 WEST END TO : I-10/I-210 EAST END

Dear Mrs. Prejean:

As per your request of solicitation of views, I have reviewed the documentation sent for the I-10 Calcasieu River Bridge project. As far as floodplain management purposes, the proposed project portion located in the unincorporated areas of Calcasieu Parish is outside the 100-year floodplain and has no elevation or permit requirements.

Sincerely,

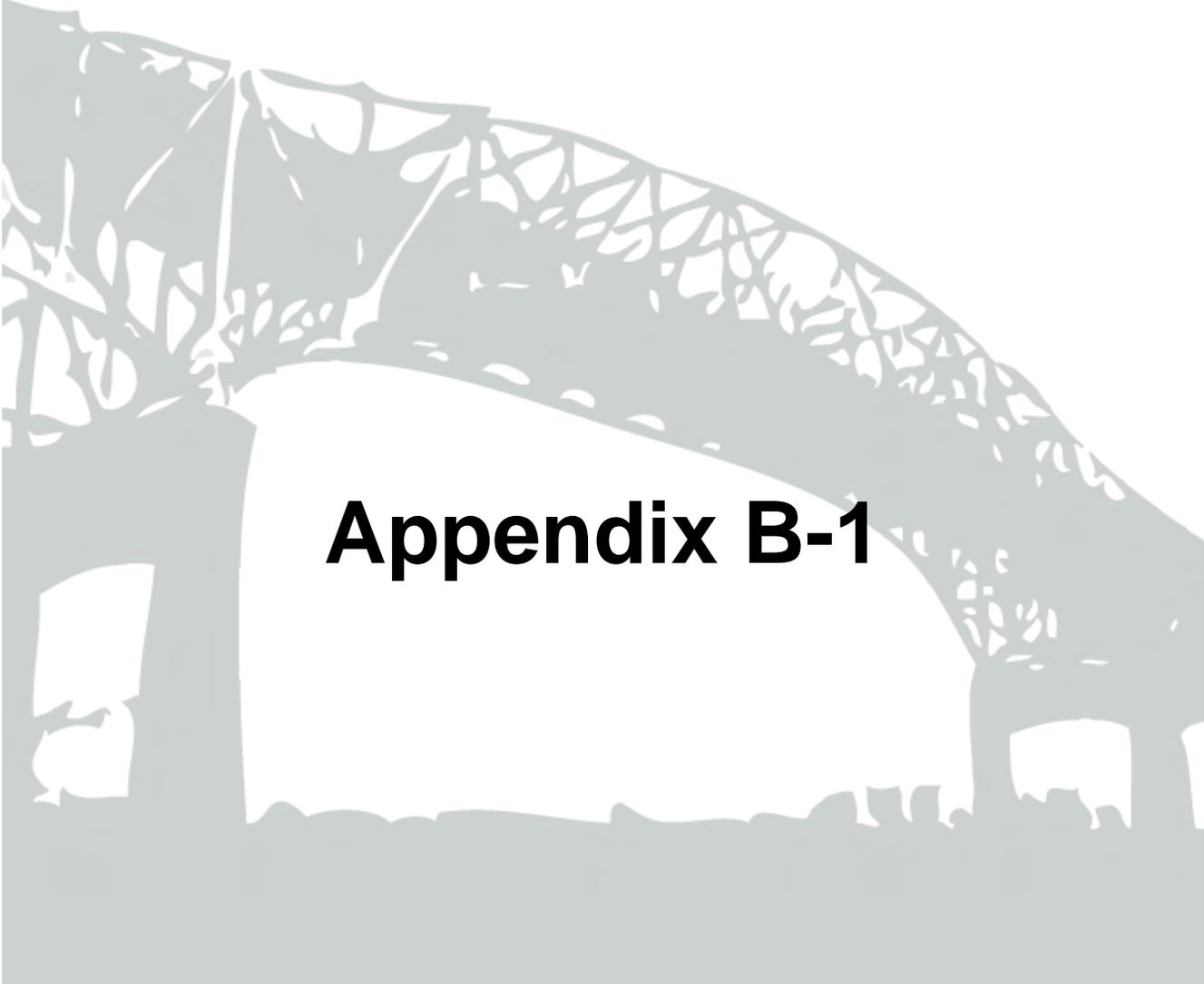

PAM MATTINGLY, CFM
Floodplain Administrator



Appendix B

Materials

NOI	B-1
Section 106 Consulting Party Invite	B-2
Agency Scoping Meeting Invite	B-3
Public Scoping Meeting Invite / Postcard	B-4
Pubic Scoping Meeting Advertisement	B-5
Fall 2013 Newsletter	B-6
Sign-In Sheets	B-7
Agency Scoping Meeting Presentation	B-8
Public Scoping Meeting Handouts	B-9
Public Scoping Meeting Exhibit Boards	B-10
IMCAL Bridge Height Resolution (Dec. 2007)	B-11



Appendix B-1

incorporation of green energy technologies and a bike path will also be considered; and (7)—Hybrid Corridor. This would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input. It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service; approval of a PM₁₀ and PM_{2.5} Hot Spot Analysis determination by the Conformity Working Group for transportation conformity under the Clean Air Act; Section 401, 402 and 404 permits under the Clean Water Act; and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 22, 2013.

Matt Schmitz,

Director State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2013-18515 Filed 7-31-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Calcasieu Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in Calcasieu Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: FHWA Carl Highsmith, Project Delivery Team Leader, FHWA, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808. Project information can be found at the project Web site <http://www.i10lakecharles.com>.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the DOTD, will prepare an EIS on alternatives for additional capacity along I-10 in the Lake Charles region between the I-210 interchanges including the Calcasieu River Bridge. A feasibility and environmental study was previously conducted in accordance with the National Environmental Policy Act (NEPA) for this project. The feasibility study involved four phases: (1) Information and Data Gathering; (2) Preliminary Study; (3) Refined Alternatives; and (4) Preparation and Submission of a Final Report. Based on the preliminary studies which included input from the local community, four feasible alternatives have been recommended for further study. A no-build alternative will also be evaluated in accordance with NEPA. The preliminary studies were completed in spring 2004; however the proposed project was placed on hold to evaluate the bridge height and due to the discovery of hazardous materials contamination within the proposed right-of-way. Because of the potential for impacts and issues associated with various socioeconomic and environmental resources and the high-level of public interest, FHWA will prepare an EIS. The total project length is approximately 9 miles. In addition to bridge alternatives, improvements to be investigated within the study limits include: A redesign of Sampson Street from Sulphur Avenue to I-10 to provide grade separations with existing railroads; a redesign of the access to and from I-10 on the west side of the bridge between Sampson Street and PPG Drive; a redesign of the access to and from I-10 near the east end of the bridge; and consideration of the implementation of one-way frontage roads from PPG Drive to US 90 East. Consideration will be given to using the existing bridge for the frontage roads. Proposed changes to the existing bridge to be investigated include: (a) Designing the proposed bridge structure to accommodate three

travel lanes and one auxiliary lane, with inside and outside shoulders and two frontage roads in each direction, (b) a reduction in navigational clearance, (c) reducing the existing 420 foot truss span to two main spans, and (d) determining if the existing vertical clearance for marine traffic can be reduced. Letters describing the proposed project and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and the public who have previously expressed or are known to have interest in this project. Numerous public meetings will be held throughout the term of the project. The first of these meetings, a series of public scoping meetings, will be conducted to provide the public information about the project and an opportunity to assist in formulating and revising the scope of the study. The public scoping meetings will be scheduled in the future and will be posted to the project Web site <http://www.i10lakecharles.com>.

In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 25, 2013.

Charles Bolinger,

Division Administrator, Baton Rouge, Louisiana.

[FR Doc. 2013-18531 Filed 7-31-13; 8:45 am]

BILLING CODE 4910-22-P

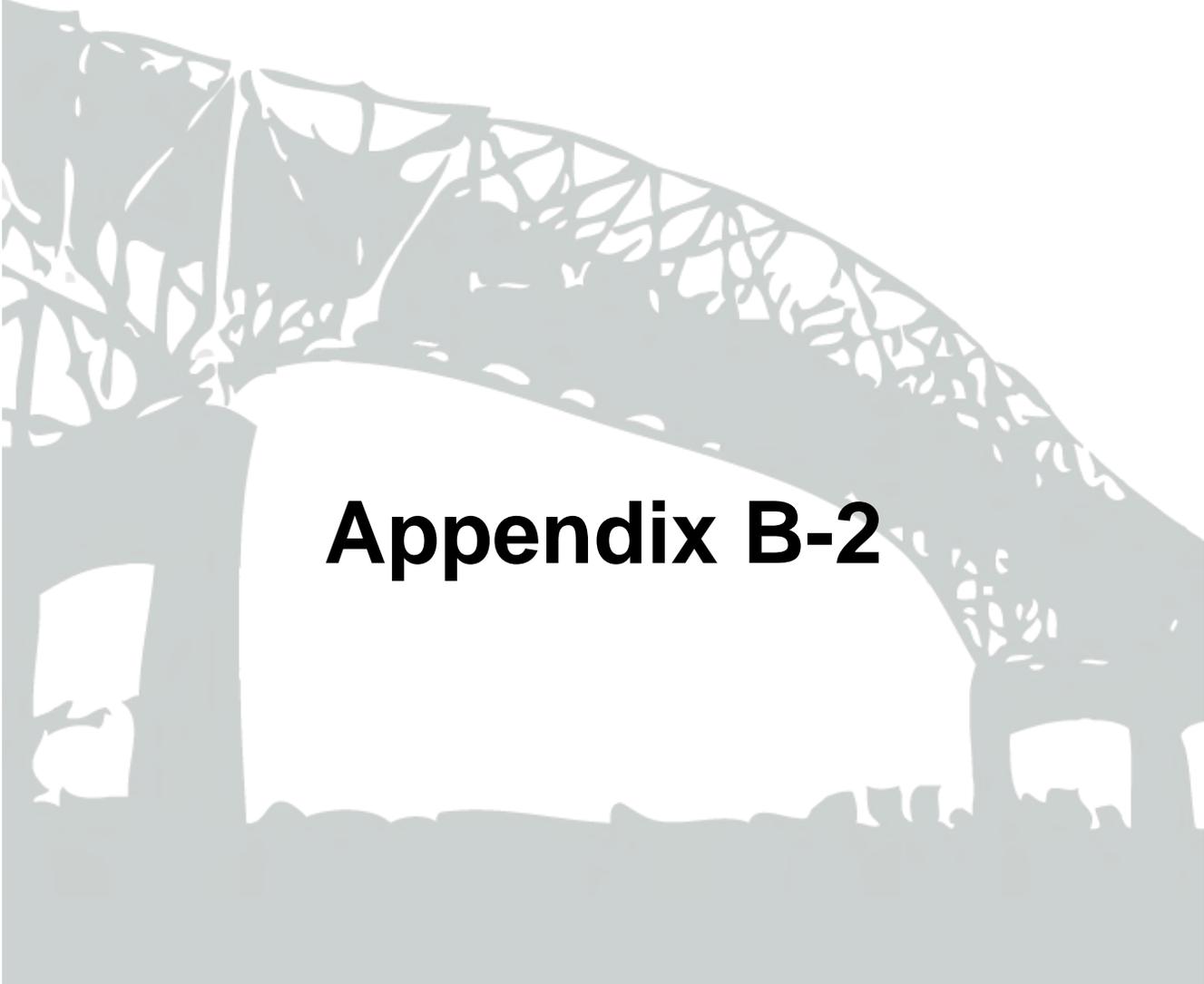
DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0051]

Agency Information Collection Activities; New Information Collection Request; Commercial Motor Vehicle Marking Requirements

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.



Appendix B-2



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-242-4502 Fax: 225-242-4500

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

October 10, 2013

STATE PROJECT NO. H.003931.2
FEDERAL AID PROJECT NO. BR-10-1(212)29
I-10 CALCASIEU RIVER BRIDGE
(I-10/I-210 WEST END TO I-10/I-210 EAST END)
CALCASIEU PARISH

SUBJECT: REQUEST TO BE A CONSULTING PARTY FOR SECTION 106 PROCESS

The Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) are proposing federally-funded capacity improvements to I-10 between the I-210 interchanges, a distance of approximately nine (9) miles. The proposed project includes the potential reconstruction of the Calcasieu River Bridge. The Calcasieu River Bridge was originally constructed in the late 1940s and early 1950s as part of the US 90 system and then integrated as part of I-10 in the 1960s. The Calcasieu River Bridge has been deemed eligible for the National Register of Historic Places (NRHP). Attached is a location map of the proposed project and photos of the Calcasieu River Bridge.

The NRHP eligible Calcasieu River Bridge, as well as other historic and/or potentially historic properties, may be affected by the proposed project. Section 106 of the National Historic Preservation Act requires the FHWA and the DOTD, in consultation with the Louisiana State Historic Preservation Officer, to identify potential parties for consultation in order to assure that historic properties are taken into consideration at all levels of project planning and development.

For additional information, or to request to be a consulting party, please contact Ms. Noel Ardoin, P.E., with the DOTD by phone at (225) 242-4501 or e-mail at Noel.Ardoin@la.gov, or Mr. Joachim Umeozulu, P.E., with the DOTD by phone at (225) 379-1386 or e-mail at Joachim.Umeozulu@la.gov. You may also send a request via mail to the Louisiana Department of Transportation and Development, Attention: Ms. Noel Ardoin, P.O. Box 94245, Baton Rouge, LA 70804-9245. Please provide reasons for requesting to be a consulting party. FHWA will make the determination of who will be accepted as a consulting party. Responses would be appreciated by November 25, 2013. If you are aware of other individuals or other organizations that may be interested in the I-10 Calcasieu River Bridge Project, please forward their names and contact information to Ms. Noel Ardoin or Mr. Joachim Umeozulu at the contact information provided above.

Sincerely,

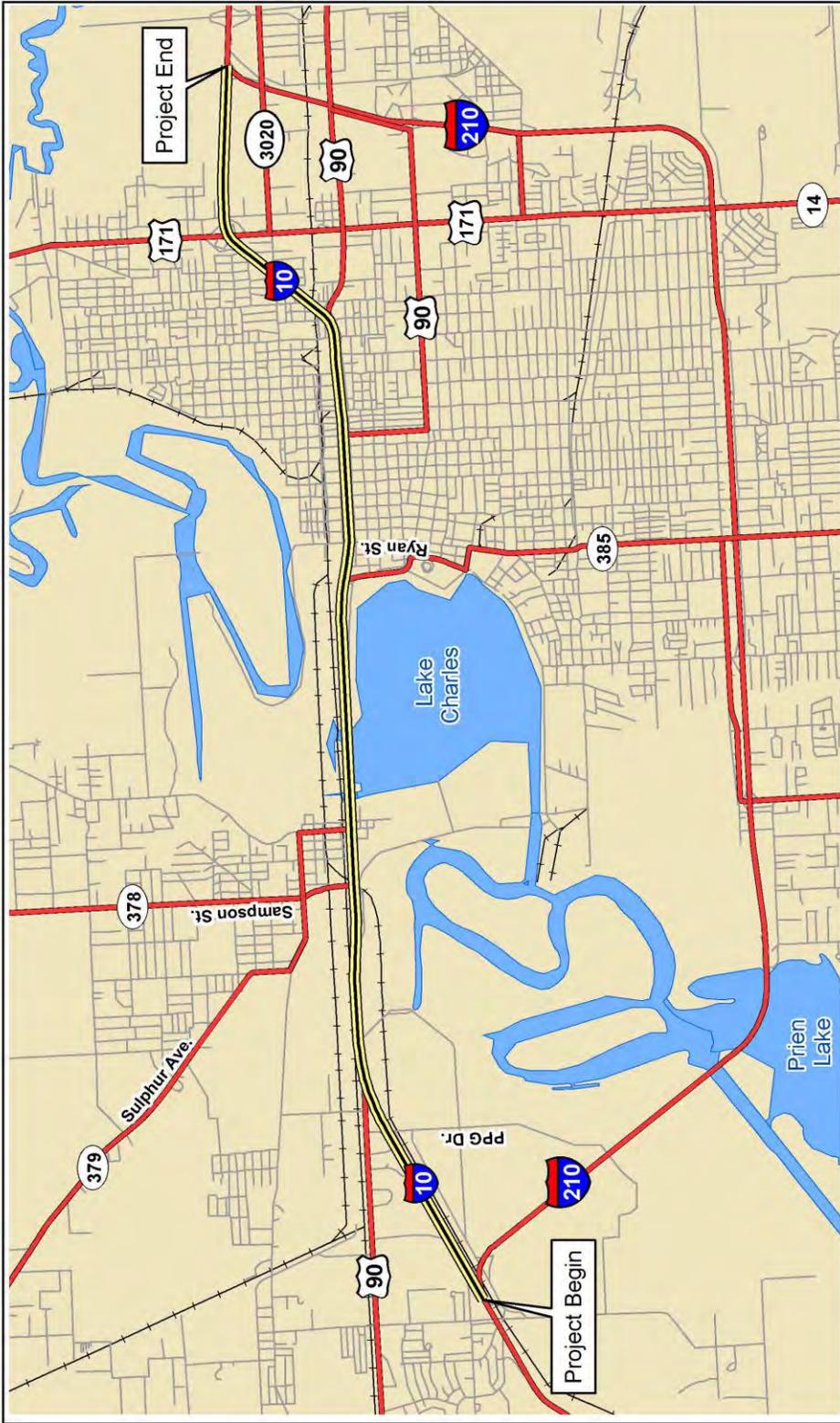
Noel Ardoin
Environmental Engineer Administrator

Attachments

cc: FHWA

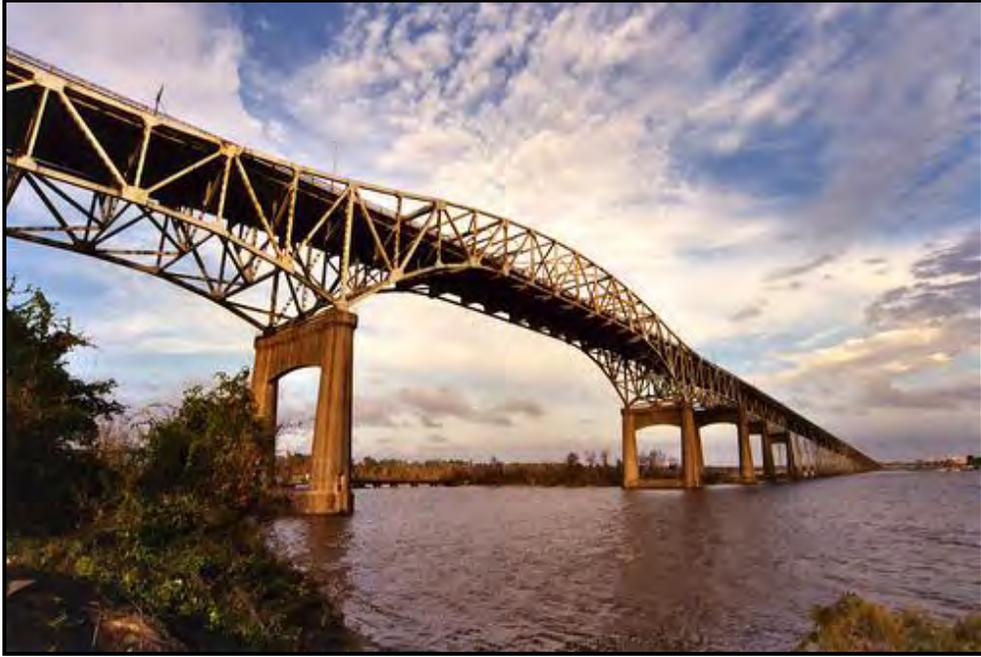
NA/

Project Location Map



<p>LEGEND</p> <ul style="list-style-type: none">  I-10 Project Limits  Existing Highways  Existing Arterial  Water Feature  Railroad 		<p style="text-align: center;">N</p>  	<p>Project Location Map</p> <p>I-10 Calcasieu Project I-10 from 210 West to 210 East Environmental Impact Statement Lake Charles, LA Calcasieu Parish</p>
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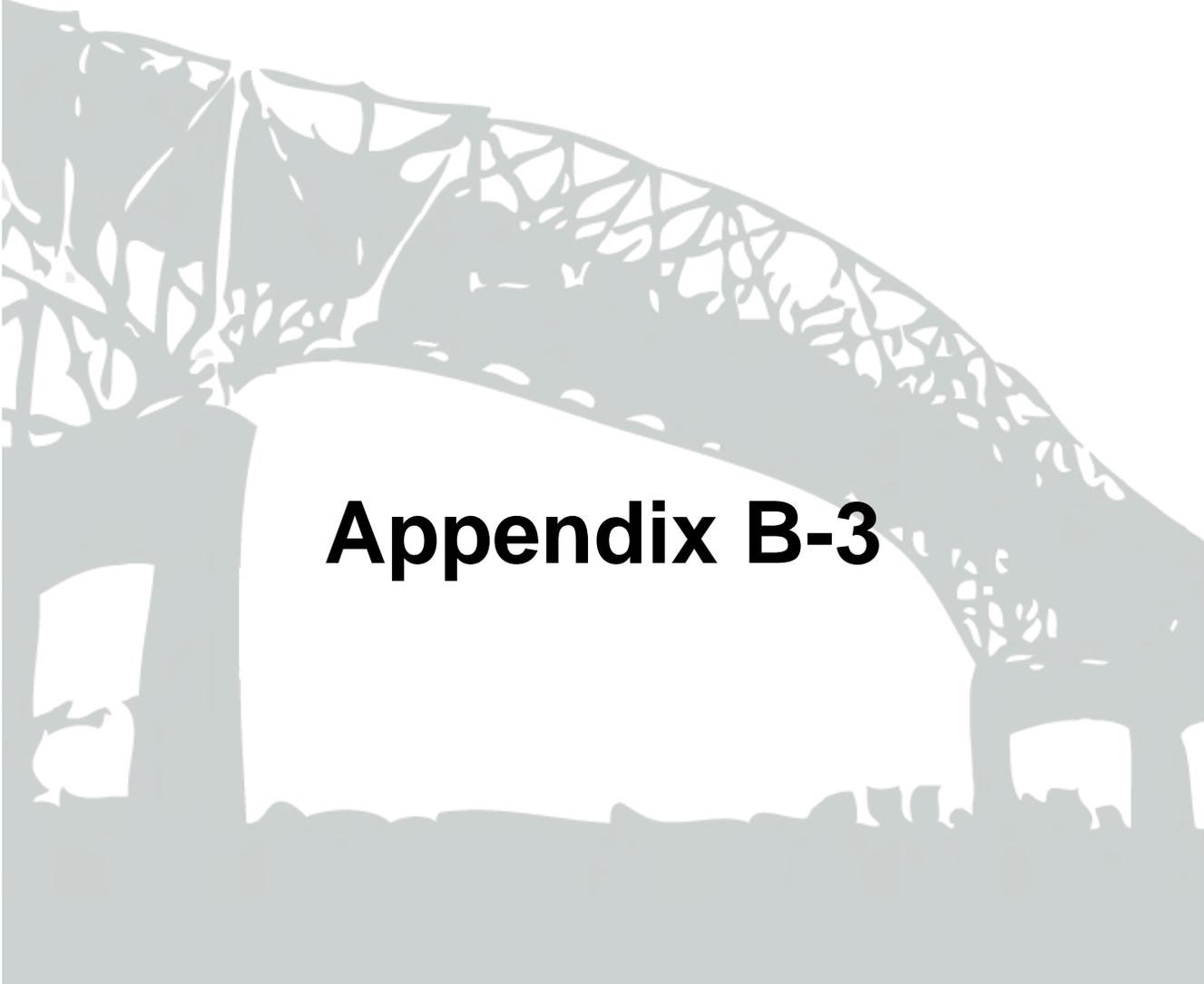
Calcasieu River Bridge Photographs



Photograph 1.



Photograph 2.



Appendix B-3



Office of Engineering
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-379-1234

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

October 7, 2013

**RE: Interstate 10 (I-10) Calcasieu River Bridge
(I-10/I-210 West End to I-10/I-210 East End)
Agency Scoping Meeting Invitation**

The Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) have initiated the preparation of an Environmental Impact Statement (EIS) for the I-10 Calcasieu River Bridge (I-10/I-210 West End to I-10/I-210 East End) Project in Calcasieu Parish, Louisiana. A Notice of Intent (NOI) dated July 25, 2013 was published in the Federal Register on August 1, 2013.

You are invited to an Agency Scoping Meeting for the above-captioned project. The proposed project is approximately 9 miles in length and includes alternatives for I-10 in the Lake Charles region between the I-210 interchanges, including the Calcasieu River Bridge (see enclosed project location map). The primary purpose of the proposed project is to improve traffic congestion, but will also address safety and roadway/bridge design issues. The EIS will involve an analysis of several proposed alternatives and their associated environmental concerns.

The Agency Scoping Meeting will be held at the Lake Charles Civic Center, Jean Lafitte Room at 900 Lakeshore Drive, Lake Charles, LA 70601 from 2:00 p.m. to 3:00 p.m. on Thursday, October 24, 2013. The consultant team will present a project overview. Representatives from the DOTD, FHWA, and consultant team will facilitate a discussion on issues material to the Draft Project Coordination Plan, Draft Purpose and Need and proposed study area, as well as solicit input on specific issues/resources to be addressed in the EIS.

We would also like to remind you that a Public Scoping Meeting will be held at the same location on the same day from 5:00 p.m. to 8:00 p.m. The public has been invited to this meeting to learn more about the project (the Draft Purpose and Need, Draft Project Coordination Plan, and proposed study area will be presented), discuss issues, and ask questions. Comments will be accepted at the meeting, through the project website (www.i10lakecharles.com) or by mail postmarked no later than Monday, November 4, 2013.

If you have any questions or would like to discuss in the proposed project in more detail, please contact Ms. Noel A. Ardoin, P.E. with the DOTD at (225) 242-4501; Mr. Joachim Umeozulu, P.E. with the DOTD at (225) 379-1386; or Mr. Bob Mahoney with the FHWA at (225) 757-7624.

Thank you in advance for your interest in this project.

