

Public Meeting Summary

I-10 Improvements (P3 Proposal) Lake Charles and Westlake

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1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD), is proposing to enter into a Public Private Partnership (P3) arrangement to assist with funding a portion of the I-10 improvements which extend from west I-10/I-210 interchange to the east I-10/I-210 interchange. The I-10 project is approximately 9 miles in length and includes improvements to I-10 in the Lake Charles region between the I-210 interchanges, including a new Calcasieu River Bridge (see Figure 1). The portion of the project to be funded through a P3 arrangement is approximately 5.5 miles and extends from near Ryan Street in Lake Charles to the west I-10/I-210 interchange.

Figure 1: Project Location Map



A P3 is an innovative procurement method that allows DOTD to contract with a private entity to share in project costs and financial risk while leveraging the private entity's expertise and resources. DOTD began the P3 procurement process in January of 2021 and announced the selection of a P3 provider in July of 2023. DOTD selected the Calcasieu Bridge Partners (CBP). To obtain public feedback on the P3 proposal, DOTD held an open house public meeting on August 31, 2023, which included a panel question and answer session. This document is a summary of that meeting. DOTD will submit this document along with the P3 proposal to both the House and Senate Transportation, Highways and Public Works committees for their review and approval. In accordance with Louisiana Revised Statute 48:250.4(A)(2), the transportation, highways and public works committees of both the House and Senate must approve of the proposal before DOTD can move forward with the P3 contract.

2.0 OPEN HOUSE MEETING

The meeting was held on Thursday, August 31, 2023, from 4:00 p.m. to 7:00 p.m. in the Contraband Room of the Lake Charles Civic Center. The meeting was made up of two sessions: an open house session and a panel session.

During the open house session, the public was free to visit stations at their convenience between 4 p.m. and 6 p.m. to ask questions and engage DOTD staff in discussions regarding project issues. The presentation stations included a repeating multi-media presentation providing information about the P3 proposal.

A panel question and answer (Q&A) session followed the open house session. Questions were read to the panel by a moderator. The panel was made up of subject matter experts who answered questions until 7 p.m. The panel included the following DOTD staff: Eric Kalivoda, Secretary; Paul Vaught, Project Manager; Seth Woods, District Administrator; and Peggy Jo Paine, Critical Project Administrator. The panel also included the following staff from the P3 proposer: Dale Bonner and Jeff Barr.

2.1 Advertisement

Multiple avenues were utilized to inform the public about the meeting. See **Attachment A** for copies of the public notices that were mailed, emailed, posted, and published in the newspaper. The list of postal and email addresses that were sent a copy of the notice is contained in the project file. The list of email addresses from the MyDOTD email blast is also contained in the project file. Local media covered the event.

Public Meeting Notices – Notices were mailed (Thursday, August 17th) to the contact list for the I-10 Calcasieu project. This list included agencies, local officials, organizations, residents, and businesses. Notices were also emailed (Thursday, August 17th) to all those on the contact list with an email address. A number of email replies were received requesting a redirect to another address within the same company or agency. A subsequent email (Friday, August 18th) was sent to all those for whom a redirect was requested.

Newspaper Advertisements – The public notice ran in the newspaper, Lake Charles American Press, two weeks (Friday, August 18th) and one week (Thursday, August 24th) prior to the public meeting.

Online/Web – The notice was posted to DOTD's website (Thursday, August 17th) and an email sent (Thursday, August 17th) to all those signed up for MyDOTD notices for Calcasieu Parish and for I-10 from the Texas border to Lafayette, LA. A second notice was posted and sent via MyDOTD (Wednesday, August 23rd).

2.2 Meeting Attendance

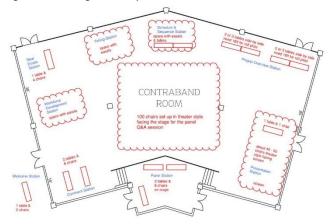
The meeting was attended by 179 individuals, not including DOTD and P3 staff. Public meeting participants represented a wide range of interests and included members of the public, members of community organizations, labor unions, media, and elected officials. Copies of the sign in sheets are in **Attachment B**.

2.3 Meeting Format and Materials

The meeting included an open house session, followed by a panel question & answer session. The public meeting utilized an open-house format with eight distinct stations, including a station where attendees could view a repeating presentation providing an overview of the project proposal. Project Team members were available at every station to provide information and answer questions.

The eight public meeting stations are described below, in the order that they were intended to be viewed by the public. The materials available at each station are summarized in **Attachment C**.

Figure 2: Meeting Room Layout



Station 1: Welcome & Sign-In - At this station, members of the public signed in, learned about the meeting format, and received introductory materials including a comment and a panel questionnaire form.

Station 2: Presentation — This station was set up for attendees to view a repeating presentation on a screen. The presentation briefly described the project limits and identified the members of the CBP. Funding and proposed toll rates were provided. The presentation ended with instructions on how to submit comments. The presentation was designed to repeat after each showing so that attendees could view it at any time over the duration of the open house. The presentation and station materials were also posted to the web after the meeting.

Station 3: Project Overview – A roll map of the proposed project was on display. The map showed the P3 portion of the project overlaid on aerial photography. Due to its size, the roll map is not included in this summary. Also at this station were exhibit boards of visualizations of what the bridge and Sampson Street interchange would look like.

Station 4: Schedule & Sequence – Exhibits displayed the construction schedule for the P3 project and a roll map displayed the sequence of construction. Due to its size, the roll map is not included in this summary.

Station 5: Tolling – The exhibits at this station displayed the proposed tolling rates, toll payments, how to use a toll tag, and presented information on other states with tolled interstates.

Station 6: Real Estate – At this station, right-of-way specialists with DOTD were available at a table to answer questions from the public.

Station 7: Workforce Development – The exhibit at this station outlined the CBP's commitment to local economic and workforce development.

Station 8: Comment - This station included a sitting area, comment forms, and a court reporter for meeting participants to submit written and verbal comments at the meeting. Forms were available to participants for written comments, and the court reporter was available to record verbal comments from participants. The comment forms also provided DOTD's mailing address and project email address for submitting comments after the meeting.

Additionally, at this station, staff collected written questions from the public for the subsequent panel Q&A session. A form was available at the station for participants to use, and their questions were given to the panel moderator to read to the panel during the panel session. The panel session started at 6 p.m. and ended at 7 p.m. All questions received were read to the panel. The transcription of the panel Q&A session is included in **Attachment D**.

3.0 Comments

Comments received by September 7, 2023, are included in this meeting record. Comments could be provided through a variety of methods, including the following:

- Submitting a written or verbal comment at Public Meeting Station 7;
- Mailing a written comment to DOTD; or
- Emailing comments to CalcasieuP3@la.gov.

Table 1 shows the number of comment submissions by method in which they were submitted.

Table 1: Number of Submittals

Submission Method	Number of Comments
Comment Form at Public Meeting	19
Verbal Comment at Public Meeting	1
Panel Questionnaire Form at Meeting	16
US Mail	0
Project email	27

The summary in **Attachment D** provides a listing of all comments received and their associated response. Copies of all comments received are included in **Attachment D**.

4.0 CONCLUSION

The table below presents a brief summary of comments resulting from the public meeting. For reporting purposes, comments were summarized into four general categories: Support; Support with Changes; Do Not Support; and Neutral.

Table 2: Summary of Comments

	Project Proposal	General Remarks
Support	8	Support P3 proposal, tolls, or project
Support with Changes	6	Would like changes to toll rates or project feature
Do Not Support	16	Opposed to P3 proposal, tolls, or project
Neutral	15	Provided comments without stating support/non-support

Attachment A

Southwest CLASS E EDS

For Assistance Call 337-494-4000 or Email Classified@AmericanPress.com

4Bd/2Ba. 4010 Harvard

Heat. Short Drive from Uni-

versity. Call 337-785-2665 or email us @ cccselfstor-

FLOUNDER

A NEW construction, 3bd/

2ba, \$900/\$1100, Call 337-358-1372

GARDEN DISTRICT 1/1

cottage. Appliances & w/d

conn. Small pets ok with approval. \$725/\$725 Call

SULPHUR 521 CODY

3/1.5 carport, w/d conn.

OFFICE & COMMERCIAL

RENTAL

1540 MLK HWY. Commercial space for lease. Over

1,000 sq. ft. Many possibili-

MANUFACTURED HOMES FOR RENT

A 3/2 AND 2/2 in Sulphur

Park. Water/trash paid and lawn maintained. No pets!!

ties. Call 337-496-8101

\$1195 Vasseur 436-7368

337-794-9299

Newly

Central Air/

\$1600/\$1,600.00.

age810@gmail.com

1206 leave message

Remodeled.

REAL ESTATE

OPEN HOUSE



Open House Saturday August 19th, 1-3!

909 Middlebrook Cir, Lake Charles, LA 70605! \$326.500. Beautiful patio home in South Lake Charles! Century 21 Bono Realty (337) 478-1578. Each office independently owned & operated. Call Kym DiGiovanni (337) 540-2807.



OPEN HOUSE Sunday, 1p-3pm. 1707 Miller Ave., Westlake. \$259,900. Wonderful older home with 3 bedrooms and 3 bathrooms on 2.89 acres. living areas, perfect for entertaining or family gatherings. 24'x 24' shop. Water access to bayou. All measurements are more or less. Latter & Blum 337-436-6639. Char Hebert 337-802-0799.

HOMES FOR SALE

915 GULF STREET, 3/1. home or rental property. Asking \$65,000 Call 337-802-2497 or 337-802-2496

A 4/3 HOME on 2.5 acres. Rent to own. Call 337-884-6710 or 337-656-2728



BY OWNER one bedroom home ready to live in. Call 337-222-8084

HOUSE FOR sale. \$50,000 or best offer. As is. 337-226-5773 or 337-304-6323

TO BE MOVED: 2/1 1000 sq. ft. Farmhouse located at 1532 Golden Road in Sulphur. Asking \$20,000 Interested parties queenmio@att.net email

RENTALS

APARTMENTS

room MOVE IN SPECIAL! Call 337-405-9635 MOVE IN SPE- 211 JEFFERSON A 2/1 Laundry on site, appliances \$750 Vasseur 436-7368

2616 PINEVIEW ST. 2/1 \$200 weekly, \$500 deposit Call 337-263-5009

2710 1/2 TUPELO D 1/1 some bills pd., appliances \$550 Vasseur 436-7368

3000 HODGES B 2/1 some utilities paid, appliances \$595 Vasseur 436-7368

3614 A. MILLER Rd. 2/1 Pets allowed \$950/\$750 Call 337-263-2045

3828 SWANEE A 2/1 Duplex appliances, air, some bills paid. \$850 Vasseur 436-7368

437 IRIS B 1/1 downtown,

appliances, air \$425 Vasseur 436-7368 MOVE IN SPECIAL

Sulphur. 1/1, Water/Trash included, included, Appliances, no pets, 2306 Fasske St., 7 month lease. \$595/\$400, 337-405-9635

NEWLY REMODELED unfurnished country efficiency \$750/\$700 Call 337-222-8084

SULPHUR 511 PEARL 2/1 w/d conn., appliances. \$750 Vasseur 436-7368

DUPLEXES FOR RENT

2629 MOELING, APT. A 2/1 Appliances, paved driveway, \$950/mth. 337-794-4819. **HOUSES FOR RENT**

1015 LAFARGUE, SULPHUR 3/2 \$1000 down, \$975 monthly. Water pd. Call 337-263-5009

A 2BD/1BA single home. \$750/\$500 or 950 all bills paid with \$500 deposit. 129 Dobbertine Rd. Lake Charles, La. Call 337-377-

1301 E. SCHOOL St. \$850/\$600 2/1. No section 8. Call 337-405-8341

1707 ROSE A 3/2 w/d conn., appliances, central air. \$850 Vasseur 436-7368

1823 8TH ST. 2/1 Central air/heat, fridge & stove. washer/dryer hookup. two story \$650/\$500. 337-496-7312 or 337-764-8978

210 HOLMES A 3/1.5 w/d conn., appliances, central air \$895 Vasseur 436-7368

3/2, No pets. Avail. \$1,300/\$1,200. 832-775-6678.

2522 ELMS St. New const

2618 1/2 HAZEL ST., L.C. Unfurnished Gas paid \$700/\$500.337-965-0477

3331 CARVER RD. 3/2, Nicely remodeled. \$950/ \$500. Call 337-540-9811.

ROOMS FOR RENT

812 TOPSY SOUTH bills paid, laundry, appliances, \$85/wk. Vasseur 436-7368

STORAGE

70605 3/1 central air/ heat, fridge & stove, w/d conn., yard maintenance, STORAGE UNIT - 14ft x 14ft x 50ft. Great for RV's or boats. Electricity includ-\$1100/\$1100 Call 337-661ed. Loacated in south Lake Charles. \$300 r Call 337-274-7000. monthly. A 2/1. TRAILER. Covered parking. Private lot. Westlake. \$700/\$700 Call 337-274-4401.

TRANSPORTATION

AUTOMOBILES

2008 HONDA ODYSSEY van, excellent condition, AC, sunroof. One owner. Clear Title. \$4900 or best offer. Call 337-526-9533.

2008 HYUNDAI SONATA Nice. air, very clean, great car! \$3,995 337-302-5257

2010 FORD MUSTANG new body style. Only \$5,900. Call 337-563-3228 new

LEXUS LOADED, silver, one owner. 111,000 miles, Asking

\$16,000. Call 337-302-8897 2022 HYUNDAI VENUE.

Gray, low milage 11,700, no accidnets, one owner. Call 337-309-7413, 409- \$22,0 284-0868, or 337-488-0212 8897. \$22,000. Call 337-302-

A 2018 Nissan, central-s. cleaned, 85,300k, \$12,500.

Call 337-302-2241. SPARKLING DARK blue 2011 Jeep Grand Chero-

kee, perfect shape, \$8,900, 337-842-3031

BOATS & WATERCRAFT

2010 Q7I TAHOE great boat! New motor. Exhaust manifold installed in 2021. 85 hours. Title in hand. Call 337-540-8032

2012 ALUMACRAFT pro 175 with 70hp yamaha outboard and 2019 magic tilt aluminum boat trailer. \$15,800. Call 281-413-4249.

1973 Cenury Trindent Buick 454. Complete re-build 2022. total interior restoration 2022. \$18,000 337-661-9988

TRUCKS, SUVS &

2005 LEXUS RX330 small 4 door SUV, nice! Very clean! \$4995 337-302-5257

2008 FORD EXPEDITION. 3RD row seat. One owner. Nice. \$4595. 337-302-5257

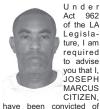
WANT TO BUY TRANSPORTATION

I BUY Junk Cars. Call 337-884-5307

Southwest LEGAL NOTICES For Assistance Call 337-494-4000 or Email Classified@AmericanPress.com

PUBLIC NOTICES

ACT 962



CITIZEN have been convicted of 14:43.1 SEXUAL BAT-TERY on Jan. 24, 1994. My address is: 1209 N. Elton Ct., Lake Charles, LA 70607 DOB: 08/12/1976, Race: Black, Sex: Male, Height:5'6", Weight: 190, Hair: Black, Eyes: Brown

PUBLIC NOTICES



ADVERTISEMENT

The Parish Purchasing Agent, on behalf of the Calcasieu Parish Police Jury, does hereby adver-tise for sealed bids and will open same on: 1. Thursday, the 7th day of September 2023.

2. At the Office of the Parish Purchasing Agent on the second floor of the Parish Government Building, 1015 Pithon Street, in the City of Lake Charles, Louisiana, 70601, at the hour of 2:30 P.M., Central Time

3. For the following: One (1) 2023 or Newer One Ton Extended Cab Long Wheelbase Dual Wheel Flat Bed Truck for use by the Division of Engineering and Public Works and One (1) 2023 or Newer Three-Quarter Ton Quad Door Extended Cab and Chassis for use by the Animal Services and Adoption Center.

4. All bids must be submitted on BID FORMS or Electronic Bid Forms. Paper Bids may be ob tained in the Office of the Parish Purchasing Agent in the Government Building, requested via email

at purchasing@calca-sieu.gov, or accessed via electronic bidding through www.calcasieu gov.
5. Preference is given to materials, supplies and provisions that are pro-

duced, manufactured, or grown in Louisiana, quality being equal to articles offered by competitors outside of the State.

6. The Calcasieu Parish Police Jury/Owner reserves the right to reject any and all bids for just cause as permitted by LAR.S. 38:2214(B). The ability of an entity to reject any bid is applicable only when administered in accordance with the Public Bid Law. In accordance with LSA--R.S 38:2212(B)(1), the provisions and requirements of this Section, and those stated in the bidding documents shall not be

waived by any entity waived by any entity.

7. Bids may be held by the Calcasieu Parish Police Jury for a period not to exceed forty-five (45) days from the date of the opening of bids for the purpose of reviewing the bids and investigate. the bids and investigat-ing the qualifications of bidders, prior to award. 8. All bids must be accompanied by bid security equal to five percent (5%) of the bid amount, and must be in the form of a certified check or cashier's check drawn on a bank insured by the FDIC, or a Calcasieu

Parish Police Jury Bid

Bond Form contained in mitted on BID FORMS the bidding documents, which shall be written or Electronic Bid Forms.
Paper Bids may be obtained in the Office of the by a surety or insurance company currently on the U.S. Department of Parish Purchasing Agent in the Government Build-ing, requested via email Treasury Financial purchasing@calca-Management Service list of approved bond-ing companies which is sieu.gov, or accessed via electronic bidding through www.calcasieu. published annually in the Federal Register, or by a Louisiana domiciled

insurance company with at least an A- rating in

the latest printing of the A.M. Best's Key Rating Guide to write individual

bonds up to ten percent

(10%) of policyholders' surplus as shown in the A.M. Best's Key Rating

Guide or by an insurance

company in good standing licensed to write bid bonds which is either

domiciled in Louisiana

or owned by Louisiana residents, all in accordance with LSA--R.S.

38:2218. No Bid Bond

indicating an obligation of less than five percent

(5%) by any method is acceptable. If bid is

submitted electronically, an electronic bid bond as described in Act No.

590 per the standards adopted by the Office of the Governor, Division of

Administration and the

Office of the Information

Technology as provided for in LAC 4:XV.701 will

be returned. The bid

guarantee/check of the Awarded Bidder will be

returned upon payment

of all the awarded items

Payments on the award-ed bids will be made

upon delivery and accep

tance of the equipment in accordance with estab-lished payment proce-dures of the Division of

Finance of the Calcasieu Parish Police Jury. Any Bid received without a

bid quarantee will not be

read aloud nor consid-

9. Official action on this

bid will be taken at the Regular Meeting of the Calcasieu Parish Police

Jury within forty-five (45)

10. All paper bids MUST

be plainly marked and should contain the fol-

lowing on the outside of

'SPECIFY BID

NUMBER"

ADVERTISEMENT

The Purchasing Agent, on behalf of the Calca-

sieu Parish Police Jury, does hereby advertise for sealed bids and will

Thursday, the 7th day

of September, 2023. 2. At the Office of the

Calcasieu Parish Purchasing Agent on the second floor of the Par-

ish Government Building

1015 Pithon in the City of Lake Charles, Louisiana,

70601, at the hour of 2:00 P.M., Central Time Zone (CT).
3. For the following: (1)

Crushed Stone with unit

prices effective from Oc-

cember 31, 2023 and (2)

Ready Mix Concrete with

unit prices effective from October 1, 2023 until March 31, 2024 and (3)

Water Level Monitoring

Station Parts with unit prices effective from Oc-

tober 1, 2023 until March

4. All bids must be sub-

open same on:

CUMBERLAND, CPPB, NIGP-CPP,

Purchasing Agent

the envelope:

Aug 18, 25 1695529

be required. The bid The bid guarantees/ checks of all unsuc-cessful Bidders will gov. 5. Preference is given to materials, supplies and provisions that are produced manufactured or grown in Louisiana, quality being equal to articles offered by competitors outside of the State. 6. The Calcasieu Parish Police Jury reserves the right to reject any and all

bidders, prior to award 8 Official action on this bid will be taken at the Regular Meeting of the Calcasieu Parish Police Jury within forty-five (45)

women owned businesses, and small business-es are encouraged to participate. Any person with disabilities requiring special accommodations sieu Parish Police Jury no later than seven (7) days prior to bid opening 10. All paper bids MUST be plainly marked and should contain the following on the outside of

the envelope: "BID FOR 'BID NUMBER"

> CUMBERLAND CPPB, NIGP-CPP, Purchasing Agent

Aug 18, 25 1695526



Notice of

The Calcasieu Parish Division of Planning and Development has received the following applications for an administrative review and is soliciting your input. The deadline for submitting

A request by Sheila Corbello for an adminis-trative review to allow a borrow pit (1.97 acres) at 1934 B Corbello Road in

Ward Eight.
Written comments may be sent to the Division of Planning and Develop-ment, Stacy Becnel, Ad-ministrative Review Secretary, at the following:

Comment forms are available in our office, which is located at 901 Lakeshore Drive, 5th Floor in Lake Charles, Louisiana. After receipt of all comments, the Di-rector of Planning and Development will make a decision on the applicant's request by August 25, 2023. This process does not involve a public

Aug 15, 18 1693607



PROPERTY THIS NOTICE BY PUB-

bids for just cause.

7. Bids may be held by the Calcasieu Parish Police Jury for a period not to exceed forty-five (45) days from the date of the opening of bids for of the opening of bids for the purpose of reviewing the bids and investigat-ing the qualifications of

days.

9. Minority owned firms,



your comments is August 23, 2023. AR-0623-0326

Fax, 337/721-4193

adminreview@cppj.net Standard mail, P.O Drawer 3287, Lake Charles, LA 70602-3287 hearing unless a deci-sion is appealed refer-

ence Ordinance Number



ADJUDICATED **IMMOVABLE** BY THE PARISH OF CALCASIEU

THIS NOTICE BY PUBLICATION IS NOTIFICATION THAT YOUR RIGHTS OR INTEREST IN THE FOLLOWING DESCRIBED PROPERTY LOCATED IN CALCASIEU PARISH, LOUISIANA MAY BE TERMINATED BY OPERATION OF LAW IF YOU DO NOT TAKE FURTHER ACTION IN ACCORDANCE WITH THE LAW:

THE LAW:

Assessment Number 00450936 Legal: 99% Interest into: Lot One (1) Block One (1) of FAIRWOOD SUB-DIVISION, as per plat recorded in Plat Book 12 page 70 in the records of Calcasieu Parish, a sub-division of the West 1200 feet of the East 1662.8 feet of Lot One (1) Block Twelve (12) of BARBE ADDITION to Section 12, Township 10 South, Range 9 West. Municipal address: 915 West 18th Street, Lake

Charles, LA, 70601 The above described property was transferred to Calcasieu Parish by deed filed 6/29/2016 filed under clerk file number 3234819 and Conveyance Book 4124 Page 873 by virtue of the failure to pay the ad-valorem taxes on the property. Calcasieu Parish Police Jury Ordi-nance Number 7629 has authorized the sale of the above referenced property to Murphy Bellard. The Purchaser has advised this office that his/ her examination of the mortgage and convey-ance certificate of Calca-

est in this property.
PALMER HAROLD WARE ROSALIE (ROSA LEE) (ROSE) MACMARION WARE KENNETH DWIGHT

sieu Parish indicates that

you, listed below, may have an ownership/inter-

WARE BILLY RAY WARE CHASITY TRAVETTE WARF ABE ELIJAH WARE PAMELA WARE DANASTAGA WARE DIALASIA LORENA WARE CITY OF LAKE

CHARLES

PARISH OF CALCASIEU Your interest in the prop erty will be terminated if you do not redeem the property by making all required payments to the tax collector listed below or file a lawsuit in accordance with law within sixty (60) days of the date of this notice, or the record-ing of an act transferring ownership, if later.

Calcasieu Parish Sheriff's Office 1011 Lakeshore Drive, Suite 100 Calle 100 Lake Charles, LA 70601 Office Phone: (337) 491-3681 For additional information contact the Division of Planning and Development Adjudicated Prop Section @ (337) 721-3600.

Aug 11, 18 1691797

/s/Wesley W. Crain

Director

Planning and

Development



IMMOVABLE PROPERTY BY THE PARISH OF CALCASIEU THIS NOTICE BY PUB-

THIS NOTICE BY PUBLICATION IS NOTIFICATION THAT YOUR RIGHTS OR INTEREST IN THE FOLLOWING DESCRIBED PROPERTY LOCATED IN CALCASIEU PARISH, LOUISIANA MAY BE TERMINATED BY OPERATION OF LAW IF YOU DO NOT TAKE FURTHER ACTION IN ACCORDANCE WITH THE LAW: THE LAW: Assessment Number 00989339 Legal: Lot Two

dred Forty-Nine (249) of COUNTRY PINES

NORTH PART 5, a sub-

division in the

west Quarter (SW/4) of Section 2, Township 11 South, Range 9 West, as per plat recorded in Plat Book 31 page 4, records of Calcasieu Parish, Louisiana. Municipal address: 2424 Bonito Drive, Lake Charles, LA, 70605 The above described property was transferred Calcasieu Parish by ed filed 6/30/2015 deed filed filed under clerk file number 3189540 and Conveyance Book 4046 Page 365 by virtue of Page the failure to pay the ad-valorem taxes on the property. Calcasieu Parish Police Jury Ordi-nance Number 7638 has authorized the sale of the above referenced property to SYGUIMA, LLC The Purchaser has advised this office that his/ her examination of the

have an ownership/inter est in this property.

JOSEPH (NMN)

BENOIT, JR.

IMAGENE SIMMONS

JONES BENOIT (USUFRUCT) HEIRS OF JOSEPH BENOIT, JR.: JOSEPH TIVIS (PIVIES) BENOIT TIMOTHY AARON BENOIT

mortgage and convey-ance certificate of Calca-

sieu Parish indicates that

BENOIT
ROYCE JAMES
BENOIT
ZACHARY T. MYERS
KAYLA J. MYERS
ELI BENJAMIN MYERS
PARISH OF
CALCASIEU
VOUS INTEREST IN THE PROPERTY Your interest in the property will be terminated if you do not redeem the property by making all required payments to the tax collector listed below or file a lawsuit in accordance with law within sixty (60) days of the date of this notice, or the recording of an act transferring ownership, if later. Calcasieu Parish Sheriff's Office

Lake Charles, LA 70601 Office Phone: (337) 491-3681 For additional information contact the Division of Planning and Development Adjudicated Prop erty Section @ (337) 721-3600.

/s/Wesley W. Crain, Director Planning and

Development

1011 Lakeshore Drive,

Suite 100

Aug 11, 18 1691809



Public Meeting Notice

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H003931). The meeting will consist of an open house session follows by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Q&A session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

The event has been scheduled for:

Thursday, August 31, 2023 4:00 pm – 7:00 p.m. Lake Charles Civic Center Contraband Room 900 Lakeshore Drive

The presentation will be available online on DOTD's website by September 1st at the following link: http://wwwsp.dotd.la.gov/inside_LaDOTD/Divisions/Engineering/Public-PrivatePartnerships/Pages/default.aspx. Verbal and written comments may be submitted at the meeting. Written comments may also be mailed or emailed to DOTD at the addresses shown below. Written comments must be received by Thursday, September 7, 2023, to be ncluded in the meeting documentation.

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by telephone at 225.242.4502, or by email at CalcasieuP3@la.gov at least five working days prior to the meeting

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245

IMMOVABLE PROPERTY erty Sect 721-3600. BY THE PARISH OF CALCASIEU

THIS NOTICE BY PUBLICATION IS NOTIFICATION THAT YOUR RIGHTS OR INTEREST RIGHTS OR INTEREST IN THE FOLLOWING DESCRIBED PROPERTY LOCATED IN CALCASIEU PARISH, LOUISIANA MAY BE TERMINATED BY OPERATION OF LAW IF YOU DO NOT TAKE FURTHER ACTION IN ACCORDANCE WITH THE LAW:

Assessment Number Assessment Number: 01331946 Legal: The East 20 feet of Lot Two Hun-dred Sixty-Three (263) and the West 50 feet of Lot Two Hundred Sixty-Four (264) of COUN-TRY PINES NORTH PART 5, a subdivision in the Southwest Quarter (SW/4) of Section 2, Township 11 South, Range 9 West, as per plat recorded in Plat

THE LAW:

isiana. Municipal address: 2509 Bonito Drive, Lake Charles, LA, 70605 The above described property was transferred to Calcasieu Parish by deed filed 6/27/2017, filed under clerk file filed under clerk file number 3280600 and Conveyance Book 4198 Page 879 by virtue of the failure to pay the ad-valorem taxes on the property. Calcasieu Parish Police Jury Ordinance Number 7639 has subtorized the calo of the authorized the sale of the above referenced prop-erty to SYGUIMA, LLC. The Purchaser has advised this office that his/ her examination of the mortgage and conveyance certificate of Calca sieu Parish indicates that you, listed below, may have an ownership/inter

est in this property.
ROSS EDWARD
GRANGER MARCELLA FREEHLING GRANGER CAITLIN NICOLE GRANGER CATHERINE HOPE GRANGER

Your interest in the property will be terminated if you do not redeem the property by making all required payments to the tax collector listed below or file a lawsuit in accordance with law within sixty (60) days of the date of this notice, or the record-ing of an act transferring Calcasieu Parish Sheriff's Office 1011 Lakeshore Drive, Suite 100

Aug 11, 18 1691816 listing is a list of names called for Jury Duty

WALLACE AUTHEMENT. REBECCA HAYDEN BALLOU, HELEN HOLMES LYNN BELLOT, DWAYNE

ALLEN BOLTON, JARED HAYES MUDD DAVIS **BRANDON** BROUSSARD, MEGAN

BRIAN BURNITT, JEREMY **ELIZABETH** BUSBY, DIANNE STAKES BUSBY, JENNIFER LYNN

JOHNSON

ment Adjudicated Prop Section @ (337)

> /s/Wesley W. Crain. Director Planning and Development

The following Sheriff

Monday, August 21,

ARDOIN, ANDREW ARDOIN SYLVIA KI FIN ASHE, JUDITH RICKS AUTHEMENT, HANNAH BASS, AUSTIN TRAVIS BATES, CLOTHILEEN J BELLARD, JESSICA

BERWICK, CORY Book 31 page 4, records of Calcasieu Parish, Lou-BLACKWELL, MAKAYLA CHEYENNE BLACKWELL, NORMA B BOOK, BRANDON BOUDREAUX, CHARLES CRAWFORD BOUDREAUX, KELSEY BOYER.BRODY CHASE BRASHER, BEVERELY BRAWNER, DAVID BROUSSARD, DWIGHT ANTHONY BROUSSARD, KEITH

> LEE BROUSSARD, NANCY STELLY BROWN, ALEXIS BROWN, ALICE FAY BULLER, AMANDA BURGUIERES, BRADY BURLEIGH, NICHOLAS BURNWORTH, LIBBY

CASE, KENDRICK MICHAEL CASTEEL,ARMA CHAMBERLAIN, THOMAS OLIVER CHAMPAGNE, TAWANNA BARKER CHAUMONT, KEVIN COOPER, ARTHUR WILLIAM COOPER, TOBY RYAN CORBELLO, KELLIE RENEE CORE, LETHA N CORMIER, KYLE WAYNE CRAMER, LUCY

AMANDA DAIGLE, JAMES MICHAFI DAVIS, JR, LARRY ALLEN DEBARGE, RAMONA MARCANTEL DEFEE, MATTHEW JAMES DEJESUS MORAL MORALES.