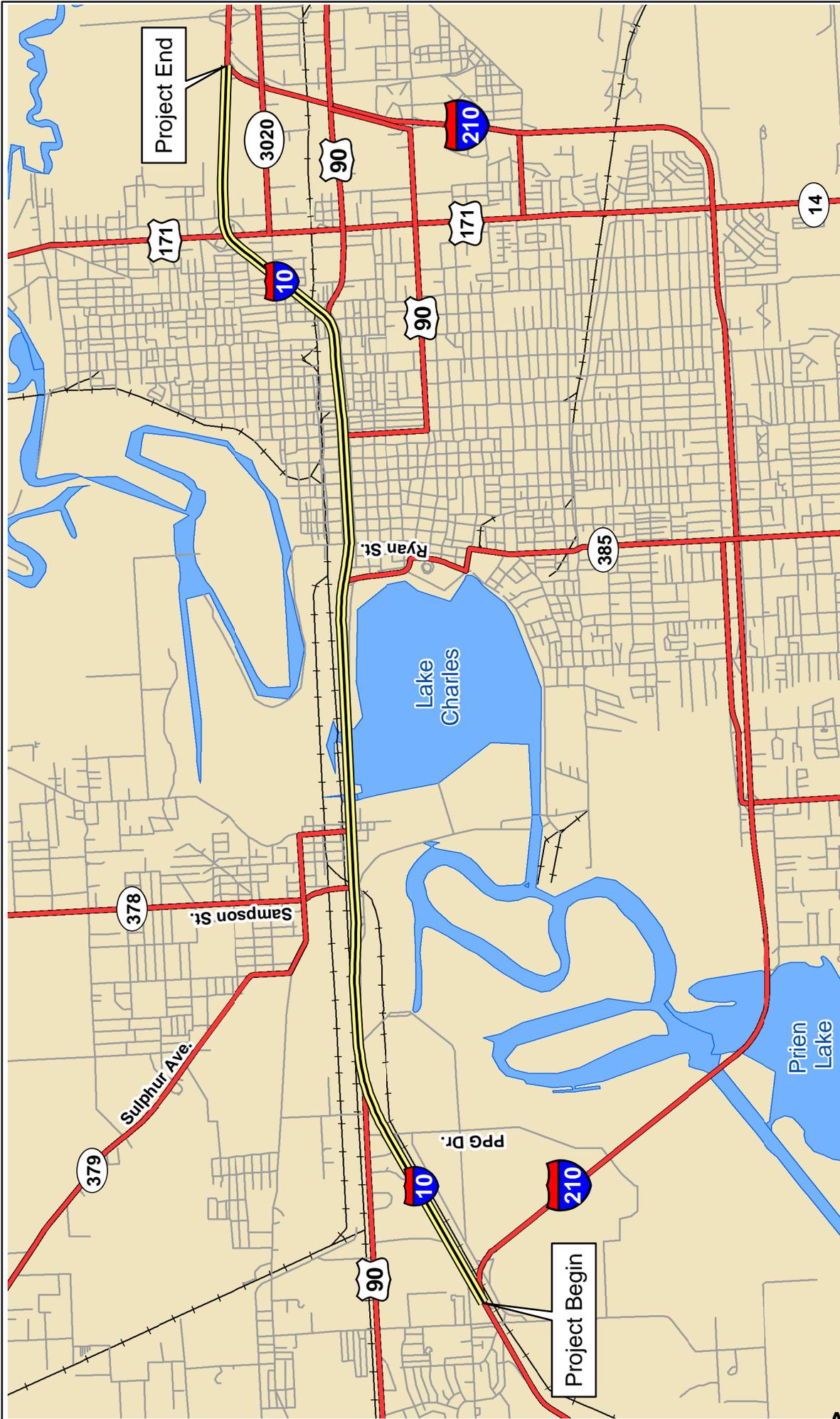
Sincerely,

A handwritten signature in black ink that reads "N. Ardoin". The signature is written in a cursive style with a large initial "N" and a long, sweeping underline.

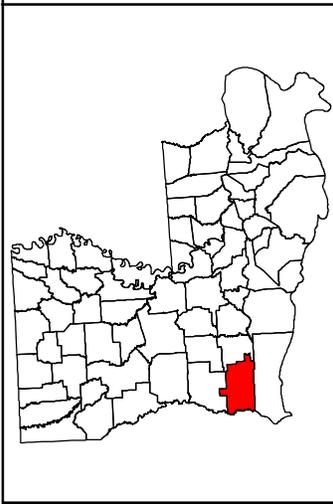
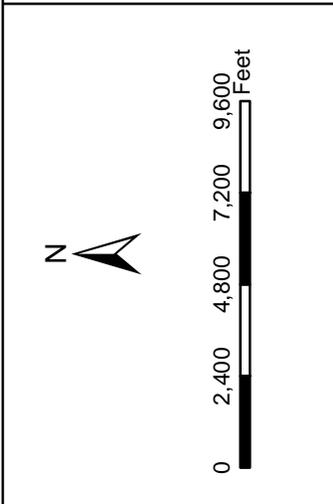
Noel A. Ardoin, P.E.
Environmental Engineer Administrator
Louisiana Department of Transportation and Development

Enclosure: Project Location Map

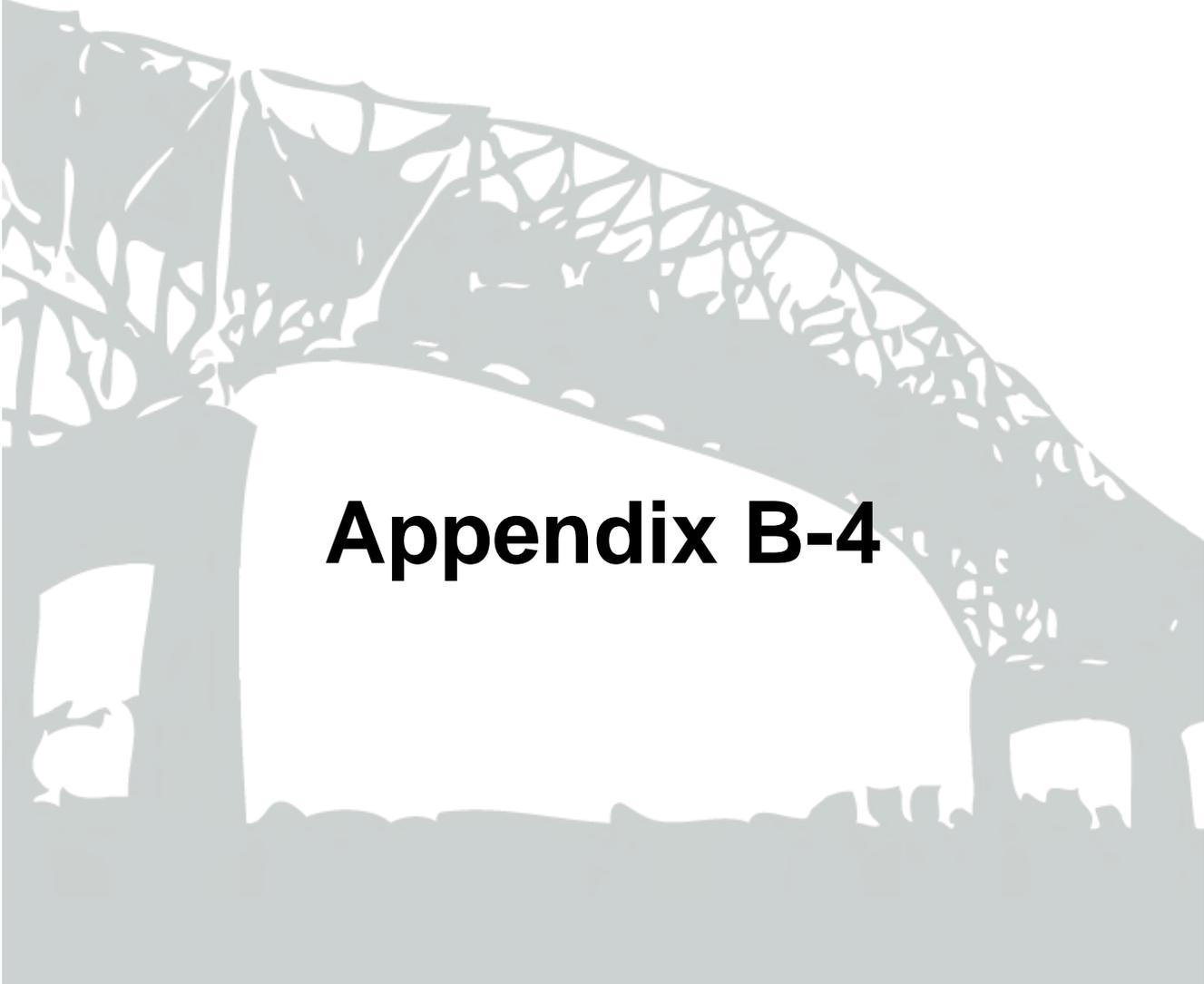
cc: Project File



Project Location Map
 I-10 Calcasieu Project
 I-10 from 210 West to 210 East
 Environmental Impact Statement
 Lake Charles, LA
 Calcasieu Parish



- LEGEND**
- I-10 Project Limits
 - Existing Highways
 - Existing Arterial
 - Water Feature
 - Railroad



Appendix B-4

You are invited to a Public Scoping Meeting of the
I-10 Calcasieu River Bridge Project

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

Thursday, October 24, 2013
Lake Charles Civic Center, Jean Lafitte Room
900 Lakeshore Drive, Lake Charles, LA 70601

Come and go anytime between 5:00 p.m. and 8:00 p.m. during this open house event. There will be no formal presentation.

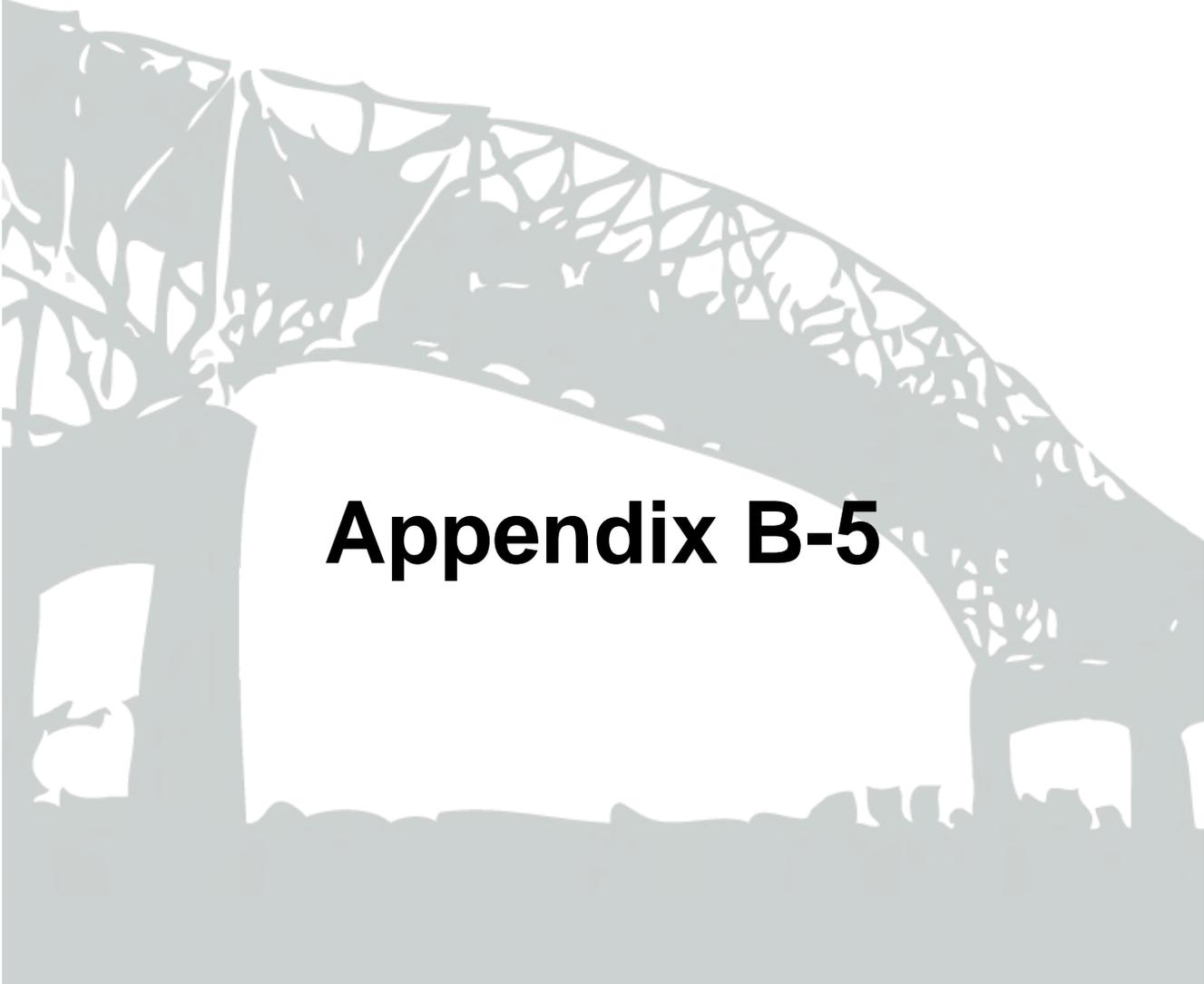
Join us to review and comment on:

1. Draft Project Coordination Plan
2. Draft Purpose and Need of the Project
3. Project Study Area

Comments will be accepted at the Public Scoping Meeting. Comments may also be submitted, and questions answered, by logging on to the project web site at www.i10lakecharles.com and selecting Contact Us.

Please also contact Ms. Adriane McRae with HNTB at least 5 days prior to the Public Scoping Meeting if special assistance or an interpreter is needed for meeting participation by calling Ms. McRae at (225) 368-2840.





Appendix B-5

NOTICE OF PUBLIC SCOPING MEETING

Notice is hereby given that the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA) will conduct an open-forum public meeting for:

**State Project No. H.003931.2
Federal Aid Project No. BR-10-1(212)29
I-10 Calcasieu River Bridge
(I-10/I-210 West End to I-10/I-210 East End)
Calcasieu Parish, Louisiana**

The meeting will be held at the following place and time:

THURSDAY

October 24, 2013
5:00 p.m. to 8:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601

The purpose of the public meeting is to present an overview of the I-10 Calcasieu River Bridge Project, including the project study area, purpose and need and future coordination efforts, as well as the process for preparing an Environmental Impact Statement (EIS). The EIS will evaluate environmental impacts associated with the proposed widening and infrastructure improvements to I-10 in Lake Charles between the I-210 intersections, including the Calcasieu River Bridge. The primary purpose of the proposed project is to improve traffic congestion, but will also address safety and roadway/bridge design deficiencies.

The Calcasieu River Bridge has been deemed eligible for the National Register of Historic Places. The bridge, as well as other historic and/or potentially historic properties may be affected by the proposed project. Section 106 of the National Historic Preservation Act requires the FHWA and the DOTD, in consultation with the Louisiana State Historic Preservation Officer, to identify potential consulting parties and to invite them to participate in the Section 106 process.

Persons interested in the proposed project, as well as interested Section 106 consulting parties, are invited to be present at the above time and place to review the study materials and comment on the information presented. The meeting will be an open-house format and there will be no formal presentation. Information on the proposed project can also be viewed at the project website, www.i10lakecharles.com.

All comments received during the public meeting and written comments post-marked within ten (10) calendar days of the meeting will become part of the official public record. If you are unable to attend the meeting, you may mail your comments to the address listed below:

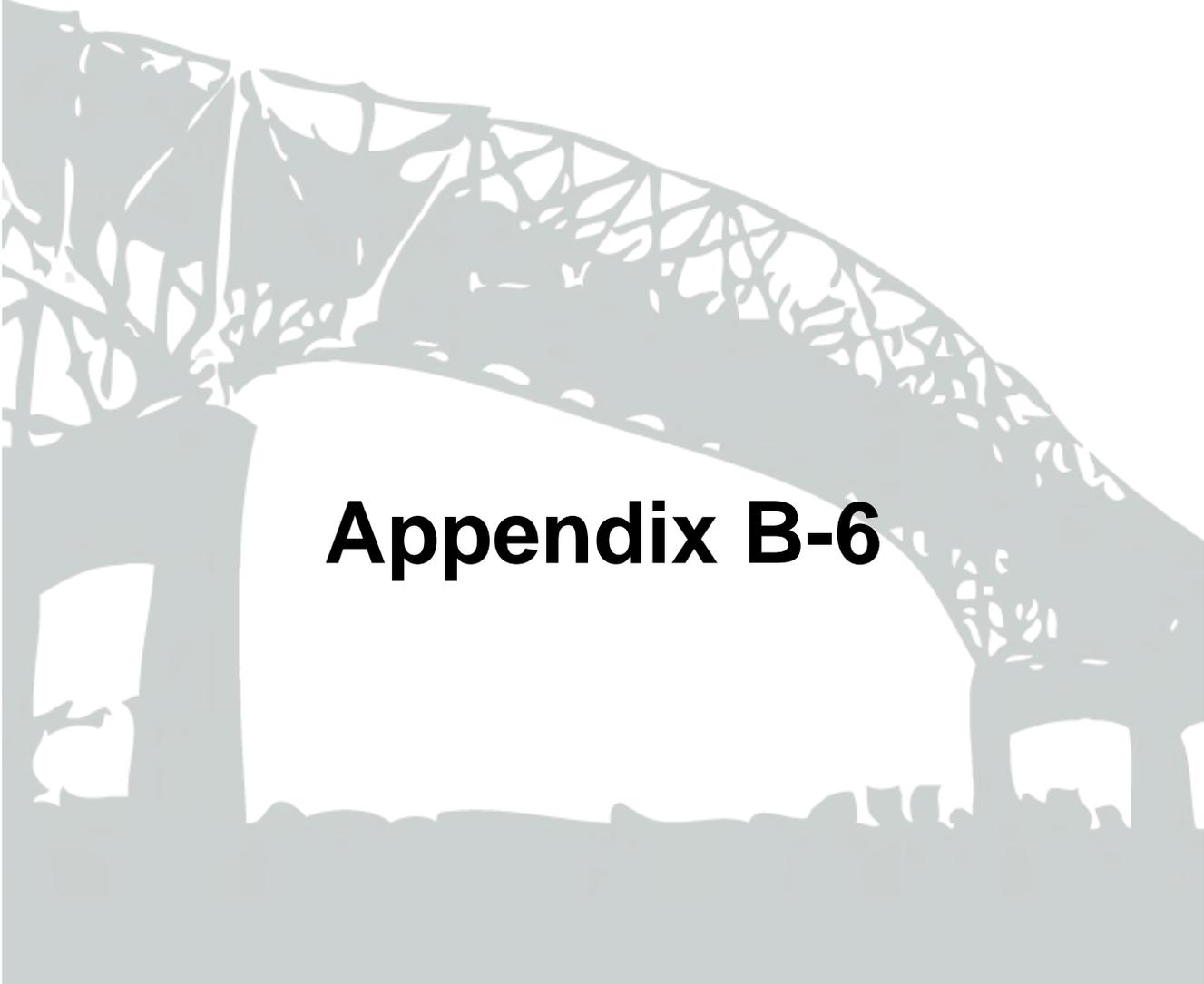
**I-10 Calcasieu River Bridge Project
c/o HNTB Corporation
10000 Perkins Rowe
Baton Rouge, LA 70810**

Comments may also be submitted, and questions answered, by logging on to the project website and selecting *Contact Us*.

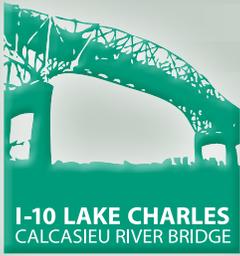
For additional information or to request to be a Section 106 consulting party, please contact either Ms. Noel Ardoin, P.E., with the DOTD by phone at (225) 242-4501 or e-mail at Noel.Ardoin@LA.GOV, or Mr. Joachim Umeozulu, P.E., with the DOTD by phone at (225) 379-1386 or e-mail at Joachim.Umeozulu@LA.GOV. You may also send a request via mail to the Louisiana Department of Transportation and Development, Attention: Ms. Noel Ardoin, P.O. Box 94245, Baton Rouge, LA 70804. Please provide reasons for requesting to be a consulting party. Requests would be appreciated by November 25, 2013. If you are aware of other individuals or other organizations that may be interested in the I-10 Calcasieu River Bridge Project, please forward their names and contact information to Ms. Noel Ardoin or Mr. Joachim Umeozulu at the contact information provided above.

If you require special assistance due to a disability or require an interpreter to participate in this meeting, please contact Ms. Adriane McRae with HNTB Corporation at least five (5) working days prior to the meeting date by email at AMcRae@HNTB.com, phone at (225) 368-2840, or mail at HNTB Corporation, 10000 Perkins Rowe, Baton Rouge, LA, 70810.





Appendix B-6



Moving Forward

I-10 Calcasieu River Bridge Project
(I-10/I-210 West to I-10/I-210 East)

Fall 2013

Volume I

Project History

The I-10 Calcasieu River Bridge was constructed in 1952 as a part of the U.S. 90 highway system, but was integrated as part of I-10 in the 1960s. The bridge helped ease congestion in the Lake Charles region by eliminating traffic delays caused by the original drawbridge and allowing ships to pass freely beneath its 135 foot-high span. **However, continued growth in the area over the last 60 years has increased demand along I-10 from the east and west interchanges with I-210, including over the Calcasieu River Bridge.**

The proposed project includes alternatives for additional capacity along this stretch of I-10 in the Lake Charles region. A feasibility and environmental study for the project was previously completed in 2004.

Because of the potential for impacts and issues associated with various socioeconomic and environmental resources and the high-level of public interest, Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LADOTD)

have initiated the preparation of an Environmental Impact Statement (EIS) for the proposed project. The EIS will serve as a tool that assists with decision making and will evaluate and document the environmental impact of each alternative.



The Problem

Declining Capacity and Increased Congestion

- Existing capacity of the Calcasieu River Bridge is approximately 53,000 vehicles per day (vpd), but existing traffic volumes within the proposed project limits exceed 64,000 vpd. In the future, traffic volumes are expected to continue to increase.

Lack of System Connectivity

- Existing I-10 within the project limits (including the Calcasieu River Bridge) is 2 lanes in each direction, whereas I-10 immediately outside of the project limits is 3 lanes in each direction, creating a lack of connectivity and continuity on I-10.

Roadway Deficiencies

- The existing load limit of the Calcasieu River Bridge is inadequate for an interstate highway; and the lack of shoulders and vertical geometry on the existing bridge do not meet current roadway design criteria.

Safety Concerns

- Reduction of lanes (from 3 to 2 lanes in each direction) in the project area creates a bottleneck, limiting maneuverability and reducing travel speeds.
- Vehicles experiencing trouble have no place to pull over with the lack of shoulders on the bridge.
- Steep roadway grades slow traffic on the up-slope and make it more difficult to stop on the down-slope, further compromising safety.
- The existing low vertical clearance of the bridge has resulted in over-height vehicle collisions.

A Proposed Solution

Proposed improvements to be investigated include:

- Designing the proposed bridge structure to accommodate 3 travel lanes and 1 auxiliary lane, with inside and outside shoulders and potential frontage roads in each direction
- Lowering the height of the bridge
- Reducing the existing 420 foot truss span of the bridge to 2 main spans
- Beyond the bridge limits, reconstructing the I-10 mainlanes to accommodate 3 travel lanes in each direction to match the existing typical sections of I-10 outside the proposed project limits
- Redesigning the Sampson Street interchange including review of crossings with existing railroads
- Redesigning the access to and from I-10 on the west side of the bridge between Sampson Street and PPG Drive and near the east end of the bridge
- Consideration of frontage roads from PPG Drive to US 90 East

For more information on the project please visit our website at: www.i10lakecharles.com



Project Benefits

- Reduce congestion and facilitate connectivity on I-10
- Improve roadway deficiencies
- Reduce the existing steep profile of the bridge
- Address long-standing public safety concerns and traffic congestion problems associated with the existing at-grade railroad crossings
- Improve response time during industry emergency evacuations
- Provide a facility in accordance with the Louisiana State Transportation Plan and the National I-10 Freight Corridor Study
- Provide better access by redesigning interchanges and improving frontage roads, thus supporting economic development in the Lake Charles metropolitan area

“...the lower the profile the less effect the [Calcasieu] bridge would have on heavy vehicle speeds and a lower number of accidents would be anticipated. Alternatively, the higher the profile the greater effect on heavy vehicle speeds, resulting in a higher number of accidents.”

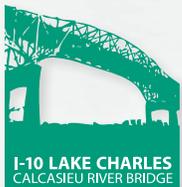
Excerpt from the I-10 Calcasieu River Bridge Height Special Study (2007) - Accident Rate Comparison of Heavy Trucks

What is an EIS?

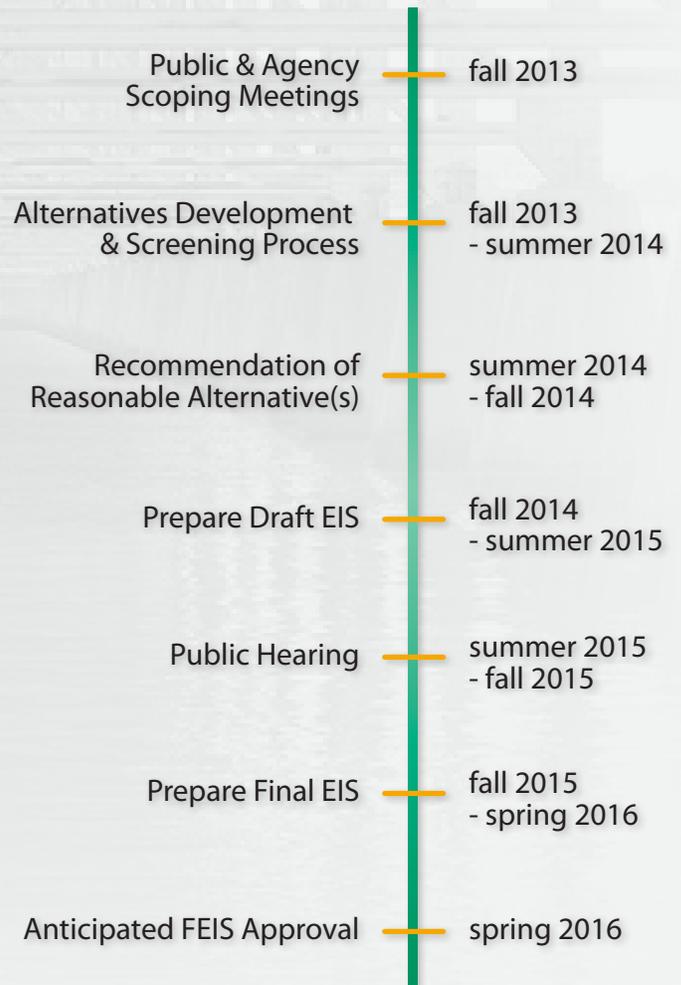
An EIS is a full-disclosure document that details the process through which a transportation project was developed, includes a considerable range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives and demonstrates compliance with applicable environmental laws, as well as provides a means for public input into the decision making process. The EIS is carried out for major federal actions in response to the National Environmental Policy Act of 1969 (NEPA). An EIS is the most thorough and comprehensive level of NEPA documentation. The EIS process is completed in the following major steps: Notice of Intent (NOI), Draft EIS, Public Hearing, Final EIS and Record of Decision (ROD). New laws now allow the option of combining the Final EIS and the ROD.

When will construction begin?

Construction would begin after the environmental review process (NEPA process) and design efforts are completed. The NEPA process is anticipated to be completed in approximately three years. Once funding is identified for design of the improvements, the design is anticipated to take two years. As with design, funding identification will be required prior to the beginning of construction.



Preliminary NEPA Timeline



Study Area Map



What's Next?

- First, public and agency scoping meetings will be held October 24, 2013 (see meeting invite on Page 4).
- Subsequent to the scoping meetings, the alternatives development process will begin and preliminary alternatives evaluation criteria will be generated.
- Public Meeting #1 – Next, the final Purpose and Need, Project Coordination Plan, and preliminary alternatives and evaluation criteria will be presented at Public Meeting #1 and comments solicited (date to-be-determined).
- With consideration given to agency and public comments, the alternative evaluation criteria will be finalized and the reasonable alternative(s) will be identified.
- Public Meeting #2 – Thereafter, the reasonable alternatives will be presented to the public and comments solicited (date to-be-determined).

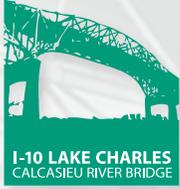
After that...begin preparation of the draft EIS!

For more information on the project please visit our website at:
www.i10lakecharles.com



I-10 Calcasieu River Bridge

We Need Your Input



You are invited to a Public Scoping Meeting I-10 Calcasieu River Bridge Project

Thursday, October 24, 2013

Lake Charles Civic Center, Jean Lafitte Room
900 Lakeshore Drive, Lake Charles, LA 70601

OPEN HOUSE FORMAT - Come and go anytime between 5:00 p.m. and 8:00 p.m. There will be no formal presentation. Join us for review and provide comments on:

1. Draft Project Coordination Plan
2. Draft Purpose and Need of the Project
3. Project Study Area

Comments will be accepted at the Public Scoping Meeting and during a formal comment period lasting up to 10 days following the meeting. Please contact Ms. Adriane McRae with HNTB at (225) 368-2840 at least 5 days prior to the Public Scoping Meeting if special assistance or an interpreter is needed for meeting participation.

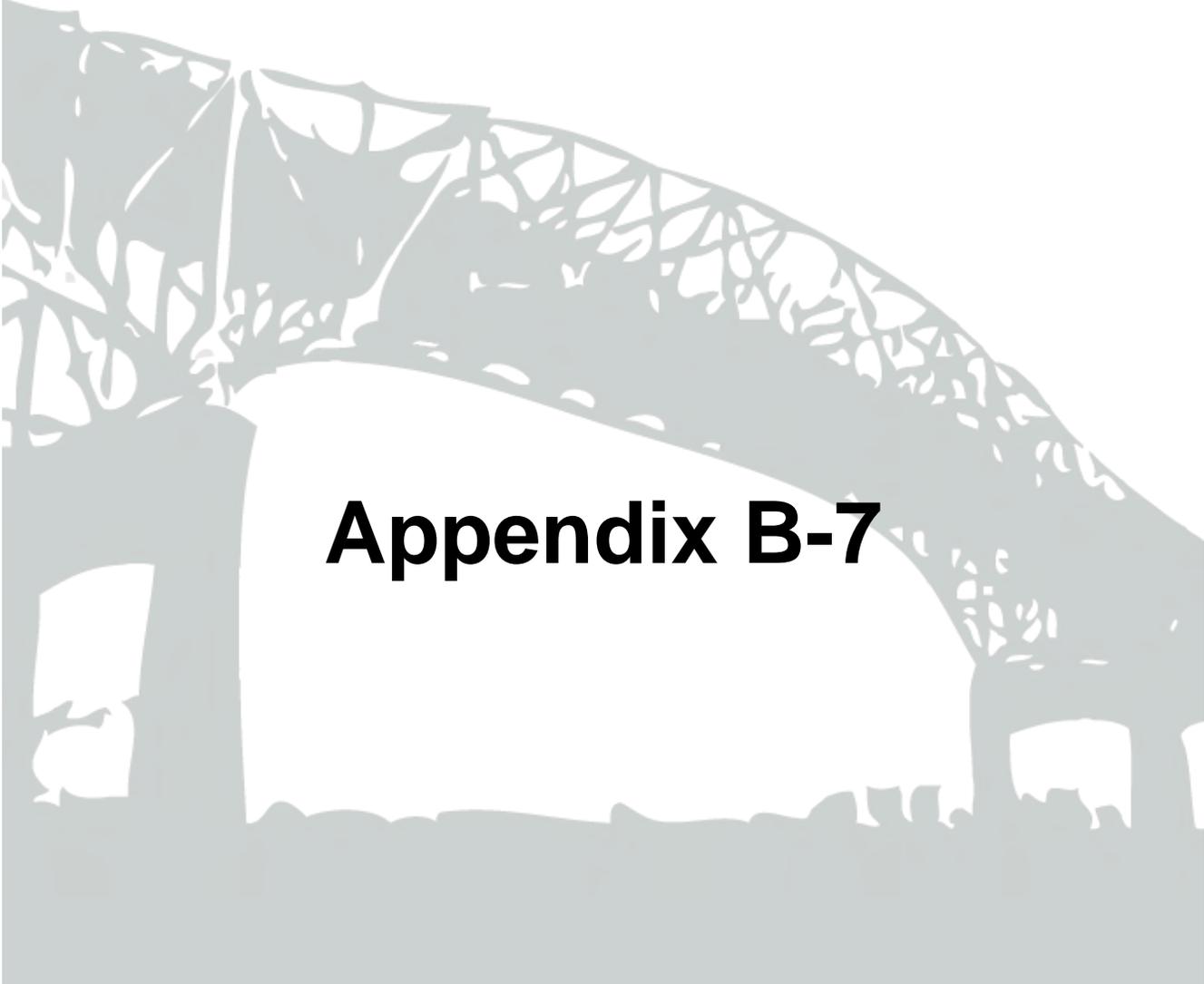
Comments may also be submitted, and questions answered, by logging on to the project web site at www.i10lakecharles.com and selecting **Contact Us**.



Calcasieu website: www.i10lakecharles.com



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



Appendix B-7

AGENCY SCOPING MEETING

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

Thursday, October 24, 2013 | 2:00 pm - 3:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601



I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Cpl JASON DERISE	LEPD	1028 Entrepriise Blvd.	(337) 660-4066	NDERISE@cityoflc.us
Noel Ardoin	DOTD	1201 Capital Access	825-242-4501	noelardoin@la.gov
Joe Umeszulu	DOTD	1201 Capital Access Rd	225-379-1386	joachim.umeszulu@b.gov
Kelly Kemp	DOTD	1201 Capital Access Rd.	(225) 379-1809	Kelly.Kemp@la.gov
Ray MUMPHREY	DOTD	" " "	(225) 379-1067	Ray.Mumphrey@LA.Gov
Madhu Narayanasamy	CDMSmith	9000 Post Oak Houston	713 423 7451	Narayanasamy@cdmsmith.com
Joubert Harris	DOTD	5050 Dlonide Blvd Baton Rouge, LA	225-248-4141	Joubert.Harris@la.gov
Patrick Landry	DOTD	5827 Hwy 905 LG LA	337-437-9125	Patrick.Landry@la.gov
Jim Wethington	USCG	500 Bayless MUA 70180	504 671 2128	jmw@r.vethington@uscg.mil
Marko Jarmon	State Rep	1625 Bayless Parkway	337-527-5581	markojarmon@legis.la.us

AGENCY SCOPING MEETING

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

Thursday, October 24, 2013 | 2:00 pm - 3:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601

SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Mikita J. Simon	LADOTD	5827 Highway 90 E. Lakewood, LA 70615	(337) 437-9278	Mikita.Simon@la.gov
Don Duberville	LA DOTD	5827 Hwy 90 LC LA 70615	237 437 9102 337-781-5767	don.duberville@la.gov
Justin Helton	United States Coast Guard	127 W Broad St Lake Charles		justin.helton@uscg.mil justin.k.helton@uscg.mil
Rita Hudson	LADOTD	5827 Hwy 90 E Lakewood, LA 70615	337- 437-9250	Rita.Jackson-Hudson@la.gov
Keith Murrell	Lake Charles Fire	4200 Kirkman St L.C.	491-1358	
Lexi Jackson	Senator Johns	1011 Lakeshore Dr. Suite 515 LC70601	337- 491-2016	johnsr@legis.la.gov
Bob Mahoney	FHWVA	BEWA	225-757-7624	robert.mahoney@dot.gov
Jerry Pitts	FHWVA	BEWA	225-757-7618	Jerry.Pitts@dot.gov
Mister Edwards	City of LC		337-491-1308	Medwards@CityofLC.us
Ronnie Dumont	DOTD		337-437-9115	Ronnie.dumont@la.gov

AGENCY SCOPING MEETING

I-10 Calcasieu River Bridge Project

(1-10/I-210 West End to I-10/I-210 East End)

Thursday, October 24, 2013 | 2:00 pm – 3:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601

SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (Agency Work Group Meeting Invites, Project Newsletter & Updates)
Elyght Guillouy Jr.	Cof LC	326 Pujost	491-1201	eligh.guillouy@cityoflc.us
John Bruce	C of Sulphur	101 N Huntingk-	527-4510	jbruce@sulphur.org
Steve Jiles	LA DOTD	P.O. Box 1430	437-9101	Steve.jiles@la.gov
WES CRAIN	CPPJ		(337)721-3600	wcrain@cppj.net
Waylon Busby	LSP		491-2511	WAYLON.BUSBY@LA.GOV

AGENCY SCOPING MEETING

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

Thursday, October 24, 2013 | 2:00 pm – 3:00 p.m.

Lake Charles Civic Center
 Jean Lafitte Room
 900 Lakeshore Drive
 Lake Charles, LA 70601

SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (Agency Work Group Meeting Invites, Project Newsletter & Updates)
TIM CONNER	CPPJ	1114 RYAN L.C.	721-4100	tkonner@cppj.net
ALLEN WAINWRIGHT	CPPS	"	721-3700	AWAINWRIGHT@CPPS.NET
Alicia Ball	MCAL		433-1771	alicia@uncal.org
Veronica Alvison	Sulphur City Council CAJ	P.O. Box 1309 Sulphur LA 70663	527-4571	vallison@sulphur.org
Robert Daughdale	GHSBP	501 LAKESHORE L.S.	781-3800	rdoughdale@cppj.net
Doug Zettlemoyer	GCHSEP	806 CHRYM DRIVE LAKE CHARLES LA 70611	225 405 9174	Doug.Zettlemoyer @LA.gov

AGENCY SCOPING MEETING

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

Thursday, October 24, 2013 | 2:00 pm – 3:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601



SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (Agency Work Group Meeting Invites, Project Newsletter & Updates)
Jill Lavender	IMCAL	4310 Ryan Street, Suite 330 Lake Charles, LA 70605	337-433-1711	jill@imcal.org
Peter O'Carroll	O'Carroll Group	300 E. McViese, Ste 2B Lake Charles, LA 70605	337 478 7396	pocarroll@ocarroll.com
Grant Bush	IMCAL		337-433-1711	gbush@imcal.org
John Cardone	City of LC	Lake Charles	491-1301	Jcardone@cityoflc.us
Lori Marinovich	City of LC	Lake Charles	491-1429	marinovich@cityoflc.us

Section 106 Consulting Party Request

I-10 Calcasieu River Bridge Project

(1-10/I-210 West End to I-10/I-210 East End)

Thursday, October 24, 2013 |

Lake Charles Civic Center
 Jean Lafitte Room
 900 Lakeshore Drive
 Lake Charles, LA 70601



SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Lori Marinovich	City of Lake Charles	P.O. Box 900 Lake Charles, 70607	337-491 1429	*see Sov letter for reason *comment Marinovich@cityoflc.us

PUBLIC SCOPING MEETING

I-10 Calcasieu River Bridge Project

(1-10/I-210 West End to I-10/I-210 East End)

Thursday, October 24, 2013 | 5:00 pm – 8:00 p.m.

Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601

AGENCY - ELECTED OFFICIAL - MEDIA SIGN-IN SHEET - (please print)

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL (For Project Newsletter / Updates)
K Hawke	Ochs Marine	100 E Vermilion	337-333-1100	
Ray Humphrey	DOTD	1201 CAPITOL ACCESS RD	225-379-1067	
IRBAL HALLAD		1000 N LAKE SU	337-532-0238	
Lee A. Bruney	STAR Concrete Pumpers	265 N. Post OAK RD Sulphur LA.	337-302-2740 (337)	Labruney@yahoo.com
Nikita J. Simon	LA DOTD	5807 Hwy 90 E. Lake Charles, LA 70645	437-9878	Nikita.Simon@la.gov
Noel Ardoin	DOTD			noel.ardoin@la.gov
Joe Umeszulu	DOTD	1201 Capital Access Rd, Box	225-379-1386	jochim.umeszulu@la.gov
Debra Druehl	DOTD	428 Hugh Wallis Rd, Lafayette	337-262-6133	debra.druehl@la.gov
Mitch Young	O'Carroll Group DOTD	2001 LaCache Dr, 70601	375-7373	myoung@ocarroll.com

PUBLIC SCOPING MEETING

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

Thursday, October 24, 2013 | 5:00 pm – 8:00 p.m.

Lake Charles Civic Center
 Jean Lafitte Room
 900 Lakeshore Drive
 Lake Charles, LA 70601

GENERAL PUBLIC SIGN-IN SHEET - (please print)

NAME	ADDRESS	PHONE	EMAIL (For Project Newsletter / Updates)
Michael Tritico	P.O. Box 233, Longville, LA 70652	(337) 725-3690	michaeltritico@yelpus.com
Pert Cappel	712 Division St. LC LA 70661	337/721-8133	charlscappel@att.net
Steve Jiles	P.O. 1430 LC LA 70602	337-437-9101	steve.jiles@la.gov
CORNELIUS MOON	1805 CAPPY DR, LC, LA 70605	337-478-8012	CORNEMOON3654@GMAIL.COM
Southern Harris	5080 Shand on Riv. Baton Rouge, LA 70806	225-246-4141	Southern.Harris@ha.org
LELA SHIELDS	1019 N 1st Ave	337-263-8470	lshields@ymail.com
Peter O'Carroll	300 E. McNeese St. Ste 2B , LC LA 70605	337 478 7396	pocarroll@ocarroll.com
BOB MAHONEY	BR LA	225-757-7624	robert.mahoney@dot.gov
PATRICK BERNIER	105 INDUSTRIAL DR SULPHUR LA	337 499 4067	PATRICKB@TOPCOR.COM
Lee DeRouen	516 Hilma St. Westlake	337 274 1937	lde2737@bellsouth.net

NOTE: Lines labeled with a star are agency or elected representatives who signed-in on the general public sign-in sheet.



PUBLIC SCOPING MEETING

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

Thursday, October 24, 2013 | 5:00 pm – 8:00 p.m.

Lake Charles Civic Center
 Jean Lafitte Room
 900 Lakeshore Drive
 Lake Charles, LA 70601

GENERAL PUBLIC SIGN-IN SHEET - (please print)

NAME	ADDRESS	PHONE	EMAIL (For Project Newsletter / Updates)
Tim Poe		817-319-0074	tim.poe@kiewit.com
ARABIAN MAHMOUD	800 N. LAKE CHARLES	504-377-1019	
Kirk Mache	529 Ash	527-1946	
Doni Sandra Tipton	1019 N. Istave Ln, LA	433 5022	dstipton@aol.com
John Cardone	City of LC	491-1301	
Perry Vincent	La Radio Com.	436-7573	pdr@lrcwnews.com
BLAKE SOTO	2713 LORRAINE LN	337 704 6854	blakesoto@nailakecharles.com
Pon Duberville	5827 Hwy 90E LC LA 70015	337 4379 102	don.duberville@la.gov
Theresa Schmidt	KPLC-TV	337-377-6436	tschmidt@kplctv.com

NOTE: Lines labeled with a star are agency or elected representatives who signed-in on the general public sign-in sheet.

PUBLIC SCOPING MEETING

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

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Lake Charles Civic Center
Jean Lafitte Room
900 Lakeshore Drive
Lake Charles, LA 70601

GENERAL PUBLIC SIGN-IN SHEET - (please print)

NAME	ADDRESS	PHONE	EMAIL (For Project Newsletter / Updates)
Jerry Pitts	Baton Rouge	225-757-7612	Jerry.Pitts@dot.gov
Kelly Kemp	Baton Rouge 1291 Capitol Access Rd, LA 70801	225-377-1807	Kelly.Kemp@la.gov
Chris Whoury	1300 Berke St, LC, LA 70001	337-526-9647	chris@pargroupinc.com
Patrick Landy	5827 Hwy 90 East, LA 70005	337-437-9105	Patrick.Landy@cla.gov
Bobby Mullins		318-381-1947	bmullins@mbaker.com
Justin Phillips	1330 W Marveese St	337-494-4040	jphillips@amerigea.com
Alicia Case	117 Reserve Dr LC 70611		ccase@southwestcallcenter.com
Charlie Afferton	122 Vine St Sulphur LA 70663	337-625-7613	charlieafferton@suddenlink.net

NOTE: Lines labeled with a star are agency or elected representatives who signed-in on the general public sign-in sheet.

PUBLIC SCOPING MEETING

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

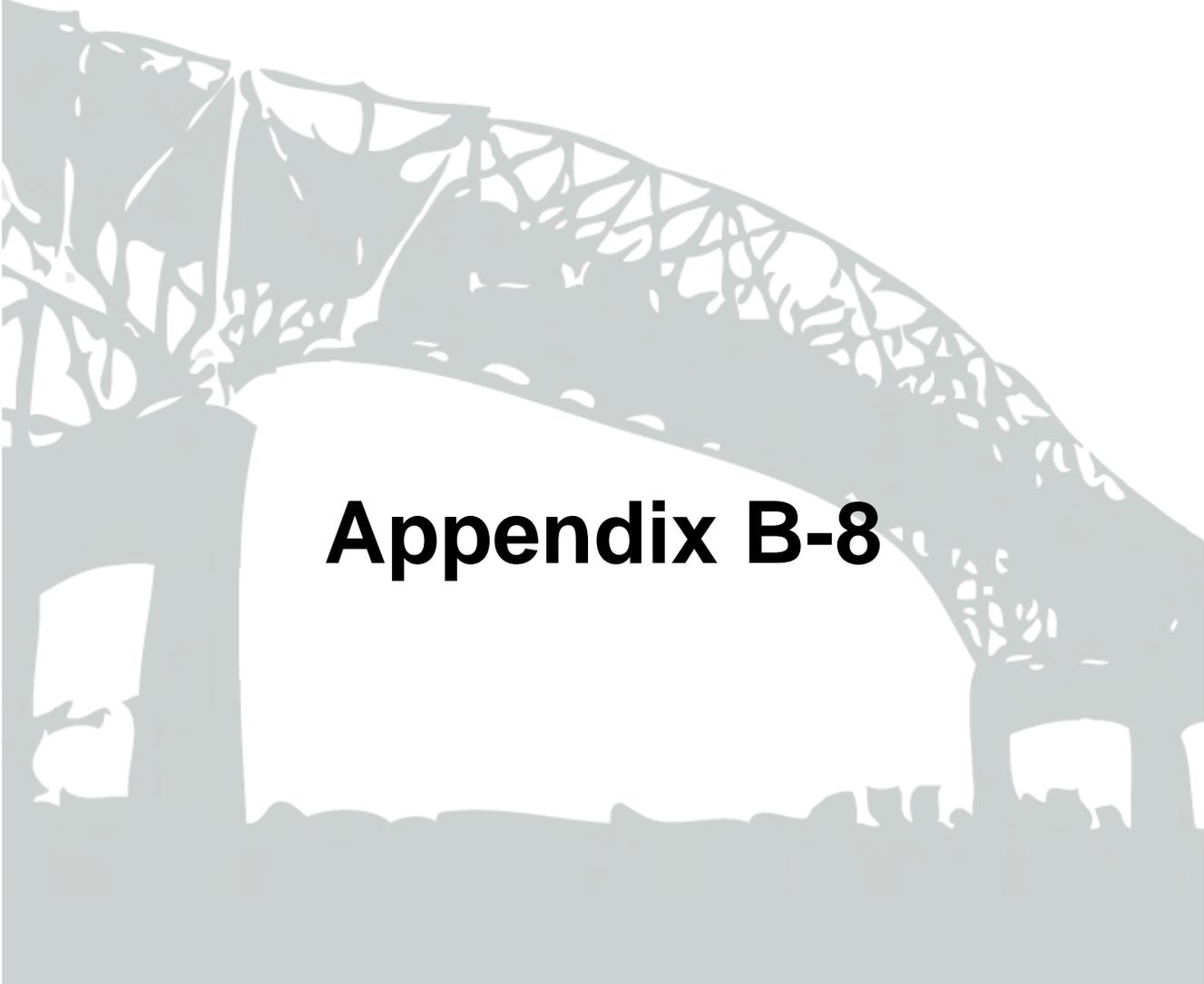
Thursday, October 24, 2013 | 5:00 pm – 8:00 p.m.

Lake Charles Civic Center
 Jean Lafitte Room
 900 Lakeshore Drive
 Lake Charles, LA 70601

GENERAL PUBLIC SIGN-IN SHEET - (please print)

NAME	ADDRESS	PHONE	EMAIL (For Project Newsletter / Updates)
PAUL HUTCHENS	4931 W. WESTRIDGE PARK LAKE CHARLES, LA 70605	337-309-1312	paul.hutchens@islec corp.com

isle of capri
 CASINO HOTEL
 LAKE CHARLES
 100 Westlake Avenue
 Westlake, LA 70669
 P.O. Box 3290
 Lake Charles, LA 70602
 Phone: 337-430-2444
 Fax: 337-430-2983
 paul.hutchens@islec corp.com
 www.isleofcapricasinos.com
Paul E. Hutchens
 Vice President / General Manager



Appendix B-8



I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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

Agency Scoping Meeting

Thursday, October 24, 2013

2:00 p.m. to 3:00 p.m.



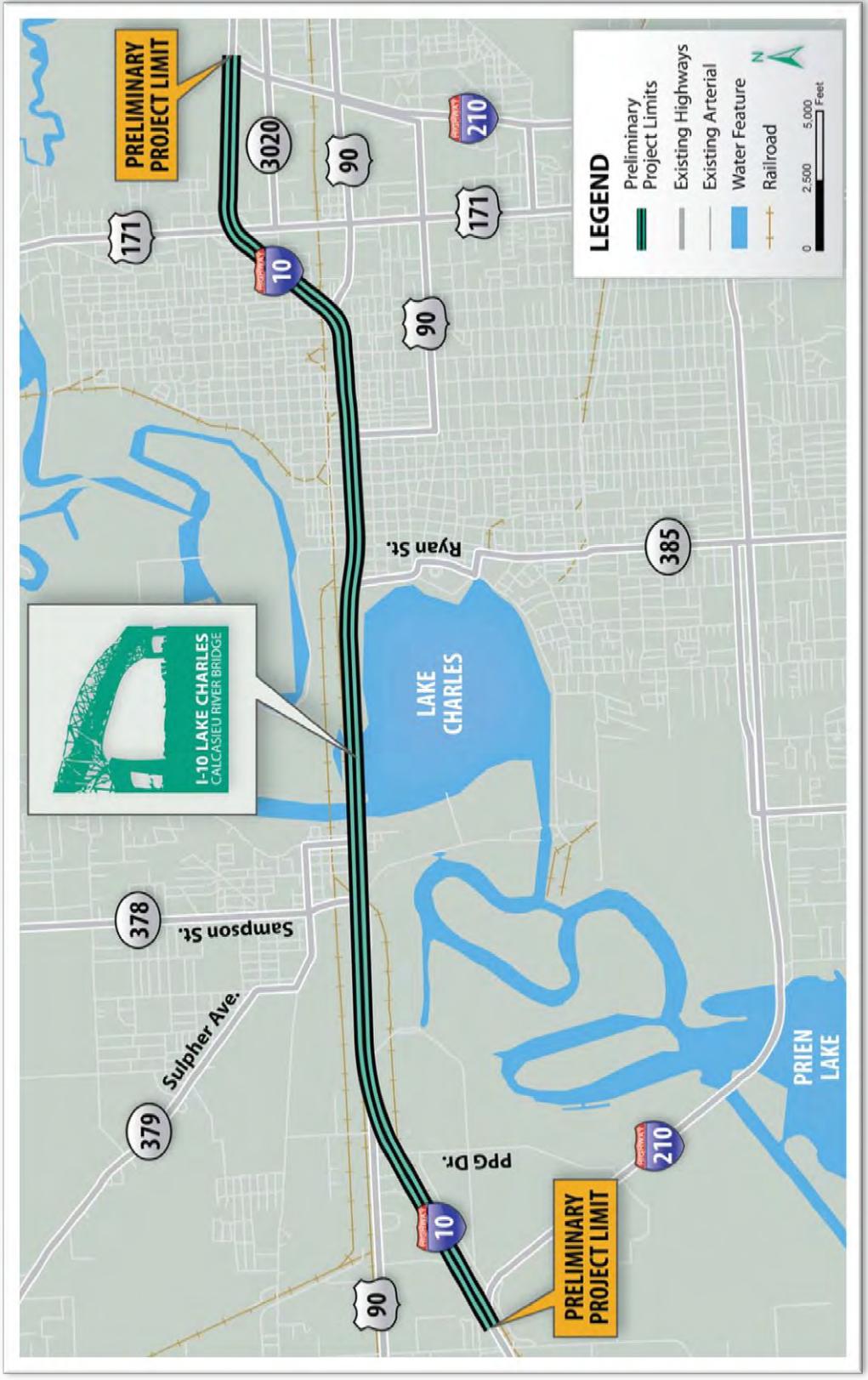


Why Are We Here Today?