LUIS ALBERTO DELAIR, TRANIKYA AESHONE DEMARIE, ALLISON RFNF DEMARY, REDA GARNER DESHOTELS, JAMES COLLIN DEVILLE, BRETT L DICKERSON, CLAUDE WADE

DOYLE, MARGAF KATHLEEN HEBERT MARGARET DUGAS, DAVID LYNN DUPLECHAIN, DENNIS DUPLECHAIN, KIMBERLY CLARKE DUPLECHIN, MACIE DURISON, JR, RICHARD LEE EAST, EDWARD JOHN EASTMAN, LUKE EDIGO, DANIELLE ELIZABETH EDWARDS, THOMAS VALTON EDWIN, MELANIE NADINE ERICSON, DOUGLAS

CRAIG

ESTEP, GARY GENE EVELY, THOMAS RICHARD EZERNÁCK, WANDA FARNUM, SAMANTHA LARA MAE FERRYMAN, BROOKE ROMERO FINDLEY, JULIE DAL FOLSE, JORDAN DEON FONTENOT, BRANDON KEITH FONTENOT, DENISE LOUISE

FONTENOT, JOHN

FRAZIER, AMANDA FUSELIER, DEVIN DEON FUSELIER, TRISTEN GAUTREAUX, JO ANN GETCHEY, NATHANIEL ADAM GRAHAM, GABRIEL G GREEN, ASHLIE GRIFFIN, JOCELYN GIMS GRIGSBY, DARIAN

NICOLE GROSSI, NATHAN ANSLEY ANSLEY GUERRERO RUIZ, JOSEFINA RAMOS GUEST, YOLANDA GUILLORY, ASHLEY MARIE GUILLORY,BETTY **DEVILLE** GUILLORY, LARRY LEE GUILLORY, LORI ROY GUILLORY, PATRICIA V GUILLORY THERESA

HALEY, THOMAS

DWAYNE

HAMILTON, JOHN HARDY, STEPHANIE LEE HASSLER, KRISTIAN SHAE HASTY, ANTHONY J HAYES, PAMELA IRENE HEATH, LINDA HERRERA, BENNIE SHAUN HIRSCH, SKEET GUILLORY

TASBIRA HOUSE, V, EDWIN HUGH HUFFMAN, TAMELA RFNFF HUNGERFORD, SR, ALBERT RICHARD JACK, KHAYJAH MONÉT **DESHAY**

JOHNSON, RACHEAL MEGAN JOHNSON, SIERRAH SYMONE JONES, MOLLY BRADFORD JOYNER, CANDICE KAUR, RAVNEET KENT, THOMAS KITTLING, MYIAH ALEXANDRA

AARON LAFLEUR, CHRISTOPHER LANCE LAFLEUR, PHYLLIS S LAMPRIEZ, GEORGE LUCAS LANDON, CHRISTÓPHER ALLEN

JOSEPH LEGGETT. ANGELA MONIQUE LEVIAS, JONOVAN LOOMIS, III, ROBERT

MARTIN, TYLER PIERCE MCCOMB, LINDSAY LEBERT MCCREE. KETURAH I MCKOIN, LONIE DOLES MCNEELY, EDWARD H MELLARD, LESLIE

CAFLB MICHAEL PATRICE

MIXON, SARA MONK, PAITON E MOREAU, WANDA ANN MUNOZ BAGWELL ANGELICA SARAHI MURDOCK, DAVID **EARL** MURRAY, BRANDON NELSON, STACIE

HOSSAIN, LOTUS

JENKINS, JEFFERY E JENKINS, RACHEL JOHNSON, KATRINA MARIE JOHNSON, KIM S

LACASSE, ASHLEIGH NICOLE LAFLEUR, BLAKE

LANDRY, CHERYL ANN LAW, SUSAN BETH LEBLANC, DIANA M LEBOUEF, ALEXIS DAWN LEDOUX, II, DONALD

EARL MALONE, MARV LYNN MANUEL. LAUREN MARTINEZ, SHERRIE

MICHELLE MIGUEZ, JUDITH WOODS MILLER, BENJAMIN MILLER, DAVID ROSS MILLER, MATTHEW MILLER, STEPHEN DOUGLAS MITCHELL, CHIMERE

SENIA FONTENOT, JOSEPH **BRADI FY** ORD, TRACY LYNN BUSBY, KAITLYN ELIZABETH CAIN, JEREMY LEE MARCUS ROSS **GRANGER** CALVO, CALEB EVAN JOHN GRANGER PARISH OF CARLIN. DEBRA M CARSON, WENDY DELORIS CALCASIEU CARTER, AIMEE MARIE CEASAR, JASON SHANE CEASAR, MAEGAN E

CITIZEN, JEREMY WAYNE CLARK, CAITLAN ARDEN CLARK, CAROL FUSELIER tion contact the Division of Planning and Develop-CLARK, CHRISTINE M CONLEY, PAUL M.

ownership, if later. Lake Charles, LA 70601 Office Phone: (337) 491-3681 For additional informa-



Bond Form contained

in bidding documents, which shall be written by a surety or insurance company currently on the U.S. Department of

the Treasury Financial Management Service list of approved bond-

ing companies which is published annually in the Federal Register, or

by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the

the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent (10%) of policyholders' surplus as shown in the A.M. Best's Key Rating Guide or by an insurance company in good standing licensed to write bid

ing licensed to write bid

bonds which is either domiciled in Louisiana or

owned by Louisiana res-

idents, all in accordance

with LSA-R.S. 38:2218. No Bid Bond indicating an obligation of less than

five percent (5%) by any method is acceptable.
6. The successful bidder shall be required to

furnish a Performance and Payment Bond in an amount equal to one

hundred percent (100%)

of the Contract amount, which shall be written by a surety or insurance

company currently on the U.S. Department of Financial

the Treasury Financial
Management Service

list of approved bond-ing companies which is published annually in

the Federal Register, or

by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent

bonds up to ten percent

(10%) of policyholders' surplus as shown in the A.M. Best's Key Rating

Guide or by an insurance

company in good stand-ing licensed to write bid bonds which is either

domiciled in Louisiana or

owned by Louisiana residents, all in accordance with LSA--R.S. 38:2219.
7. Bids shall be accept-

ed only from contractors who are licensed under LSA--R.S. 37:2150-2163

for the classification of

"Municipal and Public Works Construction." No bid may be withdrawn for a period of forty-five

(45) days after receipt of bids, except under the provisions of LSA--R.S.

8. The Owner reserves the right to reject any and all bids for just cause

as permitted by LA R.S. 38:2214B. The ability of an entity to reject any bid

is applicable only when administered in accor-dance with the Public Bid

Law. In accordance with LSA--R.S. 38:2212B.

(1), the provisions and requirements of this Sec-

tion, and those stated in

the bidding documents shall not be waived by

any entity.

9. The Owner shall in-

cur no obligation to the Contractor/Bidder until the Contract between

the Owner and the Con-

tractor/Bidder is fully ex-

ecuted.

10. Minority owned firm

and small businesses

plainly

accommoda

marked

the envelope: BID FOR "Water Sector

Program Water Line Im-

Greg Gillis, President

Aug 10, 17, 24 1689980

Waterworks District No 14 of Ward 5

The Parish Purchasing Agent, on behalf of the

Police Jury of Calcasieu

Parish, Louisiana, does

hereby advertise for sealed bids and will open

Wednesday, Septem-

ber 13, 2023.
2. At the Office of the

2. At the Office of the Parish Purchasing Agent on the second floor of the Parish Government Building, 1015 Pithon Street, Lake Charles, Louisiana, 70601, at the hour of 2:00 p.m. Central Time Zone (CTZ).

3. For the East Calcasieu Parish Road and Drainage Rehabilitation, in Calcasieu Parish, Lou-

in Calcasieu Parish, Lou-

isiana, more particularly described as CALCA-SIEU PARISH PROJECT

er Standard, Supplemen-

tal or Special Provisions

are hereby amended to

delete any references

quires the installation of the InfoTech Express Sign Tool and the generation of an InfoTech Digital ID for the businessi authorized signer.

The bidder must submit

request for Digital ID ap-

proval and activation pri-

or to bid acceptance. The

electronic bidding ser-vice offers customer sup-

port that may be reached at 888-352-2439 between the hours of 6:00

AM ñ 7:00 PM (CTZ) or

email at support@

via email at su bidexpress.com.

same on:

Southwest LEGAL NOTICES

For Assistance Call 337-494-4000 or Email Classified@AmericanPress.com

PUBLIC NOTICES



have been convicted of MOLESTATION OF JUVENILE, on MAY 17 2004. My address is: 5899 HIGHWAY 3112, DOB: 09/08/1947, Race: WHITE, Sex: MALE, Height: 6'0", Weight: 212, Hair: GRAY, Eves: BLUE

PUBLIC NOTICES

ADVERTISEMENT

The Sheriff's Office Purchasing Agent, on behalf of the Calcasieu Parish Sheriff's Office of Calcasieu Parish, Louisiana, does hereby advertise for sealed bids and will open same on

1. Tuesday, September 12, 2023. 2. In the purchasing office of the Calcasieu Sheriff's Office located in the Archives and Central Distribution Facility, 5450 E. Broad St., Lake Charles, Louisiana, 70615, at the hour of 10:00 a.m. C.S.T. 3. For the purchase of multiple electric water

4. All bids must be submitted on BID FORM or Electronic Bid Form. Paper Bid may be obtained in the Sheriff's Office Purchasing division in the Administration Building or access electronic bidding through www. bidsync.com.
5. Preference is given to

materials, supplies, and provisions that are pro-duced, manufactured, or grown in Louisiana, quality being equal to articles offered by competitors outside the State.
6. The Owner reserves

the right to reject any and all bids for just cause as permitted by LA R.S. 38:2214B.The ability of an Entity to reject any bid is applicable only when administered in accor-dance with the Public Bid Law. In accordance with LSA-R.S. 38:2212B (1), the provisions and requirements of this Section, and those stated in the bidding documents shall not be waived by

any entity.

7. Bids may be held by the Sheriff's Office for a period not to exceed a period not to exceed forty-five (45) days from the date of the opening of bids for the purpose of reviewing the bids and investigation the qualifi-cations of bidders, prior to award

to award. 8. Official action on this bid will be taken within forty-five (45) days by the Calcasieu Parish 9. All bids must be plainly

marked on the outside of the envelope: BID FOR "2024-03.1 Calcasieu Parish Sheriff's Office

Electric Water Heaters'

Nicole C. Ory, Purchasing Agent

Aug 24, Sept 5 1697467 Notice is hereby given that the Annual Report of the David Greenberg Trust is available at 800 Kirby St. Lake Charles Louisiana 70601 for inspection during regular business hours by any citizen who requests it within 180 days after the date of this publication.

Tammy Assunto Carnahan, Trustee David Greenberg Trust

ADVERTISMENT FOR BIDS

The Ward 7 Fire Department District1 of Calcasieu Parish will accept bids for the remodeling of the fire station locat-ed at 2815 Foreman Rd. Vinton La 70668 Bids will be accepted until 6:00pm on Sept 14th, 2023. Any person bidding must have a contractor license with the state of Louisiana and must be insured Persons interested in bidding must call Chief Berry at 337-496-3145 to meet and inspect plans for job.

Aug 22, 23, 24 1696096 ADVERTISEMENT

Waterworks District No 14 of Ward 5, Calcasieu Parish, Louisiana, does advertise sealed bids and will open

NO. 23-102-0013. 4. Plans and specifications are available for electronic bidding 2. At the Office of Waterworks District No. 14 of Ward 5, 206 Hwy 109, Starks, LA 70661, at the hour of 2:00 PM Central through www.calcasieu gov. MANDATORY gov. MAINDATAS ELECTRONIC BIDS AND MANDATORY ELECTRONIC BID SUB-

MISSION:
This project requires mandatory electronic bidding and mandatory electronic bid submittals. 3. For the Water Sector Program Water Line Im-All specifications, wheth-

provements – Transmission Line and Water Line Upgrades which may be utilized as part of a federal reimbursement grant. Contract documents regarding paper bids and the ability to submit paper bid forms.

Electronic bidding requires the installation

including drawings and technical specifications, are on file at the office of Hwy., Sulphur, LA 70663 or by calling 337/625-8353. Electronic copies (PDF file format) of the complete documents may be obtained from the office of Meyer & Associates, Inc.

5. All bids must be accompanied by bid security equal to five percent (5%) of the sum of the base bid and all alternates, and must be in the form of a certified check or cashier's check drawn on a bank insured by the FDIC, or the Special District Bid contractor is responsible for investigating and complying with electronic bid submission with and through the electronic bidding service. It is recommended that bidders navigate the service in advance to upcoming

bid deadlines. bid deadlines.
All bids must be submitted electronically. No paper bids will be accepted.
5. Preference is given to materials, supplies, and provisions that are produced, manufactured, or grown in Louisiana, qualgrown in Louisiana, quality being equal to articles offered by competitors offered by competitors outside the State.

6. All bids must be accompanied by bid security equal to five percent (5%) of the sum of the base bid and all alternates, and must be in the form of an electronic bid bond as described in LSA--R.S. 38:2212 E.(1) per the standards adopted by the office of the governor, division of administration and the office of the information technology as provided for in LAC 4:X.701. Bid

security shall be written by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service list of approved bonding companies which is published annually in the Federal Register, or the Federal Register, or by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent of policyholders' surplus as shown in the A.M. Best's Key Rating Guide or by an insurance company in good standing licensed to write bid bonds which is either domiciled in Louisiana or owned by Louisiana residents, all in accordance with LSA-R.S. 38:2218. No Bid Bond indicating an obligation of less than five percent (5%) by any method is acceptable. The contractor is respon-

sible for investigating and complying with electronic bid bond submission with and through the electronic bidding service.

7. The successful bidder shall be required to furnish a Performance and Payment Bond, each in an amount equal to 100% of the Contract amount which shall be written by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service list of approved bonding companies which is published annually in the Federal Register, or by a Louisiana domiciled in-Louisiana domiciled in-surance company with at least an A- rating in the latest printing of the AM. Best's Key Rating Guide to write individual bonds up to ten percent of pol-icyholders' surplus as shown in the A.M. Best's Key Rating Guide or by an insurance company in good standing licensed to write bid bonds which is either domiciled in Louisiana or owned by Louisiana residents,

-R.S. 38:2219. The successful bidder shall be are encouraged to participate. Any person with disabilities requiring required to have 5% or 10% retainage withheld from all payments. 8. Bids shall be accept-ed only from contractors tions should contact the 11. Official action on this bid will be taken within forty-five (45) days by the who are licensed under LSA--R.S. 37:2150-2163 for the classification of Owner, except as may be Highway, Street, and Bridge Construction. No bid may be withdrawn for a period of forty-five (45) days after receipt extended by mutual written consent with the lowest responsible bidder.

12. All bids must be should contain the fol-lowing on the outside of

in accordance with LSA-

of bids, except under the provisions of LSA?R.S. 38:2214. The Owner reserves the right to reject any and all bids for just cause as permitted by LA R.S. 38:2214B. The ability of an Entity to reject any bid is applicable only when administered in accordance with the Public Bid Law. In accordance with LSA--R.S. 38:2212B. LSA--R.S. 38:2212B. (1), the provisions and requirements of this Section, and those stated in

the bidding documents shall not be waived by any entity.

10. The public shall incur no obligation to the Contractor until the Contract between the Parish and

the Contractor is fully executed. 11. Official action on this bid will be taken within forty-five (45) days by the Calcasieu Parish Police Jury, except as may be extended by mutual writ-

ten consent with the low-

est responsible bidder. Chris E. Landry, President Calcasieu Parish Police Jury

Aug 17, 24, 31 1693656

ADVERTISEMENT The Sheriff's Office Pur

chasing Agent, on behalf of the Calcasieu Parish Sheriff's Office of Calcasieu Parish, Louisiana, does hereby advertise for sealed bids and will open same on: 1. Friday, September 08, 2023.

At the Archive and Central Distribution Facility of the Calcasieu Parish Sheriff's Office at , 5450 E. Broad St. Lake Charles, Louisiana 70615, at the hour of 11:00 a.m. C.S.T. 3. For the purchase and delivery of salt pellets.

4. All bids must be submitted on BID FORM or Electronic Bid Form. Paper Bid may be obtained in the Shoriff's Office. the Sheriff's Office Purchasing division in the Administration Building or access electronic bidding through www. bidsync.com. 5. Preference is given to

materials, supplies, and provisions that are produced, manufactured. grown in Louisiana, qual-

ity being equal to articles offered by competitors outside the State. 6. The Owner reserves the right to reject any and all bids for just cause as permitted by LA R.S. 38:2214B.The ability of an Entity to reject any bid is applicable only when administered in accordance with the Public Bid Law. In accordance with LSA-R.S. 38:2212B. (1), the provisions and requirements of this Section, and those stated in

the bidding documents shall not be waived by any entity.

7. Bids may be held by the Sheriff's Office for a period not to exceed forty-five (45) days from the date of the opening of bids for the purpose of reviewing the bids and investigation the qualifications of bidders, prior to award. 8. Official action on this bid will be taken within

forty-five (45) days by the Calcasieu Parish Sheriff's Office. 9. All bids must be plainly marked on the outside of the envelope:
BID FOR

"2024-06 Calcasieu Parish Sheriff's Office Purchase and Delivery of Salt Pellets"

Nicole C. Ory, Purchasing Agent Aug 24, 31 1697486

ADVERTISEMENT

FOR BIDS Sealed bids will be received for Sulphur Parks and Recreation and shall be directed to the Direc-tor of Sulphur Parks and Recreation at the Recreation and Aquatic Center, 933 West Parish Road, Louisiana Sulphur, Louisiana, 70663. The deadline for receipt of bids is 2:00 PM on Tuesday, September 26, 2023, at which time bids will be opened and read aloud in a public

meeting. FOR: New Pool and Pool House ARCHITECT'S PROJECT NUMBER: 22-1876

Complete Bid Documents for this project are available in electronic form from Central Bidding at www.CentralAuctionHouse.com. Printed copies are not available from the Designer, but arrangements can be made to obtain them through most reprographic firms. Plan hold-ers are responsible for their own reproduction costs. Questions about this procedure shall be directed to the Designer

Duplantis Design Group Attn: Ashley Webre 314 East Bayou Road Thibodaux, LA 70301 985-447-0090

All bids shall be accompanied by bid security in an amount of five percent (5.0%) of the sum of the base bid and all alternates. The form of this security shall be as stated in the Instructions to Bidders included in the Bid Documents for this

project.
The successful Bidder shall be required to furnish a Performance and Payment Bond written as described in the Instruc-tions to Bidders included in the Bid Documents for

A PRE-BID
CONFERENCE WILL
BE HELD at 2:00 PM on Thursday, September 7, 2023 at SPAR Recreation and Aquatic Center.

933 West Parish Road, Sulphur, Louisiana, 70663. Bids shall be accepted from Contractors who are licensed under LA. R.S. 37:2150-2192 for the Building Plader is classification Building Construction.
Bidder is required to comply with provisions and requirements of LA R.S. 38:2212(B)(5). No bid may be withdrawn for a period of forty-five

(45) days after receipt of bids, except under the provisions of LA. R.S. 38:2214. The Owner reserves the right to reject any and all bids for just cause. In accordance with La. R.S. 38:2212(B)(1), the provisions and requirements of this Section; and those stated in the bidding documents shall not be

waived by any entity.

Aug 24, 31, Sept 14 3t 1698129

ADVERTISEMENT The Purchasing Agent, on behalf of the Calcasieu Parish Sheriff's Office of Calcasieu Parish, Louisiana, does hereby advertise for sealed bids and will open same on:

 Tuesday, September
 3, 2023.
 At the Office of the Cal-2. At the Onice of the Car-casieu Sheriff's Purchas-ing Agent, at the Archive and Central Distribu-tion Facility, 5450 East Broad St., Lake Charles, Louisiana, 70615, at the hour of hour of

2:00 p.m. C.S.T. 3. For the purchase of : TEMPORARY TRAILER PARK SITE DEMOLI-

6. All bids must be submitted on BID FORM or Electronic Bid Form. Paper Bid may be obtained in the Sheriff's Office Purchasing division in the Administration Building or access electronic bidding through www.

bidsync.com.
Preference is given to materials, supplies, and provisions that are progrown in Louisiana, quality being equal to articles being equal to articles offered by competitors outside the State. All bids must be accompanied by bid security equal to five percent (5%) of the sum of the

base bid and all altermaterials, supplies, and nates, and must be in the form of a certified check provisions that are pro-duced, manufactured, or grown in Louisiana, qualor cashier's check drawn on a bank insured by the FDIC, or a Calcasieu Parish Sheriffs Office ity being equal to articles offered by competitors outside the State. 6. All bids must be ac-Bid Bond Form contained in contract docu-ments, shall be written companied by bid security equal to five percent (5%) of the sum of the by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service base bid and all alternates, and must be in the form of a certified check or cashier's check list of approved bonddrawn on a bank insured

ing companies which is published annually in

by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent of policyholders' surnus

the Federal Register, or

of policyholders' surplus

as shown in the A.M.

Best's Key Rating Guide or by an insurance com-

pany in good standing licensed to write bid bonds which is either domiciled in Louisiana or

owned by Louisiana residents, all in accordance with LSA--R.S. 38:2218. No Bid Bond indicating

an obligation of less than

five percent (5%) by any method is acceptable. If bid is submitted elec-

tronically, an electronic bid bond as described in LSA--R.S. 38:2212 E.(1) per the standards

adopted by the office of the governor, division of administration and the office of the information

technology as provided for in LAC 4:XV.701 will

7. The successful bid-der shall be required to furnish a Performance and Payment Bond in

an amount equal to 100% of the Contract amount, shall be written by a surety or insurance company currently on

by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service list of approved bond-ing companies which is published annually in the Federal Register, or by a

Louisiana domiciled in-surance company with at

least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds

up to ten percent of pol-icvholders' surplus as

shown in the A.M. Best's

Key Rating Guide or by

an insurance company in

good standing licensed to write bid bonds which is either domiciled in Louisiana or owned by Louisiana residents, all

Louisiana residents, all in accordance with LSA-R.S. 38:2219.

-R.S. 38:2219.

8. The public shall incur no obligation to the Contractor until the Contract between the Calcasieu Parish Sheriff's Office

and the Contractor is ful-

ly executed. 9. The Sheriff Office re-

serves the right to reject any and all bids for just cause as permitted by LA R.S. 38:2214B. The

ability of an Entity to re-ject any bid is applicable only when administered

Public Bid Law. In accordance with LSA--R.S. 38:2212(B)(1), the provi-

sions and requirements

of this Section, those stated in the bidding documents shall not be

waived by any entity.

10. Bids may be held by the Sheriff's Office for

a period not to exceed forty-five (45) days from the date of the opening of bids for the purpose of reviewing the bids and investigation the qualifi-cations of bidders, prior to award

11. Official action on this

bid will be taken within Forty-five (45) days by the Calcasieu Parish

12. All bids must be plainly marked on the

outside of the envelope:

13. Please direct all inquiries to Katherine Foreman at email: kfore-

man@royalengineering. net or phone: 337-456-5351. 14. BID FOR TEMPO-RARY TRAILER PARK

SITE DEMOLITION Cal-

casieu Parish Sheriff's

Aug 16, 24, Sept 6 3t 1693039

ADVERTISEMENT

The Calcasieu Parish Sheriff's Office / Tony Mancuso Sheriff does

hereby advertise for sealed bids and will open

1. Thursday, September

7, 2023. 2. At the Calcasieu Parish Sheriff's Office,

Archive and Central Dis-tribution building located at 5450 E Broad St, Lake Charles, LA 70615, at the

hour of 2:00 p.m. Central

Time Zone
3. For the Building Dem-

olition and Asbestos Removal for Calcasieu Parish Sheriff's Office VSG 2361

4. Contract documents.

including drawings and technical specifications, are on file at the of-

fice of VSG Architects, APALLC, 1502 South Huntington Street, Sulphur, Louisiana,

Sulphur, Louisiana, 70663, or by calling 337/527-8137. Access to electronic bidding is

available through www. bidexpress.com. Com-plete documents may be obtained from the Project

Architect upon deposit of \$50.00 for each set of documents. Deposit is fully refundable for the

first set of documents to all bona fide prime* bid-ders upon return of the

documents in good con-dition no later than ten (10) days after receipt of bids. The deposit of all

other set of documents

will be refunded fifty per-cent (50%) upon return of documents as stated

above. Electronic form of

bidding documents may be obtained from the

Project Architect upon a

non-refundable \$25 fee

for this project.
*Prime bidders is defined

as licensed Building Contractors bidding this

job as such.

5. Preference is given to

by the FDIC, or a Bid Bond Form contained

same on:

Nicole C. Ory, Purchasing Agent

to award.

Sheriff's Office

accordance with the

be required.

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house meeting offering information about the Public Private Partmership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H003931). The meeting will consist of an open house session followed by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Qak Session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

The event has been scheduled for:

Thursday, August 31, 2023 4:00 pm – 7:00 p.m. Lake Charles Civic Center

Public Meeting Notice

Contraband Room 900 Lakeshore Driv Lake Charles, LA 70601

The presentation will be available online on DOTD's website by September 1st at the following link: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public-PrivatePartnerships/Pages/default.aspx.

Verbal and written comments may be submitted at the meeting. Written comments may also be mailed or emailed to DOTD at the addresses shown below. Written comments must be received by Thursday, September 7, 2023, to be included in the meeting documentation.

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by telephone at 225.242.4502, or by email at CalcasieuP3@la.gov at least five working days prior to the meeting.

315W

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Lake

Charles

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Lake Charles

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Elementary

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Charles/Boston

High School, 1509 En-

terprise Boulevard, Lake Charles

School 400 Penn Street

School, 400 Penn Street,

School, 400 Penn Street, Lake Charles

T. S. Cooley Elementary School, 2711 Common Street, Lake Charles 319N

High School, 1509 Enterprise Boulevard, Lake

Lake Charles/Boston High School, 1509 En-terprise Boulevard, Lake

ry School, 2001 Street, Lake Charles

Park Elementa-

School. 2001 18th

Oak Park Elementa-ry School, 2001 18th Street, Lake Charles

T. H. Watkins Elementary

Oak Park Middle School,

2200 Oak Park Boule-vard, Lake Charles

T. H. Watkins Elementary

School, 3955 Highway 14, Lake Charles

School, 3825 Brentwood

Brentwood Elementary School, 3825 Brentwood

Fairview Elementary School, 3955 Highway

College Oaks Elementa-

ry School, 3618 Ernest Street, Lake Charles 332N

Burton Hall, McNeese

State University Campus, 4415 Ryan Street,

Burton Hall, McNeese

J. Welsh ool, 1500

Welsh Middle

1500

ONLY THOSE REG-ISTERED VOTERS IN EACH OF THE FOL-LOWING PRECINCTS

WHO RESIDE WITHIN THE BOUNDARIES OF

THE CITY OF LAKE CHARLES, LOUISIANA, SHALL BE ELIGIBLE TO VOTE ON THE PROPO-

PRECINCT POLLING PLACE

306(Part) Drew Park Pavilion, 416

Dr. Michael DeBakey Dr., Lake Charles

313E (Part) John F. Kennedy Ele-mentary School, 2001 Russell Street, Lake

Dolby Elementary School, 817 Jefferson

Drive, Lake Charles 340 (Part) Positive Connections,

Sowela Regional Training Center, 3749 Senator J Bennett Johnston Ave.,

Prien Lake Elementary School, 3741 Nelson Road, Lake Charles

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Lake Charles

Lake Charles

332S

Elementary

nue, Lake Charles 322

Fairview

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326

Charles

328

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28

P.O. Box 94245 Baton Rouge, LA 70804-9245 Email address: CalcasieuP3@la.gov

in bidding documents, which shall be written by a surety or insurance by a surery or insurance company currently on the U.S. Department of the Treasury Financial Management Service list of approved bonding companies which is published annually in the Federal Register, or by a Lowising domiciled the Federal Register, or by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent (10%) of policyholders' surplus as shown in the A.M. Best's Key Rating Guide or by an insurance Guide or by an insurance company in good stand-ing licensed to write bid bonds which is either domiciled in Louisiana or owned by Louisiana residents, all in accordance with LSA--R.S. 38:2218. No Bid Bond indicating an obligation of less than five percent (5%) by any method is acceptable. If bid is submitted electronically, an electronic bid bond as described in LSA--R.S. 38:2212 E.(1) per the standards adopted by the office of the governor, division of administration and the office of the information technology as provided for in LAC 4:XV.701 will

be required. 7. The successful bidder shall be required to furnish a Performance and Payment Bond in an amount equal to one hundred percent (100%) of the Contract amount which shall be written by a surety or insurance company currently on the U.S. Department of the Treasury Financial Management Service list of approved bonding companies which is published annually in the Federal Register, or by a Louisiana domiciled by a Coulsiana dofficied insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent (10%) of policyholders' surplus as shown in the A.M. Best's Key Rating Guide or by an insurance company in good stand-ing licensed to write bid bonds which is either domiciled in Louisiana or owned by Louisiana residents, all in accordance with LSA-R.S. 38:2219. Bids shall be accepted only from contractors who are licensed under LSA--R.S. 37:2150-2163 for the classification of "Building Construction." No bid may be withdrawn for a period of forty-five (45) days after receipt of bids, except under the

provisions of LSA?R.S. The Calcasieu Parish Sheriff's Office/Tony Mancuso Sheriff re-serves the right to reject any and all bids for just cause as permitted by LA R.S. 38:2214B. The ability of an entity to re-ject any bid is applicable only when administered only when administered in accordance with the Public Bid Law. In accordance with LSA--R.S. 38:2212B.(1), the provisions and requirements of this Section, and those stated in the hidding stated in the bidding documents shall not be

waived by any entity.

10. The Calcasieu Parish Sheriff's Office/Tony Mancuso Sheriff shall incur no obligation to the Contractor/Bidder until the Contract between Sheriff's Office/Tony Manuso Sheriff and the

Calcasieu Parish iff's Office/Tony Contractor/Bidder is fully 11. A Non-Mandatory Pre-Bid Conference will be held on Thursday, August 24, 2023, at 10:00 a.m. Central Time Zone

Charles at the project site, 5716 East Broad Street, Lake Charles, LA 70615. 304 12. Official action on this bid will be taken within forty-five (45) days by the Calcasieu Parish Sheriff's Office/Tony Mancuso, except as may be extended by mutual written consent with the lowest

responsible bidder. 13. All bids must be plainly marked and should contain the following on the outside of the envelope: BID FOR "Building South Shattuck Street

Demolition and Asbestos Removal for Calcasieu VSG Project No. 2361 309W Tony Mancuso, Sheriff

Sheriff's Office 310 Aug 10, 17, 24 1691174

NOTICE TO VOTERS

OF SPECIAL TAX ELECTION

To the qualified electors of the City of Lake Charles, Louisiana: YOU ARE HEREBY NO-TIFIED that on the 16th day of August, 2023, the City Council, acting as the governing authority of the City of Lake Charles, Louisiana, ordered that a special election be held in the City on Saturday, the 18th day of November, 2023, for the purpose of submitting to all qualified electors of the City, the following propositions:

PROPOSITION NO. 1 TAX IN LIEU OF Shall the City of Lake Charles, Louisiana (the "City"), under authority of La. R.S. 47:338.1, et seq., be authorized to levy and collect within the City, in perpetuity, a tax of two percent (2%) ("Tax") beginning July 1, 2024, with collections from the tax estimated to be \$54,000,000 for one entire year, upon the sale at retail, the use, lease or rental, consumption and storage for use or consumption of tangible personal property, and upon sale of services as defined in La. R.S. 47:301 to 47:317, inclusive, with proceeds of the Tax dedicated and used for funding the operation, maintenance and capital expenditures of the fire, police, public works and other departments of the City, including the payment of the salaries and benefits of City personnel, economic desome, economic development or any other municipal purposes, and which Tax will be in lieu of two 1% (collectively 2%) sales taxes currently being levied within the City pursuant to elections. City pursuant to elections held within the City on May 3, 2014 and Novem-ber 8, 2016 which are

currently scheduled to expire February 29, 2040 and December 31, 2026, represtively? respectively? PROPOSITION NO. 2 TAX IN LIEU OF Shall the City of Lake Charles, Louisiana (the "City"), under authority of La. R.S. 47:338.1, et seq., be authorized to levy and collect within the City, a tax of one half of one percent (0.5%) ("Tax") for a period of twenty-five (25) years commencing January 1, 2025, with collections from the tax estimated to be \$13,500,000 for one entire year, upon the sale at retail, the use, lease or rental, consumption and storage for use or consumption of tangible personal property, and upon sale of services as defined in La. R.S. 47:301 to 47:317, inclusive, with proceeds of the Tax dedicated and used for construction acquisition, maintenance and repair of the City's roads, bridges, drainage, sewerage systems, op-erating and other capital expenditures of the fire, police, public works and other departments of the City, economic development or any other municipal purposes, which Tax will be in lieu of the two 0.25% (collectively 0.5%) sales taxes currently being levied with-in the City pursuant to elections held within the City on May 3, 2014 and October 24, 2015 which are currently scheduled to expire March 31, 2025 and December 31, 2030 respectively? Said election will be held at all polling places which

State University Campus, 4415 Ryan Street, l ake Charles 333 School, McNeese Street, Lake are situated within the School. boundaries of the City of Lake Charles, Louisiana. Charles All registered voters in 335 each of the following pre-cincts shall be eligible to vote on the propositions: Gayle Hall, McNeese State University Campus, 4380 Ryan Street,

PRECINCT POLLING PLACE School, 817 Jefferson Drive, Lake Charles ONLY THOSE

Ray D. Molo Middle School, 2300 Medora Street, Lake Charles 301

Washington/Marion High School, 2802 Pineview School, 2802 Pine Street, Lake Charles Calcasieu Parish Police

Jury Bldg., 901 Lake-shore Dr., Lake Charles Ralph F. Wilson Elementary School, 1400 Opelousas Street, Lake

Allen P. August Multi-Pur-pose Annex, 2000 Moeling Street, Lake Charles 305

Jessie D. Clifton Elementary School, 100 N. Prater Street, Lake Charles

Calcasieu Parish Police Jury Bldg., 901 Lake-shore Dr., Lake Charles A. A. Nelson Elementary School, 1001 Country Club Road, Lake Charles 338 (Part)
Forrest K. White Middle School, 1000 E.
McNeese Street, Lake Calcasieu Parish School Board Curriculum and Instruction Office, 600 Instruction Office. Charles 339 (Part)

309E Pryce-Miller Rec Center, 216 Albert Street, Lake Charles

Pryce-Miller Rec Center, 216 Albert Street, Lake Charles

Carnegie Memorial Library, 411 Pujo Street, Lake Charles

Pearl Watson Elementary School, 1300 5th Street, Lake Charles Calcasieu Parish School Board Office, 2423 6th Street, Lake Charles

313W

John F. Kennedy Elementary School, 2001 Russell Street, Lake Lake

High School, 1509 Enterprise Boulevard, Lake Charles

Lake

Charles/Boston High School, 1509 Enterprise Bldv., Lake Charles 315E Charles/Boston

Road, Lake Charles

368 (Part) A. A. Nelson Elementary

363 (Part)
Prien Lake Elementary
School, 3741 Nelson
Road, Lake Charles 364 (Part) Fairview Elementary School, 3955 Highway 14, Lake Charles New St. John Elementary School, 5566 Elliott Road, Lake Charles 366 (Part) New St. John Elementary School, 5566 Elliott

School, 1001 Country Club Road, Lake Charles 369 (Part)

M. J. Kaufman Elementary School, 301 Tekel Road, Lake Charles 371N (Part) Calcasieu Parish Agricultural Services Center, 7101 Gulf Highway, Lake Charles

The polls will be open at seven (7:00) o'clock a.m. and shall remain open until not later than eight (8:00) o'clock p.m. The said special election will be held substantially in accordance with the general election laws of the State of Louisiana, except that the election is called and shall be conducted, canvassed, and promulgated, and notice thereof given in accordance with the procedures set forth in Chapter 6-A of Title 18 of the Louisiana Revised Statutes of 1950, as amended. The officials appointed to hold the election or such substitutes therefor as may be selected, designated and sworn in compliance with Sec-tions 1286 through 1289 of Title 18 of the Louisi-ana Revised Statutes of 1950, as amended, will make due returns thereof to the City Council, acting as the governing authority of Lake Charles, Louisiana. Voting ma-chines will be used in the conduct of the election. All qualified electors of

the City of Lake Charles, Louisiana, will be entitled to vote. No voter shall be required to sign a ballot or vote assessed valua-tion of property. Notice is hereby given that on Wednesday, the

Prien Lake Elementary School, 3741 Nelson Road, Lake Charles that on Wednesday, the 20th day of December, 2023, at 5:30 o'clock p.m., the City Council will meet in open and public session at the regular meeting place of the Council, in Council Chambers, 326 Pujo Street, Lake Charles, Louisiana, and will, then and there examine and College Oaks Elementa-ry School, 3618 Ernest Street, Lake Charles Henry Heights Elementary School, 3600 Louisiana Avenue, Lake

and there, examine and canvass the returns and declare the result of said election. The cost to conduct and canvass the returns of the election provided for herein is estimated to be \$29,000.00 by the Loui siana Secretary of State.
THUS DONE AND
SIGNED in Lake Charles, Louisiana, authority of a Resolu-tion adopted by the City

Louisiana, on the 16th day of August, 2023. PRESIDENT OF THE COUNCIL
/s/ RENEE' DEVILLE
CLERK OF THE

Council, acting as the governing authority of the City of Lake Charles,

COUNCIL Aug 24,31,Sept 7,14 4t 1697588

ADVERTISEMENT

SOWELA Technical Community College is accepting sealed bids for pipeline training equipment

be installed at SOWE-LA Technical Commu-nity College. A pre-bid meeting will be held on August 31, 2023 at 10:00 AM. Bids will be publicly opened and read at SOWELA Technical Community College; RTC Executive Conference Rm, 3749 Sen. J. Bennett Johnston Ave. nue, Lake Charles, LA 70615 on October 09, 2023 at 10:00 AM. Specifications and bid forms (#77562.1) may be obtained by contacting Susan Tucek at susan. tucek@sowela.edu SOWELA Tech Community does not discriminate on

the basis of race, color, national origin, gender, disability, or age in its programs or activities following person been designated The following person has been designated to handle inquiries regarding the non-discrimination policies: Tite—Compliance Office, Address—3820 Senator J Bennett Johnston Ave. Lake Charles, LA 70615 Telephone No—

337-421-6565 or 800-256-0483

complianceofficer

Aug 24, 31, Sept 7 1696238



2023-2024 Notice is hereby given that a public hearing will be held by the City

Council of Lake Charles Council of Lake Charles on August 29, 2023 at 5:30 p.m. in the City Council Chambers at Lake Charles City Hall, 326 Pujo Street, Lake Charles, Louisiana. The purpose of this hearing is to review the proposed budget for the City of Lake Charles for the fis-

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

John Bel Edwards, Governor Eric Kalivoda, Secretary

Public Meeting Notice

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H003931). The meeting will consist of an open house session followed by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Q&A session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

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Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245 Email address: CalcasieuP3@la.gov

Public Meeting Notice for I-10 Widening P3 proposal

Noel Ardoin

Thu 8/17/2023 7:51 AM

Bcc:ConstituentServices@ag.louisiana.gov <ConstituentServices@ag.louisiana.gov>; dellender@sulphur.org <dellender@sulphur.org nnezat@sulphur.org <nnezat@sulphur.org>; mmhardy@sulphur.org <mmhardy@sulphur.org>; jabshire@sulphur.org <jabshire@sulphur.org>; mthomas@sulphur.org <mthomas@sulphur.org>; citycouncil@cityoflc.us <citycouncil@cityoflc.us>; ttramonte@calcasieuparish.gov <ttramonte@calcasieuparish.gov>; tguillory@calcasieuparish.gov <tguillory@calcasieuparish.gov>; clandry@calcasieu.gov <clandry@calcasieu.gov>; gbrame@calcasieu.gov <gbrame@calcasieu.gov>; hse035@legis.la.gov <hse035@legis.la.gov>; hse032@legis.la.gov <hse032@legis.la.gov>; hse033@legis.la.gov <hse033@legis.la.gov>; hse034@legis.la.gov <hse034@legis.la.gov>; hse036@legis.la.gov <hse036@legis.la.gov>; hse037@legis.la.gov <hse037@legis.la.gov>; hse047@legis.la.gov <hse047@legis.la.gov>; abrahamm@legis.la.gov <abrahamm@legis.la.gov>; johnsr@legis.la.gov <johnsr@legis.la.gov>; sen30@legis.la.gov <sen30@legis.la.gov>; mayorsoffice@sulphur.org <mayorsoffice@sulphur.org>; mayorsactionline@cityoflc.us <mayorsactionline@cityoflc.us>; russell.castille@cpsb.org <russell.castille@cpsb.org>; sherifftmancuso@cpso.com <sherifftmancuso@cpso.com>; Jmclemore@cppj.net <Jmclemore@cppj.net>; administration@cppj.net <administration@cppj.net>; jbruce@calcasieuparish.gov <jbruce@calcasieuparish.gov>; russell.castille@cpsb.org <russell.castille@cpsb.org>; bguth@cpso.com <bguth@cpso.com>; lpierrotti@cpso.com <lpre></ rjohnson@cpso.com <rjohnson@cpso.com>; policedept@cityoflc.us <policedept@cityoflc.us>; jcardone@cityoflc.us <jcardone@cityoflc.us>; dcarter@cityoflc.us <dcarter@cityoflc.us>; stacy.dowden@cityoflc.us <stacy.dowden@cityoflc.us>; sappleby@cityoflc.us <sappleby@cityoflc.us>; dlmorgan@ssvcs.com <dlmorgan@ssvcs.com>; beth.broussard@cityoflc.us
<beth.broussard@cityoflc.us>; Imarinovich@cityoflc.us <lmarinovich@cityoflc.us>; dburquieres@cityoflc.us>; dburquieres@cityoflc.us>; charles.guillory@cityoflc.us <charles.guillory@cityoflc.us>; michael.castille@cityoflc.us <michael.castille@cityoflc.us>; mgreene@cityoflc.us <mgreene@cityoflc.us>; rwyoung@cityoflc.us <rwyoung@cityoflc.us>; kevin.heise@cityoflc.us <kevin.heise@cityoflc.us>; al.hoover@cityoflc.us <al.hoover@cityoflc.us>; bsonnier@cityoflc.us <bre>bsonnier@cityoflc.us>; hlewis@cityoflc.us <hlewis@cityoflc.us>; info@ward3marshal.com <info@ward3marshal.com>; jwall@sulphur.org <jwall@sulphur.org>; dselph@sulphur.org <dselph@sulphur.org>; aabrahams@sulphur.org <aabrahams@sulphur.org>; cityclerk@cityofwestlake.org <cityclerk@cityofwestlake.org>; dbolin@cppj.net <dbolin@cppj.net>; Dick Gremillion <dick@cppj.onmicrosoft.com>; wcrain@cppj.net <wcrain@cppj.net>; walter@imcal.la <walter@imcal.la>; jamie@imcal.la <jamie@imcal.la>; mike@imcal.la <mike@imcal.la>; kedmiston@visitlakecharles.org <kedmiston@visitlakecharles.org>; TrayloC@amtrak.com <TrayloC@amtrak.com>; Ryan.Morson@amtrak.com <Ryan.Morson@amtrak.com>; kprofita@audubon.org <kprofita@audubon.org>; snicholas@episcopaldayschool.org <snicholas@episcopaldayschool.org>; John.Caufield@BNSF.com < John.Caufield@BNSF.com>; jo.schexneider@sowela.edu < jo.schexneider@sowela.edu>; administration@cppj.net <administration@cppj.net>; jcardone@cityoflc.us <jcardone@cityoflc.us>; jjones@cityoflc.us <jjones@cityoflc.us>; mike.huber@cityoflc.us <mike.huber@cityoflc.us>; sdowden@sulphur.org <sdowden@sulphur.org>; kimberly.reyher@crcl.org <kimberly.reyher@crcl.org>; dbolin@cppj.net <dbolin@cppj.net>; tconner@cppj.net <tconner@cppj.net>; tconner@cppj.net <tconner@cppj.net>; wcrain@cppj.net <wcrain@cppj.net>; jrock@laia.com <jrock@laia.com>; bart@jlawton.com
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1 attachments (227 KB)

Public Notice on Letterhead.pdf;

The Louisiana Department of Transportation and Development (DOTD) invites you to an open house public meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H.003931). The purpose of the meeting is to provide information and solicit comments on the proposal.

The meeting will consist of an open house session followed by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Q&A session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

The event has been scheduled for:

Thursday, August 31, 2023 4:00 pm - 7:00 p.m. Lake Charles Civic Center **Contraband Room** 900 Lakeshore Drive Lake Charles, LA 70601

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by telephone at 225.242.4502, or by email at CalcasieuP3@la.gov at least five working days prior to the meeting.

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Email address: CalcasieuP3@la.gov

Fw: Public Meeting Notice for I-10 Widening P3 proposal

Noel Ardoin

Fri 8/18/2023 7:55 AM

Bcc:MLindenmeyer@KCSouthern.com <MLindenmeyer@KCSouthern.com>; dburguieres@cityoflc.us <dburguieres@cityoflc.us>; lauren.boring@cityoflc.us <lauren.boring@cityoflc.us>; terry.magnon@cityoflc.us <terry.magnon@cityoflc.us>; Paul Vaught III (DOTD) <Paul.VaughtIII@LA.GOV>;

1 attachments (227 KB)

Public Notice on Letterhead.pdf;

I sent the below email to the contact list for the I-10 widening project in Lake Charles and Westlake. As a result, I received a number of replies to redirect email to others. To ensure your company or agency receives a notice timely, I'm sending the email to all those to whom a redirect was requested. Thank you

From: Noel Ardoin

Sent: Thursday, August 17, 2023 7:51 AM

Subject: Public Meeting Notice for I-10 Widening P3 proposal

The Louisiana Department of Transportation and Development (DOTD) invites you to an open house public meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H.003931). The purpose of the meeting is to provide information and solicit comments on the proposal.

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Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Email address: CalcasieuP3@la.gov

Home Announcements District / Parish Pages Projects Sign-Up

Emails Sent For Public Meetings Public Meeting in Lake Charles

Count: 570

dotdpi@la.gov, cortezp@legis.la.gov, jeff@kane1240.com, derek.domingue@la.gov, cfbuller@lpssonline.com, dgremillion@cppj.net, anthonyk6319@gmail.com, mayor@iowala.org, jwilliamson@cppj.net, terrymccormick275@yahoo.com, operationlifesaver@la.gov, schexnayderc@legis.la.gov, thw2@hotmail.com, lisabacques@clearchannel.com, fox8news@fox8tv.net, ndecorte@fox8tv.net, slandry@visitlakecharles.org, jessica@laretail.org, Mandie.Trahan@la.gov, tina.blood@la.gov, tdarchie242911@yahoo.com, jared.chaumont@la.gov, scurrier@watcocompanies.com, ocalhoun@scottpd.org, greg.badon@arcadis.com, Jessica.deville@la.gov, scurrier kellyr@fenstermaker.com, penny.stroderd2@la.gov, zmartin@hargrove-epc.com, david.hebert@neel-schaffer.com, porterstrees@yahoo.com, y_margaret@att.net, tony.chiappetti@kiewit.com, foliveri05@yahoo.com, mguedimin78@yahoo.com, Jasmineskipper87@gmail.com, robin.smith2@la.gov, Shawn.Wilson@LA.GOV, tance.fremin@la.gov, news@wgno.com, steve.strength@la.gov, harrisl@legis.la.gov, 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Public Meetings Public Meeting in Lake Charles

Thursday, August 17, 2023 7:33 AM

Public Meeting Notice

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H.003931). The meeting will consist of an open house session followed by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Q&A session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

The event has been scheduled for:

Thursday, August 31, 2023 4:00 pm – 7:00 p.m. Lake Charles Civic Center Contraband Room 900 Lakeshore Drive Lake Charles, LA 70601

The presentation will be available online on DOTD's website by September 1st at the following link:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public-PrivatePartnerships/Pages/default.aspx. Verbal and written comments may be submitted at the meeting. Written comments may also be mailed or emailed to DOTD at the addresses shown below. Written comments must be received by Thursday, September 7, 2023, to be included in the meeting documentation.

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by telephone at 225.242.4502, or by email at **CalcasieuP3@la.gov** at least five working days prior to the meeting.

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245 Email address: CalcasieuP3@la.gov

The Louisiana Department of Transportation and Development (DOTD) is committed to delivering transportation and public works systems that enhance the quality of life. In addition to more than 16,600 miles of roadway, including over 890 miles of interstate, DOTD supports the development of the state's aviation, marine and rail infrastructures. Through this work, we are able to facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

For more information, please visit www.dotd.la.gov, email dotdcs@la.gov, or call DOTD's Customer Service Center at (225) 379-1232 or 1-877-4LADOTD (1-877-452-3683). Business hours are 7:30 a.m. - 5 p.m., Monday through Friday. Please let us know how we may better serve you: Customer Service Survey.





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Public Meeting in Lake Charles Thursday, August 17, 2023

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Lake Charles

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New Orleans

Shreveport



Public Meeting in Lake Charles

Thursday, August 17, 2023 at 7:33:35 AM

Public Meeting Notice

The Louisiana Department of Transportation and Development (DOTD) invites the public to an open house meeting offering information about the Public Private Partnership (P3) proposal for the I-10 Widening project in the Cities of Lake Charles and Westlake (State Project no. H.003931). The meeting will consist of an open house session followed by a panel question and answer (Q&A) session. The open house session allows area residents to drop in at any time between 4:00 p.m. and 6:00 p.m. There will be a continuous multi-media presentation about the project as well as stations where representatives from DOTD will be available to answer questions and discuss issues related to the project. The panel Q&A session will follow the open house session. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. The panel session will end at 7 pm.

Working With DOTE

The event has been scheduled for:

Thursday, August 31, 2023 4:00 pm - 7:00 p.m. Lake Charles Civic Center Contraband Room 900 Lakeshore Drive Lake Charles, LA 70601

The presentation will be available online on DOTD's website by September 1st at the following link: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public-PrivatePartnerships/Pages/default.aspx. Verbal and written comments may be submitted at the meeting. Written comments may also be mailed or emailed to DOTD at the addresses shown below. Written comments must be received by Thursday, September 7, 2023, to be included in the meeting documentation.

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by telephone at 225.242.4502, or by email at CalcasieuP3@la.gov at least five working days prior to the meeting.

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Email address: CalcasieuP3@la.gov

SITE MAP

LA DOTD HEADQUARTERS 1201 Capitol Access Road, Baton Rouge, LA, 70802 Telephone: (225) 379-1232 Email: dotdcs@la.go

DOTD to host public meeting in Lake Charles on I-10 Calcasieu River Bridge and widening project – Calcasieu Parish

Wednesday, August 23, 2023 at 10:40:41 AM

LAKE CHARLES – The Louisiana Department of Transportation and Development encourages the public to attend an open house meeting providing information on the Public-Private Partnership (P3) proposal for the Interstate 10 widening project, which includes a new Calcasieu River Bridge, in the cities of Lake Charles and Westlake.

The event is scheduled from 4 p.m.-7 p.m. Thursday, August 31, 2023, at the Lake Charles Civic Center Contraband Room, 900 Lakeshore Drive, Lake Charles, LA 70601.

The meeting will begin with an open house session from 4 p.m.-6 p.m. During this time, residents can view a continuous multimedia presentation on the project. Attendees can also visit stations and get questions on the project answered by DOTD staff.

A question and answer session will follow the open house. Questions for the panel can be submitted during the open house and will be read to the panel by a moderator. Verbal and written comments may be submitted. The panel session will end at 7 p.m.

For those unable to attend the meeting in person, the presentation will be available on the DOTD website by September 1 at the following link: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public-PrivatePartnerships/Pages/default.aspx.

All written comments must be received by Thursday, September 7, 2023, to be included in the meeting documentation. Written comments can be sent via email to CalcasieuP3@la.gov.

Written comments can also be mailed to the following address:

Louisiana Department of Transportation and Development Environmental Engineer Administrator, Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Anyone requiring special assistance to take part in the public meeting should call DOTD at 225-242-4502, or email at CalcasieuP3@la.gov at least five working days before the meeting.

Attachment B

Name	Affiliation	City
KENTH MAYON	692	applouses LA
Jorge Salazar	IVPAT DOLO	Lake Charles
MARCO BAUElh.		Loko chanlus.
MAT BELL		LA KE CHARLEZ
GLARIA A. SANDI	≅R5	LAKE CHARLES
Arand Padel		Lake dolles
Ro Patel		labe chares
Robby Ehlers		Like Charles
TERRALLE PRINTER	nb	enes CHARLES
George Swith	SWLA Allianep	LAho Chanlos
Lonnie Hamilton		Lake Charles
Palvin Humphwes		Lake Chaples
Contray Davis		Lake charles
BART RYARYOZ	Ack	lakechnies
Rick Sorige	DunhomPricE	WESTLAKE
Tom Choate	PHMachine	Lake Charles
Fichards Paul	k Local 198	Lake charles
Kenneth W ARU	TE	Opelousas

Name	Affiliation	<u>City</u> /
Genn Hopen	SER WEST FAL	Port L. C. Sulphier
Jodi Odim	Lake Charles Downton	,
Kich Byat		
DON MORRIS	CTIZEN	LAKE CHARLES
H.R. PONTON	/ />	<i>)</i>)
Les		
Dennis Mil	Her Laung Labor	As Lorg/hgLC
Calun Amos	Loca 1 (692)	Opelouses La
Chip Flecture	TUPAT DC	#10 Lake Charles
Jay Derr	Reason Town	^ • • • • • • • • • • • • • • • • • • •
Joy Torr	<u>05</u>	Westlake
Marialisa Wyat	t CITIZEN	Lake Charles
Lovena Geas	ar Entergy	Lake Charles
Ann + Br	IAN BOWMAN	1 Jenning
Michael Sober	<u> </u>	Lake Charles
Michelle Metry	in Alliana	Lak Charles
Benjamin Duller	HAY BROS. INC.	L.C.
Felicia Fro	- · · · · · · · · · · · · · · · · · · ·	LC

Name	Affiliation	City
Cristian Canela	IUPAT	Houston
DONALD MCCLAT		BALTIMORE
Kate Cotten	Cotten's Downtown &	businessAsa. L.C.
Myan Hartman	Phillips lele	Mestlake, LA
<u>Thanan WA fers</u>	Liuna local 99	Cake Charles, LA
Byron B Leuje	Lower Localby	L Walke Charlash
Lewindon	p PoBer 985	Delowa 692
Stanken R. L	wett LIUNI	4. Lake Charles
BRAC CORE RI	ght of WAY SERVICES,	inc. Crowley, CA
Ernesto Sol	TO LU #	846
1 1		L.e
HANNAH COBER	CITIZEN	LAKE CHARLES
JONATHAN DEA	W SWALLIANCE	LAKE CHARLES
Sandra McQuain	Assoc. For the Improvement g Ame	rican Infrastructure
Bryan Ita	Hay Bros Inc	Lake Charles
Boby Gill To	Bo-Mae.	John Clark
Chael Miller	Miller's Super Save	r Westlake
Thomas Gathe	Huval + 1550c.	Lafayette, LA

(Please print clearly)

Name	<u>Affiliation</u>		City
ClasLaHeur	LIUNA! a	552 Hardee Re	4. Lake Clarks La 706
	e Hine Env.		
Kalyn Partin	Atlas	Lak	e Charles 70411
Pan Gro	AHAS AL Mc Noas	A	-9 RP Charles
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LUKE WAGE			623 MKECHARIE
Randall Jove			23 LakeCharles
Josh Sar	inier Irono	ellers boad 6	23 halle Charles
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TristanJ	acobs operator	Coxal 406	Lake Chacks.
RABERT	DIEMARE	····	CAKE CHARLES
Stanna Nike	Batchelor Arts+H	marities Conc	I Lake Charles
Dae Ly	ννο		L.C.
Bryla H	ans BULA	Resports	L.C.

H.003931 Public Meeting August 31, 2023

Name	Affiliation	City
Jonathan Petit	Ironworkers local	623 Lake Charles
James Warshau		
Patrick McIntin	e Oats & Marino	Lafayotte
	- Iron workers 623	4
Jill Galmanni	Community Fan Swe	A lakeCharles
Beau Buson	Operator Local 406	Downsville, La
Holland Jones	406	Ragley
Derrick Goupe	ort 406	Lake Charles
Bob Jones		//
Brenda York	211 -	Defuincy
Matthew 3 syatt	- Iron Warks 623	Pollock, LA
Annelance	citizen (Dertlike, In
AAvonne LAMI	best otrzen	40
Gerall Dulan	Gee's Trucking	LC.
Diane Conner	•	Tound Vinton
Jim Conna		Vindon
Loretta Guarst		Lake Charles
<u>Derise</u> Rau		Lake Charles

Name	Affiliation	City
Chuk Kleckby	Picard Grays	4
Michelle Phillip	25	ic
Daniel Thornhi	U	BR
Henry Liles		LC
Barbara Ll		lc
Bubba Mc	CARTY LCHA	LC
Sherri LeBa		B.R.
FIR MAN	Bul & Ama	LC
Albert MONT	Doney IW	L C
Brandon Harris	OE.	LC
SCOTT WIShing	K TON	LC
Millon Bella	tal	16,
Jokosy Smn A	Tw	AMS
Cysta AV	ahan	Wes Hake
Margaret Pit	rc .	6.0
James Fil		h.C.
TERRY Hyn	AEL	SulphuR
	and	Lowa
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Name	Affiliation	City
David Davis		
Keith Dukoussen		
Bon Mc Lan	4	
		Lake Charles
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David Hyatt		
FLOYD E. FARQU	E Local	
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Terry Salmas	LOCA/623	Sulphur, Las
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Carolyn Do	De Glass	al amodats LC
Blaine Johnson	SouthAND ENV.	LAKE Chaples
Sara Judson	CommunityFound	other LC

ATTENDANCE (PUDIC)

Name	Affiliation	City
Fortick Hay		Lake Charles
Jon Manns		Lake Charles
Corna Manns		Lake Charles
Don Johnson		Lake Charles
Kelvin MoTT		LAKE Charles
gessia Para		Lake Charles
Intt Rushing		Sulphur
Jim Rock		LAKE CLUBERS
CHRISTI ROCK		LAKE CEHOLZ
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Barnett Raigh	Applied to the second s	Lake Charles
Sarah Tarner		C
France Bello		λc
David Barbon		20
Dos a sur		LC
Lude Raenwater		LC
Peter O'Grall		l-

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Katy Harris		Sulphur
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William Wron	shy	LC
En Con	.0	L.C.
Saran Hughe		Westlake
Mitch Bush		L-c.
Patrick Dygar		L. C.
Eddie Edu	rard	L.C.
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Paula John	- No	WL.

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PRESS & MEDIA

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Rita LeBle		£1
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Lancard Control of the Control of th		

ELECTED OFFICIAL

Name	Office/Title
Les Farnum	State Rep #33
John CARdone	COLC-Adminishator
Long Burguiere	<u> </u>
LAUPEN BORING	COLC PLANNING
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Mark Abrahan	1 State Senator
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WILFORD CARTE	R STATE RED 34
MASMILLIA	MARRE OF HESTLAKE
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Anthony Bartic	Police Juvor
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Chuck Fleck	<u>\</u>
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ELECTED OFFICIAL

Name	Office/Title /
Elizabeth McLaughlin	Office/Title Field Rep/Congressman Gay
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And the second s	

CBP & DOTD

Name	Affiliation
Alex Barrett	Please CBP
Andrew Pappard	CBP
Stephone Black	LOOTD
Jacob Cortez	LAPOID
Noel Andoin	POLD
Nikta Simon	LOOTO
Jennifer Trotter	CBP
Rod Mallett	DOTD
AARON DUPONT	JAMES CONSTRUCTIN
Meredith Taylor	HNTB
Shannon Haynes	HWTB
Kathryn Peytavin	HNTB
Nathan Tipton	HUTB
Jeff Ban	Plenary CBP
DALE BONNER	PLENARY/CBP
Tray Wood	DOTO
Cory Margan	Dale
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CBP & DOTD

• (Please print clearly)

Name	Affiliation
Katherine Sinittere	LADOTS
Kristi Buller	LA-DOTO
Sarah Moss	LADOTD
Eric Kalivoda	LA DOTD
Barry Keeling	LADOTD
Richard Duchamp	LA DOTD
Mandie Trahan	LA DOTO
Seth Woods	LADOTO
Penny Stroderd	LATOTO
Jacob Dupre	LADOTD
Lacey Dyess	COUM REPORTER DOTTO
Lynn Hohenste	4/25 /
BOB SCHMINT	CBP
JOHN GUIDROZ	LADOTD
Angi Nook	FA
Johnathan Hill	tranklin Ussuc.
Perry Franklin	Franklin Assoc.

CBP & DOTD

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Name Af	filiation
Paul Vaught	DOTD
Reggy Jo Parne	DOTD
Ari Detch	CBP
FAISAL ALAUZ	CER
JOSE M. CAPARROS	CBP.
MARCOS BOTO	CBP.
EDUMPOJ DE JURY	CBP.
Arranda Gibbons	DOTO

Attachment C



Welcome! Thank you for attending today's public meeting.

The purpose of this meeting is to provide information and solicit comments on the P3 project proposal. Your comments will be provided to both the House and Senate Transportation, Highways and Public Works committees who will determine whether to move forward with the P3 contract in accordance with Louisiana Revised Statute 48:250.4(A)(2).

Open House To Do List:

Station Checklist:

✓	Sign in	>	Station 1 – Welcome & Sign-In
✓	View presentation	>	Station 2 – Presentation
	•	>	Station 3 – Project Overview
✓	Visit each station	>	Station 4 – Schedule & Sequence
✓	Ask questions	>	Station 5 – Tolling
✓ Pro	Provide comments	>	Station 6 – Real Estate
		>	Station 7 – Workforce Development
		>	Station 8 – Comment

Feel free to visit each station at your convenience between 4 pm and 6 pm and provide written or verbal comments at the comment station. A panel question and answer (Q&A) session will follow the open house session. If you would like to ask a question of the panel, return the panel questionnaire form to the comment station with your question clearly written on the form. During the panel session, a panel moderator will read questions to the panel. The panel Q&A session will end at 7 pm. Any unanswered questions will be responded to in the meeting record which will be posted on DOTD's website.

Alternate ways to provide comments after the meeting:

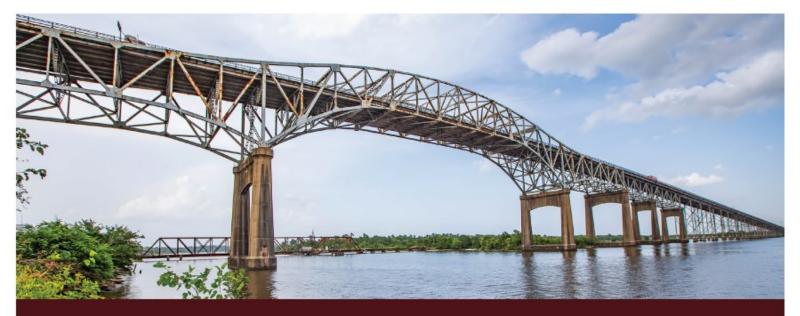
Send a letter to:

DOTD Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Send an email to:

CalcasieuP3@la.gov

Comments received by September 7th, 2023, will be included in the record of the meeting.



CALCASIEU RIVER BRIDGE



The Calcasieu River Bridge project is a \$2.1 billion endeavor to replace the existing I-10 bridge over the Calcasieu River and add extra traffic capacity. The 5.5-mile project is a public-private partnership (P3) and includes I-10 from near Ryan Street in Lake Charles to the I-210 and I-10 interchange on the west side of Lake Charles.

Calcasieu Bridge Partners (CBP) was selected for the P3. CBP is a joint venture of Plenary Americas US Holdings, Inc., Sacyr Infrastructure USA LLC, and Acciona Concesiones S.L.

In addition to a new bridge and approaches, the project includes the interstate roadways and ramps, the I-10 service roads, and interchanges at PPG Drive, Sampson Street, and North Lakeshore/Ryan Street that connect the interstate to state roads and local streets. Sampson Street will be elevated over the railroad tracks to eliminate blockages from trains.



Construction could start in late 2024 and is anticipated to last approximately seven years. The new bridge will be lower and less steep, and it will have more lanes, full shoulders, and roadway lighting.

The design proposed seeks to minimize the impact on traffic during construction. Part of the plan calls for shifting the

alignment of Sampson Street, which will reduce the anticipated closure of Sampson Street from 18 months to fewer than nine months.

The bridge will be partially funded by tolls; without tolls, a new bridge would not be financially feasible. Toll rates will vary based on vehicle type and whether or not the vehicle uses a reduced rate toll tag. Toll tags will be available at no cost to the public. Only vehicles crossing the Calcasieu River Bridge will be subject to the toll. Tolling will not begin until the new bridge is open to traffic. Toll rates are set at 2023 dollars and will be adjusted over time based upon the Consumer Price Index. The tolls have been minimized because funding for this project will be combined with \$800 million from a variety of sources.

QUICK FACTS

Completed: 1952

Carries: I-10 (formerly U.S. 90

before the Interstate Highway System)

Original lifespan: ~50 years (kept open

and safe through frequent inspection and maintenance)

Average daily traffic: ~65,000 (current)

Projected daily traffic: 110,000 (2042)

I-10 Calcasieu River Bridge P3 Presentation 2023-08-31_v1_720p

0:01

Welcome to tonight's public meeting regarding the I-10 Calcasieu River Bridge BPP project. The purpose of this meeting is to provide information and solicit comments on the P3 project proposal. Your comments will be provided to the House Transportation Highways and Public Works Committee and the Senate Transportation Highways and Public Works Committee who would determine whether to move forward with the contract.

0:30

DOTD and Calcasieu Bridge Partners representatives are available to share more information during the open house portion of tonight's meeting, which begins at 4:00 PM and lasts until 6:00 PM, when the panel session will occur. If you have any specific questions you would like to submit for the panel to discuss, please submit at the comment table on the yellow form for inclusion. Tonight's remaining stations include.

0:58

Project overview, scheduling, construction, sequencing, tolling, real estate, workforce development, and a comment station for your comments to be captured. If you have specific questions on any of these areas, please visit the corresponding station at any time during the open house. Again, the panel question and answer session will begin at 6:00 PM.

1:26

The Calcasieu River Bridge originally opened to traffic in 1952 as US 90 and was later incorporated in the Interstate 10. The state has been pursuing options to replace the aging bridge since the BID 1990s and recently identified A preferred alternative in the environmental process that allows the P3 process to move forward. The bridge cannot become a reality, however.

1:56

Unless sufficient funding is in place. In 2017 a bill was filed to increase the fuel tax to fund projects such as this, but that legislation failed to make it through the House and the state's citizens did not have an opportunity to vote on the funding stream given the lack of available funding a public private partnership.

2:25

Also called a PPP, or P3, was determined to be the most viable funding stream to fill the gap between the funds available and the funds needed to build the bridge. A P3 project involves tolling to repay the developer who provides the project funding. The Louisiana State Legislature approved this project for P3 in 2020.

2:54

At which time the procurement process began. This project aims to 1st correct structural and functional roadway and bridge deficiencies by meeting design guidelines and replacing agent infrastructure. Second, reduce congestion and improve mobility on I-10 along Sampson St.

By resolving bottlenecks and delays at railroad crossings, and 3rd address the lack of system continuity on I-10 by adding lanes to be consistently 3 lanes in each direction. The overall project spans from I-10 at I 210 W to I-10 at I210 E however, the portion that is moving into a P3 project.

3.51

To be built first is the section of I-10 from I 210 W to near Ryan St. That entire section, shown here in red, would be built within a seven-year. Under this project. Keep in mind, however, that only vehicles crossing the new Calcasieu River bridge would pay a toll first and foremost.

4:21

This project will replace the existing I-10 bridge over the Calcasieu River with the new bridge. The new bridge will be wider, less steep, and have full inside and outside shoulders. This project will also provide other significant improvements, including widening I-10 to six lanes, three lanes in each direction, and improving the Samson St. interchange.

4:50

And elevating Samson Street over the railroads, the state received 2 cost proposals for the P3 project, both of which were at or above \$2.1 billion. The public funding available, however, only totals \$800 million. In addition, DOTD also will cover cost of \$150 million related to supportive efforts including environmental.