- **Project Location**
- **Project History**
- **The EIS Process**
- **Draft Purpose and Need**
- **Draft Project Coordination Plan**



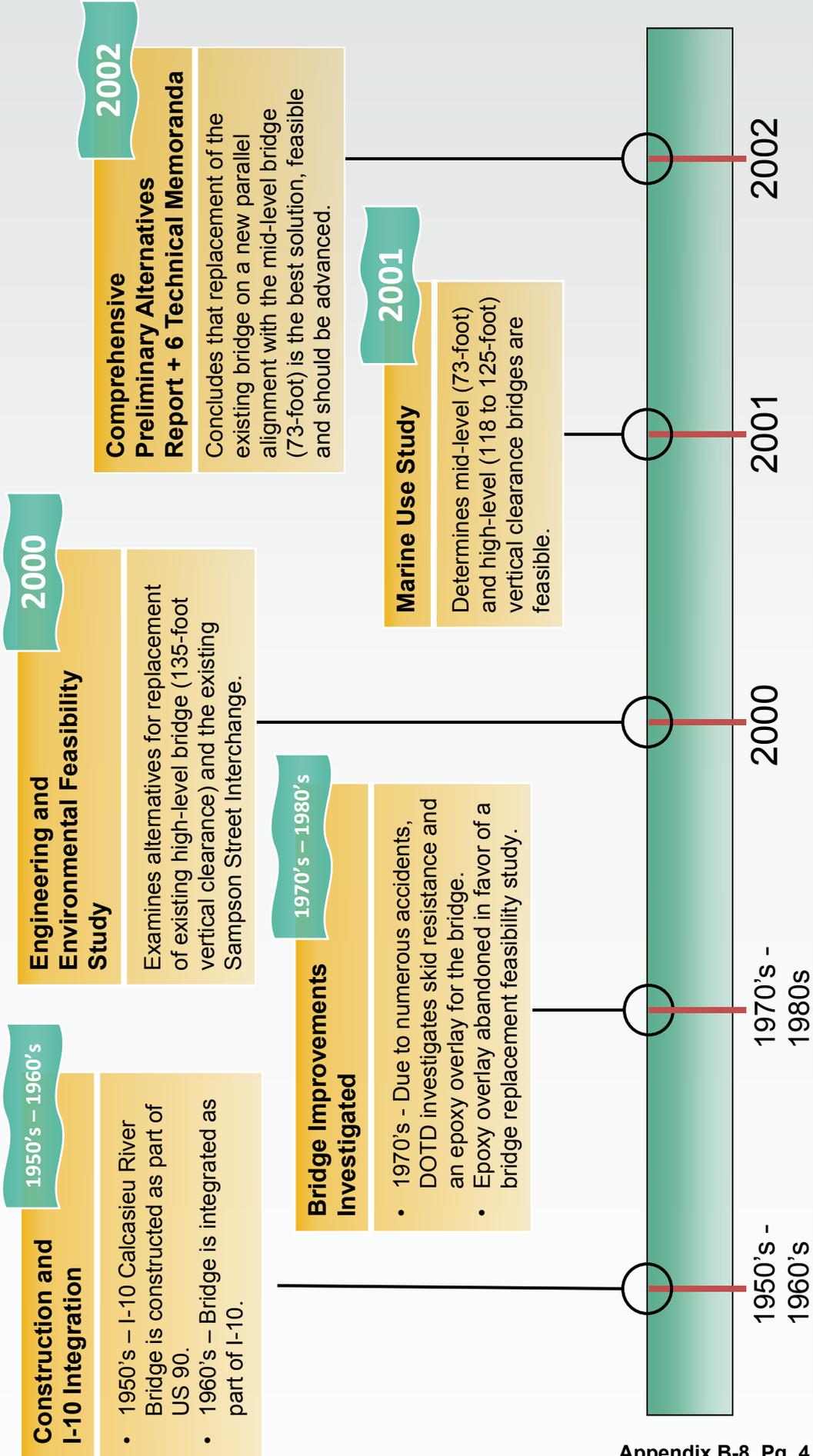
Project Location Map





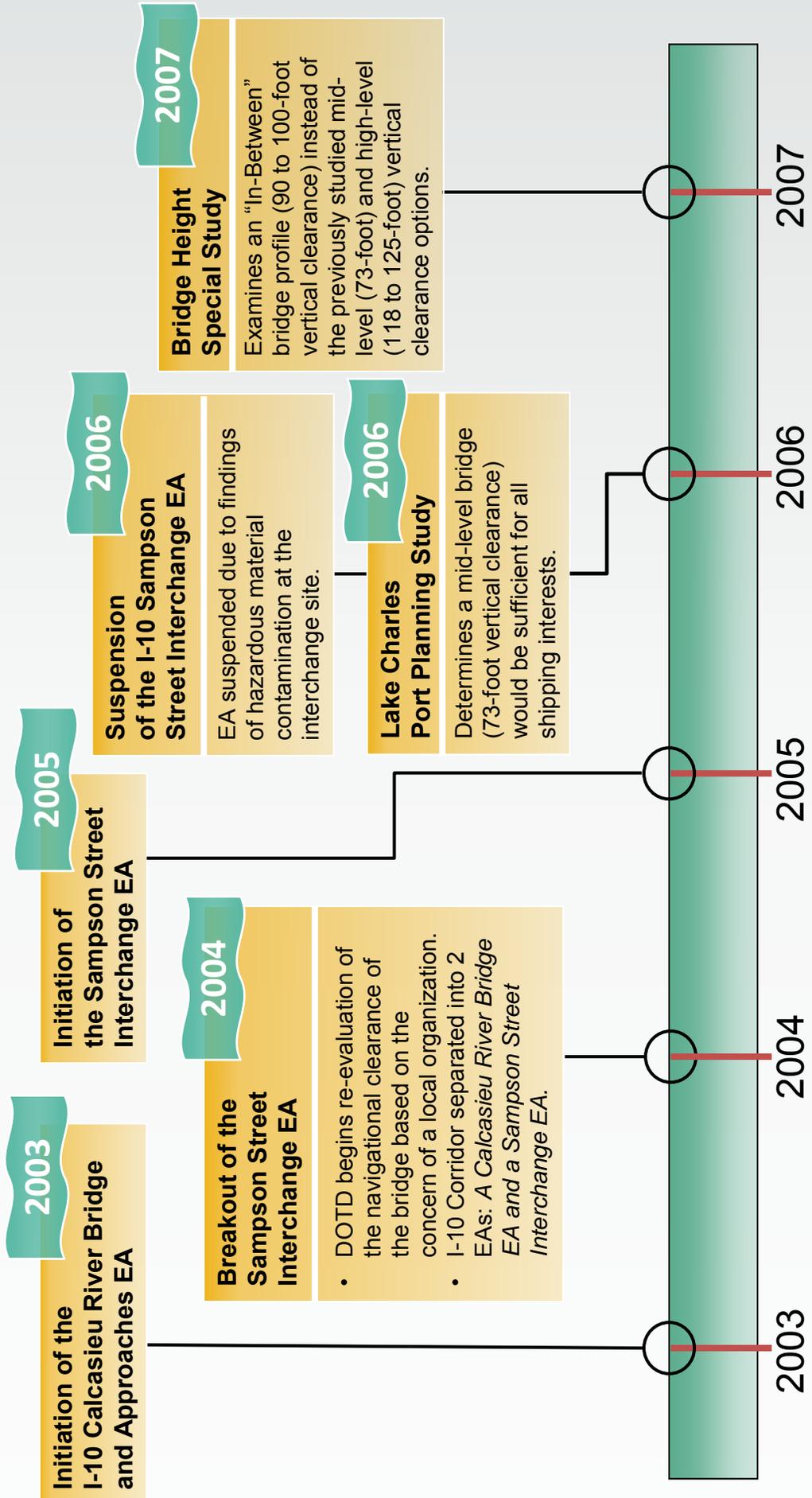
I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Project History





Project History





I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Project History

2008

IMCAL Resolution

The Lake Charles MPO adopts the mid-level bridge (73-foot vertical clearance) as its preferred alternative and requests the DOTD proceed with development of that proposal.

2012

Bridge Maintenance and Repair

DOTD completes a maintenance and repair project. Includes main truss connection repairs, pin plate connection repairs on approach spans, cleaning and spot painting local areas, bridge railing repairs and resealing bridge joints.

2010

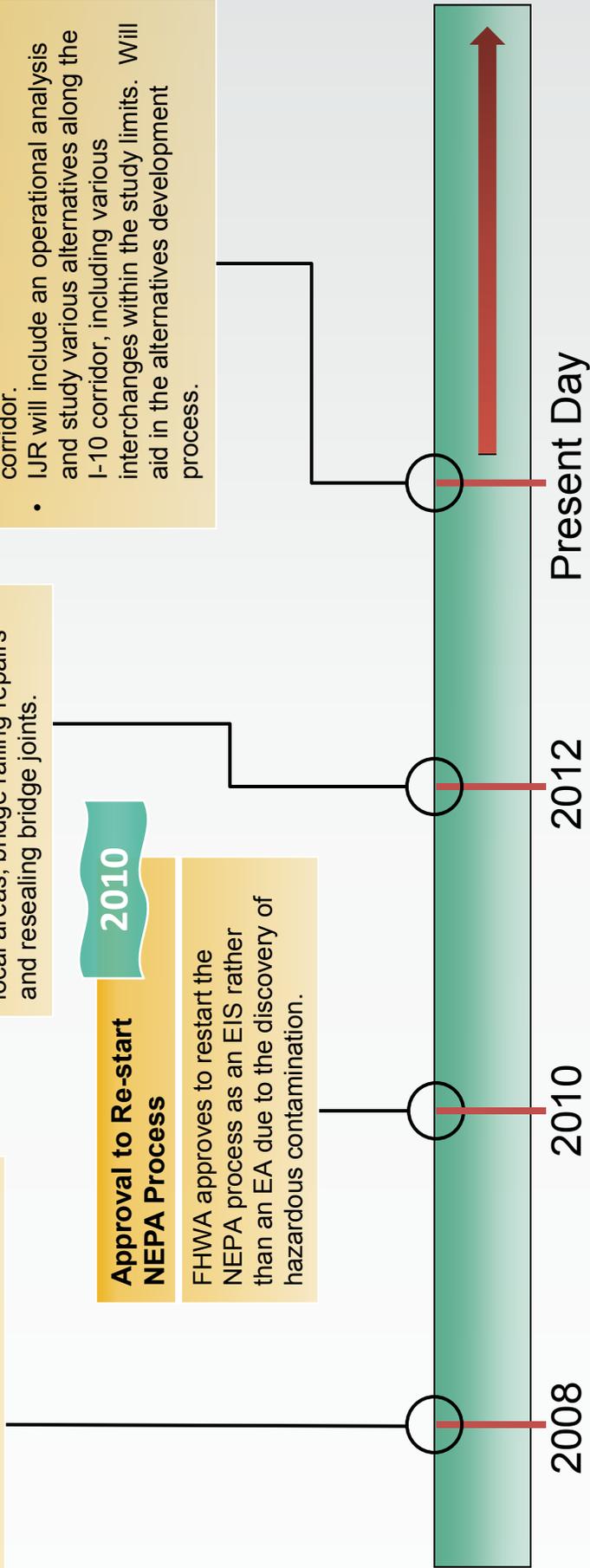
Approval to Re-start NEPA Process

FHWA approves to restart the NEPA process as an EIS rather than an EA due to the discovery of hazardous contamination.

Present Day

I-10 Calcasieu River Bridge EIS and IJR

- EIS will evaluate capacity improvements to I-10 between the I-210 interchanges.
- EIS will include improvements to the Calcasieu River Bridge; Sampson St. and other interchanges along the I-10 corridor.
- IJR will include an operational analysis and study various alternatives along the I-10 corridor, including various interchanges within the study limits. Will aid in the alternatives development process.

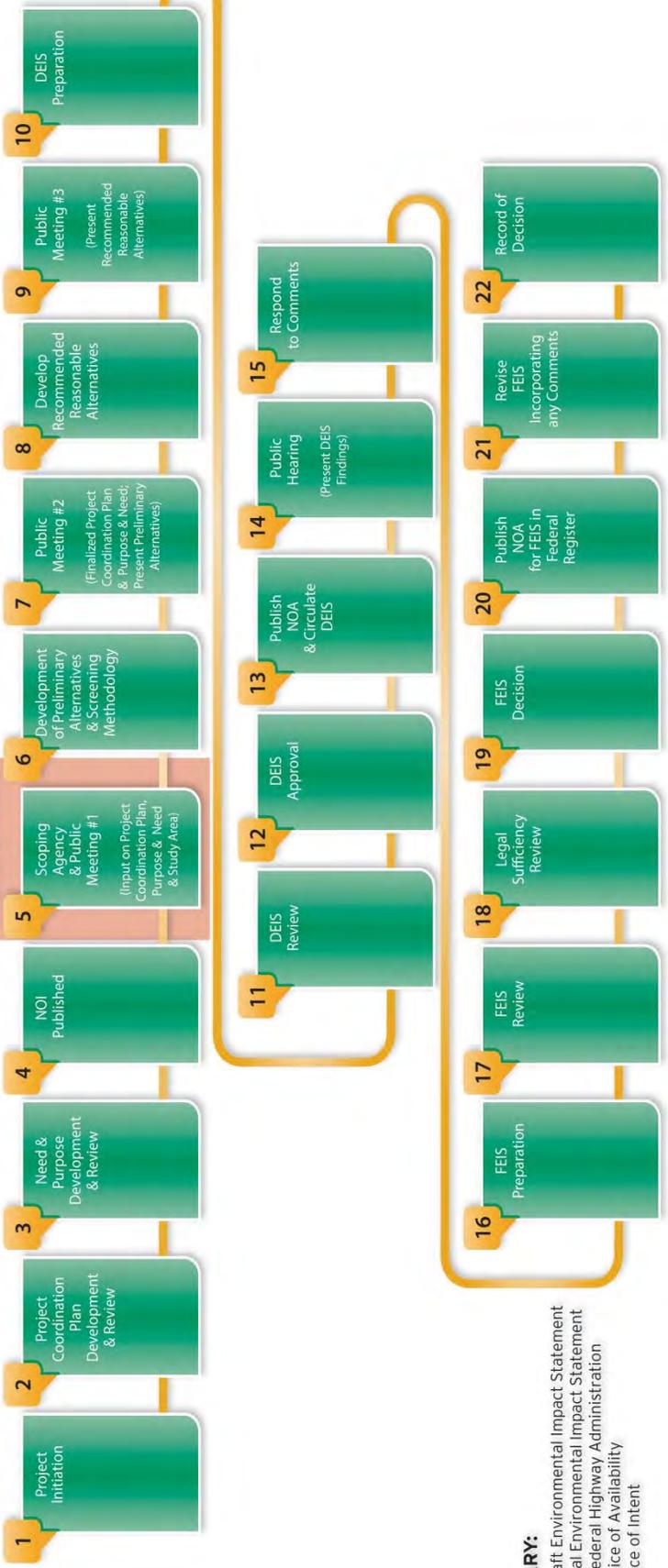




**I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE**

The EIS Process

What is the EIS Process?



GLOSSARY:
DEIS - Draft Environmental Impact Statement
FEIS - Final Environmental Impact Statement
FHWA - Federal Highway Administration
NOA - Notice of Availability
NOI - Notice of Intent



**I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE**

Draft Project Need

Problems

**Inadequate
Capacity and
Increased
Congestion**

**Lack of
System
Connectivity**

**Roadway
Deficiencies**

**Safety
Concerns**



I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Draft Project Purpose

Solutions

**Increase
Capacity &
Reduce
Congestion**

**Improve
System
Connectivity**

**Improve
Roadway
Deficiencies**

**Enhance
Safety**



I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Draft Project Coordination Plan

Coordination Framework

Project Management Committee (PMC)

Lead Agencies

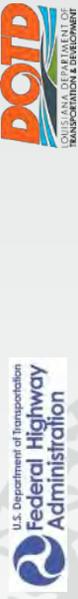


Consultant



Agency Work Group (AWG)

Lead Agencies



Cooperating Agencies



Participating Agencies

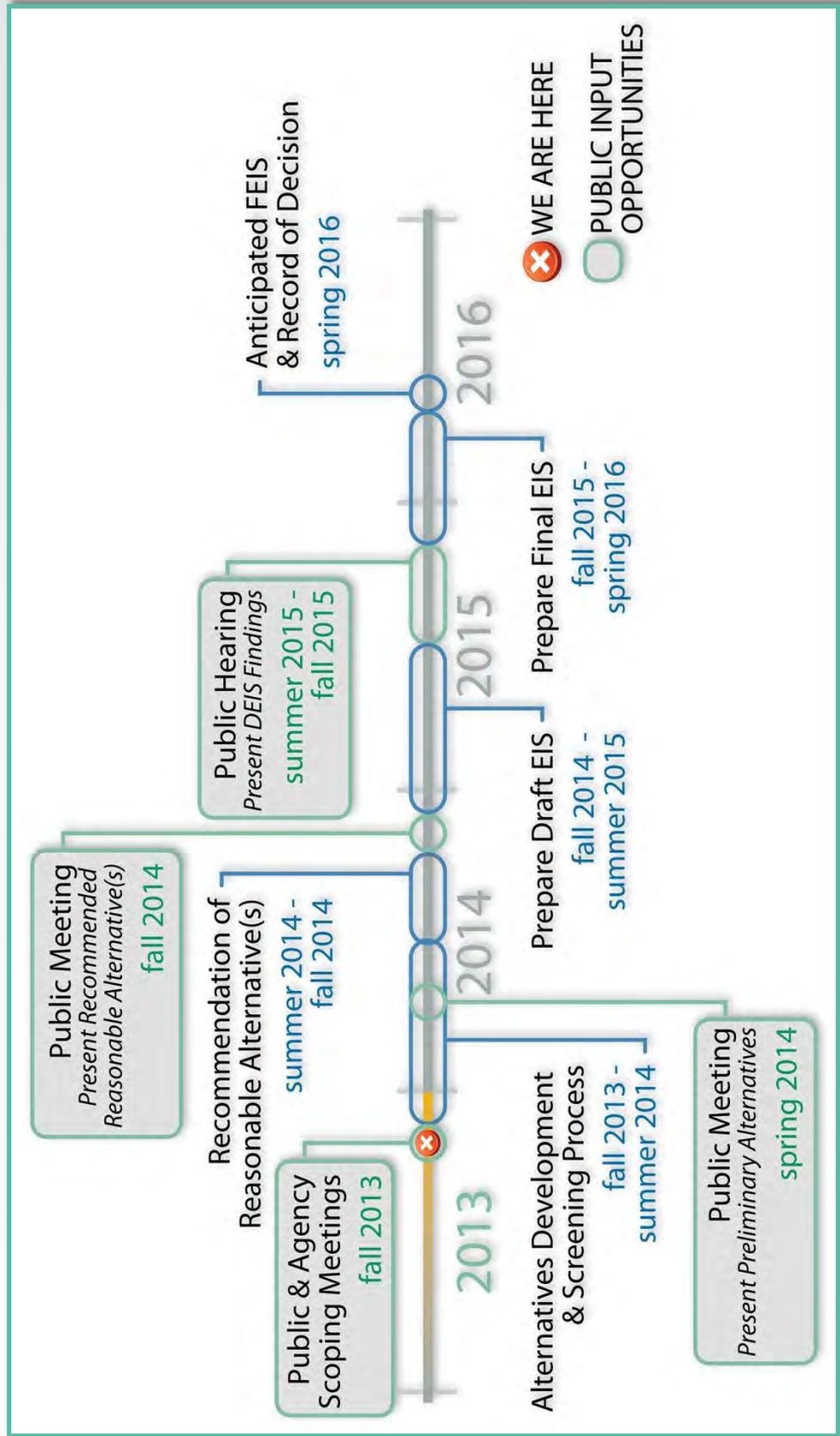
- Invites sent to Calcasieu Parish, local cities, Tribes, and Federal, State and Local Agencies
- Participate in the AWG meetings, provide input
- **Non-federal agencies are designated as participating agencies only if they accept the invitation.**



I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Draft Project Coordination Plan

NEPA (Environmental) Timeline



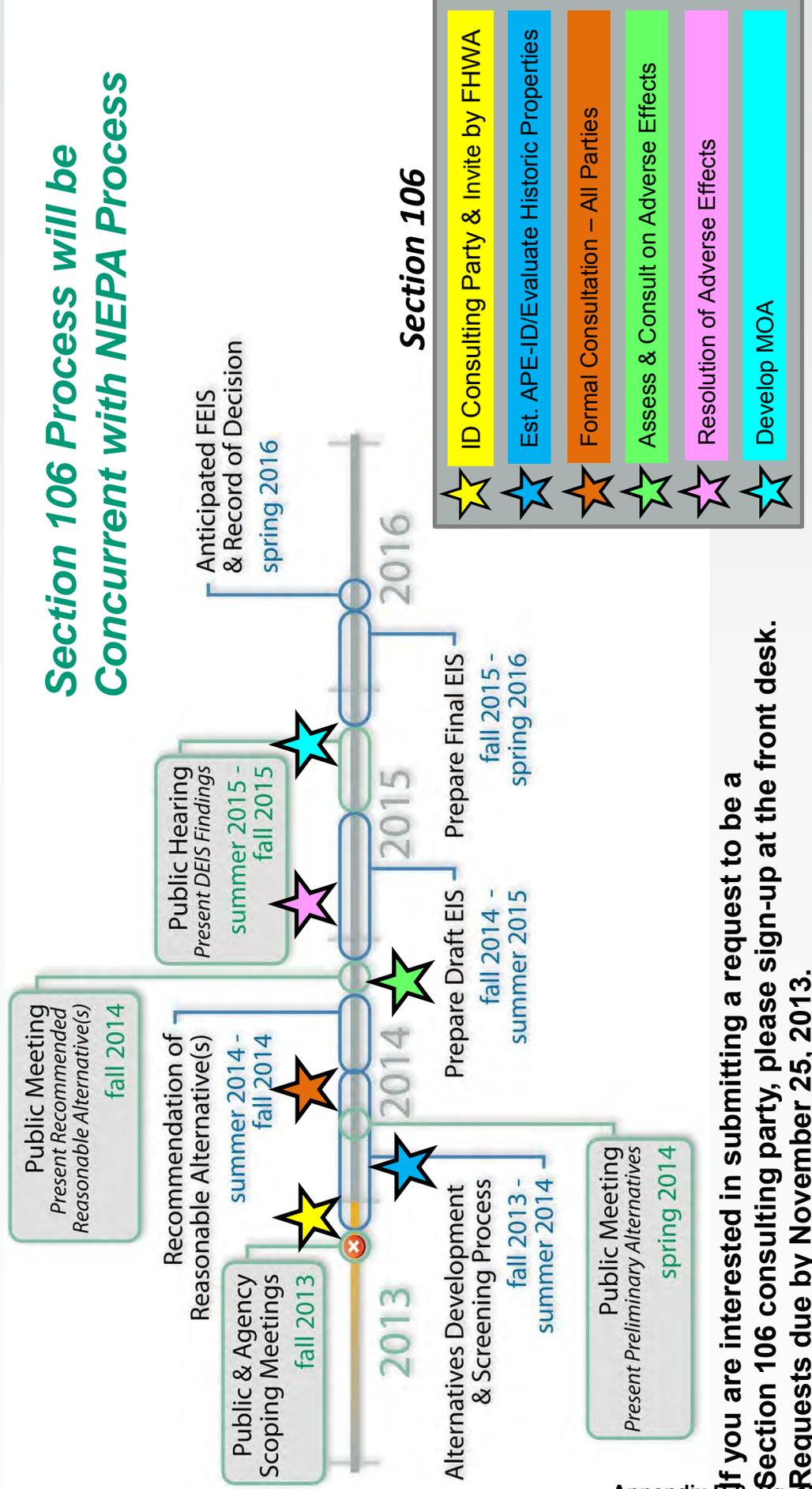


I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Draft Project Coordination Plan

Section 106 Process

Section 106 Process will be Concurrent with NEPA Process



If you are interested in submitting a request to be a Section 106 consulting party, please sign-up at the front desk. Requests due by November 25, 2013.



Draft Project Coordination Plan

Public Involvement Tools

- **3 Public Meetings & Hearing**
- **Fact Sheets**
- **Newsletters**
- **E-mails**
- **Website**

AT THIS PUBLIC MEETING

Written comments will be accepted at this public meeting at the Written Comment Table or by mailing your comment to the following address:

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

Verbal comments will be accepted tonight at the Verbal Comment Table.

PROJECT WEBSITE

Written comments will also be accepted by logging on to the project website and selecting the Public Feedback Form under the **Contact Us** tab.

www.i10lakecharles.com

NOTE: Comments must be submitted / postmarked by Monday, November 4, 2013 to become part of the official public meeting record.

STATION 8: Let Us Hear From You

I-10 Calcasieu River Bridge Project

DOTD
Louisiana



Let Us Hear From You

Next Steps:

- Develop / Refine Alternatives
- Establish Preliminary Evaluation Criteria
- Conduct an Agency Work Group (AWG) Workshop to discuss/present the above two items

Your Input is Requested:

- Comments on the Draft Purpose and Need
- Comments on the Draft Project Coordination Plan
- Input on Resources / Issues
- Input on Constraining Factors to Alternatives Development
(Please See the *Constraints Map on Display*)
- Sign-up if you would like to request to be a Section 106 Consulting Party

Mail

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

E-Mail

AMcRae@HNTB.com

Project Website

www.i10lakecharles.com

Select Contact Us – Project Feedback Form



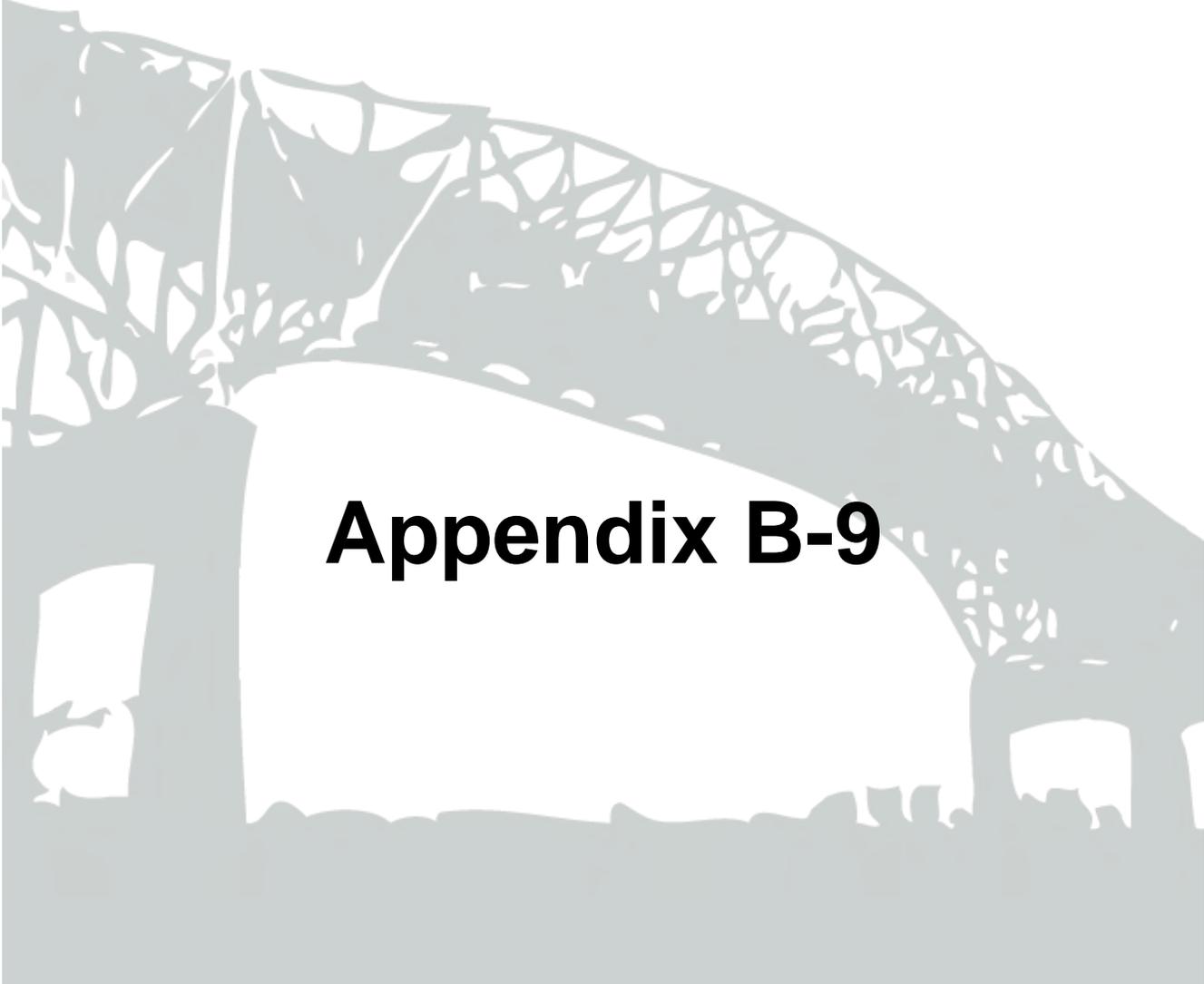
I-10 Calcasieu River Bridge

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

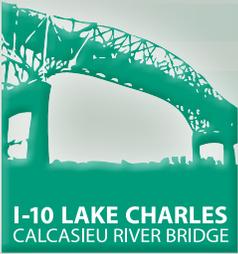
THANK YOU FOR COMING!

BEFORE YOU LEAVE

Please review your agency contact information at the front desk and verify we have the correct contact name, address, phone number and email for future project correspondence. **Let us know if you would like to be a participating agency to participate in future AWG meetings!**



Appendix B-9



I-10 Calcasieu River Bridge Project

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

Public Meeting Station Checklist

Station 1: Welcome and Section 106 Sign-In

Sign-in here to receive future meeting notices on the I-10 Calcasieu River Bridge Project. Also sign-up here if you are interested in becoming a National Historic Preservation Act Section 106 Consulting Party (*Note: Please provide reasons for requesting to be a consulting party. FHWA will make the final determination of who is accepted as a consulting party.*)

Station 2: Project Location Map

View the overall project location map with the proposed project limits: (*I-10/I-210 West End to I-10/I-210 East End*).

Station 3: The EIS Process

Learn what an EIS is, why it is necessary, and how the EIS process works.

Station 4: Draft Project Timeline

Throughout the EIS process, you will have several opportunities to tell us your opinion. Find out when these opportunities will occur along with the estimated timeline for EIS completion (*Note: The information presented here is from the Draft Project Coordination Plan*).