5:25

Utility and right of way needs above the \$2.1 billion design and construction cost. With the project cost of \$2.1 billion and public funding available of \$800 million, the state needed to be creative in locating significantly more funding in order to build this bridge. By implementing AP3 arrangement, a private developer provides the necessary incremental funding.

5:55

To design and build the new bridge and nearby approaches, the developer must also maintain and operate the bridge over the next 50 years, during which they recoup their investment by collecting tolls. The P3 developer is also responsible for financing costs incurred on the project after a lengthy competitive selection process initiated in 2020.

6:22

The state selected Calcasieu Bridge Partners or CBP as its P3 provider. CBP's equity members and operation and maintenance contractor are Plenary America's Sassier Infrastructure and Axiona Conciance. Each of these entities are part owners in the venture with financial, operational and maintenance responsibilities.

6:50

Cbp's Design Build Contractor is a joint venture between Sassier Construction and Axiona Construction. The lead designer on the team is a joint venture between Arcadis, Hue, Vall, Jansen and Spawns and Mojesky and Masters. The toll system provider is CAPS.

7:15

And the project is supported by a team of subcontractors, several of which are Louisiana based. Firms Tolling for bridge crossings will be based upon certain classifications including auto, medium and large truck categories. Classifications are based on the dimensions of the vehicle. Local autos are those which are registered in Allen.

7:53

Beauregard, Calcasieu, Cameron and Jefferson Davis parishes and have a toll tag account. Each of the classifications have tolling rates assigned to them based on whether the vehicle owner has a toll tag or chooses not to place a toll tag in their vehicle in addition.

8:15

A High Occupancy Vehicle 50% discount is available to vehicles in the local auto or auto classifications if they have a special HOV toll tag. The tolling process does not include a toll booth. Tolling mechanisms will be set up to read your toll tag if you have an account or to read your license plate and bill you if you do not have a toll tag.

8.43

This allows traffic to continue through without slowing or stopping. This diagram shows what toll rates will be for each classification in 2023 dollars. Toll rates for local autos are \$0.25 with a toll tag and drop the \$0.13 if three or more occupants are in the car between 7:00 to 9:00 AM or 4:00 to 7:00 PM.

9:13

Toll rates for all other autos begin at \$2.50 with a toll tag increasing to \$3.75 for vehicles without a toll tag. The HOV rate for autos is \$1.25. Toll rates for the medium truck classification begin at \$2.55 with a toll tag and increase to \$3.82.

9:41

For medium trucks without a toll tag, large trucks will have a \$12.50 toll charge with a toll tag, and those without a toll tag would pay \$18.73 per crossing. Keep in mind that all rates are in 2023 dollars, which means they will be indexed according to changes in the Consumer Price Index, or CPI.

10:09

And as such, will be adjusted over time. For more information on tolls, please visit the tolling station at this meeting. The project, as detailed in the proposal selected by DOTD, would begin construction in 2024 and be completed and operational within seven years.

10:38

The Calcuso Bridge Partners proposal include a technical solution that focused on minimizing disruption to traffic during construction. The project includes A50 year. During which tolls would be collected. During those 50 years, CBP is solely responsible for all bridge operations and maintenance and CBP is required to make updates if needed.

11:07

To be able to return the road and bridge to the state in a good condition, while the bridge design finalization will conclude in the next step in the process, CBP's proposal provided some indicative conceptual renderings for what the new bridge could look like under the specified project scope.

11:36

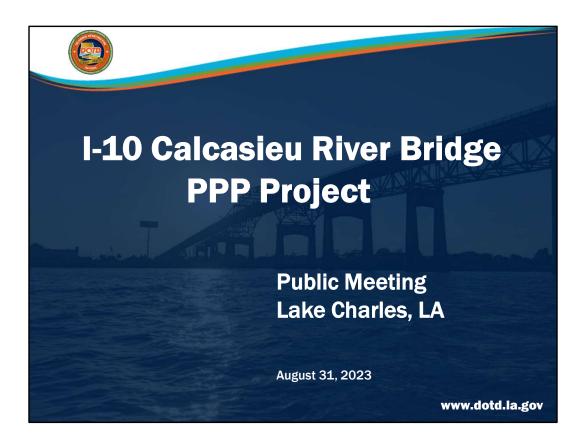
This concept provides lighting elements that give shape to the structure and also incorporate the dueling pistol motif. This rendering shows the same concept in an evening view. Comments can be submitted during tonight's meeting and writing or verbally at the comment station.

12:08

The public has an opportunity to submit comments on the project after this meeting by mail to DOTD Section 28 or by e-mail to calcasup3@la.gov Comments must be received on or before September 7th, 2023 to be included in the meeting record. All comments received by the deadline will be compiled and submitted.

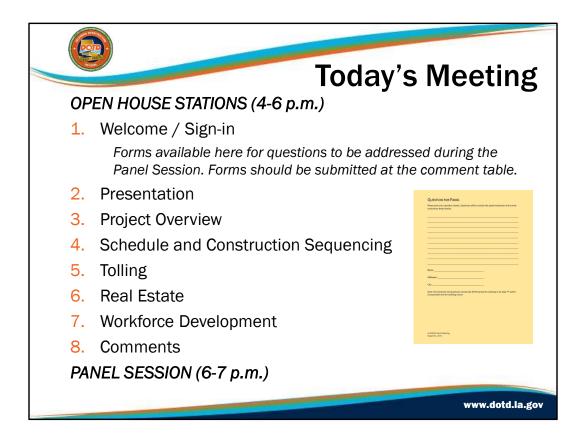
12:34

To the Legislative Joint Transportation Committee who will determine whether to move forward with the P3 contract. Thank you for your attention to this presentation. Please proceed to the remainder of the meetings offerings.



Welcome to tonight's public meeting regarding the I-10 Calcasieu River Bridge PPP Project.

The purpose of this meeting is to provide information and solicit comments on the P3 project proposal. Your comments will be provided to both the House and Senate Transportation, Highways and Public Works committees who will determine whether to move forward with the P3 contract.



DOTD and Calcasieu Bridge Partners representatives are available to share more information during the Open House portion of tonight's meeting, which begins at 4pm and lasts until 6pm, when a panel session will occur. If you have any specific questions you would like to submit for the panel to discuss, please submit at the comment table on a yellow form for inclusion.

Tonight's remaining stations include:

Project Overview,

schedule and construction sequencing,

tolling,

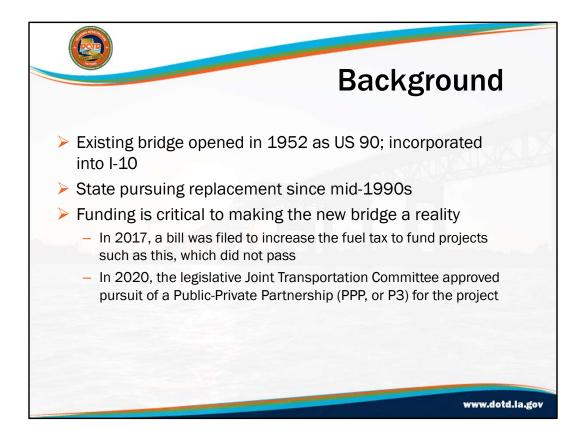
real estate,

Workforce development,

And a comment station for your comments to be captured.

If you have specific questions on any of these areas, please visit the corresponding station at any time during the open house.

Again, the panel question-and-answer session will begin at 6pm.



The Calcasieu River Bridge originally opened to traffic in 1952 as U.S. 90 and was later incorporated into Interstate 10. The state has been pursuing options to replace the aging bridge since the mid-1990s and recently identified a preferred alternative in the environmental process that allows the P3 process to move forward. The bridge cannot become a reality, however, unless sufficient funding is in place. In 2017, a bill was filed to increase the fuel tax to fund projects such as this, but that legislation failed to make it through the House and the state's citizens did not have an opportunity to vote on the funding stream. Given the lack of available funding, a public-private partnership, also called a PPP or a P3, was determined to be the most viable funding stream to fill the gap between the funds available and the funds needed to build the bridge. A P3 project involves tolling to repay the developer who provides the project funding. The Louisiana State Legislature approved this project for a P3 in 2020, at which time the procurement process began.

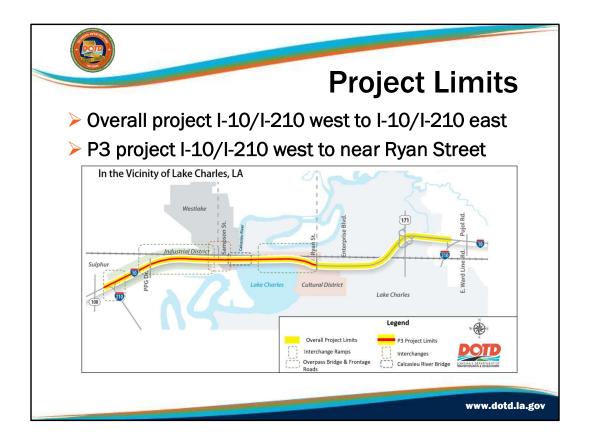


This project aims to:

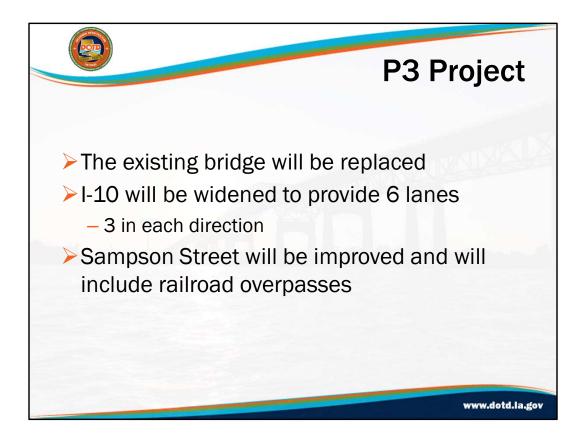
First, correct structural and functional roadway and bridge deficiencies by meeting design guidelines and replacing aging infrastructure.

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

Third, address the lack of system continuity on I-10 by adding lanes to be consistently three lanes in each direction



The overall project spans from I-10 at I-210 west to I-10 at I-210 east. However, the portion that is moving into a P3 project, to be built first, is the section of I-10 from I-210 West to near Ryan Street. That entire section, shown here in red, would be built within a seven-year period under this project. Keep in mind, however, that only vehicles crossing the new Calcasieu River Bridge would pay a toll.



First and foremost, this project will replace the existing I-10 bridge over the Calcasieu River with a new bridge.

The new bridge will be wider, less steep and have full inside and outside shoulders.

This project will also provide other significant improvements, including:

Widening I-10 to six lanes – three in each direction; and

Improving the Sampson Street interchange, and elevating Sampson Street over the railroads



P3 Funding

- Design and Construction Cost
 - P3 project design and construction cost = \$2.1 billion
- Public Funding Available
 - \$800 million toward design and construction
 - Additionally, DOTD will cover \$150 million in costs for other items not included in the \$2.1 billion design and construction estimate
- Developer Responsibility

P3 developer responsible for funding all remaining costs tied to design and construction, as well as operation, maintenance and financing costs.

www.dotd.la.gov

The state received two cost proposals for the P3 project, both of which were at or above \$2.1 billion. The public funding available, however, only totals \$800 million. In addition, DOTD also will cover costs of \$150 million related to supportive efforts including environmental, utility and right of way needs, above the \$2.1 billion design and construction cost.

With a project cost of \$2.1 billion and public funding available of \$800 million, the state needed to be creative in locating significantly more funding in order to build this bridge. By implementing a P3 arrangement, a private developer provides the necessary incremental funding to design and build the new bridge and nearby approaches. The developer must also maintain and operate the bridge over the next 50 years during which they recoup their investment by collecting tolls. The P3 developer is also responsible for financing costs incurred on the project.



Selected Proposer

Calcasieu Bridge Partners (CBP)

- Equity Members/O&M Contractor
 - Plenary Americas US Holdings, Inc.
 - Sacyr Infrastructure USA LLC
 - Acciona Concesiones S.L.
- Design-Build Contractor (Joint Venture)
 - Sacyr Construction USA LLC
 - Acciona Construction USA Corp.
- Lead Designer (Joint Venture)
 - Huval & Associates, Inc. → Janssen & Spaans Engr, Inc.
 - Arcadis U.S. Inc.
- Modjeski & Masters, Inc.

denotes.

Louisiana based firms

www.dotd.la.gov

After a lengthy competitive selection process, initiated in 2020, the state selected Calcasieu Bridge Partners, or CBP, as its P3 provider. CBP's equity members include and operation and maintenance contractor are Plenary Americas, Sacyr Infrastructure, and Acciona Concessiones. Each of these entities are part owners in the venture with financial, operational, and maintenance responsibilities. CBP's design-build contractor is a joint venture between Sacyr Construction and Acciona Construction. The lead designer on the team is a joint venture between Arcadis, Huval & Associates, Janssen & Spaans, and Modjeski & Masters.



Selected Proposer Calcasieu Bridge Partners (CBP)

- > Toll System Provider
 - Kapsch TrafficCom USA, Inc.
- Subcontractors
 - James Construction Group, LLC *
 - Burns Cooley Dennis, Inc.
 - ECM Consultants
 - Franklin Associates
 - GeoEngineers, Inc.⁴
 - Rampart Resources, Inc.★
 - Reich Landscape Architecture, LLC *
 - SJB Group LLC

denotesLouisianabased firms

www.dotd.la.gov

The toll system provider is Kapsch and the project is supported by a team of subcontractors, several of which are Louisiana based firms.



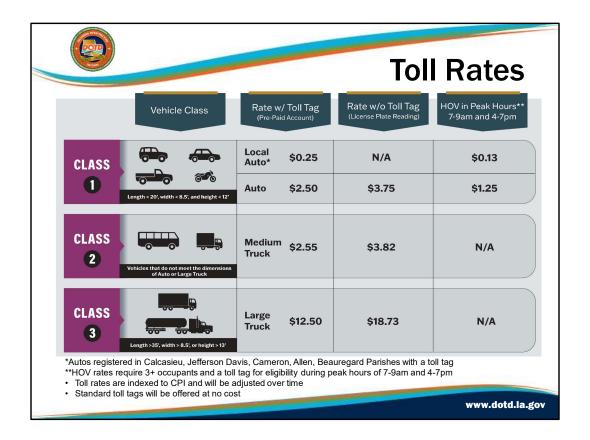
Tolling for bridge crossings will be based upon certain classifications, including Auto, Medium Truck, and Large Truck categories.

Classifications are assigned based on the dimensions of the vehicle.

Local autos are those which are registered in Allen, Beauregard, Calcasieu, Cameron and Jefferson Davis parishes, and have a toll tag account.

Each of the classifications have tolling rates assigned to them based on whether the vehicle owner has a toll tag or chooses not to place a toll tag in their vehicle. In addition, a high-occupancy vehicle 50% discount is available to vehicles in the Local Auto or Auto classifications, if they have a special HOV toll tag.

The tolling process does not include a toll booth. Tolling mechanisms will be set up to read your toll tag if you have an account, or to read your license plate and bill you if you do not have a toll tag. This allows traffic to continue through without slowing or stopping.



This diagram shows what toll rates will be for each classification, in 2023 dollars.

Toll rates for a local auto are \$.25 with a toll tag, and drop to \$.13 if 3 or more occupants are in the car between 7-9 am or 4-7pm.

Toll rates for all other autos begin at \$2.50 with a toll tag, increasing to \$3.75 for vehicles without a toll tag. The HOV rate for autos is \$1.25.

Toll rates for the medium truck classification begin at \$2.55 with a toll tag, and increase to \$3.82 for medium trucks without a toll tag.

Large trucks would have a \$12.50 toll charge with a toll tag, and those without a toll tag would pay \$18.73 per crossing.

Keep in mind that all rates are in 2023 dollars, which means they will be indexed according to changes in the Consumer Price Index, or CPI, and as such will be adjusted over time.

For more information on tolls please visit the Tolling Station at this meeting.



Project Elements

- Begin construction 2024
- Seven-year total construction timeline
- Focus on minimizing disruption to traffic during construction
- 50-year Operations, Maintenance, and Toll Period

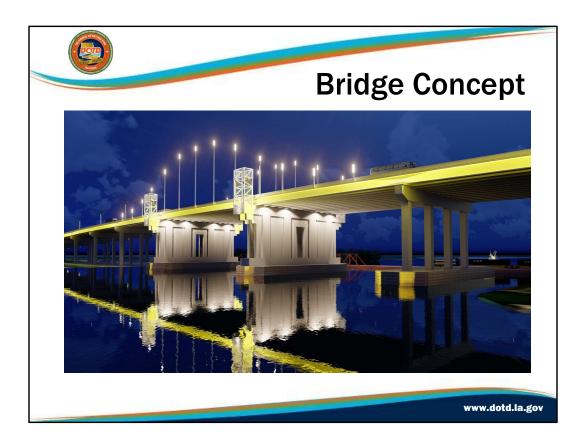
www.dotd.la.gov

The project, as detailed in the proposal selected by DOTD, would begin construction in 2024 and be completed and operational within seven years.

The Calcasieu Bridge Partners proposal included a technical solution that focused on minimizing disruption to traffic during construction. The project includes a 50-year period during which tolls would be collected. During those 50 years, CBP is solely responsible for all bridge operations and maintenance, and CBP is required to make updates if needed to be able to return the road and bridge to the state in a good condition.



While the bridge design finalization will conclude in the next step in the process, CBP's proposal provided some indicative conceptual renderings for what the new bridge could look like under the specified project scope. This concept provides lighting elements that give shape to the structure and also incorporate the dueling pistol motif.



This rendering shows the same concept in an evening view.



Public Comments

- Comments deadline: September 7, 2023
- Submit comments at this meeting in writing or verbally
- Submit comments after this meeting by mail or email
 - Mailed comments should be sent to:

DOTD Section 28 P.O. Box 94245 Baton Rouge, LA 70804-9245

Emailed comments should be sent to:

calcasieuP3@la.gov

Comments provided to the Joint Transportation Committee

www.dotd.la.gov

Comments can be submitted during tonight's meeting in writing or verbally at the comment station.

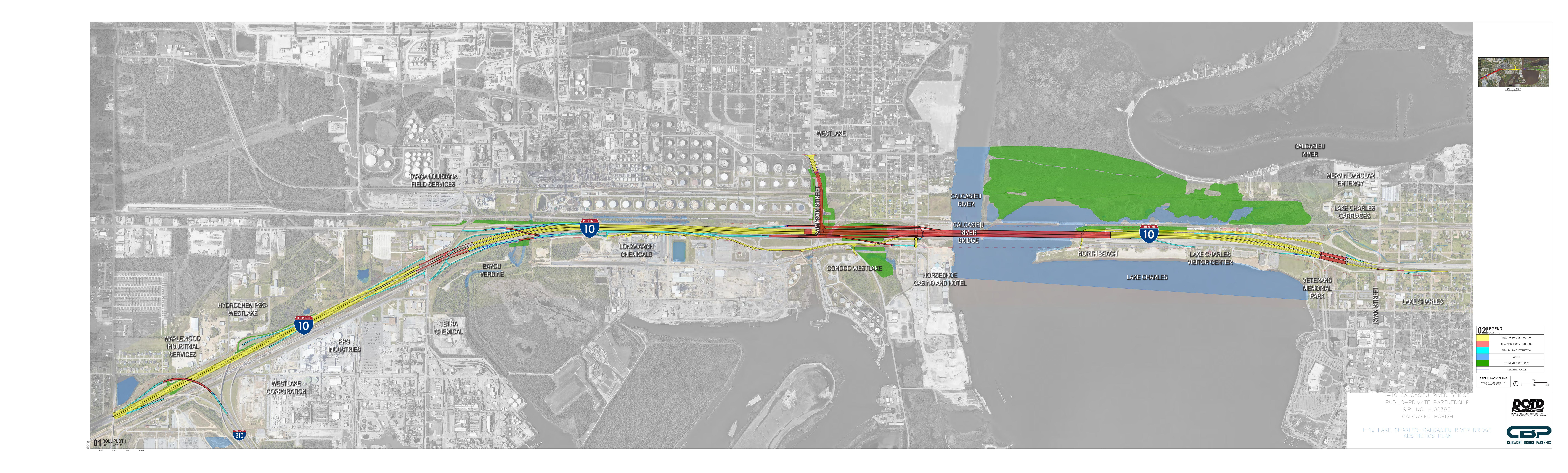
The public has an opportunity to submit comments on the project after this meeting, by mail to DOTD Section 28, or by email to CalcasieuP3@la.gov.

Comments must be received on or by September 7, 2023 to be included in the meeting record.

All comments received by the deadline will be compiled and submitted to the legislative Joint Transportation Committee who will determine whether to move forward with the P3 contract.



Thank you for your attention to this presentation. Please proceed to the remainder of the meeting's offerings.



Project Benefits

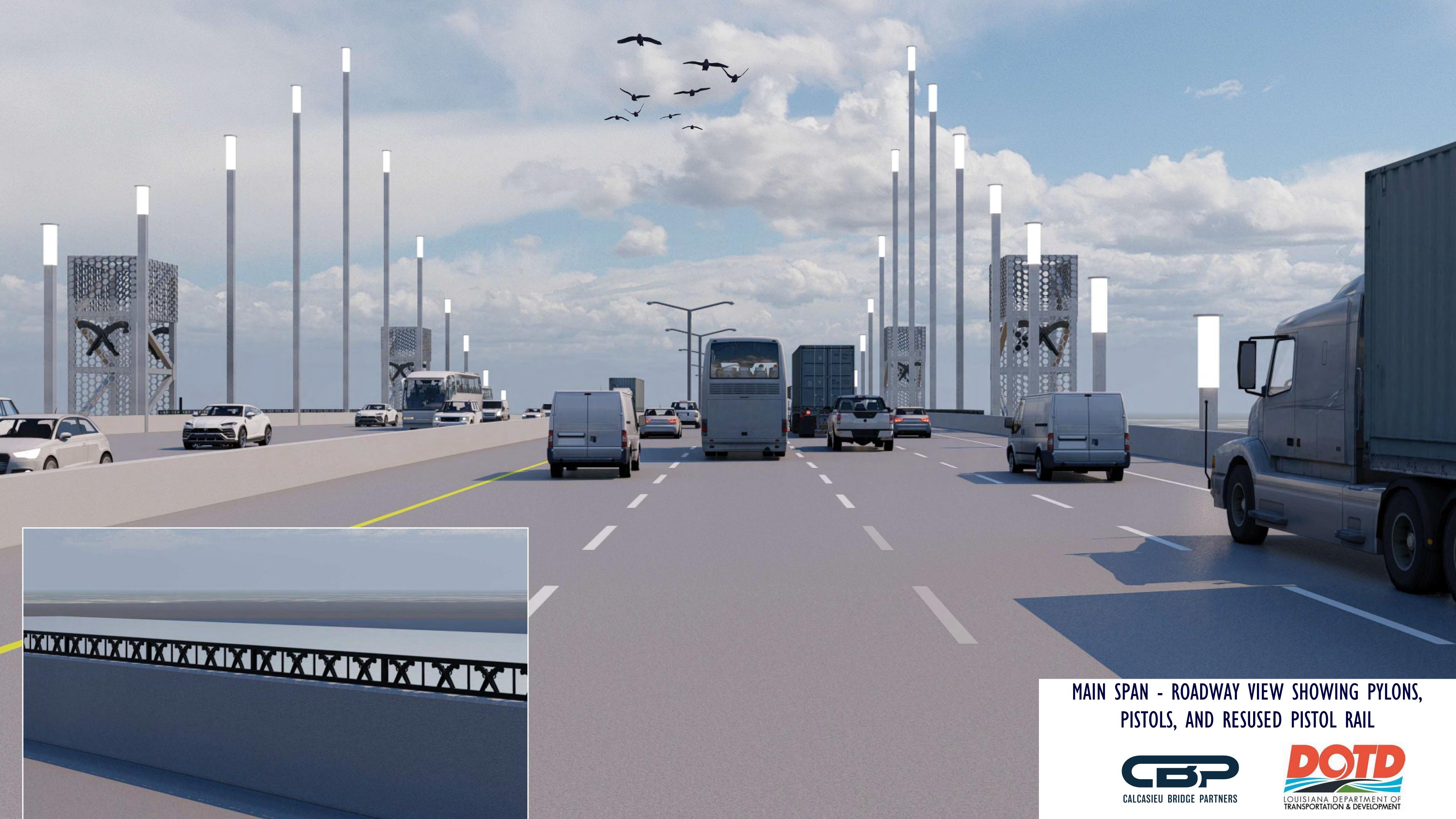
I-10 Calcasieu River Bridge	New structure to provide river crossing for the next 100 years. New bridge provides less steep approach grades compared to the existing bridge. Constructed on offset alignment to minimize impacts to traveling public during construction.
Overall	Widens I-10 to 3 lanes in each direction to improve traffic conditions and meet future demands.
West End	Ties in with the recently completed Interstate widening project (at the I-210 Interchange).
PPG Drive Interchange	Maintains US 90 access to I-10 while accommodating widened interstate. Provides access to Sampson Street well in advance of interchange to eliminate backups on I-10.
Sampson Street Interchange	Eliminates two at-grade railroad crossings eliminating traffic delays & providing improved emergency response services to the City of Westlake. Minimize traffic backups onto I-10 by utilizing an elevated interchange concept.
East End	Ties in with existing 3 lane section at Ryan & Bilbo Street. Provides improved on and off ramp geometry with auxiliary or acceleration lanes to meet current standards. Maintains access to lakefront along Lakeshore Dr.





















ELEVATED SAMPSON STREET AT I-10

FOR ILLUSTRATIVE PURPOSES ONLY.
DESIGN SUBJECT TO CHANGE.







ELEVATED SAMPSON STREET AT I-10

FOR ILLUSTRATIVE PURPOSES ONLY.
DESIGN SUBJECT TO CHANGE.







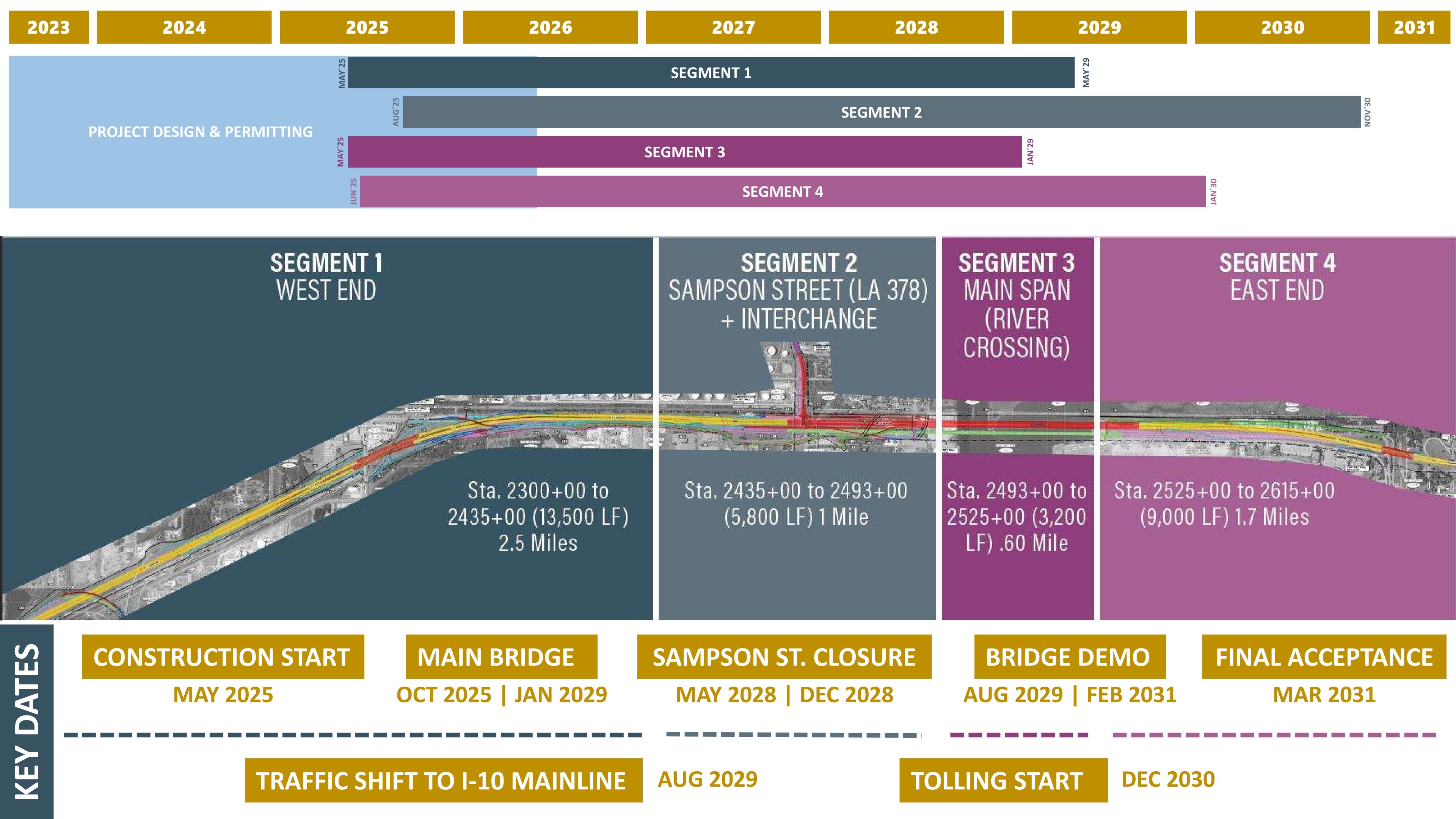
ELEVATED SAMPSON STREET

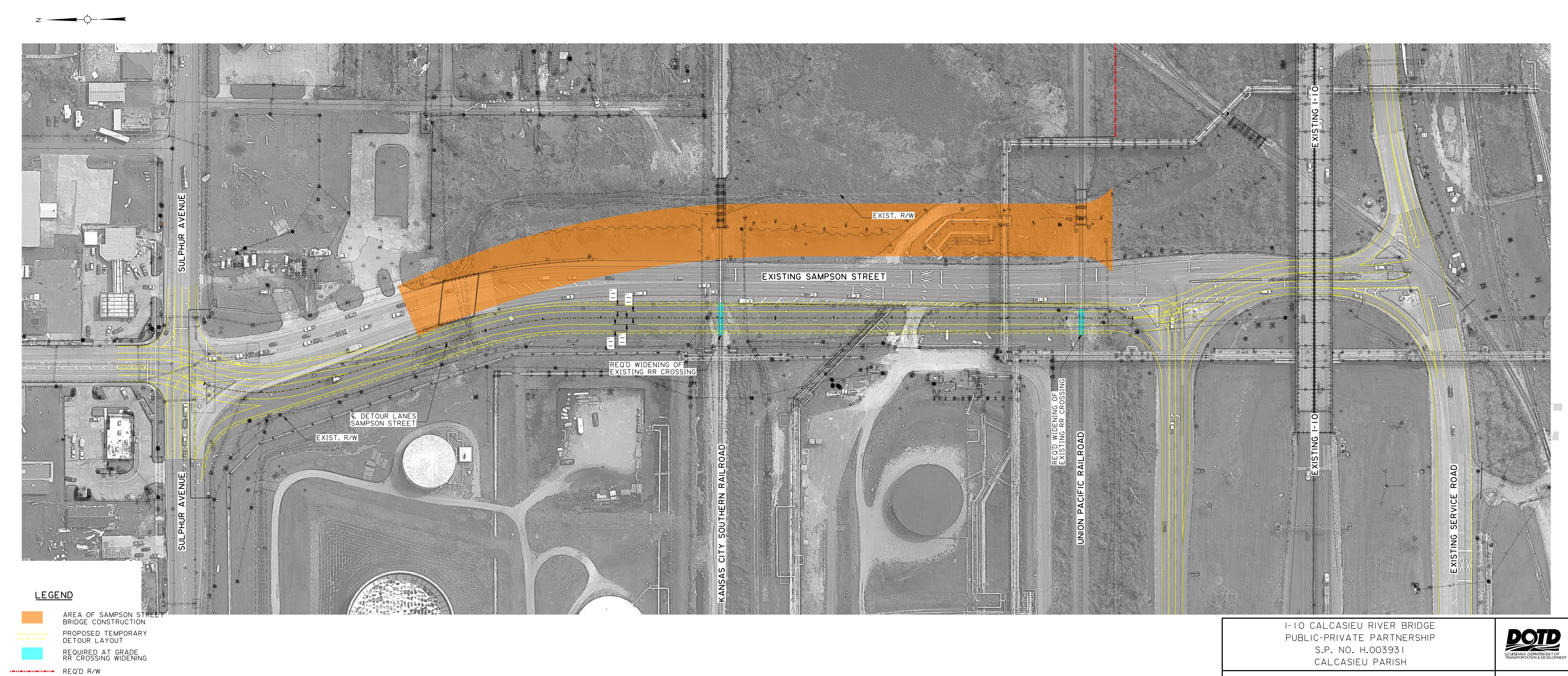
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DESIGN SUBJECT TO CHANGE.







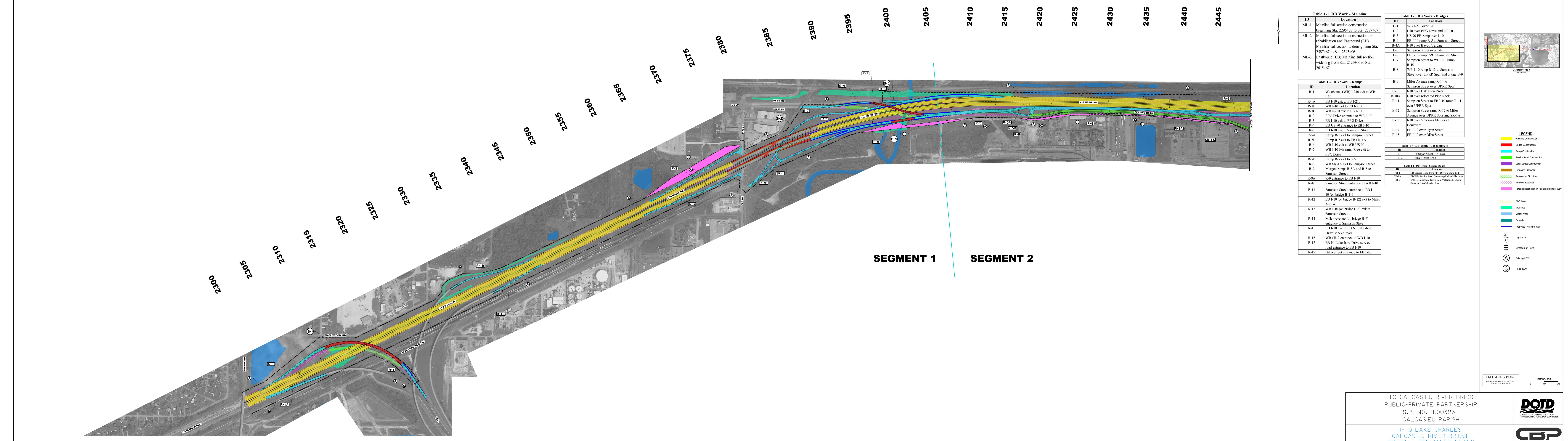




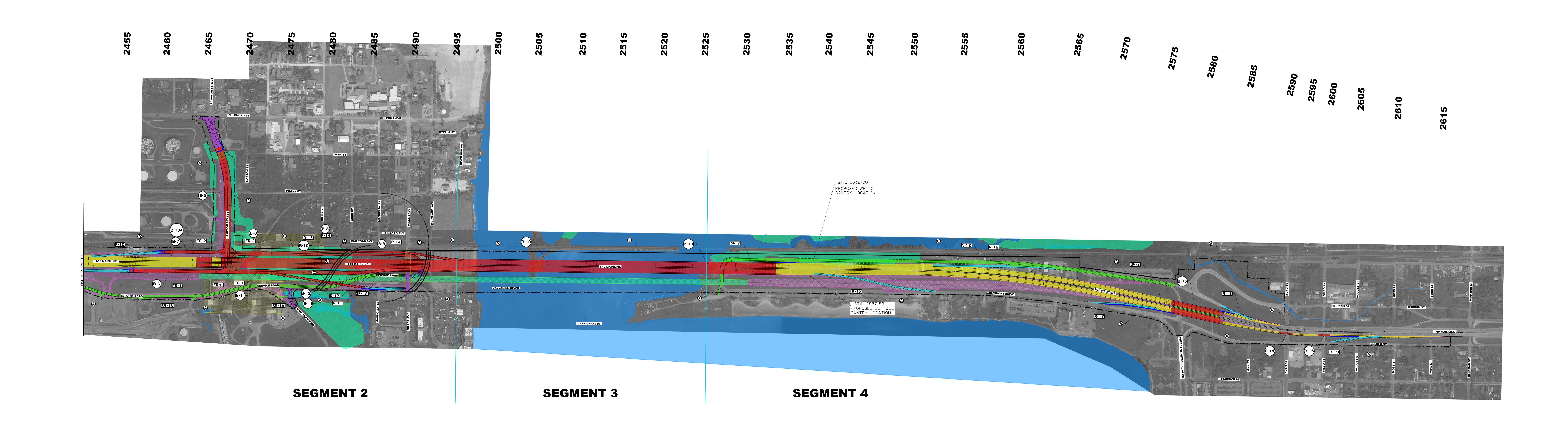
----- EXISTING R/W

SAMPSON STREET PROPOSED TRAFFIC SHIFT









PRELIMINARY

THESE PLANS NOT TO

ARY PLANS

HORIZONT

STRUCTION

0 2

Ramp Construction

Service Road Construction

Local Street Construction

Proposed Sidewalk

Removal of Structure

Removal Roadway

EDC Areas

Water Areas

Proposed Retaining Wall

Light Pole

(A) Existing ROW

(C) Req'd ROW

Direction of Travel

Wetlands

Culverts

Potential Reduction in Required Right of Way

I-IO CALCASIEU RIVER BRIDGE PUBLIC-PRIVATE PARTNERSHIP S.P. NO. H.003931 CALCASIEU PARISH

I-IO LAKE CHARLES CALCASIEU RIVER BRIDGE OVERALL SCHEMATIC PLANS SHEET 2 of 2



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

TOLLING AND TOLL RATES

	Vehicle Class		Toll Tag Account)	Rate w/o Toll Tag (License Plate Reading)	HOV in Peak Hours** 7-9am and 4-7pm
CLASS		Local Auto*	\$0.25	N/A	\$0.13
	Length < 20', width < 8.5', and height < 12'	Auto	\$2.50	\$3.75	\$1.25
CLASS 2	Vehicles that do not meet the dimensions of Auto or Large Truck	Medium Truck	\$2.55	\$3.82	N/A
CLASS 3	Length >35', width > 8.5', or height > 13'	Large Truck	\$12.50	\$18.73	N/A

^{*} Autos registered in Calcasieu, Jefferson Davis, Cameron, Allen, Beauregard Parishes

^{**}HOV rates require 3+ occupants and a toll tag for eligibility during peak hours of 7-9 a.m. and 4-7 p.m.

[•] Toll rates are indexed to CPI and will escalate over time

Standard toll tags will be offered at no cost



OR JUST DRIVE THROUGH



Toll Payments







Invoice can be paid online, by mail, or in person at walk-up center

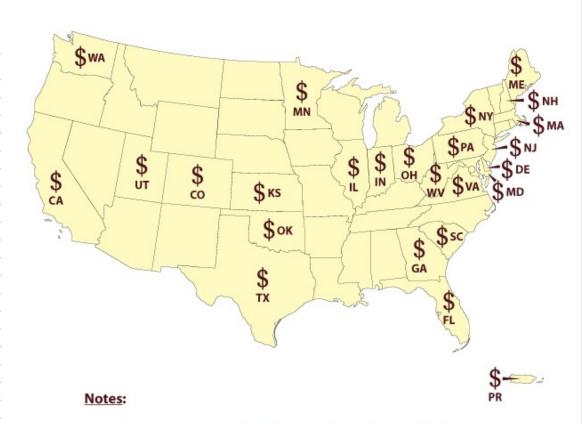
Payment Option	Online	Mobile	Mail	Walk-In Centers
Debit/Credit	X	X		
Cash				X
Check			X	X
Money Order			X	X
ACH	X	X		

INTERSTATE TOLL ROADS ACROSS THE UNITED STATES

STATE/	TOLL	MAX. FEES	MIN. FEES
TERRITORY	MILES	PASS. VEHICLES	PASS. VEHICLES
CA	126.3	\$89.65	\$4.80
co	31	\$46.93	\$10.72
DE	23.43	\$4.00	\$4.00
FL	108.5	\$13.50	\$3.85
GA	63.24	\$27.95	\$1.40
IL	294.95	\$42.70	\$20.85
IN	157	\$12.30	\$0.70
KS	236	\$26.50	\$0.56
MA	139.52	\$10.15	\$0.50
MD	63.07	\$14.54	\$3.29
ME	110.34	\$14.45	\$4.20
MN	39	\$24.00	\$0.75
NH	36.19	\$3.00	\$2.10
NJ	78.1	\$19.40	\$16.75
NY	548.7	\$171.50	\$2.41
ОН	241.2	\$49.50	\$1.50
ОК	269.1	\$30.65	\$3.35
PA	482.61	\$256.20	\$127.40
PR	210.01	\$21.60	\$21.60
SC	16	\$3.50	\$1.00
TX	140.36	\$82.32	\$11.07
UT	71.62	\$2.00	\$0.25
VA	61.4	\$62.50	\$2.00
WA	17	\$12.00	\$0.75
wv	86.8	\$8.00	\$5.20

TOTAL MILES: 3,653.82

Source: U.S. Department of Transportation Federal Highway Administration Current as of 1/1/21



- The only tolls currently in Louisiana aren't along interstate highways. They are on the elevated portion of LA 1 in Lafourche Parish and the Lake Pontchartrain Causeway in St. Tammany Parish.
- The fees for passenger vehicles shown in the table are the sums of every toll road in that state.
- Minimum and maximum fees for passenger vehicles depend on factors such as vehicle size and number of axles.

OUR COMMITMENT TO LOCAL ECONOMIC & WORKFORCE DEVELOPMENT

PROACTIVE LOUISIANA & DBE INCLUSION

Calcasieu Bridge Partners (CBP)'s approach has included early engagement with Louisiana-based firms with a focus on suppliers and vendors based within Calcasieu Parish including a 10% Louisiana Disadvantaged Business Enterprises participation goal in designing and building the new Calcasieu bridge.

LOCAL SUPPLIER PRIORITIZATION

CBP is prioritizing the use of SWLA subcontractors and suppliers, including trucking, construction materials providers, printing firms and other local businesses. This meaningful participation of local vendors will include both mentoring and training programs to support long term growth across the region.

LOCAL WORKFORCE DEVELOPMENT

CBP's prioritizes bridging the connection between local businesses with local craft and non-craft workers from SWLA by establishing an On-the-Job Training program and hiring a dedicated Workforce Implementation Manager.

INCREASED LOCAL RESILIENCE

Building a new bridge that will offer enhanced safety elements and increased resilience while reducing interstate congestion for the region, makes the area more enticing for future economic development.

(Please print clearly)	
	······································
Name:	You may drop your comment form at the comment station; mail it or a letter to DOTD
Affiliation:	Section 28, P.O. Box 94245, Baton Rouge, LA
City:	70804-9245; or email <u>CalcasieuP3@la.gov</u> . Comments received by Sept. 7, 2023, will be included in the meeting record.

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.			
		·	
Name:		-	
Affiliation:		-	
City:		_	

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

Attachment D

a. Written comments received at meeting

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

WAS & BASCULE BRIDGE CONSIDERED AS AN
ACTERNATE TO LOWER THE VERTICAL HE1614T
AND COST?
Name: TANE
Affiliation:
City: SULPAUR

Note: All comments and questions received by DOTD during the meeting or by Sept.7th will be incorporated into the meeting record.

(Please print clearly)	
To a wall a sie P.	
846. has Local	Workforce in
all the Souround	in Forcing Local workforce in ng areas in Lousiana
	·
	<u></u>
Name: Ernesto Soto	You may drop your comment form at the
Affiliation: Ironworkers Regional Local Union 846	Section 28, P.O. Box 94245, Baton Rouge, LA
City: 51. Bernard Parish	70804-9245; or email <u>CalcasieuP3@la.gov</u> . Comments received by Sept. 7, 2023, will be included in the meeting record.

(Please print clearly)

I don't agree that the tax payers of this area
Should cover costs of a Federal funded Highway.
This toll bridge is not good for our locals. we
have chemical plant taxes, casino taxes and a fuel
tax on every single gallon we buy already that
Should be used for our 1-10 Huy. If we own
multiple vehicles, this is just more expense for
us. Do we pay fees on each vehicle and each
trailer we pull? I don't think our tax
dollars are being spent wisely if we are
asking for a toll bridge to cover this.
<i>y</i>

Name: <u>Kelvin Mott</u>

Affiliation: <u>Concerned Citizen +</u>
+ax pager

City: <u>Lake Charles</u>

You may drop your comment form at the comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA 70804-9245; or email <u>CalcasieuP3@la.gov</u>. Comments received by Sept. 7, 2023, will be included in the meeting record.

(Please print clearly)	
Much needed project	t for this area and the state.
Glad this project is fir	t for this area and the state, nally coming to faitton!
The second secon	
MPA-MANUTATION TO A STATE OF THE STATE OF TH	
,	
AND THE STATE OF T	
Name: Thomas	You may drop your comment form at the
	comment station; mail it or a letter to DOTD
Affiliation:	Section 28, P.O. Box 94245, Baton Rouge, LA
City: Lafayette, LA	70804-9245; or email <u>CalcasieuP3@la.gov.</u> Comments received by Sept. 7, 2023, will be
	included in the meeting record

(Please print clearly)	
hake like good project That's	Low Warkers need to be our
<i>t</i>	
	,
	70 79704
Name: Matthew Rryat	You may drop your comment form at the
Name: Matthew Bryat Affiliation: Flow I con Washon 623 City: Pollock, AA	comment station; mail it or a letter to DOTD
Attiliation: Total Con Washon 665	Section 28, P.O. Box 94245, Baton Rouge, LA
City: Yollock, AA	70804-9245; or email <u>CalcasieuP3@la.gov</u> . Comments received by Sept. 7, 2023, will be
-	included in the meeting record.

(Please print clearly)	
very Supporting of mo	ing formard with This boidge with
· + 11	
Biggest disappoint	ent was not incorporating abihp
Lanson the bridge	
	·
The state of the s	
Name:	You may drop your comment form at the
	comment station; mail it or a letter to DOTD
Affiliation:	70904 0245; or amail Calcaricup 201a acu
City:	Comments received by Sept. 7, 2023, will be
	included in the meeting record.

H.003931 Public Meeting August 31, 2023

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

LOCAL 623 Would be The SAFEST PROPERTY	M.
people tor the TASK.	
	•
	
	
Name: Allit J. Manganing	
Name: All J. Mongo Mal	
city: BAtow Rouge La	

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

(Please print clearly)	
of Think this	s hund be a nie project
and I Think local 622	3 Should be on the july.
·	
A	
Name: Jolch M 5mm	You may drop your comment form at the
Affiliation: Iruh Willew	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA
	70804-9245; or email <u>CalcasieuP3@la.gov</u> .
City. <u>1</u>	Comments received by Sept. 7, 2023, will be
City: M5	70804-9245; or email <u>CalcasieuP3@la.gov</u> .

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

When we start have?	
	···
	<u> </u>
Name: Tolashy Small Affiliation: Fran Worker	
Affiliation: Iron Worker	
city: MS	

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

Thank you for the opportunity To
DIEW The CONCEPT.
To help finance the Phoject.
To help finance the PhojecT.
1) Most Rfficient
2) QuickesT
3) We Will Payfor IT one WAY
or the other
- Thanks
Name: FRRY Hyme(
Affiliation:
City: Sylphun, LA

Note: All comments and questions received by DOTD during the meeting or by Sept.7 $^{\rm th}$ will be incorporated into the meeting record.

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

		. , , , , , , , , , , , , , , , , , , ,		
- Can th	e contra	ct be	liden	ded
until H	ie vekt	Adm	inistra	tun?
- Can the	So	· at	what	cost?
\$ 15, my				
`				
	77 (00 000 4.0)			
Name:				
Affiliation:				
City:				

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

(Please print clearly)	
This was a very informative me	eting. I had most of my questions
answerd.	
QUESTION: le there any room	for charge in the aesthetic aspects of the
bridge? It doesn'	+ quite notch our city.
	O O
AND AND ADDRESS OF THE PARTY OF	
AND REPORT OF THE PARTY OF THE	
The state of the s	
11	
Name: Hamoh S.	You may drop your comment form at the
Affiliation: Citizen	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA
Affiliation: <u>Cifizer</u> City: <u>Lake Charles</u> , <u>LA</u>	70804-9245; or email <u>CalcasieuP3@la.gov</u> .
City. Date Control	Comments received by Sept. 7, 2023, will be
	included in the meeting record.

(Please	print	clearly)
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	Union!	
Union	members are held to higher	
stan	lards	
- Better	quality of work	
Better	safety standards	
- Suppo	safety standards rt local workforce	
		
		-
	<u>.</u>	

Name: Dervick Goghart & Family
Affiliation: 140E Local 406
City: Lake Charles

You may drop your comment form at the comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA 70804-9245; or email <u>CalcasieuP3@la.gov</u>. Comments received by Sept. 7, 2023, will be included in the meeting record.

(Please print clearly)

DESIGN FOR PROJECT SCOPE FROM
MESTLAKE TO LAKECHARIES KIRKMAN ST
LOUKS GOOD!
WHAT WILL BE DONE WITH I-10
I-210 LOUP EAST?
I-210 LOUP EAST?
2 OPROSIO TO PPP CAPITAL PROJECT
DNO YOLL!
MIS SHOWLD BE I-10 FLOCUL
BUDGET TNERISITIVOURCE BILL!
- THERE IS NO SHORTNEE OF PEDENT &
- LETS OUT PRIORITIES IN ORDER!
Name: You may drop your comment form at the comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA City: LAICH CHARLES A 70804-9245; or email CalcasieuP3@la.gov. Comments received by Sept. 7, 2023, will be
Affiliation: Section 28, P.O. Box 94245, Baton Rouge, LA

H.003931 Public Meeting August 31, 2023

(Please print clearly)			
It will be a good Prosect that			
Union Lands Should build LOCKA 1623 is the safestand			
bestunion for thes	06.		
Name: 5 Pencer Ore Lang Affiliation: I ronwort ers 623	You may drop your comment form at the		
Affiliation: INMUNITEDS	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA		
city: Lake charles, Louis on	70804-9245; or email <u>CalcasieuP3@la.gov</u> . Comments received by Sept. 7, 2023, will be included in the meeting record.		

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

When do we start nor &?
to rate it happen?
to rage it fuppea?
P
Name: SPR MCPr Oresiday
Affiliation: FOR workers 623
City: 19 50 Charles

Note: All comments and questions received by DOTD during the meeting or by Sept.7th will be incorporated into the meeting record.

(Please print clearly)	0 00 t
We were Very much "	x tavor of the Toll and
the proposed Desic	rfavor of the Toll and c of the New bridge Sampson St. elevated
Out of State	So 1804 CD D (50-1
und aspecially the	Sanfoundt. elevated
exchange of	·

Name: Sheeter + Menu / 7	u/S
ivame:	V , , , ,
Affiliation: Xesclent	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA
a Westake	70804-9245; or email <u>CalcasieuP3@la.gov.</u>
City:	Comments received by Sept. 7, 2023, will be
	included in the meeting record.

(Please print clearly)

I am in full support. I	think it is a good plan.
	Road Spur on the East Side-by Mille
	you Sampsonst. (on the westlak sin
That area is in new of d	,
potential for worthfront due	Up ment a economic Growth-
and if the Spar takes up the	at Space it would hindu
economic development	
The oursass for sampson St	rest is brillant, I travel
Miller Averue to I-10-210	
Lota Charles I think	•
"drussed up" and malage	-
like our culture-designed to	
to move traffic. we only git	
lifetime-lets make it OUT	
Med that it is a second of the	
100 - A () - A4 .	
Name: Michelle McIanis	You may drop your comment form at the
Affiliation:	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA
city: Lab Charles	70804-9245; or email <u>CalcasieuP3@la.gov</u> .
	Comments received by Sept. 7, 2023, will be included in the meeting record.

H.003931 Public Meeting August 31, 2023

(Please print clearly)

Does The P3	Ancement	have 1	D in in	For		
The STATE TO F	Pay The P3	IN Fu	Ture Year	To Red		
Tolls or Reduce	The Number	of year	o Toll	Will Bc		
Collectel.						
			MANUEL .			
	***************************************	·				
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	Politica production of the control o	7700000				
		100-100-100-100-100-100-100-100-100-100		27A1		
Name: <u>JAMES WARS HAR</u>		_	•	nt form at the		
Affiliation: RwidenT	comment station; mail it or a letter to DOTD Section 28, P.O. Box 94245, Baton Rouge, LA					
City: LC LA		70804-9245; or email <u>CalcasieuP3@la.gov</u> . Comments received by Sept. 7, 2023, will be				
			e meeting reco	•		

V

QUESTION FOR PANEL

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

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- Operate	- Main	,tain	63	choser	0.5	the	delivery	met hod
- Operate	this	me	ja proje	Cts. M	hat	alter	natiser	were.
conside	red a	lon.	why	were	they		reject	e)?
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	W		****					
	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>							
Name:	y Der	<u> </u>						
Affiliation:	Reason	F	bno	Nost				
City: Ba					<u>-</u>			

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

Traffic during construction

QUESTION FOR PANEL

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

\mathcal{O}	* How will traffic flow of detour congestions due
Ĭ	to bridge construction be addressed?
	Note: A review of traffic flow during bridge overte
	Curecks, stalled vehicles) will indicate where
	tratic revoles, and the impart to Geoder reads & single entry communities adjacent to proposed detour rouses.
	single Ontry Communities adjacent to proposed dotour roules.
(V)	Are dotour routes robust to handle long term
	de tour schedules? Road Conditions, trattic signals,
	murkers, secondary bridges or routes in consideration Por dotour
	Name: Marialisa Wyatt
	Affiliation: Citizon
	city: Lake Charles.

Note: All comments and questions received by DOTD during the meeting or by Sept.7 $^{\rm th}$ will be incorporated into the meeting record.



Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

I. What steps will be taken to ensure workers are properly trained and equipped to get the job done?

Z. What Steps will be taken to ensure workers here in Lake Charles and the surrounding immediate areas have the opportunity to be employed on this project?

Name: David Hyatt

Affiliation: Vice President INDE Local 406

Note: All comments and questions received by DOTD during the meeting or by Sept. 7^{th} will be incorporated into the meeting record.

ake Charles LA

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

I what are the plans For wo workforce
development and traing
Dr Do the members of committee inten
to use registered Approxities on Stoject.
and which Aggresticship stagrams
Work Local!
Name: Richard Paulk
Affiliation: Local 198
City: Lake Charles

Workforce + tolling

458

QUESTION FOR PANEL

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

	Is it possible to auction existing dualing guns to raise funds for the bridge?
	ADT THE BY LEGEL
A	Can tell rates be reduced for plant workers, etc., who
	must be at work hefore "peak" hours and can not
	take advantage of HOV lanes because of the nature of
	their jobs. Traveling I-210 daily may not be feasible
	for them.
	Name:
	Affiliation:
	City: L.C., LA

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

- chickai
CONSTRUCTION TO OLD BRIDGE ? COULD IT BE USED FOR
LOCAL TRAFFIC? NO TOLLS
SABINE RIVER
TOILING DHOW MUCH DID THE 210 BRIDGE AND SAPINE RIVER (DSTS BRIDGE COST? WHAT WAS STATE FERCENTAGE AND WAS
BRIDGE COST? WHAT WAS STATE PERCENTAGE AND
COSTS BRIDGE COST? WHAT WAS STATE PERCENTAGE AND WAS PEDERAL PERCENTAGE? WHY DID P3 NOT CONSIDERED
FOR THOSE PROJECTS? IS BATON ROUSE IND
BRIDGE GOING TO BE FINANCED AS P3?
3) IS RAISING GAS TAX AN OPTION?
Name: DON MORRIS
Affiliation: C1712EN
City: WE-STLAKE

Note: All comments and questions received by DOTD during the meeting or by Sept.7th will be incorporated into the meeting record.

WILL THE CONTRACT WITH CONFER INCENTIVES FOR PROJECT UNDER COST ON TIME AS WELL AS COSTING THEM FOR POOR PERFORMANCE?

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

Is	there	any	other	part	of	I-10	iA	460	country
that	15 1	tolled?		·					country
	<u>.</u>								
			70 th 20 st 1						
								-,-,,	
Name: <u>₹</u>	Sryan	Hong Brus Inc				_			
Affiliatio	n: Hay	Brus Inc	*	·		_			
City: <u>L</u>	ike cl	narles, u	A			_			

Funding and Construction/roadways Question for Panel

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

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<u></u>	WHY Fede FCOCO	ral AL I	NPMS	TRUCTU,	26 30	DCCT	. 3	
6	WHAT	WIL	L BE	DON	e w	ITH	J-10) From
<u> </u>	KILKN	AAN/R	YAN ST	OLCT	ENST	AQ.	I-210 PUN E	LOOP?
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	AVAN	194	<u> </u>					
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							,	
Name: _		Ron	1701	oinle y				
Affiliatio	n:							
City:	hak	- CIIna	ics,	M				

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

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Note: All comments and questions received by DOTD during the meeting or by Sept.7th will be incorporated into the meeting record.

Sulphur/ Lake Charles

Sample Questions for the Calcasieu Bridge Public Hearing 8/31/23

Proposer Group È

- 1. What commitments can the members of the committee make to ensure responsible, local contractors are hired to complete portions of this project?
- 2. How do the members of the committee intend to address the workforce training needs that a project of this size will require?
- 3. What are your plans for workforce development and training?
- 4. Do the members of the committee intend to use registered apprentices on this project? If so, which registered apprenticeship programs will they come from?
- 5. Are the members of the committee willing to negotiate a community benefit agreement to ensure Louisiana workers are compensated fairly for their work on this project?
- 6. Which groups here in Lake Charles could be helpful to the committee in establishing a community benefit agreement?
- 7. What steps will be taken to ensure workers are properly trained and equipped to get the job done?
- 8. What steps will be taken to ensure workers here in Lake Charles and the surrounding areas are put to work on this project?
- 9. It is my understanding that the US Department of Transportation will recall federal funds if the Louisiana Legislature fails to approve plans for this project in a timely manner. What steps are being taken to ensure that this project moves forward with responsible Louisiana contractors and protections for local workers?
- 10. The White House has made it clear that they'd prefer to see good, union jobs come out of projects like the Calcasieu River Bridge. What steps are being taken to ensure this happens and Louisiana union members can get to work?
- 11. Which company will have the (50yr) maintenance contract? How will they meet apprenticeship requirements, and will they have union participation?
- 12. Is the demolition of the current (Old) I-10 Calcasieu River bridge included in the RFP that Calcasieu Bridge Partners are the potential awardees of? Or will there be another RFP for the demolition?

Delegares of the
Louisiana State Building &
Construction trades council

Transporters Local Union #623

City: State wide

5: 24 pm

Tolling

QUESTION FOR PANEL

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

IT IS MY UNDERSTANDING THAT CBP BASICLY

OWNS THIS BRIDGE POR SO YEARS CONCETING

TOLIS TO PAY FOR BRIDGE WITH A REASONABLE

PROFIT, WHAT IS CBP'S INCENTIVE TO

BUILD THIS BRIDGE AS EFFECIENTY, COST

EFFECTIVE AND AS QUECKLY AS POSSIBLE

IF THEY CAN CHARGE TOLIS UNTIL PAID OFF?

Name: DON MURRIS

Affiliation: CITIZEN

City: WESTLAKE

Publicity & tolling Question for Panel

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

D why has this not been broadcast on local
news stations?
@ Why is there not a vote on this by the
local tax payers?
3 why would we put this toll bridge on a
major Huy that spans across the US + not
use a secondary twy for such a toll bridge?
(this bridge was originally for our military to
Cross our country so this shouldn't be a toll bridge
in my opinion)
Name: Kelvin Mott
Affiliation: Concerned Citizen + tax payer
City: Lake Charles

Interoperability

QUESTION FOR PANEL



Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

Can my EASY TAG	PROM TEXAS
Work? It is had	rd to put
2 trans on the win	dahield and
still work	
Name:	- .
Affiliation:	-
City:	

Please print your question clearly. Questions will be read by the panel moderator in the order received as time permits.

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Attachment D

b. Comments received after meeting

From: J H < @gmail.com>
Sent: Friday, September 1, 2023 12:18 AM

To: CalcasieuP3
Subject: I-10 bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

In my opinion the proposed bridge is too big for Lake Charles. This isn't Houston and we don't have the population of Houston. Quit trying to burden the people of Lake Charles with the cost of a big fancy bridge.

Jennifer Hidalgo

From: watch this one < @gmail.com>

Sent: Friday, September 1, 2023 7:47 AM

To: CalcasieuP3
Subject: I-10 Bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Can we not get a bridge in Louisiana that looks like some of the most beautiful bridges in the world -?

All the Texas bridges have the yellow cable spans – as so many around the country do

NONE of those beautiful bridges have a toll – people will use I-210 loop before they pay a toll to go over a bridge that looks like it was built in the early 1900 era

Please get an architect to get more and better looking plans for our city and our bridge in this endeavor

WJ "Butch" Benoit
Service Manager
Kenworth of Louisiana
Southland Truck Leasing, LLC
dba- Southland Paclease
441 S Goodman Rd
Lake Charles, LA 70615
(337) (O)
(337) (C)
www.kwlouisiana.com



Sent from Mail for Windows

From: Charles LaVergne < @bellsouth.net>

Sent: Friday, September 1, 2023 9:44 AM

To: CalcasieuP3

Subject: I-10 Calcasieu River Bridge P3 Project

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Good Morning To All:

First I would like to thank all whom have devoted their professional time to the citizens of our Great Parish of Calcasieu in trying to solve a major issue with the Calcasieu River Bridge project.

As a citizen of Westlake I know firsthand the issues we have with the bridge and access getting in and out of our city. I and my family have lived here for over 25 years, and with that said my wife, son and I have work for the Calcasieu Parish Sheriff's Office for many years and 2 of us have since retired. So we know the issues with accidents and traffic as well with emergency response. After reading and listing to the information presented by DOTD on the P3 proposal we feel that Calcasieu Bridge Partners would be suitable to proceed with the new bridge for our area. We also know that from speaking with family and friends we all agree that something needs to be done with the current bridge and access. Yet we all understand that funds have to come from somewhere to build us a new bridge as well as safe access. Most of us that are retired and travel we use toll roads and have toll tags on our vehicles already and do not object to paying tolls. Tolls are an excellent way we feel to have great roads to travel on, and to me and my family's opinion cost effective for the state and the public they are great roads. We hope that our citizens as well as our great state and the Senate Transportation, Highways, and Public Works Committees will agree with the DOTD's Proposal and give final approval so that his P3 project will move forward.

Thank You for your dedication and concerns to the Citizens of Calcasieu Parish.

Charles & Tammy LaVergne & Family May God Bless You

From: Jared King < @gmail.com>
Sent: Friday, September 1, 2023 9:53 AM

To: CalcasieuP3

Subject: Proposed Bridge-Meeting September 7, 2023

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

My name is Jared King and I would like to go on record to oppose the new bridge funding project. As a resident of Calcasieu Parish, I definitely see the need for a new bridge. I cross this bridge up to five times a day. However, I am opposed to any tolls placed on the bridge. I believe that this being an Interstate Highway with tons of commercial commerce from all over the country, funding needs to be from the Federal Government. We locally are taxed enough and this is a burden the majority of the residences can't afford.

Thanks, Jared

From: Hunter Domingue < @gmail.com>

Sent: Friday, September 1, 2023 10:15 AM

To: CalcasieuP3

Subject: Calcasieu River Bridge Project Commercial Vehicle Toll Rates.

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Goodmorning,

Will the I-10 Bridge toll system have a reduced rate for commercial vehicles that only operate locally?

I ask as my family has owned South Point Services, a local trucking company, SPS has been locally owned and operated for 23 years, our trucks cross the I-10 bridge multiple times per day to serve our local customers.

I implore the state of Louisiana to consider offering a reduced rate for commercial vehicles that are owned and operated locally, this would encourage more local companies to utilize the new bridge. Rather than taking I-210 to bypass the high tolling rates, we must consider that most of these companies have little to no experience with tolling rates.

Thank you for your time and consideration

Sincerely

Hunter J Domingue, Resident of Sulphur Louisiana

From: Eric Willett < @proton.me>

Sent: Friday, September 1, 2023 11:17 AM

To: CalcasieuP3

Subject: Lake Charles Bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

There is absolutely ZERO justification for a toll bridge. The idea is a total failure on your part and any person or group involved will go down in history as a joke and absolute failures.

The problem you have is the communist in the current government have opened many eyes within the public. Tolls are an unnecessary tax and burden on the public that are only pushed by communist governments. LDOT has done zero maintenance to this current bridge since 1952. Unbelievably, the original guardrails still exist! This pattern of incompetence will clearly continue.

The stock market is at all time highs and we know the state is invested in funds of several types. Where is this money? Is it lost by dumb money investors like the one's for this bridge? Very likely. Also, we are already one of highest taxed states in the nation. Your claim there is no money available is an outrage and more proof YOU ARE A FAILURE!!!

So once again, The most vulnerable will be affected by your failures and communism. People like me will avoid the failure of an area like the plague and we are a much larger group than you can imagine.

Get Bent, Eric Willett

Cell: 337-

Email: @proton.me

From: Shawn McDonald < @yahoo.com>

Sent: Friday, September 1, 2023 12:29 PM

To: CalcasieuP3
Subject: I-10 Bridge Project

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

To whom it may concern,

I hear you're seeking public comments for the I-10 bridge project. As a resident of Westlake and Calcasieu parish who travels over the I-10 bridge regularly, I find it offensive that we the community and citizens have to pay a "toll" when we have no less than THREE casinos that take in BILLIONS of dollars in annual income that could easily chip in to cover the cost of this bridge without having to burden the taxpayers with this unnecessary cost. They prey on the addictions of our community through gambling and alcohol consumption, and the very least they could do; is to take this burden from the local people that have suffered enough. If you want to enact a "toll" somewhere, do it in the backyard of New Orleans or Chicago. This community is too poor to withstand this unprecedented attack on our already struggling pocketbooks brought on by the dementia patient in the White House. Joe Biden has run this country into the ground and it seems like his Liberal ideology have spread like a cancer through this state. I implore you to NOT let this project go through as it sits with a "TOLL" attached to it. Gas prices are rising. Food prices are hitting an all time high and we can't take anymore.