Station 5: Draft Purpose and Need

Review the I-10 Calcasieu River Bridge Project's Draft Purpose and Need.

Station 6: Preliminary Typical Sections

The proposed project will evaluate alternatives for widening existing I-10 between the I-210 interchanges from the existing 4 through lanes (2 lanes in each direction) to 6 through lanes (3 lanes in each direction). After this Public Scoping Meeting, the **Alternatives Development and Screening Process** will begin. It is during this phase of the EIS process that various alternatives for improving capacity on I-10, as well as improvements to the Calcasieu River Bridge and Sampson Street Interchange, will be developed and screened for viability. These alternatives will be presented and you will have an opportunity to give your input at the next public meeting scheduled in spring 2014.

Station 7: Constraints Mapping

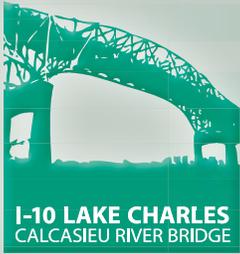
Constraints are any environmental, topographical or other consideration that may affect the location, development or other aspect of a project within the study area. Constraints are identified to ensure a comprehensive understanding of the study area. Feel free to draw, outline or note any potential constraining factors directly on the maps provided at this station.

Station 8: Let Us Hear From You

Take the opportunity to fill out a written comment form or provide a verbal comment on the items presented at this public meeting. Be sure to ask the project team if you have any unanswered questions. Also learn about other ways to provide comments on the proposed project, such as through the project website at www.i10lakecharles.com.



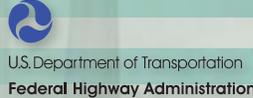
U.S. Department of Transportation
Federal Highway Administration



I-10 Calcasieu River Bridge Project

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

Project History Summary



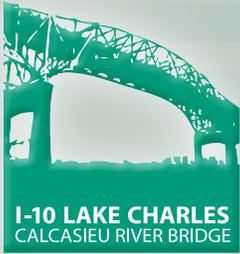
Timeline Action

1950's	<ul style="list-style-type: none"> The I-10 Calcasieu River Bridge is originally constructed as a part of US 90.
1960's	<ul style="list-style-type: none"> The I-10 Calcasieu River Bridge is integrated as part of I-10.
1970's	<ul style="list-style-type: none"> Due to numerous accidents on the bridge, the DOTD investigates skid resistance and an epoxy overlay for the bridge. Bridge inspections identify areas of concern.
1980's	<ul style="list-style-type: none"> Consideration of an epoxy overlay is abandoned in favor of a bridge replacement feasibility study.
2000	<ul style="list-style-type: none"> The DOTD initiates an engineering and environmental feasibility study for an area of I-10 extending from PPG Drive to US 90. The feasibility study examines numerous project alternatives for replacement of the existing high-level bridge (135-foot vertical clearance for ship traffic) with different bridge profiles and heights, as well as replacing the existing Sampson Street interchange (including geometric improvements to current standards and a grade separation with the adjacent Union Pacific mainline railroad). The first public meeting is held.
2001	<ul style="list-style-type: none"> A Marine Use Study determines that mid-level (73-foot) and high-level (118 – 125-foot) vertical clearance bridges are feasible.
2002	<ul style="list-style-type: none"> Six technical memoranda and a Comprehensive Preliminary Alternatives Report are prepared and conclude that replacement of the existing bridge on a new parallel alignment with a lower level bridge (73-foot vertical clearance) is the best solution, is feasible and should be advanced. The second public meeting is held to present the findings.
2003	<ul style="list-style-type: none"> In accordance with NEPA, the I-10 Calcasieu River Bridge and Approaches EA is initiated.
2004	<ul style="list-style-type: none"> The first public meeting is held for the I-10 Calcasieu River Bridge and Approaches EA. The DOTD begins a re-evaluation of the navigational clearance based on the concern of a local organization. As to not delay improvements to the Sampson Street interchange during the bridge height resolution process, the DOTD separates the Calcasieu River Bridge component and the Sampson Street interchange component of the overall I-10 corridor into two separate EAs.
2005	<ul style="list-style-type: none"> The I-10 Sampson Street Interchange EA is initiated and the public meeting is held.
2006	<ul style="list-style-type: none"> A Lake Charles Port Planning Study is prepared and determines that the mid-level bridge (73-foot vertical clearance) would be sufficient for all reasonable shipping interests. The I-10 Sampson Street Interchange EA is suspended pending resolution of a hazardous contamination matter near the existing interchange.
2007	<ul style="list-style-type: none"> Based on public comments, a Bridge Height Special Study is prepared with the purpose of examining an “In-Between” bridge profile (approximately 90-100-foot vertical clearance) to replace the I-10 Calcasieu River Bridge instead of the previously studied mid-level (73-foot) and high-level (118-125-foot) bridge profiles.
2008	<ul style="list-style-type: none"> The Lake Charles MPO (IMCAL) adopts the mid-level bridge (73-foot vertical clearance) as its preferred alternative and requests the DOTD proceed with development of that proposal.
2010	<ul style="list-style-type: none"> FHWA approves to restart the NEPA process as an EIS rather than an EA due to the discovery of hazardous contamination. <i>Note: An EIS is prepared for major federal actions that significantly affect the environment.</i>
2012	<ul style="list-style-type: none"> The DOTD completes a maintenance and repair project. Includes main truss connection repairs, pin plate connection repairs on approach spans, cleaning and spot painting local areas, bridge railing repairs, and resealing bridge joints.
Present	<ul style="list-style-type: none"> The DOTD and the FHWA publish a NOI to prepare an EIS for capacity improvements to I-10 between the I-210 interchanges, which includes the Calcasieu River Bridge and Sampson Street interchange.

Glossary of Terms

DOTD = Louisiana Department of Transportation and Development
EA = Environmental Assessment
EIS = Environmental Impact Statement

IMCAL = Imperial Calcasieu Regional Planning and Development Commission
MPO = Metropolitan Planning Organization
NEPA = National Environmental Policy Act of 1969
NOI = Notice of Intent



I-10 Calcasieu River Bridge Project

FACT SHEET

What is the I-10 Calcasieu River Bridge Project?

The proposed project includes the evaluation of improvements to I-10 between the I-10/I-210 west and I-10/I-210 east interchanges, including over the Calcasieu River Bridge, in Lake Charles, LA. The total project length is approximately 9 miles and includes the roadway and bridge approaches. The primary purpose of the proposed project is to improve traffic congestion, but the project will also address safety and roadway/bridge design issues.

A feasibility study for the project was completed in 2004. Because of the potential for impacts and issues associated with various socioeconomic and environmental resources, and the high level of public interest, the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (DOTD) have initiated the preparation of an Environmental Impact Statement (EIS) for the proposed project.

What is an EIS?

An EIS is a full-disclosure document that details the process through which a transportation project was developed, includes a considerable range of reasonable alternatives, analyzes the potential impacts resulting from the alternative and demonstrates compliance with applicable environmental laws, as well as provides a means for public input into the decision making process. The EIS is carried out for major federal actions in response to the National Environmental Policy Act of 1969 (NEPA). An EIS is the most thorough and comprehensive level of NEPA documentation. The EIS process is completed in the following major steps: Notice of Intent (NOI), Draft EIS, Public Hearing, Final EIS, Record of Decision (ROD). New laws now allow the option of combining the Final EIS and the ROD.

Why is the proposed project needed?

Inadequate Capacity and Increased Congestion

- Existing traffic volumes exceed existing capacity and in the future, traffic volumes are expected to continue to increase.

Will I have any input on the project?

Several public meetings will be held to solicit comments and suggestions from the public. Comments may also be submitted, and questions answered, by logging on to the project website at www.i10lakecharles.com and selecting Contact Us.

Lack of System Connectivity

- Existing I-10 within the project limits is 2 lanes in each direction, whereas I-10 outside the project limits is 3 lanes in each direction. This creates a lack of connectivity and continuity on I-10.

Roadway Deficiencies

- Existing load limit, lack of shoulders and vertical geometry of bridge do not meet current roadway design criteria.

Safety Concerns

- Safety is compromised by steep bridge grades, limited maneuverability (*lack of shoulders*), and bottlenecks generated from the transition from 3 to 2 lanes on I-10 within the project limits.
- Existing low vertical clearance of bridge has resulted in over-height vehicle collisions.

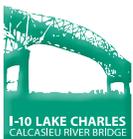
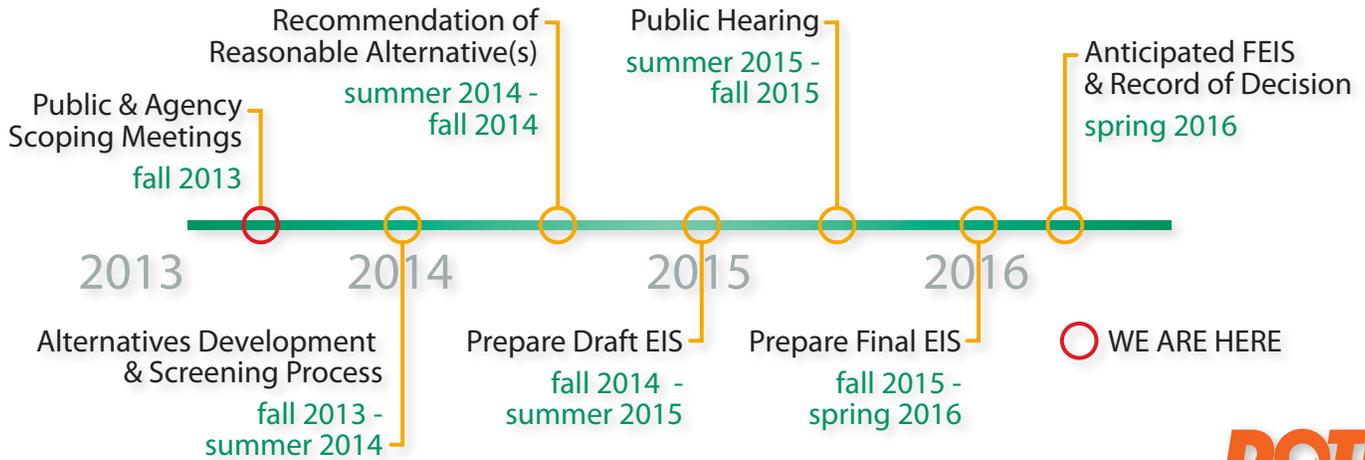
What are some of the proposed improvements to be investigated?

- Designing the proposed bridge structure to accommodate 3 travel lanes and 1 auxiliary lane, with inside and outside shoulders and potential frontage roads in each direction
- Lowering the height of the bridge
- Reducing the existing 420 foot truss span of the bridge to 2 main spans
- Beyond the bridge limits, reconstructing the I-10 mainlanes to accommodate 3 travel lanes in each direction
- Redesigning the Sampson Street interchange including review of crossings with existing railroads
- Redesigning access to and from I-10 on the west side of the bridge between Sampson Street and PPG Drive and near the east end of the bridge
- Consideration of frontage roads from PPG Drive to US 90 East

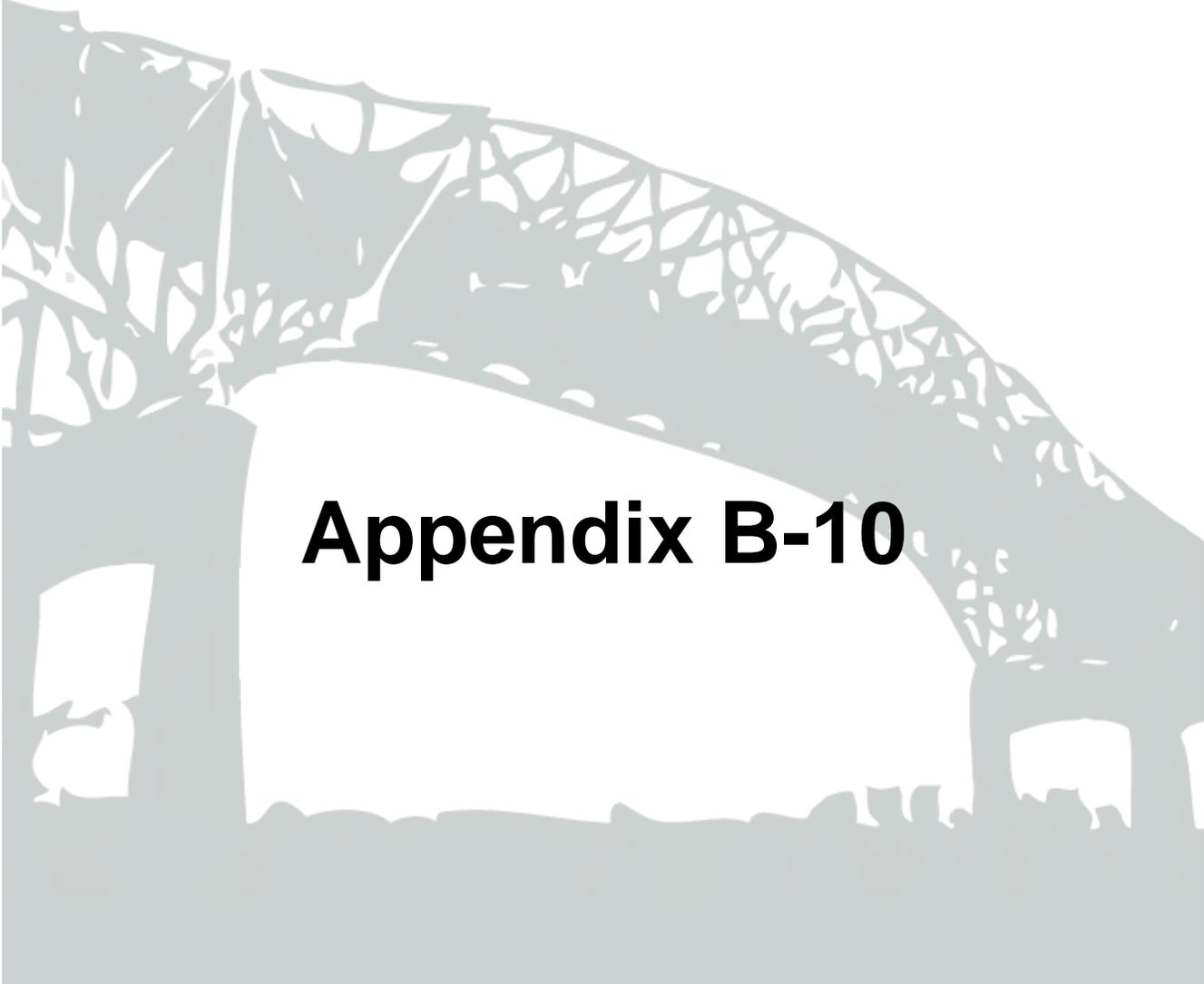


U.S. Department of Transportation
Federal Highway Administration

Preliminary NEPA Timeline



I-10 Calcasieu River Bridge Project Study Area Map



Appendix B-10

WELCOME

**Please Sign-In for the
Public Meeting at the Front Desk**

**Section 106 of the
National Historic Preservation Act**

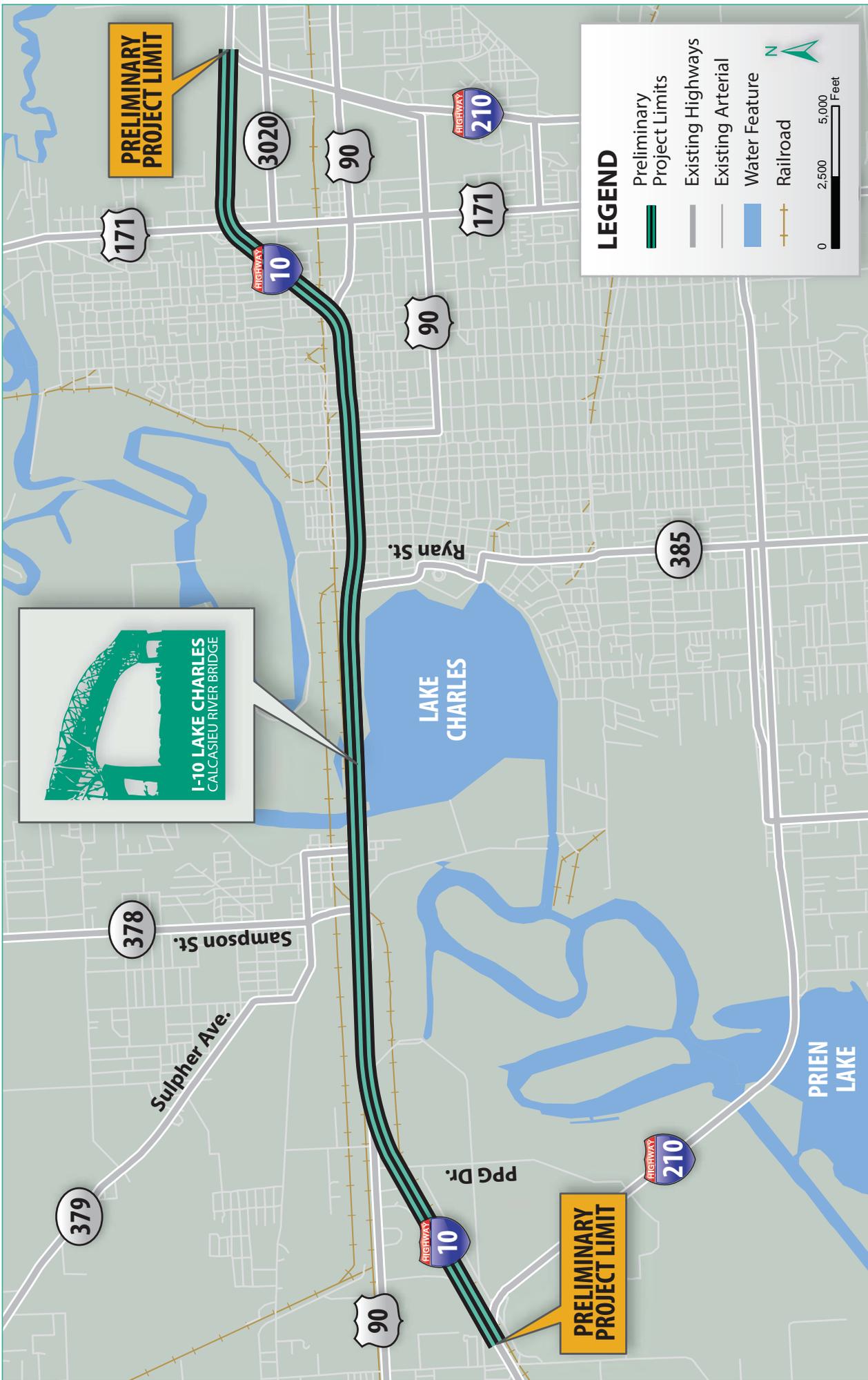
**If you are interested in submitting a request to become a
consulting party, please sign-up at the front desk.**



I-10 Calcasieu River Bridge Project

STATION 1: Welcome and Section 106 Sign-In





LEGEND

- Preliminary Project Limits
- Existing Highways
- Existing Arterial
- Water Feature
- Railroad

0 2,500 5,000 Feet

N

I-10 Calcasieu River Bridge Project
STATION 2: Project Location Map



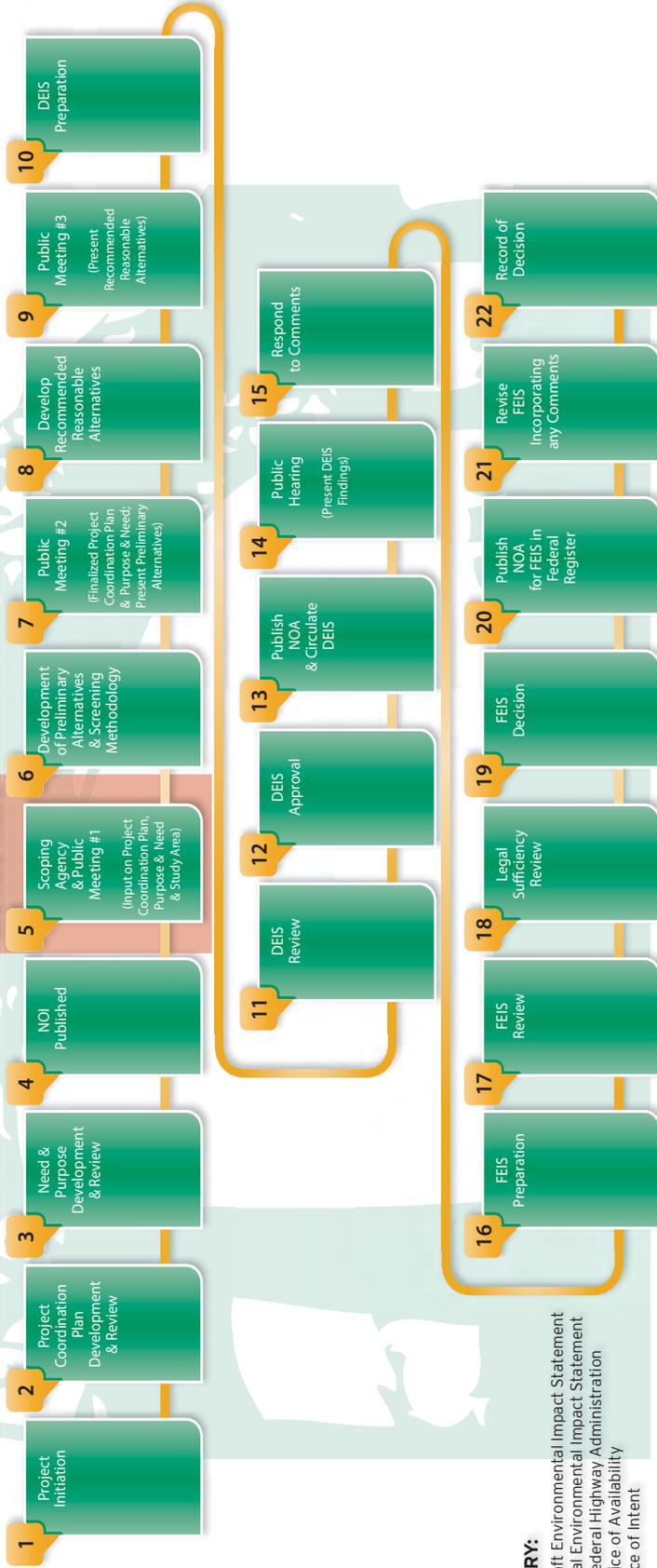
What is an EIS?

An *Environmental Impact Statement (EIS)* is a full-disclosure document that details the process through which a transportation project is developed. It includes a considerable range of alternatives, demonstrates compliance with environmental laws and provides a means for public input into the decision making process.

Why Prepare an EIS?

An EIS is carried out for major federal actions that significantly affect the quality of the environment. An EIS is prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), which establishes a process for analyzing and disclosing the impacts of federal actions on the environment.

What is the EIS Process?



GLOSSARY:

- DEIS - Draft Environmental Impact Statement
- FEIS - Final Environmental Impact Statement
- FHWA - Federal Highway Administration
- NOA - Notice of Availability
- NOI - Notice of Intent

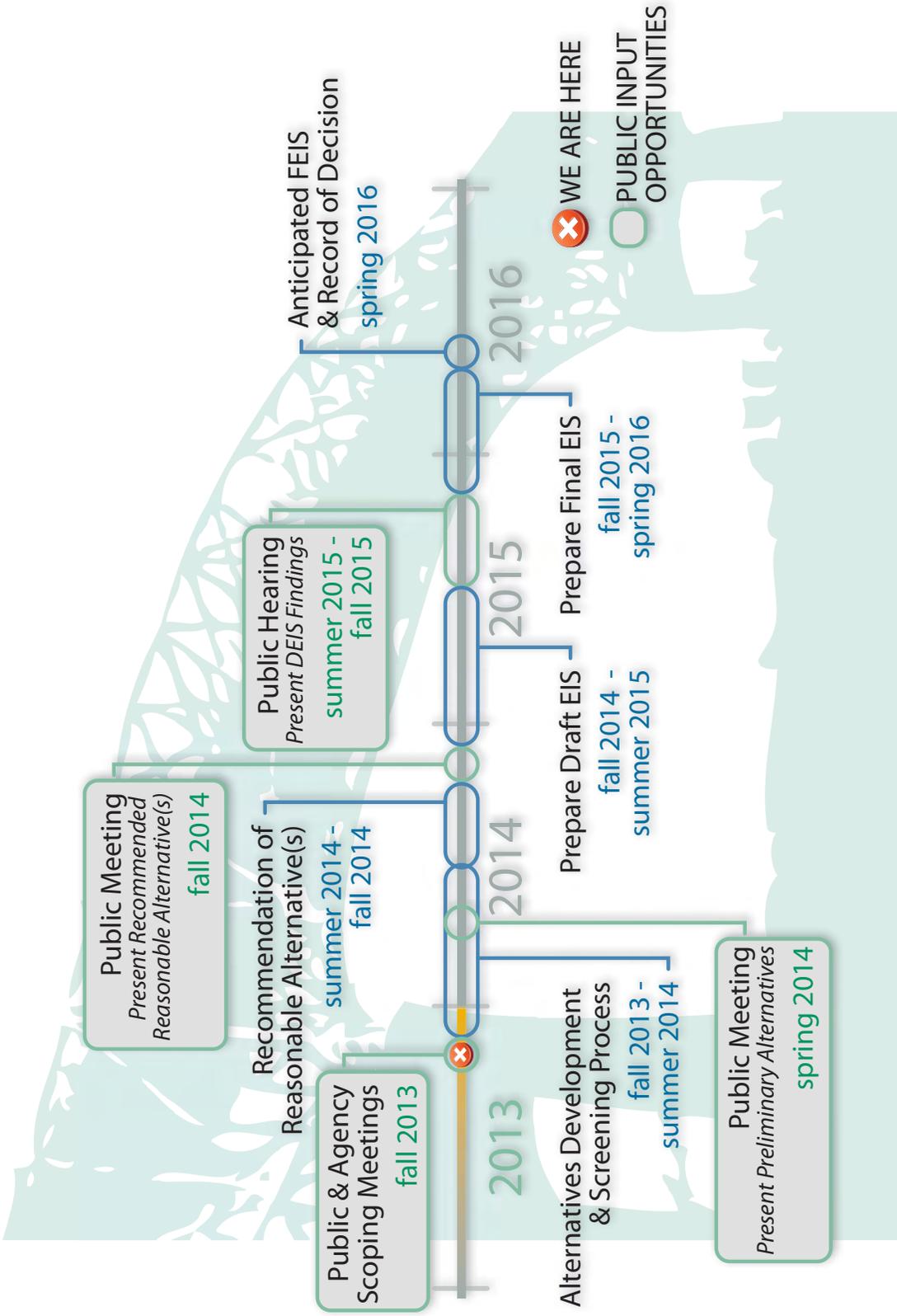
This process is estimated to take approximately 3 years.
(See Section 4 : Project Timeline)



I-10 Calcasieu River Bridge Project STATION 3: The EIS Process



I-10 Calcasieu River Bridge Project STATION 4: Draft Project Timeline



NEED (Problems)

- **Inadequate Capacity & Increased Congestion**
Existing traffic volumes exceed capacity, and traffic volumes are anticipated to increase in the future.
- **Lack of System Connectivity**
Existing I-10 is generally 2-thru lanes in each direction within the I-210 interchanges, and 3-thru lanes outside these interchanges.
- **Roadway Deficiencies**
Existing load limit, lack of shoulders and vertical geometry of bridge do not meet current roadway design criteria. Existing at-grade railroad crossings at Sampson Street adversely affect traffic operations.
- **Safety Concerns**
Safety is compromised due to the at-grade railroad crossings at Sampson Street; bottlenecks and a lack of shoulders throughout the project corridor; and steep bridge grades and low vertical clearance of the bridge.