With the greatest of sincerity, Shawn L McDonald

Get Outlook for iOS

From: Sent: To: Subject	Heath Doucet < @outlook.com> Friday, September 1, 2023 2:44 PM CalcasieuP3 Toll bridge
	EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.
Dear w	whomever:
	come to my attention that the proposal for building a new bridge involves implementing a toll on said. I am absolutely against a toll for these reasons:
	It will dissuade tourism to our area. It will hurt local citizens from traveling. PetroChem plant traffic is a huge reason the bridge is in such a state of disrepair. Once the petrochem plants pay their FAIR share in taxes, they'd be no reason for a toll bridge.
	We the people means ALL!
	NO TOLL BRIDGE!
	Everybody I know will use 210 going forward.
	Have the day you deserve.
	Heath.

1

From: Michael Gard < @yahoo.com>

Sent: Friday, September 1, 2023 4:28 PM

To: CalcasieuP3; @kplctv.com; Ben Myers; @kplctv.com; Carter Rep.

Wilford (District Office)

Subject: DOTD seeking comments on public-private partnership proposal for I-10 Bridge project

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Il grew up in Lake Charles but decided to leave after Graduation in 1985. Because I am from Lake Charles, I feel that my two cents would create a dollar.

Private Partnership. Are you kidding me. If this does happen, there are going to be even more wealthy people on Lakeshore drive. If the federal government is going to allocate money for the bridge, then why do you require private money? The people working at the Plants, Casinos, retail are going to suffer but I have a feeling that the state really doesn't care. Put it to a vote.

questions: Investors from where? Steel coming from Where? Fasteners coming from where? MTR s required. So basically a person making minimum wage will now have to shell out additional money. Buy America or from our Allies. Don't go pissing off Tax Payer money with cheap material from China, and Russia.

How about you pay your Teachers and Law Enforcement a better wage ? New idea. How about building a real Calcasieu Parish Jail and not that joke of a boot camp on Broad street.

Mike G. -Dallas Texas

From: seth hogan < @yahoo.com>

Sent: Friday, September 1, 2023 9:55 PM

To: CalcasieuP3

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

A toll road is unacceptable. People drive rhis multiple times a day to get back and forth. Im going to texas were tolls are justified. Not on a main interstate where its been promised by multiple politicians. Louisiana corruption at it beast

Sent from Yahoo Mail on Android

From: seth hogan < @yahoo.com>

Sent: Friday, September 1, 2023 9:57 PM

To: CalcasieuP3

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

A toll road is unacceptable. People drive rhis multiple times a day to get back and forth. Im going to texas were tolls are justified. Not on a main interstate where its been promised by multiple politicians. Louisiana corruption at it beast

Sent from Yahoo Mail on Android

From: Jim G < @gmail.com>

Sent: Friday, September 1, 2023 10:55 PM

To: CalcasieuP3

Subject: Re: Toll proposal for I10 bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

To whom it may concern,

I am tremendously opposed to the proposition of the implementation of a Toll for the I10 bridge. The comparison of Louisiana and Texas is that of apples and oranges. TEXAS HAS NO STATE INCOME TAX! Louisiana already receives funds via state income tax, sales tax, property tax, lottery, fuel tax, "sin" tax on tobacco, etc. The problem is NOT available funding for this project. The problem is mismanagement of the funds ALREADY RECEIVED!

VOTE NO TO THE TOLL!

From: Lagneaux, Adam (RC PAVING) < @rc-paving.com>

Sent: Saturday, September 2, 2023 6:44 AM

To: CalcasieuP3
Subject: Bridge Tolling

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

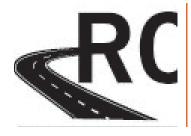
Good Morning,

I am writing you as a small business owner that is highly concerned regarding the potential tolling of the new bridge. My business is based in DeRidder but operates about 80% of the time in the Calcasieu/Cameron/Jeff Davis market. On a daily basis, our eighteen wheelers make roughly 20-30 passes over the existing bridge hauling hot mix asphalt from the plant in Westlake to our municipal customers on the other side of the river. The expense of tolling these trucks in our business would not be sustainable for our margins and would raise the cost of all asphalt work on the East of the bridge substantially, not just with our company but with all asphalt contractors as there are no suppliers on the East side of the river.

Will their be discounted "local" options for these big trucks as well? From what I read the local fees were only for smaller vehicles. This could be disastrous for our business.

I look forward to hearing your response.

Adam Lagneaux



Adam Lagneaux | Vice-President / Owner

a: RC PAVING, INC. | 320 Ampacet Drive | DeRidder, La 70634

e: <u>@rc-paving.com</u> | w: www.rc-paving.com

m: 337- | p: 337-

From: Mark Trahan < @yahoo.com>
Sent: Saturday, September 2, 2023 9:07 AM

To: CalcasieuP3

Subject: Toll

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Money was allocated for this in the past and used for other projects and you people want us to give money to incompetent politicians and rich people to get richer. Shame on you! Who's pockets are getting lined? My wife and I struggle to make ends meet week by week. Why is the burden put on the poor and working people. We the people are tired of bailing out our state and federal government. The federal government can send money overseas for ungodly reasons at the drop of a hat get it from the feds. When we the people can't pay our bills we can't raise taxes to meet them we have to give up things like food and clothes to make ends meet. It's time our government starts giving up to make ends meet.

Sent from Yahoo Mail on Android

From: Haley Bunting < @hotmail.com>

Sent: Sunday, September 3, 2023 8:26 AM

To: CalcasieuP3

Subject: New Bridge Project

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Reaching out to voice my distaste in the new proposed project. It feels like a slap in the face that a toll is even being considered.

A toll should not be necessary. If the funds cannot be located, then maybe an assessment over where the funds are already going should be done. The federal government SHOULD be consulted. Has anyone considered the impacts this is going to make on the 210 bridge? Traffic is going to overwhelm it with avoidance of the toll. It won't be long before we're begging to have it replaced too - with what I'm guessing will be another toll. This should be an option for the LA residents - it is NOT our fault that our infrastructure has been ignored for so many years. And at what point will these tolls cease? After the cost of the bridge has been met - I highly doubt we will have to stop paying. "Maintenance" is a joke that I don't want to hear -look at our current bridge. If anything, this is only furthering my thoughts about moving away from Lake Charles. This is a sure fire way to kill a growing community, and we will definitely be looked down upon by travelers / investors coming through our state. It just blows my mind of all the beautiful extremely long bridges all over the state that don't require a toll. We have had YEARS knowing this project was necessary - us residents are being abused for other's weak decisions. Congrats to those making a buck off of the poor.

From: robert smith < @hotmail.com>

Sent: Sunday, September 3, 2023 5:26 PM

To: CalcasieuP3

Subject: I-10 Bridge @ Calcasieu River

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

The first time(?) we went to rebuild this bridge the project was scrapped because of too much pollution at the base of the bridge, and they would have to reroute i-10 altogether, possibly through Moss Bluff. That money was then sent to Baton Rouge to build another bridge there. Where did all that pollution go? Did it magically disappear

now that we need to pay a toll for the next 50+ years? Did you think at least some of us would not remember that? It's good to know what you actually think of us.

Sent via the Samsung Galaxy Z Fold4, an AT&T 5G smartphone

Get Outlook for Android

From: John Pohorelsky < @sgpgl.com>
Sent: Tuesday, September 5, 2023 3:03 PM

To: CalcasieuP3

Subject: Calcasieu River Bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

I am disappointed that the MPO's design criteria were ignored and hope LADOTD will find a way to:

- 1. Install a bike ped lane
- 2. Install an observation tower
- 3. Install a cable stay look. The St Francisville bridge serves next to no traffic compared to this one, that area generates next to no income to the state compared to SWLA and yet it has a beautiful bridge with no toll. This is not an us vs them argument, but it sure raises questions.
- 4. Install access that benefits the lakefront



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From: Jackson Hurst < @yahoo.com>
Sent: Wednesday, September 6, 2023 9:07 AM

To: CalcasieuP3

Subject: Calcasieu River Bridge P3 Project Public Meeting (8/31/23) Public Comment

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Name - Jackson Hurst

Address - , Kennesaw, Georgia 30144

Comment - I approve and support LaDOTD's Calcasieu River Bridge P3 Project. The aspect that I love about LaDOTD's Calcasieu River Bridge P3 Project is that tolling will help offset the cost of the entire project.

Sent from @yahoo.com

From: James Hiatt < @betterbayou.net>
Sent: Thursday, September 07, 2023 10:11 AM

To: CalcasieuP3

Subject: Opposition to Proposed Toll on the I-10 Bridge in Lake Charles, Louisiana

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Good Day,

I am writing to express my deep concern and disappointment regarding the proposed toll on the I-10 bridge in Lake Charles, Louisiana. While a caveat has been made for a low-toll for local residents, it is the continued disenfranchisement of the I-10 Corridor through Lake Charles that is the much bigger issue. This bridge has been a critical part of the community and the nation's infrastructure for years, and its need for repair or replacement has been long acknowledged.

It is disheartening to note that this bridge has been used as a political platform by various politicians. Rep. Clay Higgins used it as a platform during his 2016 election campaign. President Donald Trump promised a new bridge if reelected in 2020. President Joe Biden also made promises to address the ailing infrastructure of this country, using the I-10 bridge as a backdrop for his speech on May 6, 2021, as reported by KPLC TV.

Despite these promises and decades of studies, the bridge has not been adequately funded by the federal government. The recent proposal to implement a toll as a funding mechanism for the bridge's reconstruction is unacceptable. It places an undue burden on the local community and all who use this vital corridor. Moreover, the omission of funding for this bridge from the \$900 billion Bipartisan Infrastructure Law is a glaring oversight that needs immediate rectification. Southwest Louisiana is no stranger to being treated like a "red-headed stepchild," having had to wait for over a year after the back-to-back Hurricanes Laura and Delta in 2020 for congressional appropriations. This historical neglect adds insult to injury when considering the proposed toll.

While there is a dire need for a new bridge, it's important to note that the accompanying 5-mile stretch of road that runs between the industrial corridor may not require the same level of immediate attention. The focus should be on the bridge itself, which is a critical piece of infrastructure that cannot wait any longer for repairs or replacement.

The I-10 corridor in Lake Charles has already been disenfranchised, and the promised investment in north Lake Charles is unlikely to occur if traffic chooses to bypass the toll by taking the I-210 loop. This would further exacerbate the economic and social disparities in our area. The reinvestment in the lakefront, the Nellie Lutcher Cultural District, and north Lake Charles will be seriously disadvantaged by implementing this unnecessary toll. The toll will also force more traffic onto the 210 bypass, forcing local residents to share the bypass with interstate trucks. Many trucking companies will see a ten minute detour on I-210 more advantageous than paying over \$12 to use the new toll bridge.

I urge the Louisiana Department of Transportation to reconsider this decision and allocate federal or state funds for the rebuilding of the I-10 bridge. The residents of Southwest Louisiana and the nearly 90,000 vehicles a day who rely on this bridge deserve better than broken promises and financial burdens.

Thank you for your attention to this critical issue. I look forward to your prompt response.

--

Many thanks and best regards,

James Hiatt For a Better Bayou 337.

From: Andrew Hedlesky < @gmail.com>
Sent: Thursday, September 07, 2023 12:20 PM

To: CalcasieuP3

Subject: No to the I10 Toll, please.

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Before the rest is read: As a home owner that lives right off I-210 in Lake Charles, Louisiana, I am VERY worried of the impact the massive shift in traffic avoiding I-10 bridge will cause my area. Times for people to get home to our loved ones, a huge growth in noise pollution pouring from 210 with no sound barriers, crowded streets as people exit 210, and other concerns build in my mind as I continue to read about this proposed I10 toll. This will dramatically negatively affect our neighborhoods for decades after the bridge is completed.

Now, for our city as a whole:

I am writing to express my deep concern and disappointment regarding the proposed toll on the I-10 bridge in Lake Charles, Louisiana. While a caveat has been made for a low-toll for local residents, it is the continued disenfranchisement of the I-10 Corridor through Lake Charles that is the much bigger issue. This bridge has been a critical part of the community and the nation's infrastructure for years, and its need for repair or replacement has been long acknowledged.

It is disheartening to note that this bridge has been used as a political platform by various politicians. Rep. Clay Higgins used it as a platform during his 2016 election campaign. President Donald Trump promised a new bridge if reelected in 2020. President Joe Biden also made promises to address the ailing infrastructure of this country, using the I-10 bridge as a backdrop for his speech on May 6, 2021, as reported by KPLC TV.

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Southwest Louisiana is no stranger to being treated like a "red-headed stepchild," having had to wait for over a year after the back-to-back Hurricanes Laura and Delta in 2020 for congressional appropriations. This historical neglect adds insult to injury when considering the proposed toll.

While there is a dire need for a new bridge, it's important to note that the accompanying 5-mile stretch of road that runs between the industrial corridor may not require the same level of immediate attention. The focus should be on the bridge itself, which is a critical piece of infrastructure that cannot wait any longer for repairs or replacement.

The I-10 corridor in Lake Charles has already been disenfranchised, and the promised investment in north Lake Charles is unlikely to occur if traffic chooses to bypass the toll by taking the I-210 loop. This would further exacerbate the economic and social disparities in our area. The reinvestment in the lakefront, the Nellie Lutcher Cultural District, and north Lake Charles will be seriously disadvantaged by implementing this unnecessary toll. The toll will also force more traffic onto the 210 bypass, forcing local residents to share the bypass with interstate trucks. Many trucking companies will see a ten minute detour on I-210 more advantageous than paying over \$12 to use the new toll bridge. I urge the Louisiana Department of Transportation to reconsider this decision and allocate federal or state funds for the rebuilding of the I-10 bridge. The residents of Lake Charles and the nearly 90,000 vehicles a day who rely on this bridge deserve better than broken promises and financial burdens.

Thank you for your attention to this critical issue. I look forward to your prompt response.

Regards,

Andrew Hedlesky

From: Cleveland Paul < @gmail.com>
Sent: Thursday, September 07, 2023 12:40 PM

To: CalcasieuP3

Subject: Cross pistol pirate railings on existing I10 Calcasieu River Bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Dear Sirs, my name is Cleveland "Dickey" Paul and I would like to put in a formal request for 200ft of those Cross pistol pirate railings on the existing I10 Calcasieu River Bridge, at the time of demolition. I will provide transportation of same from the site. Thank You!

From: Cleveland Paul < @gmail.com>
Sent: Thursday, September 07, 2023 12:57 PM

To: CalcasieuP3

Subject: Cross Pistols Pirate railings on the I10 Calcasieu River Bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Dear Sirs, I am including my personal cell phone number of 337 in my formal request for 200ft of those cross pistol railings on the existing I10 Calcasieu River Bridge at the time of demolition. Thank You!

From: Debra Sullivan < @yahoo.com>

Sent: Thursday, September 07, 2023 1:35 PM

To: CalcasieuP3

Subject: Opposition Comment of toll on I-10 bridge

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

The proposed I-10 Bridge project has been decades in the making and we firmly believe a new bridge is warranted and necessary, but it puts the burden on local residents with businesses.

we would prefer no toll at all; no however, we need to see this bridge built.

A new I-10 Bridge can provide for decades of sustainability for Southwest Louisiana.

We all have environmental concerns surrounding the construction of the I-10 bridge.

known to have dangerous pollutants called EDC which could be stirred up during construction of the bridge and increase sedimentation and turbidity levels in the water.

Traffic numbers could failed to meet projections some days causing issues for the Parish.

if we miss paying a toll the DOT would be under no requirement to tell the drivers about it.

Fines on license, registration holdes could be imposed on drivers if they do not pay the tolls, is a big concern when this bridge is built and tolls are put in place. this method of fining would be unfair and unconstitutional.

Our taxes over the pass years that we have paid them in as citizens should have paid for a new bridge long before now. Putting toll on the I 10 bridge will cause and wreak havoc on locals who are already under the stress of global warming and climate changes. Concern is the construction of a new bridge the middle part of it and how it would stand in hold up with traffic that is expected on a daily basis. Big concern that it won't hold up for 50 years or more because of the eating away underneath the waterway of the bridge that holds the piles in Contaminants of EDC errion. How well will the new bridge be suspended in the middle? A very important question yet to be answered.

I oppose the toll on I-10 Lake Charles Louisiana bridge.

Debra Ramirez Citizens of Lake Charles Louisiana

Sent from Yahoo Mail on Android

From: Broussard, Ernest < @hga-llc.com>
Sent: Thursday, September 07, 2023 2:37 PM

To: CalcasieuP3

Cc: George Swift; Keith DuRousseau; Paula Ramsey - SWLA Chamber-Economic Alliance

@allianceswla.org)

Subject: Public Comment P3.

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Subsequent to the provisions of the Public Comment Advisory of the recent I-10 P3 Bridge Project, Public Hearing, I would like to tender herein, my personal observations and sentiments regarding this generational and truly transformative project. Although I presently serve on the Chamber's I-10 Bridge Taskforce, and have held several Committee Chairmanships while serving in Executive Board capacity, I am relying on my 44 years of public policy experience through out SW Louisiana in forward positions as the underpinning of my comments. It does not reflect any consensus from the Chamber or Task Force per se. But it should!

Given the history and circumstance of the current bridge structure and its noted deficiencies, the Chamber had the vision and courage to memorialize the narrative of a replacement structure to accommodate one of the fastest growing economies in the country. My compliments to the Former Sec. of Transportation, and Current Governor to do what no one else ventured, to cobble over \$800m in funds from various sources, and encumbered the cost, energy and mechanics to prepare this project for bidding. Environmental clearance, pre design, other due diligence was completed that surprisingly in today's economy, a suitable vendor has been identified. Given the uncertainty of raising another 1.3 billion through conventional State programming, the P3 option is and remains today our most viable option albeit with tolling features. Difference or modification to the given project structure will certainly compromise this project with extreme prejudice. Southwest La, and the States of La and Texas will not only lose the project, but the almost a billion dollars of reserve funding and expenditures.

I do respect the individual members of our La Delegation in their efforts to protect their constituency from cost and unnecessary taxes and fees, but if there was ever a rainy day, well here we are. Leadership, by design is practiced from the front of the battle, not the rear. Given that the State has committed 40m annually to paying local passenger tolls, and advanced tax credits and incentives for commercial and heavy haul vehicles, it is of my opinion that we stay the course and pursue this initiative with all deliberate speed while considering every available option. I refuse to "take a knee" if I could avoid even one fatality, let alone multiple occurrences.

Quality and progressive communities are Champions, Not Champions in waiting!

Ernest Broussard, AICP/CECD

Ernest Broussard, AICP/CECD

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From: Michael Tritico < @yahoo.com>
Sent: Thursday, September 07, 2023 3:55 PM

To: CalcasieuP3

Subject: Fw: Comments on I-10 Public Private Partnership Proposal Lake Charles Area

Attachments: 2017cmtsHNTBmtng.doc; CmtsI-10BridgeProject102513.doc

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Please make sure my comments are part of the record. Thank you.

Michael Tritico

Restore Explicit Symmetry To Our Ravaged Earth

---- Forwarded Message -----

From: Michael Tritico < @yahoo.com>

To: dotdcs@la.gov <dotdcs@la.gov>; dotdpi@la.gov <dotdpi@la.gov>

Sent: Thursday, September 7, 2023 at 08:36:57 AM CDT

Subject: Comments on I-10 Public Private Partnership Proposal Lake Charles Area

I have reviewed the presentation on your webpage. As I have commented many times through the years, the only sustainable solution to the Calcasieu River Bridge problem is to relocate the I-10 corridor. A new loop must be built on high, solid ground north of Lake Charles. (See attachments please.)

The proposal to replace the existing bridge with a toll bridge, if implemented, will significantly-shorten the life of the I-210 Bridge by sending to it a lot more traffic than it has already. That is a very shortsighted and indefensible idea.

If the current proposal were to be put to the voters, something that really should have been done already, it would fail dramatically.

Please do not proceed with these very weak plans.

Michael Tritico

Restore Explicit Symmetry To Our Ravaged Earth

RESTORE

P.O. BOX 233 LONGVILLE, LA 70652 (337)-

@yahoo.com

August 10, 2017

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

Dear HNTB,

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

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

Now, let me go on to the 2017 materials:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Michael Tritico, Biologist and President of RESTORE

Restore Explicit Symmetry To Our Ravaged Earth

RESTORE

P.O. BOX 233 LONGVILLE, LA 70652

10/25/2013

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

Dear sirs:

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

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

"Project Purpose & Need" There is 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, <u>@yahoo.com,</u> 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 probablity 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,

Michael Tritico, Biologist and President of RESTORE

Restore Explicit Symmetry To Our Ravaged Earth

From: @suddenlink.net < @suddenlink.net>

Sent: Thursday, September 7, 2023 4:24 PM

To: _DOTD-CustomerService <DOTDCS@LA.GOV>; _DOTD-PublicInformation <DOTDPI@LA.GOV>; Paul Vaught III (DOTD) <Paul.VaughtIII@LA.GOV>

Cc: @americanpress.com

Subject: Public Comments ON The Calcasieu River I10 Bridge Replacement Public Private

Partnership

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Good afternoon Mr. Vaught, CalcasieuP3@la.gov email address does not work

We believe that a complete study of simply rebuilding the existing I10 Calcasieu River Bridge to include the six or more lanes of traffic needed to handle the traffic should have been completed, evaluated, and gone out for public comment first before presenting this \$2.1 billion project with an unreasonable toll.

We ask that this complete I10 Bridge rebuilding study be immediately performed and presented for public comment.

We believe that it has been briefly mentioned in state committee meetings and the chairman is of the opinion that this bridge can be rebuilt to meet the requirements for \$200 million and certainly could be rebuilt with the \$600 million plus already in the bank.

We ask for an immediate study of this bridge rebuilding.

We do not find where sufficient pressure has been put on the federal government to pay their required 90% of the cost.

The State of Louisiana is only responsible for 10% of the cost and any toll should only be for the 10%.

The only undeveloped Calcasieu River waterfront property currently available for marine use is north of the I10 Bridge in the naturally deep water of 29' to 80' and to lower the bridge from 135' will not be in the publics best interest in limiting job growth and economic development. The public owns the waterway, not the businesses currently serving the public by using the waterway.

Sincerely, Charlie Atherton

From: Sent: Fo: Subject:	Steve Cochran < Thursday, September 07, 20 CalcasieuP3 I10 Bridge Public Meeting C	
EXTERNAL EMAIL: Please do not c	lick on links or attachments	unless you know the content is safe.
stayed bridge to replace it? It wou	old be a new iconic symbol for the waterway. What was the	ool of our city. Was serious consideration given to an iconic cable or SWLA while also being both safer for boaters and easier to economic analysis comparing these two type bridges? Is the
Fhanks!		
Steve Cochran		
Γhanks!		
Steve		
Steve Cochran 337-		

From: Steve Cochran < @yahoo.com>
Sent: Thursday, September 07, 2023 11:28 PM

To: CalcasieuP3

Subject: I10 Bridge Public Meeting Question

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

A valid argument was made during the meeting that this 3P process is the best chance we have to get this bridge built at this time. However, it sounded like monies can certainly be paid by the State or Federal Government at any time to pay back the invested 3P funds and then the tolls could be removed. If the state representatives approve this 3P to proceed with construction, couldn't they then turn their efforts to finding funding to pay out the project's 3P Partners as soon as possible if they are against tolls? For instance, couldn't they assign a portion of the current or future gas taxes to pay a portion off yearly?

Thanks!

Steve Cochran

Attachment D

c. Transcription of verbal comments and Q&A

1	LOUISIANA DEPARTMENT OF		
	TRANSPORTATION AND DEVELOPMENT		
2	ENVIRONMENTAL ENGINEER ADMINISTRATOR		
	SECTION 28		
3			
4			
5			
6			
7			
8			
	PUBLIC MEETING		
9	I-10 CALCASIEU RIVER BRIDGE PROJECT		
10			
11			
12			
13			
14	Held on Thursday, August 31, 2023		
	At the Lake Charles Civic Center		
15	Contraband Room		
	900 Lakeshore Drive,		
16	Lake Charles, Louisiana 70601		
17			
18			
19			
20			
21	COURT REPORTERS OF LOUISIANA, LLC		
	9522 Brookline Avenue, Suite 217		
22	Baton Rouge, Louisiana 70809		
	PHONE (225) 201-9650 * FAX (225) 201-9651		
23	E-Mail: depos@courtreportersla.com		
24			
25	Reported By: Lacey Dyess, CVR		
		Page	1
		_	

25 Page 2 1 APPEARANCES: 2 1 the only marine waterfront property to be developed. 2 is the deep water above the I-10, the current I-10 3 MODERATOR: PERRY FRANKLIN, PRESIDENT, FRANKLIN AND 4 ASSOCIATES 5 6 PANEL MEMBERS: 7 DR. ERIC KALIVODA, SECRETARY, DOTD 8 DALE BONNER, CHAIRMAN, PLENARY AMERICAS 9 JEFF BARR, VICE PRESIDENT, PLENARY AMERICAS 10 PAUL VAUGHT, PROJECT MANAGER, DOTD 11 PEGGY JO PAINE, ADMINISTRATOR OF CRITICAL PROJECTS 12 DIRECTOR, DOTD 13 SETH WOODS, DISTRICT 7 ADMINISTRATOR, DOTD 14 16 17 16 18 15 15 15 15 15 15 15 15 10 18 19 19 19 10 the saltwater barrier. So to to limit the 10 Size of Vessels to anything smaller than the the 21 Titanic is a disservice to the public. Because 22 after World War II, hundreds of no-longer-needed 25 REPORTED BY: Lacey E. Dyess, CVR 1 APPEARANCES: 2 the deep water above the I-10, the current I-10 3 Bridge. 3 Hithe only marine waterfront property to be developed 2 is the deep water above the I-10, the current I-10 3 Bridge. 4 That portion of the river, to my 5 knowledge, has never been dredged, and the 6 there's 60 and 80-foot deep water, naturally deep 7 water, all the way up to the saltwater barrier. So 8 even though the state may have to talk with the 9 businesses that are north of the bridge, the 10 general public is being totally, totally left out. 11 Because the waters belong to the state, but by the 12 same token, they belong to the people. 13 And so for the people, for jobs, and 14 future heavy industry and marine jobs, we need 15 to the height of the bridge needs to remain at 16 135 feet in height. If the Titanic was afloat 17 today, you could float the Titanic under the I-10 18 Bridge through the railroad bridge all the way up 19 to the saltwater barrier. So to to limit the 20 size of vessels to anything smaller than the the 21 Titanic is a disservice to the public. Because 22 after World War II, hundreds of no-longer-needed 23 Naval vessels once were tied up for miles north of 24 the I-10 Bridge.		
3 APPEARANCES 4 APPEARANCES 5 VERBAL COMMENTS 4 COUSTION-AND-ANSWER SESSION 6 COSTS of the project, but, yet, we are lining up, 7 CERTIFICATE 5 7 CERTIFICATE 5 7 CERTIFICATE 5 7 Paying the toll for the entire project, and if a 8 toll has to be implemented, it should only be for 9 10 to the - and the people her shouldn't be in 10 to the - and the people her shouldn't be in 11 the bridge shouldn't have to be picking up the 12 total cost of the project. So, I mean, the 13 cost of the project. So, I mean, the 14 the bridge shouldn't have to be picking up the 15 total cost of the project. So, I mean, the 16 costs of the project. So, I mean, the 17 total cost of the project. So, I mean, the 18 the bridge shouldn't have to be picking up the 19 total cost of the project. So, I mean, the 10 the and the people her shouldn't that use 11 the bridge shouldn't have to be picking up the 12 total cost of the project. So, I mean, the 13 direction that needs to happen is to do whatever's 14 necessary to have the federal government pay their 15 5 government is assument to the objection of the triper of the project. The state shouldn't be in 16 the - and the people her shouldn't that use 17 the bridge shouldn't have to be picking up the 18 the other issue is: The height of 19 the - and the people her shouldn't that use 11 the bridge shouldn't have to be picking up the 12 total cost of the project. The state shouldn't be in 14 necessary to have the federal government pay their 15 gow. 16 The other issue is: The height of 17 the bridge. As we speak, this project has not been 18 submitted to the Coast Guard to utilize 22 cont of the bridge. As we speak, this project has not been 19 yet. The 135-foot height of the bridge is the only 23 that's currently north of the bridge of their approval 24 waterfront property between the bridge and The Gult 25 page 2 the deep water - the naturally deep water 26 the deep water - the naturally deep water 27 the deep water - the naturally deep water 28 page 28 the project	1 INDEX	1 VERBAL COMMENTS
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	25 REPORTED BY: Lacey E. Dyess, CVR	25 water for fish or development is, someday, going to
		Page 5

1 come back to haunt us. And so I I think the	1 Mr. Jeff Barr, Vice President of Plenary Americas.
2 bridge height should stay at 135 feet.	2 Again, if you want to ask a question
3 (Verbal comment submitted to the	3 and you have not submitted your question already,
4 Court Reporter by: Charles H. Atherton,	4 it's okay, just simply raise your hand, we'll get a
5 , Sulphur, Louisiana 70663)	5 form to you; complete your question, and then that
6	6 question will be given to me to speak into the
7	7 record. All questions will be a part of tonight's
8	8 record.
9	9 We will conclude at 7:00 p.m. And
10	10 for whatever reason, if we have not gotten to your
11	11 question, it will be placed into the record with an
12	12 answer. Also, we want you to know there is a Court
13	13 Reporter here tonight who is capturing all of the
14	14 questions and all of the responses. And so we
15	15 thank you very much.
16	At this time, I'd like to ask Dr.
17	17 Eric Kalivoda to open up the session.
18	18 DR. ERIC KALIVODA:
19	Good evening, everybody. Thank you
20	20 for coming out this evening. It is a pleasure to
21	21 be here. I want to start off by recognizing the
22	22 elected officials we have in the audience with us
23	23 tonight. Representative Les Varnam is here. You
24	24 can they'll raise their hand. I want to call
25	25 on Senator Mark Abraham is here. Representative
Page 6	Page 8
1 QUESTION AND ANSWER SESSION	1 Troy Romero is here. Representative Wilford Carter
2 MODERATOR, PERRY FRANKLIN:	2 is here. Mayor Hal McMillin was here, I don't know
3 It is now 6:00 p.m., and as stated	3 if he still is. I think he might have had to go
4 on tonight's agenda, from 6:00 to 7:00 p.m., we	4 PUBLIC SPEAKER:
5 will have a question-and-answer session. If you	5 He stepped out.
6 would like to have a question answered by this	6 DR. ERIC KALIVODA:
7 panel, you simply need to do one thing. You need	7 a little bit earlier. Okay.
8 to put your question on this yellow form	8 Representative Phillip Tarver is
9 (indicating), and we will pick it up and it will be	9 here tonight. There he is. Senator Jeremy Sias is
10 presented to me and I'll give it to the panel,	10 here. Former Representative Chuck Kleckley is here
11 word-for-word. If at any time during 6:00 to	11 somewhere, or at least he was. Okay. And we have
12 7:00 p.m., you if you have not submitted a	12 two police jurors with us: Mike Smith and Anthony
13 question and you would like to, just simply raise	13 Bartie is here as well.
14 your hand, and we have individuals standing behind	14 Okay. Did I miss any elected
15 you with blanks and pens and they'll get it to you	15 officials?
16 and they'll get me your question.	16 PUBLIC SPEAKER:
So tonight, we have a very	17 Yes, Mayor Danahay.
18 distinguished panel to answer tonight's questions.	18 MODERATOR, PERRY FRANKLIN:
19 We have Mr. Dale Bonner, who is the chairman of	19 Mayor Danahay.
20 Plenary Americas in the second seat; Mr. Paul	20 DR. ERIC KALIVODA:
21 Vaught, who is the DOTD Project Manager for this	21 Oh, Mayor, I'm sorry. Excuse me,
22 project; Ms. Peggy Jo, who is Administrator of the	22 sir.
23 Critical Projects Director for DOTD; Dr. Eric	23 MAYOR DANAHAY:
24 Kalivoda, who is the secretary of DOTD; Mr. Seth	24 I'm used to that.
25 Woods, who is a DOTD District 7 Administrator; and	25 DR. ERIC KALIVODA:
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Very good. Oh, we do have a 1 First Question: 2 2 Representative from Congressman Higgin's office, Why was a toll concessionaire 3 Elizabeth MacLachlan. She's here somewhere. There 3 design/build finance operator, a P3, chosen as a 4 you are. Okay. 4 delivery method for this mega project? What Welcome. All right. Well, very 5 alternatives were considered, and why were they 6 good. We are pleased to be here tonight. And what 6 rejected? 7 we wanted -- the purpose of this meeting is to 7 DR. ERIC KALIVODA: 8 8 listen to your questions, provide you accurate I -- I'll take that one. 9 information, and we also want to hear and And that's -- the presentations that 10 understand your concerns. If we could do that, 10 I've given before explained that. But we have a 11 then we can work on potential solutions to address 11 statewide transportation plan that has a lot of 12 those concerns. The format of this meeting is 12 large projects all over the state. Every state --13 intended to provide an opportunity for a cordial 13 every region of the state has their major projects. 14 environment for information exchanging. 14 And in -- this area has to do mostly with I-10. So 15 That's why we did the open house 15 we wanted to widen I-10 from the Texas line over to 16 here where you're able to go to the stations and 16 Sulphur, that's under construction or it's already 17 talk to people one-on-one. I think that's pretty 17 been completed. We obviously want to replace the 18 effective. And it also allows us to do this where 18 Calcasieu River Bridge, which would include 19 everybody gets a fair opportunity to be heard. So 19 widening that bridge, and then there is a --20 the questions, we're going to go through them in 20 another section of I-10 where there is really only 21 the order in which they are -- were received this 21 four through lanes, and that's over here on the 22 evening, so everybody has an opportunity to be 22 eastern end near the Houston junction with I-210. 23 heard and we don't have a few people trying to 23 And we've already widened I-10 from there all the 24 dominate the meeting. So that's why we decided to 24 way to US-165 because that was part of our plan for 25 do this in this -- in this format. 25 the -- to have a six-lane facility all the way to Page 10 Page 12 1 The results of this meeting are --1 US-165, and a big component of that is the bridge. 2 2 it's all being recorded. And whether you ask a Well, there was a proposal in 2017 3 to increase the state gas tax in increments over a 3 question or simply put in a comment, it is all 4 being documented and recorded. And we are going to 4 number of years in order to pay for those large 5 present a summary of this meeting with all the 5 projects -- not just here, but in other regions of 6 comments and questions that we received tonight to 6 the state -- under the premise that, you help me 7 pay for mine and I'll help you pay for yours and 7 the Joint Transportation Committee of the Louisiana 8 Legislature for their consideration in deciding 8 we'll get it all done. In addition to that, having 9 whether to move forward or not. So that's --9 additional funds to do a much better job of 10 that's what we're doing here tonight and that's why 10 maintaining what we already have, and I think 11 it's very important that you're here, and we 11 everybody would agree we need to do that. Well, 12 appreciate you being here. 12 that did not make it through the state legislator. 13 I think it's a good testament to the 13 The -- it did not get through the legislative 14 elected officials. They're obviously very 14 process. We didn't have an opportunity to vote on 15 it, either. 15 interested and that's why they're here, too, 16 because they want to hear what you think and what 16 So that is when we started talking 17 you have to say. So we very much appreciate them 17 about the idea of using public-private partnership, 18 being here, too. So, okay, I think we're ready. 18 a holding, in other words, in order to accomplish 19 MODERATOR, PERRY FRANKLIN: some of these large projects. So that -- there was 20 Very good. And Dr. Kalivoda's asked 20 a request made in December of 2020 to the Joint 21 me to state every question. One of these questions 21 Transportation Committee to pursue this specific 22 may be repeated; the panel will simply just say, 22 project as a public-private partnership, and that 23 "We've already answered that question." But every 23 was approved. And so that started the process 24 question that was submitted will be spoken into the 24 moving through this procurement method to get to 25 record. 25 the point where we are right now, where we -- we Page 11 Page 13

1 received two proposals and we selected -- made the 1 and Calcasieu Bridge Partners intend on executing, 2 best selection we thought in the best interest of 2 there are damages that we, the private sector, will 3 the people of this region and in the State of 3 incur if we have any of these roads or ramps or 4 Louisiana. 4 anything closed longer than we say we are going to, And so that's the proposal we 5 and those are pretty significant financial 6 selected and that's where we are tonight. So I 6 penalties to incentivize us to -- to keep access 7 hope that answers that question. 7 open. 8 8 MODERATOR, PERRY FRANKLIN: MODERATOR, PERRY FRANKLIN: That question was offered by Mr. 9 Thank you. 10 Durham (sic). The next question was offered by Ms. 10 Mr. Elo (phonetic) asked: 11 Wyatt: 11 In the '90s, Louisiana was 12 How will traffic flow and detour 12 strongarmed into changing the legal drinking age 13 congestions due to bridge construction be 13 under threat of losing federal highway dollars. 14 addressed? 14 With that in mind, along with all of the other 15 JEFF BARR: 15 frivolous spending, why are we being asked to pay a 16 So in principal, what we've proposed 16 toll? There is enough money in the budget to cover 17 in our response to the RP includes a detailed plan 17 this. Why are government agencies not being more 18 for traffic management during construction. The 18 deliberate with necessities? 19 intent and the plan that we outlined in that 19 DR. ERIC KALIVODA: 20 20 proposal minimizes construction to local Okay. I'll take that. I'm not sure 21 thoroughfares around I-10, including interchanges 21 I understood the very first part of that question, 22 and other -- other related roadways. There are 22 but the -- there is not sufficient money in the 23 some closures that would be a longer length. 23 current state budget under regular revenues to take 24 There's a ramp called Ramp 7 that will be closed 24 on large projects like this. So, as I mentioned, 25 for a long period of time. In addition, Sampson 25 it -- we had a 2015 plan that had large projects Page 14 Page 16 1 Street will be closed for about eight months, I 1 all over the state. We wanted to fund those 2 believe it is in our construction schedule. And 2 without the need for tolls, and that was through 3 there are closures on the other side of the bridge 3 traditional revenues using an increase in the gas 4 at Bilbo and Ryan; although, those are closed at 4 tax and that did not pass, that did not make it 5 separate times, so there are alternative routes to 5 through the legislature. 6 get around in the neighborhood there. So without that, there is no way to 7 7 take on a project like this. So that's why we In conjunction with DOTD and the 8 review process, we will submit a more detailed 8 started moving down the public-private partnership 9 traffic management plan during the delivery of the 9 path. And just so everybody knows, because a lot 10 project. It is subject to their review and 10 of people are confused about this, the gas tax is 11 consent, and it is to abide by the key principals 11 not a sales tax on the gas that you buy. It's 12 and closures that we've identified in our proposal 12 based on how many gallons are sold. It's a 13 at this point. 13 flat-tax per gallon of 20 cents per gallon. So, 14 MODERATOR, PERRY FRANKLIN: 14 actually, when the price of gas goes up, that 15 15 actually hurts revenues. Thank you. 16 Ms. Wyatt's second question: 16 Most people think, "Well, the price 17 Are detailed routes robust to handle 17 of gas is really high, you've got to -- you've got 18 long-term detour schedules, i.e. road conditions, 18 to have a lot of money," like it's a sales tax; 19 traffic signals, markers, secondary bridges, 19 it's not. So when the price goes up on gasoline, 20 routes, and consideration of these detours? 20 the revenues and collections actually go down 21 JEFF BARR: 21 because gas is more expensive, people try to 22 Yeah. I think my responses are 22 conserve, and they don't buy as many gallons. 23 going to be pretty similar. It'll all be outlined 23 So -- and furthermore, the fleet of vehicles is 24 in the traffic management plan. One thing I should 24 getting more and more fuel-efficient so people are 25 also point out is: In the contract with the DOTD 25 purchasing less and less gas than they used to, to Page 15 Page 17

1 drive the same number of miles. Think about it in	1 financial proposal to undertake this project and
2 your in your own life; depending on your age,	2 it's their money that's at risk if they don't make
3 and if you're as old as I am, you can remember.	3 the toll collections that they're projecting. And
4 You had a car 30 years ago, how many miles per	4 so I'll let them speak to what volumes will divert,
5 gallon did that car get? How many miles per gallon	5 but there will be some diversion to 210 because
6 does your current car get?	6 some people are not going to want to pay the toll,
7 Vehicles are becoming more and more	7 so they're going to drive on 210.
8 fuel-efficient because of federal requirement that	8 I would point out that the traffic
9 they do so. Consequently, people are driving more	9 forecast showed that our traffic volume that we
10 miles, but they're not necessarily buying more gas	
	10 have out here right now is about 65,000 vehicles
11 than they used to. So the the dollars that	11 per day. In 2042, it's projected to be 110,000 per
12 collect simply will not go as far as they once did.	12 day. And with a four-lane bridge there, there's
13 So that is where we are.	13 going to be a lot more traffic using to 210 anyway
But there is not sufficient funds in	14 because there's insufficient capacity on I-10 to
15 the state budget to keep up with the existing	15 handle that kind of a demand. So there's going to
16 system and take projects like this on.	16 be an increase one way or another.
17 MODERATOR, PERRY FRANKLIN:	With the project, you get six
18 Next question:	18 through lanes on the bridge, plus what's called an
Who authorized and signed off on the	19 auxiliary lane, which is a lane that runs from,
20 toll?	20 basically, Ryan Street to Sampson Street, and
21 DR. ERIC KALIVODA:	21 Sampson Street to Ryan Street. They call that an
22 You know, that I covered that	22 auxiliary lane. So the bridge will actually be
23 earlier, and that was in December of 2020. The	23 eight lanes wide; six of those lanes will be
24 Joint Transportation Committee approved us to	24 through lanes through traffic going all the way
25 DOTD to pursue a private-public partnership,	25 through Lake Charles if they want to do that. But
Page 18	
1 and if and the fact this are instead of The color and are and the same of th	1 that a what and that will be appealed as a
1 specifically for this project. They also approved	1 that's what and that will be ample capacity to
2 us to pursue a public-private partnership for the	2 handle the volumes that are projected. So I just
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	that would be to avoid the toll. Our maintenance		
2	and life cycle rehabilitation plan over that	2	FAISAL MAHMOOD ALUVI:
3	50-year term considers what our traffic projections	3	Right. So we we did speak with
	are on that bridge. If there are more if there	4	everyone where the was drawn
5	is more traffic volume on the bridge, it is our	5	(unintelligible)
6	responsibility to handle the maintenance and life	6	PUBLIC SPEAKER:
7	cycle on I-10 to make sure that, in 50 years, we	7	Can you take the mic, please?
	hand back a bridge that is in good, useful	8	FAISAL MAHMOOD ALUVI:
9	condition and lasts for another 50 years.	9	Oops. I'm not very good at this, so
10	MODERATOR, PERRY FRANKLIN:	10	apologies.
11	Thank you. Next question from Mr.	11	So, yes, we do have plans we did
12	Hyatt (phonetic):	12	submit as part of our proposal, a very robust local
13	What steps will be taken to ensure	13	workforce plan where we intend to use apprentices.
14	workers are properly trained and equipped to get	14	And in terms of training for this job, I've been
15	the job done?	15	talking to a lot of representatives that have
16	DALE BONNER:	16	reached out to us while I'm standing over there
17	I'll answer that. That primarily	17	(indicating). And we do have two years of design.
18	will be the responsibility of our contractors who	18	During this phase, we are going to be working with
19	will be working together with the local communities	19	the local participants to make sure we have enough
20	and subcontractors who will be licensed and trained		local trainings and programs available with their
21	in all the trades as they would be in every other	21	existing programs that they have, and work with
22	major project of this scale.	22	them to make sure we have a local workforce that,
23	MODERATOR, PERRY FRANKLIN:	23	when the work starts, everybody knows what they
24	Okay. And he has another question:	24	need to do, where they need to go, and how they're
25	What steps will be taken to ensure	25	going to build it. So I hope that answers the
	Page 22		Page 24
	workers here in Lake Charles and the surrounding	1	question.
	immediate areas have the opportunity to be employed	2	MODERATOR, PERRY FRANKLIN:
3	on this project?	3	Thank you.
4	DALE BONNER:	4	PEGGY JO PAINE:
5	Well, as part of our proposal, we	5	Yes, as they said, the requirements
	have what's called a workforce development plan	6	of the contract, they do have to prepare workforce
	that's a preliminary plan that's been submitted as	7	
	part of the proposal, and as we move forward, that		DOTD. They are living documents through the life
	plan will be built out to be a much more robust		of the design and construction and also through the
	plan. We would have a number of opportunities,		O and M period, so all of those have to have
	starting with the people you met this evening, to		approval through the DOTD.
	make people available to meet the team, the	12	MODERATOR, PERRY FRANKLIN:
	contractors, and others who will be working on the	13	Next question, name not given:
	bridge to reach as far and wide as we can to make	14	Is it possible to auction existing
	sure as many workers within the local proximity		dueling guns to raise money for the bridge?
	have an opportunity to participate.	16	DR. ERIC KALIVODA:
17	MODERATOR, PERRY FRANKLIN:	17	We are gonna try to salvage those
18	Thank you. Next questions are from		railings, as much as we can salvage. And part of
		19	our plan is to make those available to local
. 111	Mr. Faulk (phonetic):	~ ~	
	What are the plans of workforce		government entities that they maybe can incorporate
21	What are the plans of workforce development and training I think you just	21	into public buildings as railings, for example, a
22	What are the plans of workforce development and training I think you just answered that question.	21 22	into public buildings as railings, for example, a second floor railing. And so we are going to try
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21 22 23 24	What are the plans of workforce development and training I think you just answered that question. Next question he offered: Do the members of the committee	21 22 23 24	into public buildings as railings, for example, a second floor railing. And so we are going to try to salvage as much of that as we can and can make use of that in public spaces to preserve that. But
21 22 23 24	What are the plans of workforce development and training I think you just answered that question. Next question he offered:	21 22 23 24	into public buildings as railings, for example, a second floor railing. And so we are going to try to salvage as much of that as we can and can make

		_	
1	them off. You can buy replicas, by the way. There	1	Sabine River Bridge cost? What was the state
	are replicas available that you can purchase. But,	2	
	no, we weren't planning on actually trying to	3	not considered for those projects? Is the Baton
	auction them off, no.	4	Rouge I-10 Bridge going to be financed as a P3?
5	MODERATOR, PERRY FRANKLIN:	5	So the first part of that, how much
6	Same individual asked a second	6	
	question:	7	DR. ERIC KALIVODA:
8	Can toll rates be reduced for plant	8	Those bridges were constructed
-	workers, et cetera, who must be at work before peak	"	the 210 Bridge is, like, 60 years old. So it was
1	hours and cannot take advantage of HOV lanes		built at a time when the interstate was being
	because of the nature of their jobs? Traveling	1	constructed through a federal program. There was
1	I-210 daily may not be feasible for them.	1	no need for tolls; there was public money available
13	DR. ERIC KALIVODA:	1	for that. And I don't know what the age of the
14	I'll pass this to my colleagues	1	Sabine River Bridge is, but I think it's fairly old
	here. But, to start off with, if you're a local	1	as well. And so it was built in an era where you
	and your vehicle is registered in the five-parish		had public money, traditional public money,
		17	
1	area, your toll is a quarter. So I don't know that		
1	that's going to be overly burdensome on anyone, but	1	that, major infrastructure on the interstate
	I do want to point that out. It's only a quarter.	1	system.
	If you're coming from outside that area, the toll	20	There is a proposal for a new
	is more, but if you're in that five-parish local	1	Interstate-10 Bridge in Baton Rouge. And, yes,
	area and your vehicle is domiciled in there, your	1	that will be a P3. There is no other way to do it.
	toll is a quarter. And that that's it. So you	1	So that will be a toll bridge. There are no other
1	have to have a toll tag for that, but	1	major bridges on the interstate system that are
25	nevertheless the toll tags are free, by the	25	under consideration for replacement at this time.
	Page 26		Page 28
1	way but it is 25 cents, is all it is.	1	They will eventually have to be done, and we'll
1 2	way but it is 25 cents, is all it is. MODERATOR, PERRY FRANKLIN:	1	They will eventually have to be done, and we'll determine what the financing is at that time and
		1	
3	MODERATOR, PERRY FRANKLIN:	1	determine what the financing is at that time and whether those need to be P3s as well when it
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1	PAUL VAUGHT:	1	the drain. And so when they did that, and then the
2	So the nature of this bid is, it's a	2	carpet was pulled out at the last second, then why
3	fixed priced, fixed-time proposal. So,	3	would I come back and do that again?
4	essentially, the state is putting up a public funds	4	So they had no choice but to go down
5	amount towards the developer and the developer is	5	the path of trying to operate it as a
6	responsible for the rest of the financing and	6	state-operated toll facility. By the way, the
7	they're responsible for repaying that financing	7	tolls will be substantially higher than here for
8	over time. The mechanism that they used to do that	8	automobiles and for medium trucks. The big trucks
9	is through toll collections over a fixed period of	9	are about the same, but the medium trucks and the
10	time. And they, essentially, take the risk that	10	automobiles are much more expensive or will be much
11	they're going to generate enough revenue in tolls	11	more expensive on the Mobile Bridge than they would
12	to be able to pay back the loan that they're taking	12	be on the Calcasieu River Bridge.
13	on to be able to complete the project.	13	MODERATOR, PERRY FRANKLIN:
14	There are protections in the	14	Mr. McKinley offered these three
15	contract. One, there's a windfall provision. So	15	questions:
16	if they collect a lot more money than they're	16	Why is the project not part of the
17	projecting through tolls, there is a sharing	17	federal infrastructure budget? Why is the project
18	mechanism revenue sharing mechanism back to the	18	not apart of the federal infrastructure budget?
19	state. And there's a number of performance	19	DR. ERIC KALIVODA:
20	requirements in the contract both during	20	Well, there are federal funds being
21	construction and during operations to make sure	21	used on the project, but the federal government is
22	that they're keeping the bridge and and the rest	22	not providing sufficient funds to rebuild major
23	of the facility in appropriate condition.	23	infrastructure on the interstate system. They're
24	DALE BONNER:	24	providing some funds, must of which we used to
25	Just to also add that, yes, the	25	maintain the highway system that we already have.
	Page 30		Page 32
1	other risk that we are taking are both on the	1	There are federal funds that are appropriated for
2	schedule the cost and the schedule. So we're	2	this project. In fact, we got \$150-million grant
3	taking the responsibility and making the	3	for this bridge, which helps keep the toll rates
4	obligation or commitment to deliver the bridge	4	lower because we do have a public contribution of
5	for the price in our proposal and at the time	5	\$800 million that is being put forward towards this
6	for related to the time period in our proposal	6	bridge.
7	as well.	7	In addition to that, The Department
8	MODERATOR, PERRY FRANKLIN:	8	of Transportation and Development is spending
9	Okay. Mr. Hay offered this	9	\$150-million upfront to buy right-of-way. There's
10	question:	10	a railroad spur that has to be relocated; we've got
11	Is there any other part of I-10 in	11	to move utilities out of the way and things like
12	the country that is tolled?	12	that. So the total public contribution toward this
13	DR. ERIC KALIVODA:	13	project is almost \$1 billion, but that is
14	At this time, no, but there will be	14	insufficient to get the project completed. So
15	a toll on I-10 in Mobile. The Alabama Department	15	there are no additional federal funds that can be
16	of Transportation went down the P3 path and that	16	applied to it. Congress has not taken action to
17	did not work out for them, so that P3 was canceled.	17	address some of the major infrastructure needs we
18	The project still needs to be done, and so they are	18	have in this country. And so we are at the
19		19	point and we tried at the state level and failed
	going to move forward with a state-operated toll		than as well. Co make at the maint mary whom
	facility on I-10 at Mobile Bay. The reason they're	20	there as well. So we're at the point now where
20			public-private partnerships are really our only
20 21	facility on I-10 at Mobile Bay. The reason they're	21	
20 21 22	facility on I-10 at Mobile Bay. The reason they're doing a state-operated facility is, once the P3 did	21 22	public-private partnerships are really our only
20 21 22 23	facility on I-10 at Mobile Bay. The reason they're doing a state-operated facility is, once the P3 did not move forward, the people that engaged in	21 22	public-private partnerships are really our only avenue to complete major infrastructure projects like this bridge.
20 21 22 23 24	facility on I-10 at Mobile Bay. The reason they're doing a state-operated facility is, once the P3 did not move forward, the people that engaged in public-private partnerships were not interested in	21 22 23	public-private partnerships are really our only avenue to complete major infrastructure projects like this bridge. MODERATOR, PERRY FRANKLIN:

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1	What will be done with I-10 from	1	project?
2	Kirkman and Ryan Street East to I-210 loop?	2	And many of the questions deal with
3	PAUL VAUGHT:	3	workforce development and job opportunities. And
4	So that's the remainder of the	4	so that's his first one, and there are 11.
5	portion that is being cleared under the	5	DALE BONNER:
6	environmental document currently. The	6	The answer to the first question was
7	environmental document covers I-10 between the two	7	what role that they can play in that process?
8	I-210 interchanges west and east of Lake Charles.	8	MODERATOR, PERRY FRANKLIN:
9	Currently, there is no dedicated funding identified	9	To ensure responsible local
10	for that. There is the vehicle sales tax that the	10	contractors are hired to complete portions of this
11	legislator passed a couple of years ago that	11	project.
12	appropriates \$40 million a year towards the	12	DALE BONNER:
1	completion of the project. Some of those funds are	13	Well, some of that detail will be
	being used to as part of that \$800 million to	14	spelled out in our workforce development plan that
1	reduce the cost of the tolls on this project.	1	we alluded to earlier. I don't know if there's
16	But the remainder of that money	16	anything more specific in the plan currently. But
17	potentially could be used towards funding that	1	it also was mentioned that the department, DOTD,
	unfinished portion of the I-10 corridor. It should	1	will be looking as well to make sure that all the
	be noted that, as part of the environmental	1	appropriate people are involved.
20	document, when we get the approval from FHWA, the	20	MODERATOR, PERRY FRANKLIN:
21	state is committing to completing that portion of	21	Maybe I'll ask two questions at a
	the corridor. Most likely, it will be in a smaller	22	time, because I think some of these questions have
1	project broken up over a number of years. But the	1	been answered. The next questions are:
	department will be committing to moving forward	24	
1	with the rest of the I-10 corridor.	25	intend to address the workforce training needs that
	Page 34		Page 36
1	MODERATOR, PERRY FRANKLIN:	1	a project of this size will require, and what are
1 *			
2	I think you answered second part of	1	your plans for workforce development and training?
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1	colleges and technical colleges that are available	1	common feature that we include a form of the
2	within the region. We would be doing workshops in	2	community benefit program. Often times, that is
3	those areas and trying to get them on board to get	3	directed by the owner of the project. So that
4	interest and then start the training process, both	4	particular item was not element was not a
5	during the design phase and construction phase. So	5	mandatory inclusion in this project as a formal
6	by the time that the job is done, we'll have a	6	requirement. But our standard approach is we've
7	long-term you know, a workforce that is here for	7	already meetings here in the region with economic
8	life.	8	development agencies and many of those who are
9	MODERATOR, PERRY FRANKLIN:	9	representing businesses in the area. And so we
10	Come back.	10	will be actively looking for opportunities to
11	This one has already been answered.	11	ensure that the work that we're going to be doing
12	Do you intend to use registered	12	is facilitating and supporting and consistent with
13	apprentices on the project? If so, which	13	the economic development plans that are already in
14	registered apprenticeship programs will they come	14	place, and where we can use the project to improve
15	from?		and add additional benefits, we're going to be
16	FAISAL MAHMOOD ALUVI:	16	actively looking for opportunities to do that.
17	,	17	MODERATOR, PERRY FRANKLIN:
18	apprentices, yet. Again, because this is this	18	Next two questions have been
19	project is still in its design phase. We have to	19	DALE BONNER:
	see the need of the project and what we can offer.	20	Wait, wait.
1	We don't want to make a commitment right now, and	21	MODERATOR, PERRY FRANKLIN:
	say, yes, we're going to have 500 people, when we	22	asked and answered
1	find out the actual scope of work doesn't require	23	PEGGY JO PAINE:
1	that. So as the project develops, we will be	24	I think, Dr. Kalivoda, you're
25	working in partnership with everybody that is here	25	wanting me to add that there are also DBE goal
	Page 38		Page 40
	or with everybody that is not here to make sure		requirements on this project that have to be met,
	that whatever is required by the job, we will have		so that's also part of the outreach.
1	them in place. Again, we want to build this bridge	3	
	with the locals, with the right training personnel,	4	
1	in order to make sure this gets built right.	5	1 , 2 1 3
6		6	certain percentage of the work that has to go to
7	Č	7	
1	negotiate a community benefit agreement to ensure	8	E 1
	Louisiana workers are compensated fairly for their		requirement in the project as well. And so
	work on this project?		that's plays into, I think, part of the
11	FAISAL MAHMOOD ALUVI:	1	question.
12	,	12	MODERATOR, PERRY FRANKLIN:
1	requirement. I don't know what that means, but I	13	These next two questions have been
	guess we will work with locals in order to make sure that the benefits package is in-line with what	15	asked and answered:
	they're looking for.		What steps will be taken to ensure workers are properly trained and equipped to get
17	-	17	
18		18	the job done? And then the next one:
19	<u> </u>	19	What steps will be taken to ensure
	could be helpful to the committee in establishing a	1	what steps will be taken to ensure workers here in Lake Charles and the surrounding
$\frac{20}{21}$		$\begin{vmatrix} 20 \\ 21 \end{vmatrix}$	areas will be put to work on the project?
21 22		$\begin{vmatrix} 21\\22\end{vmatrix}$	And those have been asked and
23			answered. The next question posed is:
	mentioned, our plans are in are still coming	24	It is my understanding that the US
	together. I will say that, in our projects, it's a	1	Department of Transportation will recall federal
	Page 39		Page 41
1	· · · · · · · · · · · · · · · · · · ·		

1 funds if the Louisiana legislator fails to approve	1 working diligently with the legislative members to
2 plans for this project in a timely manner. What	2 answer as many questions as possible to ensure that
3 steps are being taken to ensure that this project	3 we can keep the project done on course.
4 moves forward with responsible Louisiana	4 MODERATOR, PERRY FRANKLIN:
5 contractors and protections for local workers?	5 This next question:
6 DR. ERIC KALIVODA:	6 The White House has made it clear
7 Okay. In regards to the funding	7 that they prefer to see if good union jobs come out
8 and, "Would that be withdrawn if the project does	8 of projects like the Calcasieu River Bridge. What
9 not move forward?" Most of the money is not in	9 steps are being taken to ensure this happens and
10 jeopardy, but there is a \$150-million grant that	10 Louisiana union members can go to work?
11 was given by the federal government specifically	11 DALE BONNER:
12 for the project. And if we part of the	12 I think, included in everything
13 condition of that is, we had to guarantee that the	13 that's been said about the workforce development
14 bridge would be completed. If we do not move	14 plan, that will include reaching out to both union
15 forward with the public-private partnership, we	15 workers and non-union workers alike and it's
16 will have to advise the federal government that	16 representative of those who are available in the
17 there is no financial path to completion of the	17 region.
18 project. And so we would have to notify them of	18 MODERATOR, PERRY FRANKLIN:
19 that.	19 Okay. Next question:
They may very will withdraw that	20 Which company will have the 50-year
21 grant, because part of what they are trying to	21 maintenance contract? How will they meet
22 accomplish, they want to give grants for projects	22 apprenticeship requirements, and will they have
23 that are ready to move forward into construction to	23 union participation?
24 completion. And if we do not have a financial path	24 DALE BONNER:
25 to completion of the project, then they may very	25 The company that will handle the
Page 4	
1 well withdraw those funds and we would not have a	1 long-term operating system maintenance is a joint
1 well withdraw those funds and we would not have a2 path to financial completion without the	1 long-term operating system maintenance is a joint 2 venture of some of the companies that are also
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1	local level. And so your elected officials have an	1	point. There is no other financial way to replace
2	opportunity to speak on your behalf, but that is	2	it, and so that's where we are.
3	all done in a public forum.	3	So we have a bridge that's most
4	And then, secondly, at the	4	people, I think, would certainly agree it's
5	conclusion of the public-private partnership	5	outdated; it's worn out, it needs to be replaced.
6	procurement process, then the Joint Transportation	6	It's steep, it's narrow, et cetera, all the it
7	Committee, again, has the opportunity to make a	7	shakes, every lighting system we put on there has
8	decision about whether to approve it or not approve	8	been rattled to death so we can't keep a lighting
9	it. And, again, that's always done in a public	9	system on it, but it needs to be replaced. Now,
10	forum and everybody can't and they take public	10	how are we going to do that? Well, the only avenue
11	comment and everybody you know, we all have	11	we have to do that is through tolling. We wanted
12	jobs, everybody can't be in Baton Rouge all the	12	to use traditional financing funded through an
13	time. That's why you elect people to represent	13	increase in the fuel tax, that's the traditional
14	you. And so you would petition through your	14	way of doing it; the answer was, no. So now we're
15	elected officials to represent you at meetings like	15	at this position right now where we have an
16	that, but that's how that process works. But in	16	opportunity to do it. It requires everybody to
	the legislation that was created for this, it did	17	pitch in and help pay for it. And so that's where
18	not call for a local referendum on public-private	18	we are and that's the decision that has to be made.
19	partnerships.	19	So with that I'll
20	MODERATOR, PERRY FRANKLIN:	20	MODERATOR, PERRY FRANKLIN:
21	And Mr. Mott's third question, the	21	Okay. From one of the final three
22	final question was:	22	questions, next question offered was is no name:
23	Why would we put this toll bridge on	23	Can my Easy Tag from Texas work
24	a major highway that spans across the United States	24	here? Is it hard to put two tags on a windshield
25	and not use a secondary highway for such a toll	25	and still work?
	Page 50		Page 52
1	bridge?	1	DALE BONNER:
1 2	bridge? DR. ERIC KALIVODA:	1 2	
	<u> </u>		First answer, yes, the requirement
2 3	DR. ERIC KALIVODA:	2 3	First answer, yes, the requirement
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	highways. So that is not even an option in this	1 that's six months or whatever it happens to be. So
	particular type of facility, which it would be on a	2 that would be a decision that would be made when
	non-interstate or a traditional, conventional	3 and if windfall proceeds actually come about. It's
4	highway. You can have movable bridges, but not on	4 the same provisions that we put in the Belle Chasse
5	this particular facility. That is part of the	5 contract would be in this contract.
6	criteria for an interstate highway. This was all	6 But I do want to reinforce the
7	built for national defense. It was one of the	7 commitment that there is no not going to be any
8	primary reasons why the interstate system was built	8 way to take money, toll money, that is generated on
9	in the first place. But it also is critically	9 this bridge and use it on any other project other
10	important for interstate commerce, in addition to	10 than that bridge. So we're not going to use this,
11	the defense aspects to it. So it's not even an	11 milk people here, to pay for something else and
	option that we would even considered to have, and I	12 somewhere else in the state. I want to be very
	don't think the federal government would ever	13 clear about that because that's a major point of
	approve it either, to have a movable bridge on the	14 contention and we're not even going to go down that
	interstate system.	15 path. So anything that is generated on this bridge
16	But go ahead, Paul.	16 gets put back into this bridge.
17	PAUL VAUGHT:	17 MODERATOR, PERRY FRANKLIN:
18	I think you basically said it all.	18 Thank you, Secretary Kalivoda and
	I mean, navigation would preempt traffic, so you	19 members of tonight's panel. That concluded all of
	would be stopping the interstate whenever a boat	20 the questions and we actually made it on time. I
	comes by and wants to pass. And, you know, just	21 want to thank tonight's participants. I want to
	from the existing traffic there today, that's	22 thank the citizens that came out tonight to be a
	really a nonstarter. So on typical roadways, other	23 part of this process. That concludes our panel of
	bridges, we make a cost determination, what's more	24 our Q&A.
	appropriate from an initial capital cost? And	25 Dr. Kalivoda, would you like to
23	Page 54	Page 56
	there's long-term operations costs with movable	1 close it?
2	bridges. You have to have someone there to man it	2 DR. ERIC KALIVODA:
2 3	bridges. You have to have someone there to man it and operate the facility. The maintenance costs	DR. ERIC KALIVODA:I just I would, and I want to
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Attachment D

d. Responses to Comments

Written Comments Received in the Comment Box at the Meeting

1	Name:	Diane
Affiliation: -		-
	City:	Sulphur
	Comment:	Was a bascule bridge considered as an alternate to lower the vertical height and cost?
	Response:	No; a movable bridge was not considered as a practicable alternative for Interstate 10 over the Calcasieu River. The Code of Federal Regulations (23 CFR 650.809) requires selection of a fixed bridge wherever practicable. Movable bridges are some of the most expensive bridges to construct and require significantly more operational and maintenance costs than do fixed bridges.

2	Name:	Ernesto Soto
	Affiliation:	Ironworks Regional Local Union 846
	City:	St. Bernard Parish
	Comment:	Ironworker's Reinforcing Local 846 has local workforce in all the surrounding areas in Louisiana.
	Response:	Comment noted.

3	Name:	Kelvin Mott
	Affiliation:	Concerned citizen & tax payer
City: Lake Charles		Lake Charles
	Comment:	I don't agree that the taxpayers of this area should cover costs of a Federal funded Highway. This toll bridge is not good for our locals. We have chemical plant taxes, casino taxes and a fuel tax on every single gallon we buy already that should be used for our I-10 Hwy. If we own multiple vehicles, this is just more expense for us. Do we pay fees on each vehicle and each trailer we pull? I don't think our tax dollars are being spent wisely if we are asking for a toll bridge to cover this.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state. Tolls are assessed based on the overall dimensions of the vehicle (inclusive of trailers being pulled).
		Tous are assessed based on the overall dimensions of the vehicle (inclusive of trailers being pulled).

4	Name:	Thomas
	Affiliation:	-
	City:	Lafayette, LA
	Comment:	Much needed project for this area and the state. Glad this project is finally coming to fruition!
	Response:	Comment noted.

5	Name:	Matthew Bryant
	Affiliation:	Ironworkers 623
	City:	Pollock, LA
	Comment:	Looks like good project that Iron Workers need to be on.
	Response:	Comment noted.