PURPOSE (Solutions)

- **Increase Capacity and Reduce Congestion**
By providing additional infrastructure to I-10, including improvements to the Calcasieu River Bridge, to accommodate growth and aid in congestion relief.
- **Improve System Connectivity**
By providing a consistent number of through lanes both within and outside the I-210 interchanges.
- **Improve Roadway Deficiencies and Safety**
By providing infrastructure improvements to I-10 and the Calcasieu River Bridge, redesigning the at-grade railroad crossings at Sampson Street, and improving access ramps to and from I-10 within the project limits.

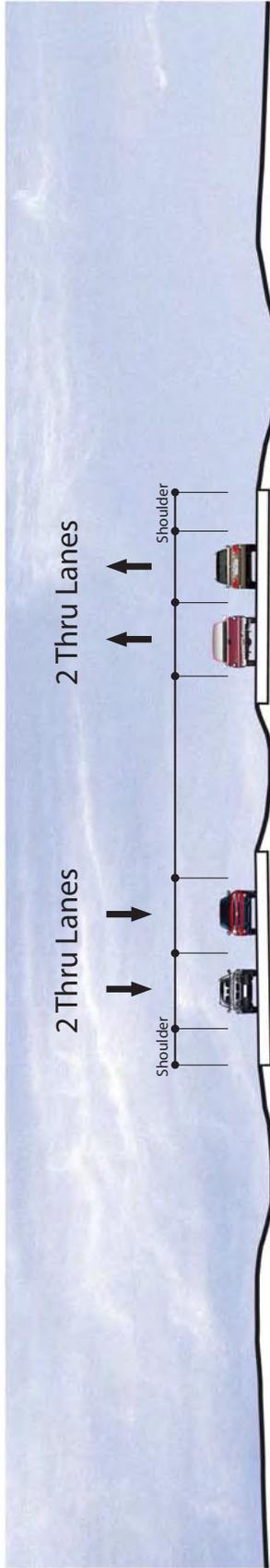
Do you have comments on the Draft Purpose & Need? Please be sure to provide your written or verbal comments tonight, or log on to the project website at www.i10lakecharles.com and fill out the Project Feedback Form!



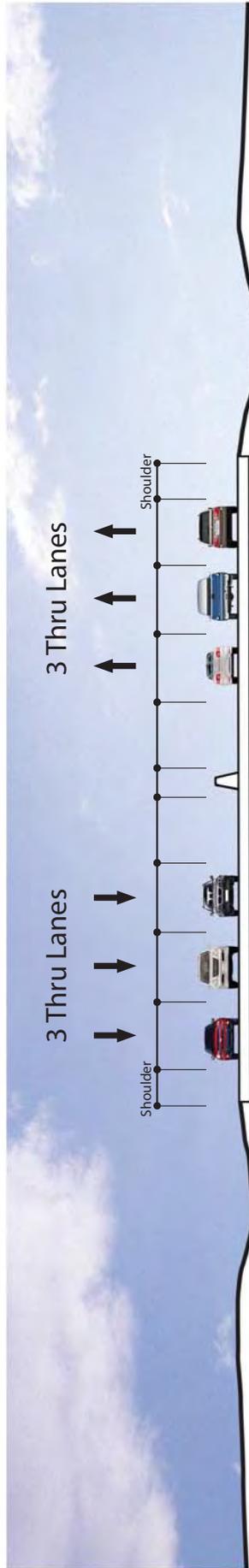
I-10 Calcasieu River Bridge Project

STATION 5: Draft Purpose and Need





Existing Typical Section
I-10 At Grade



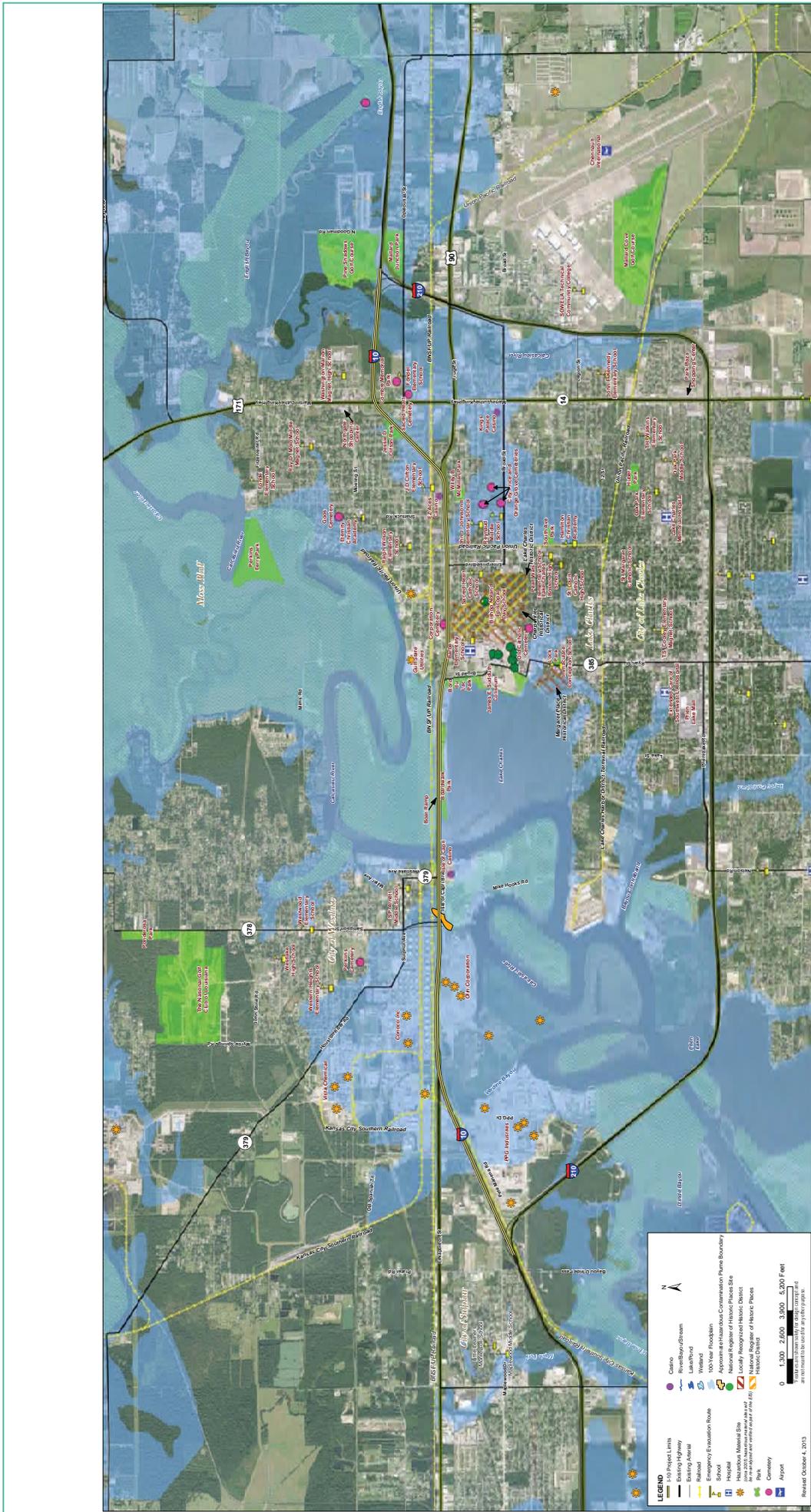
Proposed Typical Section
I-10 At Grade



I-10 Calcasieu River Bridge Project

STATION 6: Preliminary Typical Sections





I-10 Calcasieu River Bridge Project

STATION 7: Constraints Mapping



AT THIS PUBLIC MEETING

Written comments will be accepted at this public meeting at the Written Comment Table or by mailing your comment to the following address:

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

Verbal comments will be accepted tonight at the Verbal Comment Table.

NOTE: Comments must be submitted / postmarked by Monday, November 4, 2013 to become part of the official public meeting record.

PROJECT WEBSITE

Written comments will also be accepted by logging on to the project website and selecting the Public Feedback Form under the **Contact Us** tab.



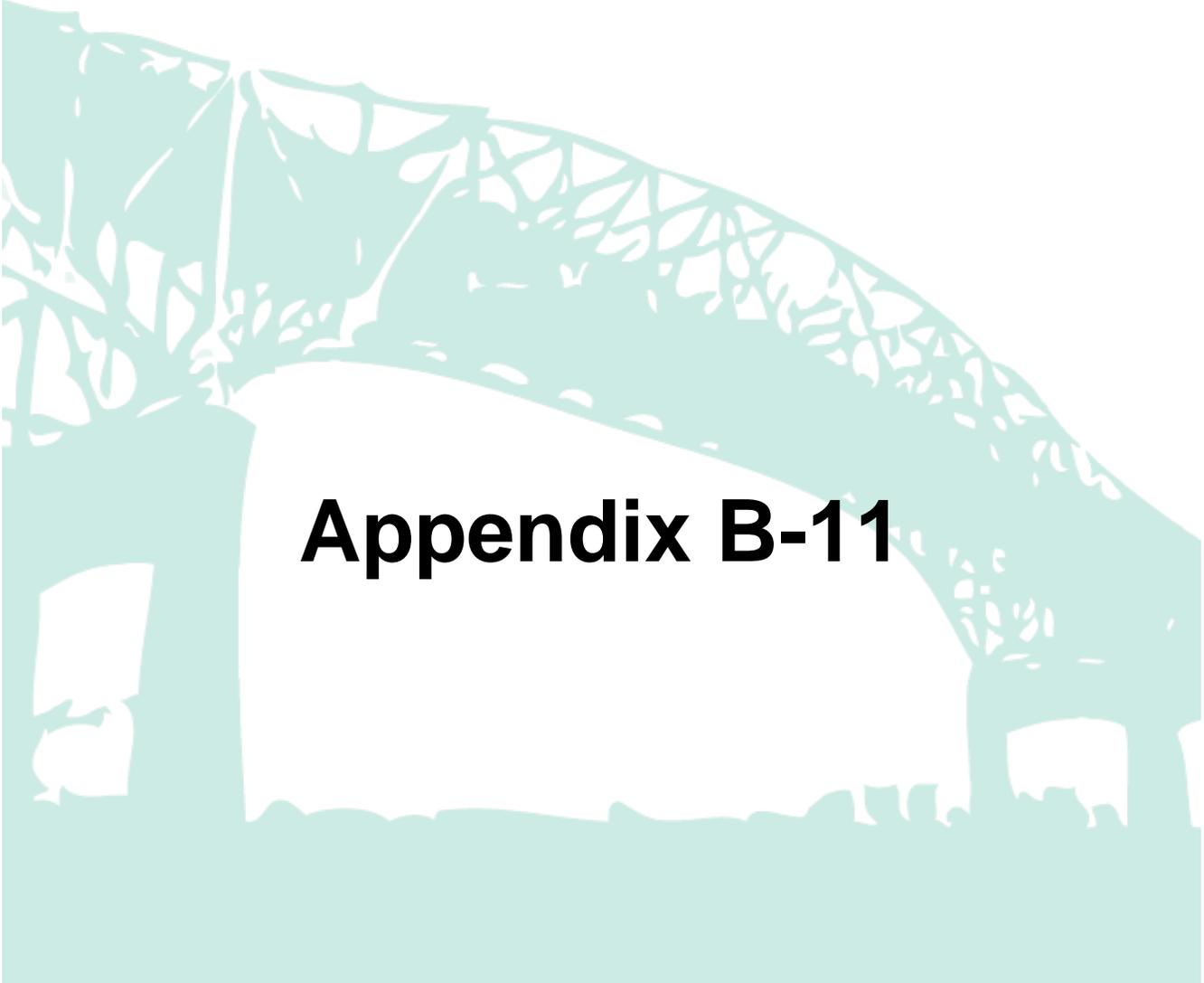
www.i10lakecharles.com



I-10 Calcasieu River Bridge Project

STATION 8: Let Us Hear From You





Appendix B-11

IMCAL
IMPERIAL CALCASIEU
REGIONAL PLANNING & DEVELOPMENT COMMISSION

Joe C.
FYI -
Sean -

December 20, 2007

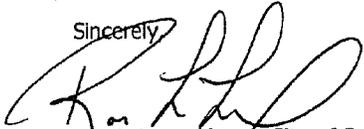
Mr. Johnny Bradberry, Secretary
LA DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Secretary Bradberry:

The Lake Charles Area Metropolitan Planning Organization (MPO) Policy Committee, in a meeting conducted on Wednesday, December 19, 2007, voted in favor of a 73-foot vertical clearance for the new Interstate 10 Calcasieu River Bridge. This vote concurs the MPO support of a LA. DOTD study and report recommending a bridge height of a 73-foot clearance for marine traffic.

The MPO looks forward to working with the DOTD in helping to clear the environmental issues and obtaining the construction funding.

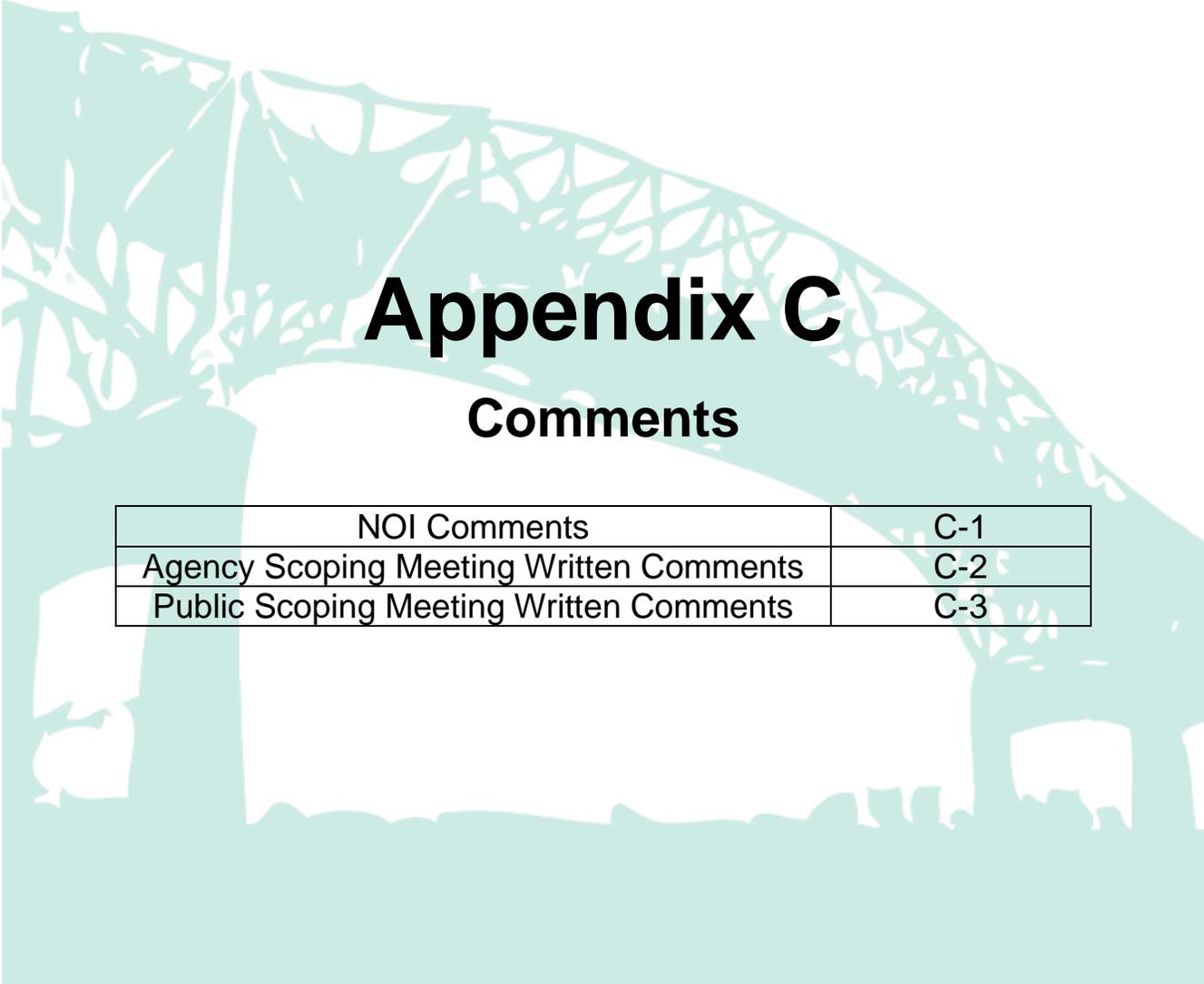
Sincerely,



Ron LeLeux, Mayor, City of Sulphur
Chairman, Transportation Policy Committee
Lake Charles Urbanized Area

RL/AF/ddt

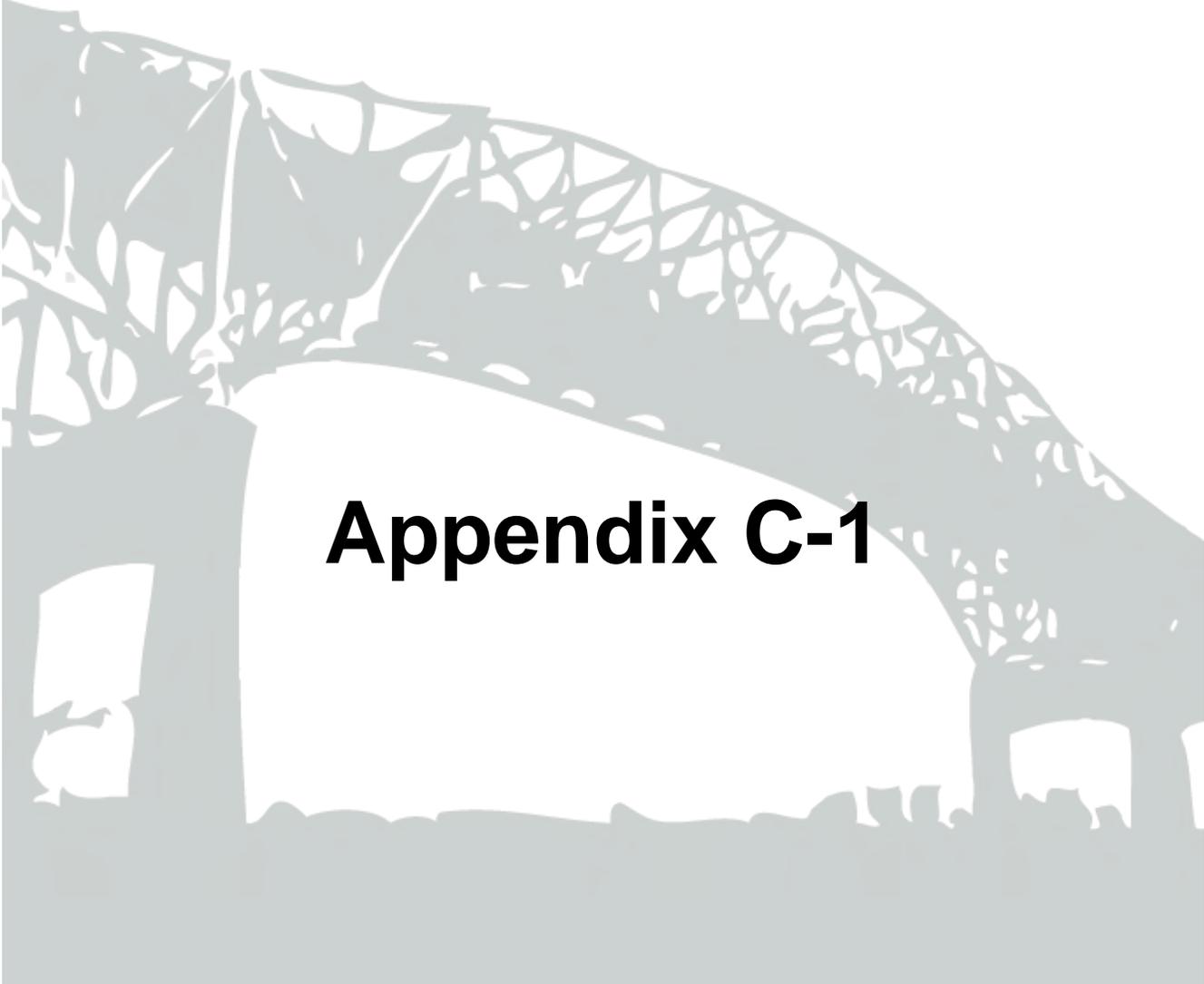
cc: MPO Policy Committee Members
SW Louisiana Delegation
Eric Kalivoda, Assistant Secretary, DOTD
Tony Ducote, Mega Projects, DOTD
James Porter, Executive Director, IMCAL
Abe Fontenot, Transportation Director, Lake Charles MPO



Appendix C

Comments

NOI Comments	C-1
Agency Scoping Meeting Written Comments	C-2
Public Scoping Meeting Written Comments	C-3



Appendix C-1

April English

To: Kate Prejean
Subject: RE: NOI for EIS I-10 Calcasieu River Bridge Project (H003931)

From: Leslie Barras [<mailto:lebarras@gmail.com>]
Sent: Friday, August 09, 2013 10:57 AM
To: Highsmith, Carl (FHWA)
Cc: Mahoney, Robert (FHWA); arturo.aquirre@dot.gov; jan.grenfell@la.gov; nhmorris@crt.la.gov; mvarnado@crt.la.gov
Subject: NOI for EIS Calcasieu River Project

Dear Mr. Highsmith:

I am responding to the Louisiana Division's Notice of Intent to prepare an Environmental Impact Statement (EIS) for the Calcasieu Parish I-10/bridge project that was published in the August 1 Federal Register.

I would like to be involved in the NEPA scoping and review process for this project. I and my family routinely travel to and from Lake Charles for business, shopping, and recreation and, therefore, are vitally affected by this transportation system and proposed improvements.

I am also hereby requesting status as a consulting party in the Section 106 process of the National Historic Preservation Act because of my concerns and interest in preserving the existing bridge. As you are aware, the existing I-10 Calcasieu River Bridge is identified on the FHWA's list of Nationally Significant Features of the Federal Interstate Highway System (and, therefore, has been removed from the federal interstate highway exemption under Section 106/Section 4f, or, in other words, is subject to Section 106/Section 4f review in the pending project). Additionally, the bridge was determined as eligible for the National Register in 2006.

Also, I would like to call to FHWA's attention an innovative capacity expansion of another truss bridge of the same era as the I-10 bridge. I took the two attached photos of the Waitemata Harbour Bridge (Auckland Harbour Bridge) in the center of Auckland, New Zealand (population 1.4 million). It is the longest bridge in the country and is also known as the "clip on" bridge because of the addition of lanes in the late 1960s on either side of the original bridge. The link below (from the website of Engineering Heritage New Zealand) provides an engineering overview of the "clip on" project and lessons learned. I am hopeful that innovative approaches will be implemented in the pending project.

<http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=117>

I look forward to your response to my request for consulting party status and the opportunity to participate in this important project.

Sincerely,
Ms. Leslie Barras
912 W. Cypress Avenue
Orange, TX 77630
409-768-4797 or 502-298-1505

October 9, 2013

Sent via email to kbprejean@hntb.com

Ms. Kate Prejean
HNTB Corporation
10000 Perkins Rowe, Ste. 640
Baton Rouge, LA 70810

RE: State Project No.: H.003931.2
Federal Aid Project No.: BR-10-1(212)29
I-10 Calcasieu River Bridge, Calcasieu Parish

Dear Ms. Prejean:

This submittal provides preliminary comments on the above-referenced project. Although I live in Orange, I frequently cross the Calcasieu River via the historic bridge in order to conduct business and shop in Lake Charles and as a through-way to Lafayette, Baton Rouge, and beyond. Additionally, with the replacement of the I-10 Neches River Bridge in Beaumont underway, and the planned construction to rehabilitate and expand the capacity of I-10 through Orange County to the Sabine River, it is easier for us to shop in Lake Charles than to drive to Beaumont, a situation that will persist for many years. As explained below, I would like to see the unique, historic bridge preserved and improved in this project. The rehabilitation alternative would support the public's existing investment in this component of interstate infrastructure and maintain an iconic feature of the Lake Charles skyline.

I have briefly reviewed the Comprehensive Preliminary Alternatives Report (HNTB Corporation et al, May 2002, hereafter "HNTB 2002") as well as the project website. These preliminary comments assume that the project would be funded in large part by federal highway-aid monies and, thus, that the Federal Highway Administration (FHWA) will be a key decision maker in this proposal.

Purpose and Need for the Project

The purpose and need for the project is described as replacing the existing Calcasieu River Bridge (HNTB 2002, Summary, Section 1.2), and three of the four bridge alignment alternatives that were costed in Table 3-1 include demolition costs for the existing bridge. The absolute statement that this project is to replace the existing bridge is not an acceptable way to frame the project purpose and need under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). The purpose and need should be stated, and backed up with

recent, quantitative data, with respect to legitimate purposes of the federal interstate highway system (e.g., enhance and improve mobility, increase safety, support local economic development initiatives).¹ The array of alternatives that address these purported needs should then be developed, including preserving the existing bridge. Subsequent scoping and environmental review documentation presented to the public needs to properly frame the purpose and need as justified by the data.

The HNTB 2002 report does not present any traffic or safety data (that I could find)—current and horizon year—that would help me and other members of the public understand the current and projected demands for cross-river mobility. Additionally, the traffic data needs to distinguish between through-traffic and local traffic (by direction and peak-hour) since the split would be helpful in identifying and assessing alternatives. Significant new traffic generators need to be evaluated as well, particularly the proposed \$600 million Golden Nugget Casino and Resort planned next to L’Auberge du Lac Hotel and Casino at the near-west side of the existing bridge and river crossing.

Historic Calcasieu River Bridge

The existing bridge was declared eligible for the National Register of Historic Places in 2006 and placed on the List of Nationally and Exceptionally Significant Features of the Interstate Highway System that same year. Thus, compliance with both Section 106 of the NHPA and Section 4(f) (49 U.S. Code § 303) is required. Section 4(f) prohibits the destruction of historic bridges and other protected sites, unless it can be demonstrated that there is “no feasible and prudent alternative” to the demolition, and the project includes “all possible planning” to minimize harm. Before selecting an alternative that would destroy the existing historic bridge, the case law² and implementing regulations impose a very high legal hurdle upon the FHWA (and LaDOTD): they must find that preservation of the existing bridge poses “unique problems or unusual factors” or that the cost, social and economic impacts, or community disruption resulting from preserving the bridge would reach “an *extraordinary magnitude*.” 23 C.F.R. § 774.17 (emphasis added). If a prudent and feasible alternative exists that involves using the historic bridge—as has been presented in the HNTB 2002 report (see below), the FHWA must select that alternative.

¹See NEPA and Transportation Decisionmaking: The Importance of Purpose and Need in Environmental Documents, www.environmental.fhwa.dot.gov/projdec/tdmneed.asp at 1 (“FWHA Guidance”). The FHWA Guidance states that data should be provided to substantiate a variety of factors relating to purpose and need, including a reduction in vehicle hours of travel, improvements in travel speeds, reduction in travel accidents, savings in cost to the traveling public, enhanced economic development potential, increased tax base, improved access to public facilities, and the like. *Id.* at 4.

²See *Citizens to Preserve Overton Park Inc. v. Volpe*, 401 U.S. 402, 413 (1971).

Alternatives

Additional alternatives need to be identified and evaluated. In an email to the FHWA dated August 9, 2013, I submitted a completed example (including photos that I took) of an innovative capacity expansion of another truss bridge of the same era as the I-10 bridge. The project is the Waitemata Harbour Bridge (Auckland Harbour Bridge) in the center of Auckland, New Zealand (population 1.4 million). It is the longest bridge in the country and the expansion is known as the "clip on" bridge because of the addition of lanes in the late 1960s on either side of the original bridge. The link <http://www.ipenz.org.nz/heritage/itemdetail.cfm?itemid=117> (from the website of Engineering Heritage New Zealand) provides an engineering overview of the "clip on" project and lessons learned. This option needs to be added to the alternatives that are analyzed for preserving and enhancing the public's existing investment in the I-10 historic bridge.

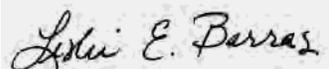
Of the alternatives that were reviewed in the HNTB 2002 report, only Alignment 3, Bridge Concept D (new six-lane upriver bridge, rehabilitation and continued use of the existing bridge for local access/frontage roads) preserves the historic bridge while providing increased capacity, especially for through-traffic. This alternative is recognized in the 2002 report as the "most desirable" from a constructability standpoint (p. 2-35). It would also improve access into the Lake Charles public beach, Lakeshore Drive, and the historic downtown by reconstructing the east exit off the existing bridge into a boulevard-type arterial that provides better connectivity for local traffic. This option would also provide the full capacity of the existing bridge for maintenance of traffic during construction of new lanes upriver. For all of these reasons, Alignment 3, Bridge Concept D should be advanced into an in-depth engineering review and consideration in the NEPA process.

Additionally, a variation on this option should be included, which would consist of using the existing historic bridge for through-traffic and constructing lower-elevation frontage roads on either side of the existing bridge for local traffic. As noted in the HNTB 2002 report, the navigational clearance for new crossings is 77.3 feet (73 ft. above a 4.3-ft. NGVD), thus providing a less-expensive new construction option to accommodate local traffic. On the south side, the new frontage crossing could tie into the existing at-grade frontage road for the beach. On the north side, there may be conflicts with pipe racks associated with the petrochemical plants, but these physical constraints likely need to be evaluated anyway.

In closing, I appreciate the opportunity to provide these preliminary comments on this

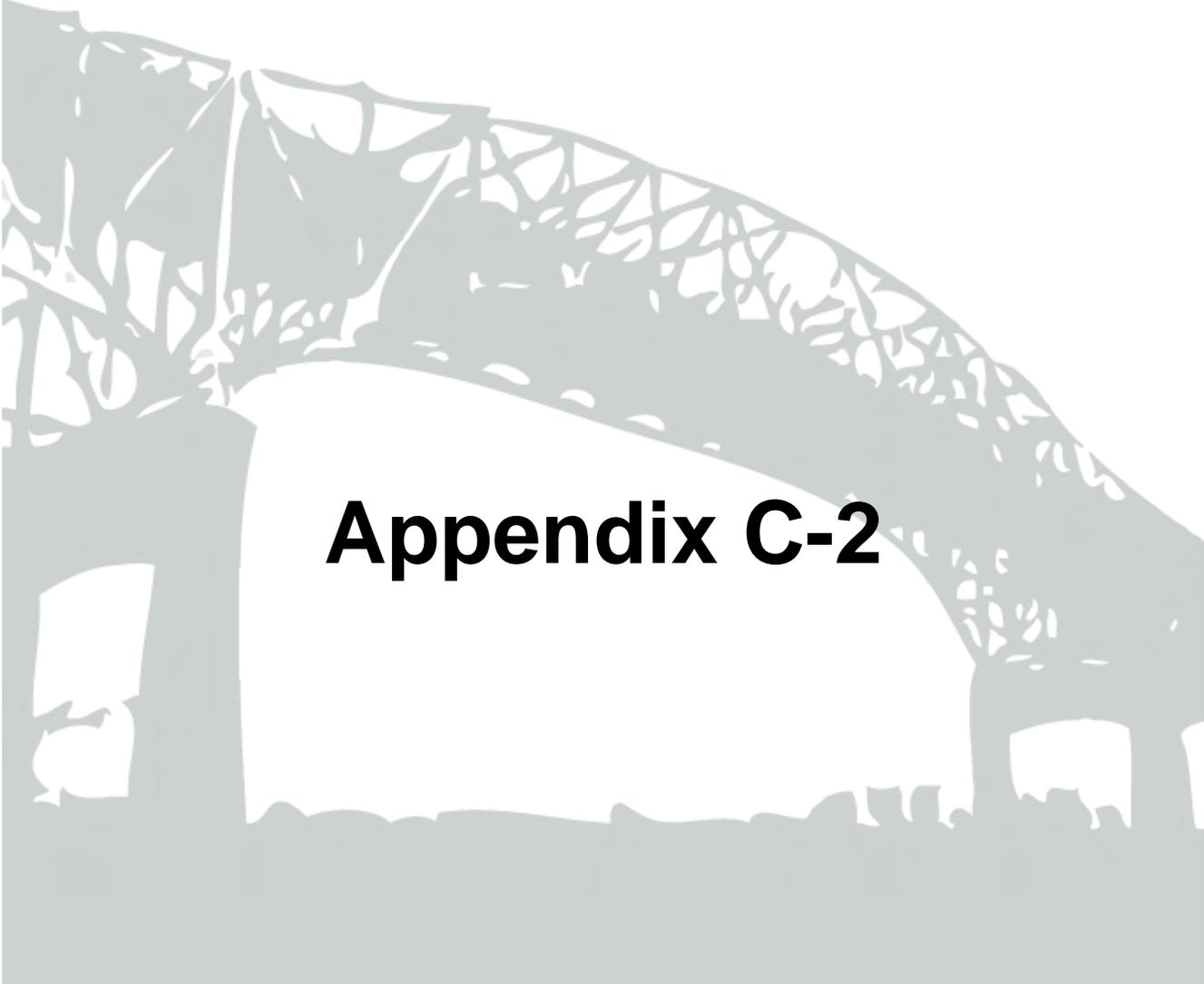
project proposal. Please ensure that these comments are included in the administrative record for this proposed action.

Sincerely,

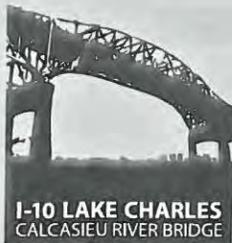
A handwritten signature in black ink that reads "Leslie E. Barras". The signature is written in a cursive style and is set against a light gray rectangular background.

Leslie Barras
912 W. Cypress Avenue
Orange, TX 77630
lebarras@gmail.com
409-768-0747

c: Noel A. Ardoin, P.E., LaDOTD
Robert Mahoney, FHWA, Louisiana Division
Kitty Henderson, Historic Bridge Foundation
Elizabeth Merritt, National Trust for Historic Preservation
Carol Legard, Advisory Council on Historic Preservation



Appendix C-2



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

- Safety section - overpasses width/shoulder
- Geometrics/alignment - speed/overtaking (I-10 @ US 171)
- # of travel lanes

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

Do you have any other comments, questions or concerns (continued on back):

- Coordination w/ I-210 maintenance/diversion

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

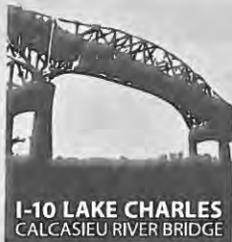
Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

Name: John S. Bruce

Address:

Email: jbruce@Sulphur.org

Agency: City of Sulphur
(if applicable)



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

Section 106 Consulting Party - Colc has historic districts adjacent to corridor - I can assist with coordinating information / reviews.

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

I coordinate the Historic Districts for the City of Lake Charles & am a member of Preservation Society

Do you have any other comments, questions or concerns (continued on back):

*Section 106 Consulting Party Interest.
Participating Agency Rep.*

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes



No



Please include your contact information for the official project record. Anonymous comments cannot be verified.

Name:

Lori Marinovich

Address:

P.O. Box 900, Lake Charles, 70602

Email:

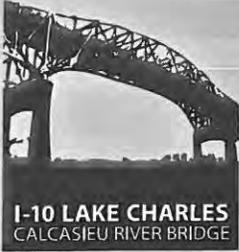
lmarinovich@cityoflc.us

**Agency:
(if applicable)**

*City of Lake Charles DDA
& Planning*

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

Agency Scoping Meeting Comment ID #	Name and Organization	Location
ID #3	Bill Shearman Chairman, DDA, City of Lake Charles	See Appendix A, ID #9
ID #4	Lynn F. Thibodeaux Clerk of the council, City of Lake Charles, Office of the City Council	See Appendix A, ID #10



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

Project Coordination Plan – Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
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- Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

Do you have any other comments, questions or concerns (continued on back):

THE BRIDGE NEEDS TO BE AT LEAST AS TALL AS THE TRINITY RIVER BRIDGE NEAR ANUACH, TX ON I-10 (FOR FUTURE DEVELOPMENT ON THE CORNER

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project? Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

Name: JOE TOUPS

Address: 908 MICHAEL LANE

Email: LAKE CHARLES, LA 70605
jtoups@cityoflc.us

Agency: _____
(if applicable)

Comments, questions or concerns (continued from front):

CALCASIEU RIVER. WE DO NOT
WANT TO LIMIT EXPANSION AND
DEVELOPMENT NORTH OF THE BRIDGE
AND LIMIT OUR CHILDREN'S FUTURES.
(ALREADY, PLANT EXPANSIONS WILL
BE HAULING IN LARGE LOADS OF
EQUIPMENT & PLANT PARTS TO AREAS
NORTH OF THE BRIDGE (EX.- SASOL,
CONOCO PHILIPS) JOE TOUPS jtoups@cityoflc.us

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard
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

16591A
28 October 2013

MEMORANDUM

From: David M. Frank
CGD EIGHT (dpb)

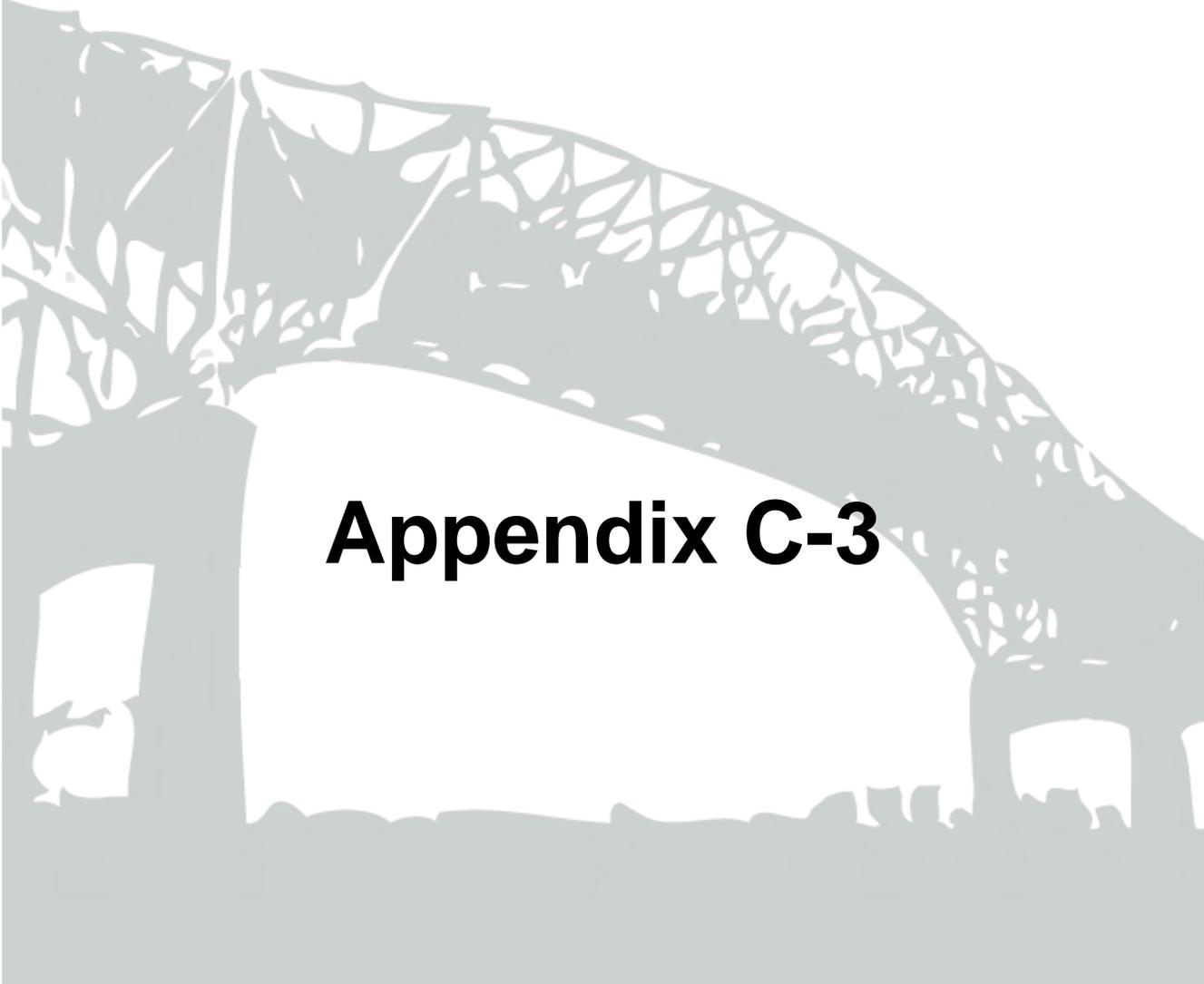
To: Carl M. Highsmith, Program Operations Manager
Federal Highway Administration

Subj: Navigation Study Update Request

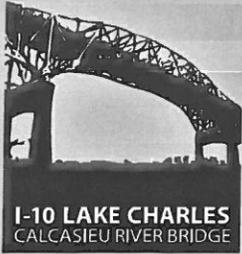
- 1) By letter from Louisiana Department of Transportation and Development (LDOTD), dated September 11, 2013, the Coast Guard was invited to concur on designation as a Participating and Cooperating agency for the purposes of satisfying requirements of the National Environmental Policy Act (NEPA) for the Interstate 10 (I-10) Calcasieu River Bridge project. The Interstate 10 (I-10) Calcasieu River Bridge is a controlled access free-flow roadway project that will cover nearly nine miles and will include rehab/ construction of a new I-10 fixed bridge over the Calcasieu River. This new bridge will require a Coast Guard Bridge Permit. The office of the Commander, Eighth Coast Guard District, Bridge Administration Branch agreed to be a Participating and Cooperating agency by letter dated September 20, 2013.
- 2) As a cooperating agency and per our conversation at the Scoping Meeting on October 23, 2013, the Coast Guard requests that an updated Navigation Study be completed in time to be included in the Draft EIS. This navigation study should update the Marine Use Study as published in May, 2001 as supplemented by the Port Planning Study as published in June, 2006. This update should include a detailed study of all navigation north of the bridge site. All property owners north of the site should be contacted and their use of the waterway evaluated. This should include, but not be limited to, the large vessels that are known to occupy berthing north of the bridge as well as any future plans of any of the property owners for marine usage.
- 3) The Coast Guard also requests that any issues that may require mitigation be mentioned specifically. Any mitigation should be agreed to, at least in principal, and specifically noted in the Final EIS, prior to the signature of the ROD
- 4) If you have any questions or concerns, please contact this office.

#

Copy: USCG, LCDR Xochitl Castaneda, Sector Huston Galveston, Waterways
USCG, Mr. Mike Measells, MSU Port Arthur, Waterways
USCG, LT Daniel Gonzales, MSU Lake Charles Prevention
USCG, MST1 Helton, MSU Lake Charles Waterways
FHWA, Mr. Bob Mahoney
LDOTD, Ms. Noel Ardoin
HNTB corp., Ms. April English



Appendix C-3



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

Make Sasol/VISTA/Conoco/PPG clean up the EDC - remove the plume and verify through continued monitoring - by the state &/or feds - that the EDC won't contaminate the Chicot Aquifer.

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

Build ~~the~~ ^{new} bridge North onto good land.

Do you have any other comments, questions or concerns (continued on back):

INFORM the public about the EDC plume and investigate to find all other chronic leaks/spills - enforce the law; protect the people.

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

Name: _____

Address: _____

Email: _____

Agency: _____
(if applicable)

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

Comments, questions or concerns (continued from front):

What happens to the community when the water is ruined?

Do you think a bridge is the primary concern or the health of your citizenry?

What has been done to ensure industry doesn't do this again?

Why are my friend's FOIA documents redacted?

April English

From: April English
Sent: Friday, December 20, 2013 11:37 AM
To: April English
Subject: RE: I-10 Lake Charles Feedback

From: Administrator of lakecharles.cloudaccess.net [rdoshi@hntb.com]
 Sent: Tuesday, November 05, 2013 02:39
 To: inquiry@i10lakecharles.com
 Subject: I-10 Lake Charles Feedback

I-10 Lake Charles Feedback

I10 bridge comments
 Charlie Atherton<charlieatherton@suddenlink.net>

Name : Charlie Atherton
 Email : charlieatherton@suddenlink.net
 Subject : I10 bridge comments

Message : The Calcasieu River Bridge should remain at it's 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 60 to 80 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 subility. 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 t it's 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. <http://www.ars.usda.gov/is/graphics/photos/formosan/k8085-1.jpg>
 The LCHTD passed a resolution to keep the bridge at it's current height so they can fully utilize their public property north of the bridge.

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

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.

<http://epaper.americanpress.com/Repository/ml.asp?Ref=QW1QLzlwMDgvMDEvMDYjQXlwNDQwMg==&Mode=HTML&Locale=english-skin-custom>

It is against the law to restrict navigation or to block navigable waterways.

TITLE 33 > CHAPTER 11 > SUBCHAPTER I > § 494 Prev | Next § 494. Obstruction of navigation; alterations and removals; lights and signals; draws

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.

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 entered into the public record of this project.

We do not believe that all the agencies with 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, especially the Bridge Administration of the Coast Guard. Office of Bridge Administration (CG-5411)

2100 Second Street, SW, Room 3500

Washington, DC 20593-0001

(202) 372-1511

fax (202) 372-1914

"Intermodal Mobility, Safety & Security"

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.

MORE INFORMATION

Federal Law on Bridges

Federal Law on Bridges (viewable with a browser)

Federal Law on Bridges over Waters (opens a .pdf file) Bridge Battles: Drawbridge Would Lengthen Project - Sun Herald

Transportation committee decides I-10 bridge issue

12/19/07

By Theresa Schmidt

The State Department of Transportation now has direction from local government on how high is high enough for the I-10 Calcasieu River Bridge. Today's vote by the Transportation Policy Committee of Imcal allows bridge designers to move forward.

The debate on the height of the bridge has gone on for months all leading up to this day when Imcal's transportation policy committee would meet-- and take a stand. The vote here gets the ball rolling on design of a new bridge and Westlake interchange.

But first the committee heard from attorney Hunter Lundy, representing some who want a 90 foot bridge rather than 73 as recommended by the state. "When we'll spend \$12-14 million more on the bridge at Contraband Bayou to preserve recreational traffic, recreational boats for south Lake Charles, why won't we spend \$12-14 million more to compromise on a 90 foot bridge that cannot block off economic development."

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."

With the committee's stand state highway officials will move forward with planning and designs so that if and when Congress provides money, Calcasieu will be ready to go.

Officials predict areas whose plans are ready to go are more apt to get funding, if it becomes available.

<http://www.kplctv.com/global/story.asp?s=7521477>

The new I10 bridge must remain at 135 feet in height to allow for future development of the miles of naturally deep 80 foot water north of the bridge that never needs to be dredged.

Charlie Atherton 122 Vine St. Sulphur, La., 70663



Steve Geiger
Manager, Lake Charles Manufacturing Complex

Phillips 66
P. O. Box 37
2200 Old Spanish Trail
Westlake, LA 70669
Phone 337-491-5222
Fax 337-491-5616

RECEIVED
NOV 04 2013
HNTB CORPORATION

November 4, 2013

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

**RE: I-10 Calcasieu River Bridge
(I-10/I-210 West End to I-10/I-210 East End)
State Project No. H.003931.2
Federal Aid Project No. BR-10-1(212)29
Calcasieu Parish, Louisiana**

Dear Sir:

Phillips 66 is pleased to have the opportunity to submit comments to the Louisiana Department of Transportation and Development (DOTD) on the Interstate 10 (I-10) Calcasieu River Bridge design and construction project. We thank you for inviting comments on the project and for allowing us to provide for the public record clarifications and details on environmental impacts related to the bridge. There have been several news accounts recently regarding environmental contamination and the alleged impact of this contamination on the design and construction of the bridge. Our comments today are intended to present and clarify for both DOTD and the public, the documented facts regarding impacts to the soil and groundwater beneath the proposed I-10 Calcasieu River replacement bridge.

In 1994 (almost 20 years ago) a pipeline carrying 1,2 dichloroethane (EDC) spilled EDC into a ditch along Isle of Capri Boulevard, just south of the current I-10 Calcasieu River bridge. Phillips 66, through its predecessor companies, began an extensive emergency response effort at the time of discovery, and it has continued to implement long term cleanup work to remediate soil and groundwater impacted by EDC in the area. Phillips 66 has worked in close conjunction with the Louisiana Department of Environmental Quality (LDEQ) on the planning and execution of these cleanup efforts over the past 19 years. Work Plans and Progress Reports have been submitted to LDEQ on a frequent and regular basis, and these documents are available to the public at the LDEQ website. Through our long term remediation efforts, virtually all of the free phase EDC has been captured and removed from the subsurface.

When DOTD announced plans to replace the I-10 Calcasieu River Bridge, Phillips 66 worked cooperatively with the DOTD to evaluate the potential for EDC to impact future

bridge construction activities. Part of this evaluation included installation of ground water monitoring wells in a marsh area north of the existing I-10 bridge and in the path of the proposed replacement bridge. These wells identified the presence of very low concentrations of EDC in groundwater below the marsh at depths of approximately 55 feet below ground surface. These impacts are at depths below likely earth disturbance or piling installation depths for the new bridge. More importantly, these impacts are well above the depth of the Chicot aquifer, are separated from the aquifer by about 40 feet of clay, and are several hundred feet above the water intakes for the town. *These impacts do not represent a threat to the drinking water for the town of Westlake.*

Since installation of these monitoring wells, Phillips 66 has collected groundwater samples every three months to monitor for the presence of EDC in the area of the proposed new bridge. Concurrent with this effort, Phillips 66 worked with LDEQ to establish a site-specific cleanup standard for EDC in the marsh area following the LDEQ Risk Evaluation and Corrective Action Program (RECAP) process. A RECAP cleanup standard is a target concentration that when achieved, will be protective of human health and the environment. Through four years of monitoring the wells in the marsh area and in the path of the new bridge, all test results have been below the RECAP cleanup standard. Stated another way, the concentration of EDC in the path of the new bridge is below any concentration that would be a threat to the drinking water aquifer, to any workers on the bridge, or to any persons traveling over the bridge or in the area. *No EDC cleanup is necessary in the path of the new I-10 bridge as currently proposed.*

To illustrate this point, attached is Figure 1 that shows the areas of soil or groundwater that exceed the RECAP cleanup standard, along with a shaded overlay of the location of the proposed new I-10 Calcasieu River bridge. There are no impacts above the RECAP standard in the marsh area where the new bridge is proposed for construction. There is a small localized area beneath and to the south of the existing bridge where further EDC remediation is necessary (represented by yellow and orange lines). Phillips 66 has already begun a program of more aggressive remediation in these areas, with the intent of completing remediation years before any bridge construction begins.

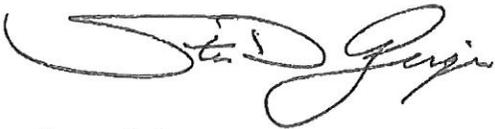
The attached Figure 2 shows the location of the marsh monitoring points with detailed test results going back several years. These data are provided so that those with an environmental background can see the actual data in a clear and understandable form. Collection of samples for this testing is performed by an independent third party engineer, shipped under chain of custody, and analyzed by an independent third party laboratory. DOTD and LDEQ have also collected samples in this area to provide independent confirmation of our results. To summarize these data, the EDC concentrations are *below a concentration that would be an impediment to construction of the I-10 bridge.*

The LDEQ has reviewed and evaluated this data. On June 18, 2010, LDEQ wrote a letter to DOTD providing their conclusions. A copy of this letter is attached.

Phillips 66 fully supports the construction of a new I-10 Calcasieu River Bridge. For our part, Phillips 66 will continue to remediate any remaining impacts from the 1994 spill, and in future months, signs of this activity will be clearly visible south of Isle of Capri Boulevard.

We thank DOTD for the opportunity to submit these comments and to clarify for the public record that the soil and groundwater in the path of the new bridge is not a threat to public water supplies, that it is not a threat to bridge workers or the public, and that it is not an impediment to construction of the bridge. We sincerely offer to work cooperatively with DOTD and their consultants preparing the Environmental Impact Statement (EIS) for the bridge, and to answer any questions about the data or site conditions as they relate to bridge construction. It is our opinion that by working together we can attain the vision of constructing a new bridge sooner and at lower cost. Thank you again for allowing us to set the record straight.

Respectfully submitted,



Steve Geiger
Manager, Lake Charles Manufacturing Complex
Phillips 66



Steve Belin
Manager, Eastern Region Remediation Management
Phillips 66

Cc via email: Glenn Farnet
Christine Carbo
Carol Collins
Janet Grothe
Jim Wallwork
William Beck
Keith LeBlanc (URS Corp)

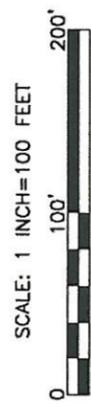
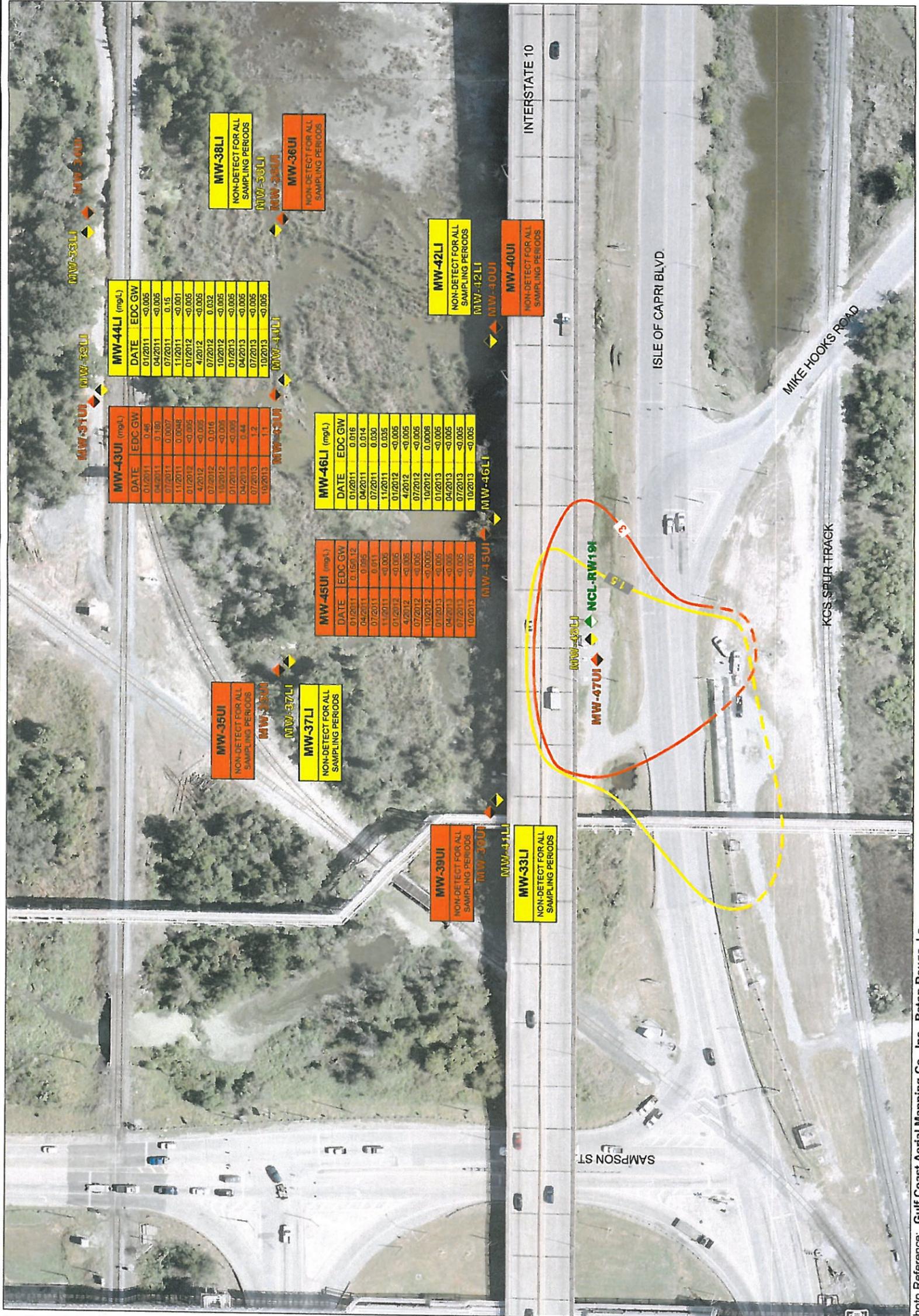


Photo Reference: Gulf Coast Aerial Mapping Co., Inc. Baton Rouge, La.

REV	DESCRIPTION OF REVISION	BY	DATE	DATE	10/31/13	FEEL REVIEWED	CM	DB	KL	AS SHOWN	NORTH CLOONEY LOOP MARSH IMPACTS OVER TIME	REVISION
												PROJECT
												19230318
												FIGURE NO.
												2

URS
 7389 Florida Blvd., Suite 300
 Baton Rouge, Louisiana 70806
 225/922-5700



EDC RESULTS IN AREA OF PROPOSED BRIDGE

BOBBY JINDAL
GOVERNOR



PEGGY M. HATCH
SECRETARY

State of Louisiana
DEPARTMENT OF ENVIRONMENTAL QUALITY
ENVIRONMENTAL SERVICES

June 18, 2010

CERTIFIED – RETURN RECEIPT REQUESTED (7001 0320 0002 6646 3495)

Ms. Cheryl Duvieilh
Executive Counsel
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

RE: ConocoPhillips, Inc. – Proposed Construction for the I-10 Bridge Replacement and
Sampson Street Overpass
Clooney Loop Marine Docks Area

Dear Ms. Duvieilh:

This letter revises and clarifies the previous LDEQ correspondences of May 7, 2008 and November 19, 2009, and March 22, 2010.

The location of these planned construction projects is in close proximity to a 1994 discovered release of 1,2-dichloroethane (EDC) at the ConocoPhillips, Inc. (CP) Marine Docks, the remediation of which LDEQ provides regulatory oversight. Representatives of CP, LDEQ, LDOTD, URS, and HNTB (consultant for LDOTD) met regularly throughout 2009 to discuss the analytical results and other findings from CPT's located in the swamp north of I-10. These activities undertaken by CP and included three mobilizations. Analytical data from all 2009 mobilizations was consolidated into a Site Investigation Report, submitted to LDEQ on April 14, 2010. Additionally, ConocoPhillips has proposed an Interim Measures Work Plan (submitted January 15, 2010) and a Monitoring Well Network Installation Plan (submitted April 23, 2010). Both plans have been reviewed by LDEQ and LDOTD, with comments forwarded to CP as necessary.

As previously discussed with the LDOTD, the Federal Highway Administration (FHWA), and ConocoPhillips, there is shared concern about any construction in this area that may exacerbate the current subsurface conditions and concern for the potential for impact to the Chicot Aquifer system (Chicot). Specifically the concern is installation of foundation pilings for the aforementioned highway construction through subsurface zones known to be contaminated primarily with EDC.

Ms. Cheryl Duvieilh
June 18, 2010
Page 2

Preliminary piling locations were transmitted to LDEQ from HNTB on October 19, 2009 via e-mail (figure attached for reference). LDEQ understands that this information is still somewhat tentative. Additional pilings may be required at locations undetermined at this time, and piling locations and depths may change. As previously noted, in the absence of final determinations of piling locations and LDOTD-proposed depths, it is impossible to provide any more specificity in recommending depths which would be protective of the subsurface environment, i.e., avoiding exacerbation of current groundwater conditions. As such the Department views these depths of piling generalizations as guidance and subject to change. However, based on the figure provided as well as all available field data, LDEQ is able to provide the following:

- As per the correspondence from LDEQ to LDOTD dated November 19, 2009, LDEQ would have no objection to piling depths of 75' or less north of the current I-10 footprint. While pilings may be placed within contamination zones, this depth would not penetrate zones currently uncontaminated by EDC.
- South of the current I-10 footprint, no piling should exceed a depth of 40' with the exception of the following: Using a line drawn from CPT18, CPT7, and a point 50' due east of I8 as a reference, there would be no depth restrictions to the east of this line.

It should also be noted that the maximum recommended piling depths given by DEQ would include any and all subsurface-penetrating activities, including those undertaken during geotechnical testing.

As always, we remain committed to working with all parties and agencies in facilitating these projects while protecting the subsurface environment in the Lake Charles/Westlake areas. If you have any questions, please contact Dutch Donlon at (225)-219-3188 or Laura LeBouef at (225)-219-3540.

Sincerely,



Cheryl Sonnier Nolan, Assistant Secretary
Office of Environmental Services

LAD/LQL

c: Imaging Operations – GW

April English

From: Kate Prejean
Sent: Friday, October 25, 2013 11:02 AM
To: April English
Subject: FW: I-10 Lake Charles Feedback

A comment from the website.

Kate Brady Prejean, P.E.
Transportation Section Manager
Direct (225) 368-2818

-----Original Message-----

From: Administrator of lakecharles.cloudaccess.net [<mailto:rdoshi@hntb.com>]
Sent: Friday, October 25, 2013 10:36 AM
To: inquiry@i10lakecharles.com
Subject: I-10 Lake Charles Feedback

I-10 Lake Charles Feedback

assist with 106 review
Adley Cormier<ajpcormier@gmail.com>

Name : Adley Cormier
Email : ajpcormier@gmail.com
Subject : assist with 106 review

Message : As a member of the HPC for City and longtime historian, I am concerned with any changes to the major vehicle corridor through central and north Lake Charles. Because of our unique geography, the route of I-10 displaced quite a number of historic structures. I would like to help mitigate any adverse change in the future

From: Ben Garber Sr. [mailto:bengarber@bellsouth.net]
Sent: Friday, October 25, 2013 10:12 AM
To: _DOTD-CustomerService
Subject: I-10 bridge over Calcasieu River

Ms.Diedre Druilhet,

Pls. pass my comments to the appropriate party-I am a Civil Engineer, registered professional in Louisiana since 1956, a Fellow in ASCE, and a retired Construction Manager ,World wide.

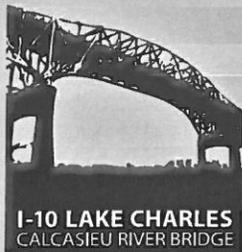
My concern is the Union Pacific RR bridge bottleneck. The RR bridge is 107 yrs. Old and needs to go, for several reasons, obviously. It needs to be part of the new

highway bridge,and incorporated into any new design. No development North on the Calcasieu River can occur without this being done. Please draw attention to this problem before it is too late.

Ben Garber,PE,Fellow ASCE

3636 pickrel lane ,Lake Charles ,La.70615

Tel.337-439-3493



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

Do you have any other comments, questions or concerns (continued on back):

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes

No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

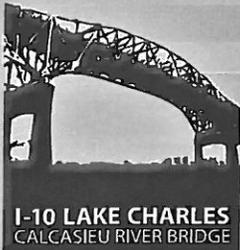
Name: Iqbal Mohammad

Address: 816 North Lakeshore Drive

Email: soniapetroleum@yahoo.com

Agency: _____
(if applicable)

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

OCTOBER 24, 2013

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

1. The bridge is over 50 yrs old and in need of constant repair.
2. Grade is too steep.
3. Safety

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
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- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

Excellent plan

Do you have any other comments, questions or concerns (continued on back):

My input on this project is the design of the new bridge. For over 50 yrs, the existing

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

Name: CORNELIUS MOON

Address: 1805 CAPPY DRIVE,
LAKE CHARLES, LA 70605

Email:

Agency: CORNMEMOON3654@GMAIL.COM
(if applicable)

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

Comments, questions or concerns (continued from front):

bridge has been an icon (Signature) for Lake Charles. The replacement bridge presents an opportunity for an even more beautiful bridge. The bridge site is visible from not only travelers on I-10, but also from our new lake front.

My recommendation is for a new CABLE-STAYED span. The new Audubon Bridge in West Feliciana Parish is a beautiful bridge and is designed for a 1583 ft span. From the lake, a fan design could give the "sailing ship" appearance.

The Houston Ship Channel and the bridge in Boston are a few I have visited and add wonders to the driving experience.

Please take advantage of this opportunity for a beautiful new "Signature Bridge".

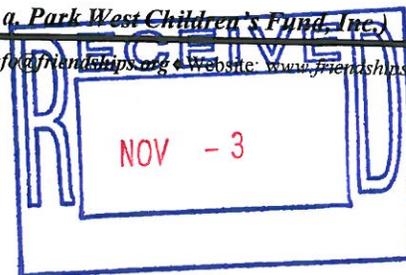
Thanks for allowing me to provide input.

Cornelius Moan

Friend Ships Unlimited (a.k.a. *Park West Children's Fund, Inc.*)

1019 N. First Ave., Lake Charles, LA 70601 USA ♦ Ph: (337) 433-5022 ♦ Fax: (337) 433-3433 ♦ Email: info@friendships.org ♦ Website: www.friendships.org

November 1, 2013



To Whom It May Concern:

Don and Sandra Tipton and Teri Shields, the Executive Board of Directors of Friend Ships, a maritime corporation located in North Lake Charles, north of the I-10 Calcasieu River Bridge, would like to state the case for continued access to the natural deep water navigable waters of north Lake Charles that we believe is imperative. On behalf of our corporation and the low-income, primarily African-American community of North Lake Charles, we are certain that continued access to these waters by vessels requiring a vertical clearance as high as 135' is in the best interests of our waterfront land owners, the community as a whole and the greater Lake Charles work force.

Our corporation owns four ships and two large classic wooden boats that transit under the current bridge. One of our ships requires 111' vertical clearance. One of our classic boats requires a similar vertical clearance. Our plans for the future include obtaining three additional vessels and the creation of a marina, job training center and repair yard for large, wooden, classic boats.

Two of our neighbors are currently utilizing their waterfront to berth ships. The Port of Lake Charles and the City of Westlake own deep water frontage north of the bridge. In light of the fact that 1/6th of the economy of Louisiana is related to ports and maritime concerns that create 1/8th of the State's jobs, we believe lowering the bridge is short sighted and driven by an agenda to minimize the cleanup required by chemical companies that contaminated the water, a spill that threatens the health of the community. In addition, the desire for an onramp to the bridge over the railroad tracks in Westlake along with the political ambition of some who seek to please a few powerful interests at the expense of the greater population, has obscured the true facts of this situation.

A new bridge can be built with all the positive qualities of a lower bridge while maintaining the Coast Guard mandated height of 135'. Another option would be to install a drawbridge that opened on a schedule of once a day, when there is vessel traffic and at a time that road traffic is minimal.

It has been asserted that there is not sufficient maritime traffic in our area of up to 70' of deep water and that in the past decade, the need has not grown. It must be realized that DOTD has planned to lower the bridge during this entire period. Commercial maritime entities would not risk an investment in property north of the I-10 Bridge while this issue is pending so it is not a valid evaluation to assume that a significant amount of interest in the deep water aspects of this property will not resume once the bridge is maintained at its current height or a drawbridge is installed. One must look back in history, prior to the construction of an obstruction to navigation that was built - a second railroad bridge near the existing railroad bridge that blocked access to the channel by ships. This bridge no longer exists and at present, navigation is only limited by a 135' Calcasieu River Bridge vertical clearance and a 90+' opening in the railroad swing bridge. Prior to the construction of the second railroad bridge, up to 500 blue-water, deep sea, ocean going ships as large as 18,000 tons, used our area to moor as part of the navy reserve fleet after World War II. Once the second railroad bridge was constructed, ship traffic was halted. Once the second railroad bridge was taken out, the deep water aspects of the channel were forgotten until the Friend Ships once again established them upon our arrival in 2003. If the Titanic were around today, she could sail up to North Lake Charles - her height, width and depth are all within the range of what this channel can accommodate.

Our channel is a protected safe harbor in times of storm and it is utilized regularly for that purpose. In addition, reducing waterfront property from deep water to no access for use of that resource will greatly diminish the value and future economic development of this commercially zoned property in our low income community.

The deep waters of Louisiana are vitally important to the maritime activity for much of the country. The Coast Guard required the current height of the bridge at 135' because it is their job to protect access to the navigable waters of the US and the previous bridge, a drawbridge, opened an average of over 400 times a month because of frequent traffic. We are located in a strategic position and this should not be sacrificed for 50 to 100 years because of short-sightedness, political agendas and financial concerns for private companies. Maintain access to the natural deep water river channel north of the I-10 Bridge. While other ship channels on the Calcasieu have to be continually dredged at a cost of multi-millions, this is a channel that never has needed to be and never will need to be dredged. It is naturally deep with no moving silt, an incredible, natural, protected port-of-call with tremendous potential for development.

The American Press agrees with us. The Mayor and City Council of Lake Charles agree with us. The decision makers in Sulphur agree with us. The Port of Lake Charles agrees with us. The recreational boaters of the Lake Charles Power Squadron agree with us.

The case for this issue is not limited to these arguments and we would like to be given a chance to expound on them in an open forum.

Sincerely,

Don Tipton



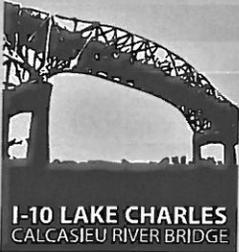
Sandra Tipton



Teri Shields



cc: Lundy, Lundy, Soileau and South; USCG Office of Bridge Programs



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

See attached letter.

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

See attached letter

Do you have any other comments, questions or concerns (continued on back):

See attached letter.

Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

Name: Michael Tritico
 Address: P.O. Box 233, Longville, LA 70652
 Email: michaeltritic@yahoo.com
 Agency: RESTORE
 (if applicable)

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

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 no 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 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, 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. 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 in the Moss Bluff area. 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 is "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.

Where within the I-10 project area is the EDC plume? How significant is it? What is its eventual fate? How should answers to those things affect any decisions made about the project?

The material I just received shows the location in more detail than it appeared on two of the posters you had on display last night at the Civic Center. The plume crosses beneath the bridge a couple of hundred yards or so east of the Sampson Street longitude and it extends in a northeasterly direction almost to the railroad tracks. Since almost five years have elapsed

since the data I have seen was collected I would imagine that the plume may have reached the tracks already. That means that the effect on the substrate underlies any possible new location to either the north or south of the existing bridge.

The concentration of the contamination is astounding, some 90,000 times the RECAP (Risk Evaluation Corrective Action Program) trigger level of 5 ppb. That great exceedance of a threshold meant to be a conservative guideline for protection of groundwater surely attests to the probability that the crystalline structure of the medium through which the EDC is migrating has been compromised and compromised significantly. I did not see in the new CD any tests of boring material for load-bearing capacity but such tests likely exist. I think that it would be wise for the highway departments to make public the results of the tests so that the realities of the situation can become understood by everyone. Unless there is complete transparency there will not likely be public support for decisions that *must* be made.

The fact that contamination has been found at various depths sampled, even to within 40 feet of the top of the Chicot Aquifer, that is, as of 2009, down 2/3 of the way from ground surface to the Sole Source aquifer, means that it is inevitable that the EDC will enter that aquifer. What is quite disturbing is that the plume is going in a direction contrary to the usual direction of groundwater flow in this region. Usually the flow is downdip, toward the Gulf, with localized variations because of the usual interconnections with surface streams and their historical scour trenches and old buried courses. Although the stratigraphy pages I got in the new CD were illegible, what seems likely from that unusual direction of flow is that the nearby Westlake Municipal Water Supply well with its heavy draft is pulling the plume downward and northeastward.

That is bad news for the people of Westlake, even though they do have another big well north of the town, but to lose the one that has served them all these years would be a shame. That may be unavoidable. At best the loss could be delayed for awhile, maybe, if an extensive grid of recovery wells were to be installed between the most concentrated part of the plume and the municipal well. That grid might well have to be located right in the existing I-10 corridor and railroad right of ways.

The material that was legible and unredacted in the new CD from the Federal Highway Administration does show that the Louisiana Department of Environmental Quality is quite concerned about the possibility that any new bridge pilings driven might hasten the arrival of the EDC into the Chicot Aquifer by dragging the EDC even more rapidly downward.

From my experiences looking at other groundwater contamination problems in Southwest Louisiana I have come to believe that recovery wells are only sparingly-efficient and cannot really "remediate" a problem once the contaminants pervade the subsurface to any significant extent. Recovery wells (and any kind of thermal or bioremediation measures) do buy some time for people to adjust and that is about all they do. If Westlake needs time to figure out another alternative public water supply, (perhaps a pipeline from Toledo Bend Lake or another large well somewhere in northern Calcasieu Parish far away from existing contamination), then Westlake may need the grid of recovery wells between the I-10 Bridge and the railroad bridge, adding another reason for not wasting time thinking about putting a new Interstate bridge in the existing corridor.

The fact that there are 16 other public water supply wells within two miles of the study area makes even more imperative the consideration of utilization for time-buying recovery wells within the area within the bridges' rights of way. In addition to those public water supply

wells there are 41 domestic wells, 43 industrial water supply wells, and an irrigation well. Too many people depend upon the groundwater now being threatened by the EDC leak to sacrifice the option of a recovery well field location exactly where it would do the most good.

I have sent a request to the Federal Highway Administration asking that I be given more recent and more extensive information. I hope that I will get the latest boring and analytical data and maybe some idea of how the discussions are going (discussions that surely must be addressing the kinds of things I have talked about in these comments.) I see no reason that any information should be kept from the people. So what if the companies involved in the release of the EDC face liabilities? That is their problem; it is not the public's fault and should be no excuse for keeping facts from the people who drive over the bridge and drink the water. No company should have more rights than any human being, especially human beings whose safety and health might be in any remote way threatened by what some company has done. That whole litigation delay/need for secrecy situation should just be dissolved immediately. Maybe the State Attorney General can get together with the U.S. Attorney General and show some backbone on behalf of the people.

I would again like to thank you all for the nice presentation, but I hope that at the next stage in this process there will be introduction of the concept of relocation northward of the I-10 crossing of the Calcasieu River to high and solid ground with fully transparent disclosure of the reasons for that proposal.

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

April English

From: Noel Ardoin <Noel.Ardoin@LA.GOV>
Sent: Friday, October 25, 2013 3:03 PM
To: April English
Cc: Joubert Harris; Patrick B. McIntire
Subject: FW: FOIA records re EDC plume - part 1
Attachments: FOIA MT p1.pdf; FOIA MT p2.pdf; FOIA MT p3.pdf; FOIA MT p4.pdf; FOIA MT p5.pdf; FOIA MT p6.pdf; FOIA MT p7.pdf; FOIA MT p8.pdf; FOIA MT p9.pdf; FOIA MT p10.pdf; FOIA MT p11.pdf; FOIA MT p12.pdf; FOIA MT p13.pdf; FOIA MT p14.pdf; FOIA MT p15.pdf; FOIA MT p16.pdf; FOIA MT p17.pdf; FOIA MT p18.pdf; FOIA MT p19.pdf; FOIA MT p20.pdf; FOIA MT p21.pdf; FOIA MT p22.pdf; FOIA MT p23.pdf; FOIA MT p24.pdf; FOIA MT p25.pdf; FOIA MT p26.pdf

From: Laura Cox [<mailto:lauraycox@gmail.com>]
Sent: Friday, October 25, 2013 2:59 PM
To: Noel Ardoin
Subject: Fwd: FOIA records re EDC plume - part 1

From Mike Tritico.

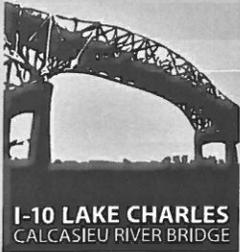
The plume testing from '09 shows 90,000 times the RECAP threshold requiring remediation.

It was 40 ft from the top of the Chicot aquifer sands in '09 and Mike thinks it is being drawn toward Westlake's municipal well.

Mike FOIA'ed records re testing / measurement of the plume from feds and state 2.5 years ago; just months ago he received 3,000 pages of mostly redacted info. he appealed. just this week he received 54 pages, with lots redacted, but enough info to identify the consulting firm that has performed the measurement/testing and to state the above.

We should have unredacted, clear copies.

Bert



I-10 Calcasieu River Bridge Project

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

Public Meeting Comment Form

Your insight and concerns are of key importance to the I-10 Calcasieu River Bridge Project Team. Please take the time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You can also mail your written comments to the address at the bottom of this form. Comments received by **Monday, November 4, 2013** will be included as part of the official record.

PLEASE COMMENT ON THE FOLLOWING ITEMS:

Project Purpose & Need - What are the key reasons for this project? Additional reasons?

*Age of Bridge and Capacity of the I-10-210-210-Street
Hinders growth of Lake Charles.*

Project Coordination Plan - Please let us know what you think about the public involvement efforts that will take place throughout the EIS process (listed below). Do you have any additional comments/suggestions?

- ◇ 3 public meetings (including this one) and one public hearing which will take place at key stages throughout the EIS process. You will have the opportunity to comment at each of these meetings;
- ◇ Agency Work Group meetings will be held throughout the EIS process to gain the insight of agency, public and elected officials;
- ◇ The project website will be updated regularly with materials pertinent to the EIS process;
- ◇ You will have the ability to provide feedback/submit questions on the project website at any time throughout the EIS process;
- ◇ Quarterly project newsletters will be distributed to interested parties via email (or by mail upon request); and
- ◇ Project meetings with local and community groups can be held as needed.

*This is great, make sure this is publicized
throughout the media on a ongoing basis, public service
Announcements + Bill Boards
and Print*

Do you have any other comments, questions or concerns (continued on back):

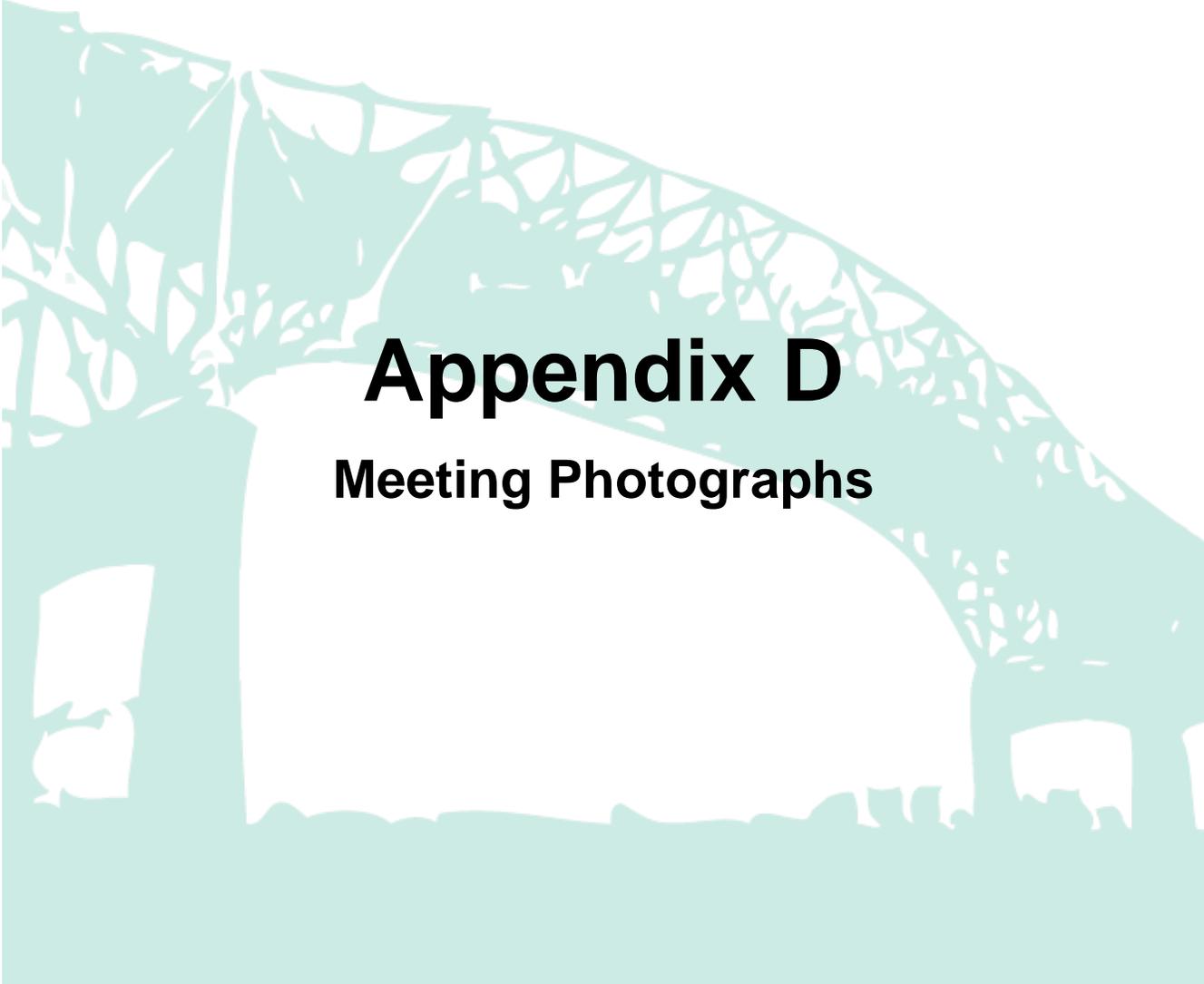
Would you like to receive future updates on the I-10 Calcasieu River Bridge Project?

Yes No

Please include your contact information for the official project record. Anonymous comments cannot be verified.

Name: *Perry D. Vincent*
Address: *701 MLK Hwy, LC, La 70001*
Email: *pdu@LRC Wireless.com*
Agency: *La. Radio Comm. Inc.*
(if applicable)

Comments may be made online at www.i10lakecharles.com, submitted at the public meetings, or by U.S. Mail to I-10 Calcasieu River Bridge Project, c/o HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.



Appendix D

Meeting Photographs

Public Scoping Meeting Photographs