Name	
	-
	-
•	
Comment:	Very supportive of moving forward with this bridge with the tolling component.
	Biggest disappointment was not incorporating a bike lane on the bridge.
Response:	Louisiana Law (R.S. 32:263) prohibits pedestrians and bicycles on the I-10 Calcasieu River Bridge, as it is part of the interstate highway system. The project will require compliance with LA DOTD complete streets policy, which is designed to ensure bicycle and pedestrian access is considered in appropriate locations. Additionally, there is a \$10 million budget set-aside for options to be evaluated including a pedestrian / bicycle connection using a ferry operating across the Calcasieu River and multi-use paths in and around the vicinity of the bridge on both sides of the river.
Namo:	A[illegible] Montgomery
	I/W
	Baton Rouge, LA
•	Local 623 would be the safest productive people for the task.
	Comment noted.
Response.	Comment noted.
Namo	J[illegible] Smart
	Ironworker
	MS
•	I think this would be a nice project and I think local 623 should be on the job.
	Comment noted.
пезропас.	Comment noted.
Name:	J[illegible] Smart
Affiliation:	Ironworker
Comment:	When we start work?
City:	MS
•	DOTD anticipates executing the P3 contract by the end of the year. According to the schedule
•	submitted by the selected Proposer, significant construction work is scheduled to begin in 2025.
Name:	Terry Hymel
Affiliation:	-
City:	Sulphur, LA
Comment:	Thank you for the opportunity to view the concept.
	I agree with the toll approach to help finance the project.
	1) Most Efficient
	2) Quickest
	3) We will pay for it one way or the other
	Thanks
Response:	Comment noted.
	Affiliation: Comment: City: Response: Name: Affiliation: City: Comment:

11	Name:	-
	Affiliation:	-
	City:	-
	Comment:	Can the contract be extended until the next Administration? - If soat what cost?
	Response:	No; the procurement of the contract cannot be delayed until the next Administration. The bid proposals received are only valid for a limited period of time, which does not extend into the next administration.

12	Name:	Hannah S.
	Affiliation:	Citizen
	City:	Lake Charles, LA
	Comment:	This was a very informative meeting. I had most of my questions answered.
		Question: Is there any room for change in the aesthetic aspects of the bridge? It doesn't quite match our city.
	Response:	Yes; there is some latitude for changes to the bridge aesthetics. However, such changes would have to be made through contract provisions that are not applicable until after the contract has been executed. Minor changes to the aesthetics may be achievable without significant change to the contract. Major changes will require an additional (and potentially significant) appropriation from the legislature and may impact the overall project schedule.

13	Name:	Derrick Gayhart & Family
	Affiliation:	IUOE Local 406
	City:	Lake Charles
	Comment:	Go Union!
		Union members are held to higher standards
		Better quality of work
		Better safety standards
		Support local workforce
	Response:	Comment noted.

14	Name:	Ron McGinley
	Affiliation:	-
	City:	Lake Charles, LA
	Comment:	Design for project scope from Westlake to Lake Charles Kirkman St. looks good!
		What will be done with I-10 from Kirkman/Ryan Street to I-210 Loop East?
		Opposed to PPP capital Project and toll!
		This should be I-10 federal budget infrastructure bill!
		There is no shortage of federal \$!
		Let's get priorities in order!
	Response:	The remainder of the I-10 corridor through Lake Charles (from near Ryan Street to the I-10 / I-210 eastern interchange) is included in the environmental document, which is currently in the final stages of approval. That portion of the work, which is not currently funded, will most likely be divided into multiple projects and completed over a number of years as funding becomes available.
		Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.

15	Name:	Spencer O[illegible]
	Affiliation:	Ironworkers 623
	City:	Lake Charles, Louisiana
	Comment:	It will be a good project that union hands should build. Local 623 is the safest and best union for the
		job.
	Response:	Comment noted.

16	Name:	Spencer O[illegible]
	Affiliation:	Ironworkers 623
	City:	Lake Charles
	Comment:	When do we start work?
		Who do we need to vote for to make it happen?
	Response:	DOTD anticipates executing the P3 contract by the end of the year. According to the schedule
		submitted by the selected Proposer, significant construction work is scheduled to begin in 2025.
		DOTD does not advocate for any candidate in any election.

17	Name:	S[illegible] & [illegible] Hayes
	Affiliation:	Resident
	City:	Westlake
	Comment:	We were very much in favor of the toll and the proposed design of the new bridge and especially the
		Sampson St. elevated interchange.
	Response:	Comment noted.

18	Name:	Michelle M[illegible]
	Affiliation:	
	City:	Lake Charles
	Comment:	I am in full support. I think it is a good plan. I am concerned about the railroad spur on the east side by Miller Ave. that will be moved from near Sampson St. (on the Westlake side). That area is in need of development and has so much potential for waterfront development & economic growth and if the spur takes up that space it would hinder economic development. The overpass for Sampson Street is brilliant. I travel Miller Avenue to I-10-210 every day to work in Lake Charles. I think the bridge needs to be "dressed up" and made a statement - unique like our culture - designed to be an attraction, not just to move traffic. We only get a chance like this once in a lifetime. Let's make it OUTSTANDING.
	Response:	The alignment of the relocated rail spur was coordinated with multiple agency stakeholders, including the City of Westlake. The location was selected to best balance the needs of all such stakeholders.

19	Name:	James Warshaw
	Affiliation:	Resident
	City:	LC LA
	Comment:	Does the P3 Agreement have provisions for the state to pay the P3 in future years to reduce tolls or reduce the number of years tolls will be collected
	Response:	Yes; the contract contains provisions that would allow changes to the toll schedule and term, should
	пезропзе.	monies become available for that purpose.

Written Questions Received for the Question and Answer Panel Session at the Meeting

20	Name:	Jay Derr
	Affiliation:	Reason Foundation
	City:	Baton Rouge, LA
	Question:	Why was a toll concessionaire Design-Build-Finance-Operate-Maintain P3 chosen as the delivery
		method for this megaproject? What alternatives were considered and why were they rejected?
	Response:	Refer to the meeting transcript for the response (begins on page 12).

21	Name:	Marialisa Wyatt
	Affiliation:	Citizen
	City:	Lake Charles
	Question:	How will traffic flow & detour congestions due to bridge construction be addressed?
		Note: A review of traffic flow during bridge events (wrecks, stalled vehicles) will indicate where traffic reroutes and the impact to feeder roads & single entry communities adjacent to proposed detour routes.
		Are detour routes robust to handle long term detour schedules? Road conditions, traffic signals, markers, secondary bridges or routes in consideration for detours?
	Response:	Refer to the meeting transcript for the response (begins on page 14).

22	Name:	Gabe Soileau
	Affiliation:	Citizen
	City:	Lake Charles
	Question:	 In the 90's Louisiana was strong armed into changing the legal drinking age under threat of losing federal highway funds. With that in mind, along with all the other frivolous spending why are we being asked to pay a toll. There is enough money in the budget to cover this why are government agencies not being more deliberate with necessities. Who authorize and signed off on the toll? Has the repair & increased traffic that will result from people avoiding the toll been taken into consideration?
	Response:	Refer to the meeting transcript for the response (begins on page 16).

23	Name:	David Hyatt
	Affiliation:	Vice President IUOE Local 406
	City:	Lake Charles, LA
	Question:	1. What steps will be taken to ensure workers are properly trained and equipped to get the job done?
		2. What steps will be taken to ensure workers here in Lake Charles and the surrounding immediate
		areas have the opportunity to be employed on the this project?
	Response:	Refer to the meeting transcript for the response (begins on page 22).

24	Name:	Richard Paulk
	Affiliation:	Local 198
	City:	Lake Charles
	Question:	What are the plans for workforce development and training?
		2. Do the members of the committee intend to use registered apprentices on project and which
		apprenticeship program.
		Work Local!
	Response:	Refer to the meeting transcript for the response (begins on page 23).

25	Name:	-
	Affiliation:	-
	City:	L.C., LA
	Question:	Is it possible to auction existing dueling guns to raise funds for the bridge?
		Can toll rates be reduced for plant workers, etc., who must be at work before "peak" hours and
		cannot take advantage of HOV lanes because of the nature of their jobs. Traveling I-210 daily may not
		be feasible for them.
	Response:	Refer to the meeting transcript for the response (begins on page 25).

26	Name:	Don Morris
	Affiliation:	Citizen
	City:	Westlake
	Question:	What happens to old bridge? Could it be used for local traffic – no tolls?
		How much did the 210 Bridge and Sabine River Bridge cost? What was state percentage and federal percentage? Why was P3 not considered for those projects? Is Baton Rouge I-10 bridge going to be financed as P3?
		Is raising gas tax and option?
		Will the contract with CBP offer incentives for project under cost and on time as well as costing them
		for poor performance?
	Response:	Refer to the meeting transcript for the response (begins on page 27).

27	Name:	Bryan Hay
	Affiliation:	Hay Bros Inc.
	City:	Lake Charles, LA
	Question:	Is there any other part of I-10 in the country that is tolled?
	Response:	Refer to the meeting transcript for the response (begins on page 31).

28	Name:	Ron McGinley
	Affiliation:	-
	City:	Lake Charles, LA
	Question:	Why is the project not part of federal infrastructure budget?
		What will be done with I-10 from Kirkman/Ryan Street east to I-210 loop?
		When will that rework plan be available!
	Response:	Refer to the meeting transcript for the response (begins on page 32).

29	Name:	Todd Hine
	Affiliation:	Hine Env. Services
	City:	Sulphur / Lake Charles
	Question:	What will tolls be in the future? Increases timetable
	Response:	Refer to the meeting transcript for the response (begins on page 35).

like the Calcasieu River Bridge. What steps are being taken to ensure this happens and Louisiana union members can get to work? 11. Which company with have the (50yr) maintenance contract? How will they meet apprenticeship requirements, and will they have union participation? 12. Is the demolition of the current (Old) I-10 Calcasieu River bridge included in the RFP that Calcasieu Bridge Partners are the potential awardees of? Or will there be another RFP for the demolition?	30	Name:	Josh Sonnier
Question: 1. What commitments can the members of the Proposer group and DOTD make to ensure responsible, local contractors are hired to complete portions of this project? 2. How do the members of the Proposer group and DOTD intend to address the workforce training needs that a project of this size will require? 3. What are your plans for workforce development and training? 4. Do the members of the committee intend to use registered apprentices on this project? If so, which registered apprenticeship programs will they come from? 5. Are the members of the committee willing to negotiate a community benefit agreement to ensure Louisiana workers are compensated fairly for their work on this project? 6. Which groups here in Lake Charles could be helpful to the committee in establishing a community benefit agreement? 7. What steps will be taken to ensure workers are properly trained and equipped to get the job done? 8. What steps will be taken to ensure workers here in Lake Charles and the surrounding areas are put to work on this project? 9. It is my understanding that the US Department of Transportation will recall federal funds if the Louisiana Legislature fails to approve plans for this project in a timely manner. What steps are being taken to ensure that this project moves forward with responsible Louisiana contractors and protections for local workers? 10. The White House has made it clear that they'd prefer to see good, union jobs come out of projects like the Calcasieu River Bridge. What steps are being taken to ensure this happens and Louisiana union members can get to work? 11. Which company with have the (50yr) maintenance contract? How will they meet apprenticeship requirements, and will they have union participation? 12. Is the demolition of the current (Old) I-10 Calcasieu River bridge included in the RFP that Calcasieu Bridge Partners are the potential awardees of? Or will there be another RFP for the demolition?		Affiliation:	
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Response: Refer to the meeting transcript for the response (hegins on page 35)			·
Nesponse. Neter to the meeting transcript for the response (begins on page 55).		Response:	Refer to the meeting transcript for the response (begins on page 35).

31	Name:	Don Morris
	Affiliation:	Citizen
	City:	Westlake
	Question:	It is my understanding that CBP basically owns the bridge for 50 years collecting tolls to pay for bridge with a reasonable profit. What is CBP's incentive to build this bridge as efficiently, cost effective and as quickly as possible if they can charge tolls until paid off?
	Response:	Refer to the meeting transcript for the response (begins on page 46).

32	Name:	Kelvin Mott
	Affiliation:	Concerned citizen & tax payer
	City:	Lake Charles
	Question:	1) Why has this not been broadcast on local news stations?
		2) Why is there not a vote on this by the local tax payers?
		3) Why would we put this toll bridge on a major Hwy that spans across the US & not use a secondary
		Hwy for such a toll bridge? (this bridge was originally for our military to cross our country, so this
		shouldn't be a toll bridge in my opinion).
	Response:	Refer to the meeting transcript for the response (begins on page 48).

33	Name:	-
	Affiliation:	-
	City:	-
	Question:	Can my Easy Tag from Texas work? It is hard to put 2 tags on the windshield and still work.
	Response:	Refer to the meeting transcript for the response (begins on page 52).

34	Name:	Diane
	Affiliation:	Citizen
	City:	Sulphur
	Question:	Was a bascule bridge considered as an alternate to lower the vertical rise and lower cost?
	Response:	Refer to the meeting transcript for the response (begins on page 53).

35	Name:	Josh Sonnier
	Affiliation:	Ironworker Local Union #623
	City:	Statewide
	Question:	What happens if there are windfall proceeds from the tolls? Will the proceeds go to pay down debt
		on project or to lower tolls?
	Response:	Refer to the meeting transcript for the response (begins on page 55).

Verbal Comments Taken by the Court Reporter at the Meeting

36	Name:	Charles H. Atherton
	Affiliation:	Resident
	City:	Sulphur, Louisiana
	Comment:	One the major concerns that I have and the people I to talk is: The federal government is actually responsible for 90% of the costs of the project, but, yet, we are lining up, paying the toll for the entire project, and if a toll has to be implemented, it should only be for 10% of the project. The state shouldn't be in the and the people here shouldn't that use the bridge shouldn't have to be picking up the total cost of the project. So, I mean, the direction that needs to happen is to do whatever's necessary to have the federal government pay their 90%. The other issue is: The height of the bridge. As we speak, this project has not been submitted to the Coast Guard for their approval, yet. The 135-foot height of the bridge is an original height set by the Coast Guard to utilize the deep water the naturally deep water that is north of the bridge. The naturally deep water that's currently north of the bridge is the only waterfront property between the bridge and The Gulf of Mexico that has not been developed. The only the only marine waterfront property to be developed is the deep water above the I-10, the current I-10 Bridge. That portion of the river, to my knowledge, has never been dredged, and the there's 60 and 80-foot deep water, naturally deep water, all the way up to the saltwater barrier. So even though the state may have to talk with the businesses that are north of the bridge, the general public is being totally, totally left out. Because the waters belong to the state, but by the same token, they belong to the people. And so for the people, for jobs, and future heavy industry and marine jobs, we need to the height of the bridge needs to remain at 135 feet in height. If the Titanic was afloat today, you could float the Titanic under the I-10 Bridge through the railroad bridge all the way up to the saltwater barrier. So to to limit the size of vessels to anything smaller than the the Titanic is a disservice to the public. Because after World War II, hundreds of no-longer-need
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state. The United States Coast Guard (USCG) has jurisdiction over navigable waters in the US. DOTD has coordinated with the USCG to ensure that the selection of the preferred alternative for the bridge enabled navigation in accordance with their requirements and stipulations. The required USCG Bridge Permit, which substantively equates to USCG approval, cannot be submitted until the design of the bridge is substantially complete. According to maps maintained by NOAA (Nautical Chart 11347), the depth of the channel is maintained to 35 feet immediately south of the existing bridge and is not
		maintained north of the existing bridge; depths north of the bridge range from approximately 30 to 60 feet deep. The existing railroad bridge limits the horizontal clearance to 91 feet.

Written Comments Received after the Meeting (during the Comment Period)

37	Name:	Jennifer Hidalgo
	Affiliation:	-
	Comment:	In my opinion the proposed bridge is too big for Lake Charles. This isn't Houston and we don't have
		the population of Houston. Quit trying to burden the people of Lake Charles with the cost of a big
		fancy bridge.
	Response:	The proposed bridge structure was selected by the P3 Developer in response to the terms of the
		Request for Proposals (RFP) issued by DOTD. In the RFP, DOTD established minimum requirements to
		ensure the bridge was in accordance with the environmental document developed for this project and
		all applicable design standards. Though not mandatory for incorporation into the project, DOTD also
		provided, as guidance, the findings from the Context Sensitive Solutions and Design (CSS/D)
		workshops conducted in concert with the environmental review process and references for other
		recently completed DOTD projects for examples of cost-effective aesthetic considerations.
		Throughout the RFP process, DOTD stressed the importance of providing a project solution that
		minimized tolls to the extent practicable.

38	Name:	WJ "Butch" Benoit
	Affiliation:	Southland Truck Leasing, LLC
	Comment:	Can we not get a bridge in Louisiana that looks like some of the most beautiful bridges in the world –? All the Texas bridges have the yellow cable spans – as so many around the country do NONE of those beautiful bridges have a toll – people will use I-210 loop before they pay a toll to go over a bridge that looks like it was built in the early 1900 era Please get an architect to get more and better looking plans for our city and our bridge in this endeavor
	Response:	The proposed bridge structure was selected by the P3 Developer in response to the terms of the Request for Proposals (RFP) issued by DOTD. In the RFP, DOTD established minimum requirements to ensure the bridge was in accordance with the environmental document developed for this project and all applicable design standards. Though not mandatory for incorporation into the project, DOTD also provided, as guidance, the findings from the Context Sensitive Solutions and Design (CSS/D) workshops conducted in concert with the environmental review process and references for other recently completed DOTD projects for examples of cost-effective aesthetic considerations. Throughout the RFP process, DOTD stressed the importance of providing a project solution that minimized tolls to the extent practicable.

39	Name:	Charles & Tammy LaVergne & Family
	Affiliation:	-
	Comment:	First I would like to thank all whom have devoted their professional time to the citizens of our Great
		Parish of Calcasieu in trying to solve a major issue with the Calcasieu River Bridge project.
		As a citizen of Westlake I know firsthand the issues we have with the bridge and access getting in and
		out of our city. I and my family have lived here for over 25 years, and with that said my wife, son and I
		have work for the Calcasieu Parish Sheriff's Office for many years and 2 of us have since retired. So we
		know the issues with accidents and traffic as well with emergency response. After reading and listing
		to the information presented by DOTD on the P3 proposal we feel that Calcasieu Bridge Partners
		would be suitable to proceed with the new bridge for our area. We also know that from speaking with
		family and friends we all agree that something needs to be done with the current bridge and access.
		Yet we all understand that funds have to come from somewhere to build us a new bridge as well as
		safe access. Most of us that are retired and travel we use toll roads and have toll tags on our vehicles
		already and do not object to paying tolls. Tolls are an excellent way we feel to have great roads to
		travel on, and to me and my family's opinion cost effective for the state and the public they are great
		roads. We hope that our citizens as well as our great state and the Senate Transportation, Highways,
		and Public Works Committees will agree with the DOTD's Proposal and give final approval so that his
		P3 project will move forward.
		Thank You for your dedication and concerns to the Citizens of Calcasieu Parish.
	Response:	Comment noted.

40	Name:	Jared King
	Affiliation:	-
	Comment:	My name is Jared King and I would like to go on record to oppose the new bridge funding project. As a resident of Calcasieu Parish, I definitely see the need for a new bridge. I cross this bridge up to five times a day. However, I am opposed to any tolls placed on the bridge. I believe that this being an Interstate Highway with tons of commercial commerce from all over the country, funding needs to be from the Federal Government. We locally are taxed enough and this is a burden the majority of the residences can't afford.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.

41	Name:	Hunter J Domingue
	Affiliation:	Resident of Sulphur Louisiana
	Comment:	Will the I-10 Bridge toll system have a reduced rate for commercial vehicles that only operate locally? I ask as my family has owned South Point Services, a local trucking company, SPS has been locally owned and operated for 23 years, our trucks cross the I-10 bridge multiple times per day to serve our local customers. I implore the state of Louisiana to consider offering a reduced rate for commercial vehicles that are owned and operated locally, this would encourage more local companies to utilize the new bridge. Rather than taking I-210 to bypass the high tolling rates, we must consider that most of these companies have little to no experience with tolling rates.
	Response:	Thank you for your time and consideration Tolls are assessed based on the overall dimensions of the vehicle, whether privately or commercially operated. There is a reduced "local auto" rate for eligible vehicles meeting the "auto" classification. There are no reduced rates for vehicles falling into the medium or large truck classifications. There have been discussions about a frequent user type discount for large trucks. One specific suggestion is that such a program could be administered through a state income tax-rebate. However, there is no such provision in the current proposal; doing so would require an act of the legislature and an associated appropriation.

42	Name:	Eric Willett
	Affiliation:	-
	Comment:	There is absolutely ZERO justification for a toll bridge. The idea is a total failure on your part and any person or group involved will go down in history as a joke and absolute failures.
		The problem you have is the communist in the current government have opened many eyes within the public. Tolls are an unnecessary tax and burden on the public that are only pushed by communist governments. LDOT has done zero maintenance to this current bridge since 1952. Unbelievably, the original guardrails still exist! This pattern of incompetence will clearly continue.
		The stock market is at all time highs and we know the state is invested in funds of several types. Where is this money? Is it lost by dumb money investors like the one's for this bridge? Very likely. Also, we are already one of highest taxed states in the nation. Your claim there is no money available is an outrage and more proof YOU ARE A FAILURE!!!
		So once again, The most vulnerable will be affected by your failures and communism. People like me will avoid the failure of an area like the plague and we are a much larger group than you can imagine.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.
		DOTD has undertaken a number of projects over the years to ensure the bridge met requirements for safe operations. The current project is designed to replace the bridge that is nearing the end of its useful life.

43	Name:	Shawn McDonald
	Affiliation:	Resident of Westlake
	Comment:	I hear you're seeking public comments for the I-10 bridge project. As a resident of Westlake and
		Calcasieu parish who travels over the I-10 bridge regularly, I find it offensive that we the community
		and citizens have to pay a "toll" when we have no less than THREE casinos that take in BILLIONS of
		dollars in annual income that could easily chip in to cover the cost of this bridge without having to
		burden the taxpayers with this unnecessary cost. They prey on the addictions of our community
		through gambling and alcohol consumption, and the very least they could do; is to take this burden
		from the local people that have suffered enough. If you want to enact a "toll" somewhere, do it in the
		backyard of New Orleans or Chicago. This community is too poor to withstand this unprecedented
		attack on our already struggling pocketbooks brought on by the dementia patient in the White House.
		Joe Biden has run this country into the ground and it seems like his Liberal ideology have spread like a
		cancer through this state. I implore you to NOT let this project go through as it sits with a "TOLL"
		attached to it. Gas prices are rising. Food prices are hitting an all time high and we can't take
		anymore.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible.
		There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
		That amount of money is not sufficient to meet all of the needs of the federally funded highways in
		the state.

44	Name:	Heath Doucet
	Affiliation:	-
	Comment:	It has come to my attention that the proposal for building a new bridge involves implementing a toll on said bridge. I am absolutely against a toll for these reasons: 1. It will dissuade tourism to our area. 2. It will hurt local citizens from traveling. 3. PetroChem plant traffic is a huge reason the bridge is in such a state of disrepair. Once the petrochem plants pay their FAIR share in taxes, they'd be no reason for a toll bridge. We the people means ALL! NO TOLL BRIDGE! Everybody I know will use 210 going forward. Have the day you deserve.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state. The P3 Developer has estimated that approximately 30% of existing I-10 traffic may divert to I-210 to avoid paying the toll. However, it should be noted that the existing I-10 bridge carries approximately 65,000 vehicles per day. Traffic demand is expected to increase to approximately 110,000 vehicles per day in 2042. Due to the insufficient capacity of the existing four-lane I-10 bridge, there will be significantly more traffic using I-210 in the future if these improvements are not made. For reference, the proposed I-10 bridge would carry six through lanes of traffic and include two auxiliary lanes (one in each direction) to carry traffic entering and exiting from Sampson Street and Lakeshore Drive.

45	Name:	Michael Gard
	Affiliation:	Dallas Texas
	Comment:	II grew up in Lake Charles but decided to leave after Graduation in 1985. Because I am from Lake
		Charles, I feel that my two cents would create a dollar.
		Private Partnership. Are you kidding me. If this does happen, there are going to be even more wealthy
		people on Lakeshore drive. If the federal government is going to allocate money for the bridge, then
		why do you require private money? The people working at the Plants, Casinos, retail are going to
		suffer but I have a feeling that the state really doesn't care. Put it to a vote.
		questions: Investors from where ? Steel coming from Where ? Fasteners coming from where ? MTR s
		required. So basically a person making minimum wage will now have to shell out additional money.
		Buy America or from our Allies. Don't go pissing off Tax Payer money with cheap material from China,
		and Russia. How about you pay your Teachers and Law Enforcement a better wage? New idea. How about
		building a real Calcasieu Parish Jail and not that joke of a boot camp on Broad street.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible.
	Response.	There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
		That amount of money is not sufficient to meet all of the needs of the federally funded highways in
		the state.
		The selected P3 Developer for the project, Calcasieu Bridge Partners, is the equity investor. Calcasieu
		Bridge Partners is a joint venture of Plenary Americas US Holdings, Inc., Sacyr Infrastructure USA LLC,
		and Acciona Concesiones S.L.
		Materials on the project are subject to the requirements of the Build America, Buy America provisions
		of the Infrastructure and Jobs Act (Bipartisan Infrastructure Law) enacted on November 15, 2021
		(Pub. L. No. 117-58).

46	Name:	Seth Hogan
	Affiliation:	-
	Comment:	A toll road is unacceptable. People drive rhis multiple times a day to get back and forth. Im going to
		texas were tolls are justified. Not on a main interstate where its been promised by multiple
		politicians. Louisiana corruption at it beast
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible.
		There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
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47	Name:	Seth Hogan
	Affiliation:	-
	Comment:	A toll road is unacceptable. People drive rhis multiple times a day to get back and forth. Im going to texas were tolls are justified. Not on a main interstate where its been promised by multiple
		politicians. Louisiana corruption at it beast
	Response:	Duplicate comment; see comment 46.

48	Name:	Jim G
	Affiliation:	-
	Comment:	I am tremendously opposed to the proposition of the implementation of a Toll for the I10 bridge. The comparison of Louisiana and Texas is that of apples and oranges. TEXAS HAS NO STATE INCOME TAX! Louisiana already receives funds via state income tax, sales tax, property tax, lottery, fuel tax, "sin" tax on tobacco, etc. The problem is NOT available funding for this project. The problem is mismanagement of the funds ALREADY RECEIVED! VOTE NO TO THE TOLL!
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.

49	Name:	Adam Lagneaux
	Affiliation:	RC Paving, Inc. (DeRidder, LA)
	Comment:	I am writing you as a small business owner that is highly concerned regarding the potential tolling of
		the new bridge. My business is based in DeRidder but operates about 80% of the time in the
		Calcasieu/Cameron/Jeff Davis market. On a daily basis, our eighteen wheelers make roughly 20-30
		passes over the existing bridge hauling hot mix asphalt from the plant in Westlake to our municipal
		customers on the other side of the river. The expense of tolling these trucks in our business would not
		be sustainable for our margins and would raise the
		cost of all asphalt work on the East of the bridge substantially, not just with our company but with all
		asphalt contractors as there are no suppliers on the East side of the river.
		Will their be discounted "local" options for these big trucks as well? From what I read the local fees
		were only for smaller vehicles. This could be disastrous for our business.
		I look forward to hearing your response.
	Response:	Tolls are assessed based on the overall dimensions of the vehicle, whether privately or commercially
		operated. There is a reduced "local auto" rate for eligible vehicles meeting the "auto" classification.
		There are no reduced rates for vehicles falling into the medium or large truck classifications.
		There have been discussions about a frequent user type discount for large trucks. One specific
		suggestion is that such a program could be administered through a state income tax-rebate.
		However, there is no such provision in the current proposal; doing so would require an act of the
		legislature and an associated appropriation.

50	Name:	Mark Trahan
	Affiliation:	-
	Comment:	Money was allocated for this in the past and used for other projects and you people want us to give money to incompetent politicians and rich people to get richer. Shame on you! Who's pockets are getting lined? My wife and I struggle to make ends meet week by week. Why is the burden put on the poor and working people. We the people are tired of bailing out our state and federal government. The federal government can send money overseas for ungodly reasons at the drop of a hat get it from the feds. When we the people can't pay our bills we can't raise taxes to meet them we have to give up things like food and clothes to make ends meet. It's time our government starts giving up to make ends meet.
	Response:	A total of \$950 million in public funding has been set aside for this project; the remainder of funding required to complete the project is being provided by the P3 Developer, who will design, construct, operate, maintain, and toll the facility over a 50-year period. The tolls collected will reimburse the P3 Developer for their cost and provide for a return on their investment. Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.

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52	Name:	Robert Smith
	Affiliation:	-
	Comment:	The first time(?) we went to rebuild this bridge the project was scrapped because of too much pollution at the base of the bridge, and they would have to reroute i-10 altogether, possibly through Moss Bluff. That money was then sent to Baton Rouge to build another bridge there. Where did all that pollution go? Did it magically disappear now that we need to pay a toll for the next 50+ years? Did you think at least some of us would not remember that? It's good to know what you actually think of us.
	Response:	The existing ethylene dichloride (EDC) contamination plume on the western end of the bridge is discussed in the Draft Environmental Impact Statement (DEIS) developed for the project. Technical solutions allowing for shallower foundations such as a retaining wall or short pilings were considered in order to reduce the possibility of downward migration of the EDC. Sections 3.12, 3.16.13, and 4.2.9 of the DEIS detail the process by which hazardous waste concerns will continue to be investigated and mitigated to the fullest extent possible.

53	Name:	John Pohorelsky
	Affiliation:	SGPG&L Attorneys at Law
	Comment:	I am disappointed that the MPO's design criteria were ignored and hope LADOTD will find a way to:
		1. Install a bike ped lane
		2. Install an observation tower
		3. Install a cable stay look. The St Francisville bridge serves next to no traffic compared to this
		one, that area generates next to no income to the state compared to SWLA and yet it has a
		beautiful bridge with no toll. This is not an us vs them argument, but it sure raises questions.
	_	4. Install access that benefits the lakefront
	Response:	Louisiana Law (R.S. 32:263) prohibits pedestrians and bicycles on the I-10 Calcasieu River Bridge, as it
		is part of the interstate highway system. The law also prevents access to an observation tower on the
		bridge. The project will require compliance with LA DOTD complete streets policy, which is designed
		to ensure bicycle and pedestrian access is considered in appropriate locations. Additionally, there is a \$10 million budget set-aside for options to be evaluated including a pedestrian / bicycle connection
		using a ferry operating across the Calcasieu River and multi-use paths in and around the vicinity of the
		bridge on both sides of the river.
		bridge on both sides of the river.
		The proposed bridge structure was selected by the P3 Developer in response to the terms of the
		Request for Proposals (RFP) issued by DOTD. In the RFP, DOTD established minimum requirements to
		ensure the bridge was in accordance with the environmental document developed for this project and
		all applicable design standards. Though not mandatory for incorporation into the project, DOTD also
		provided, as guidance, the findings from the Context Sensitive Solutions and Design (CSS/D)
		workshops conducted in concert with the environmental review process and references for other
		recently completed DOTD projects for examples of cost-effective aesthetic considerations.
		Throughout the RFP process, DOTD stressed the importance of providing a project solution that
		minimized tolls to the extent practicable.
		There have been discussions about a design solutions for a two way access on N Lakeshore Drive.
		However, such changes would have to be made through contract provisions that are not applicable
		until after the contract has been executed. It is anticipated that these changes may be achievable
		without significant change to the contract.

54	Name:	Jackson Hurst
	Affiliation:	Kennesaw, Georgia
	Comment:	Comment - I approve and support LaDOTD's Calcasieu River Bridge P3 Project. The aspect that I love about LaDOTD's Calcasieu River Bridge P3 Project is that tolling will help offset the cost of the entire project.
	Response:	Comment noted.

55	Name:	James Hiatt
22	Affiliation:	For a Better Bayou
		·
	Comment:	I am writing to express my deep concern and disappointment regarding the proposed toll on the I-10
		bridge in Lake Charles, Louisiana. While a caveat has been made for a low-toll for local residents, it is
		the continued disenfranchisement of the I-10 Corridor through Lake Charles that is the much bigger
		issue. This bridge has been a critical part of the community and the nation's infrastructure for years,
		and its need for repair or replacement has been long acknowledged.
		It is disheartening to note that this bridge has been used as a political platform by various politicians. Rep. Clay Higgins used it as a platform during his 2016 election campaign. President Donald Trump
		promised a new bridge if re-elected in 2020. President Joe Biden also made promises to address the
		ailing infrastructure of this country, using the I-10 bridge as a backdrop for his speech on May 6, 2021,
		as reported by KPLC TV.
		Despite these promises and decades of studies, the bridge has not been adequately funded by the
		federal government. The recent proposal to implement a toll as a funding mechanism for the bridge's
		reconstruction is unacceptable. It places an undue burden on the local community and all who use
		this vital corridor. Moreover, the omission of funding for this bridge from the \$900 billion Bipartisan
		Infrastructure Law is a glaring oversight that needs immediate rectification. Southwest Louisiana is no
		stranger to being treated like a "red-headed stepchild," having had to wait for over a year after the
		back-to-back Hurricanes Laura and Delta in 2020 for congressional appropriations. This historical
		neglect adds insult to injury when considering the proposed toll.
		While there is a dire need for a new bridge, it's important to note that the accompanying 5-mile
		stretch of road that runs between the industrial corridor may not require the same level of immediate
		attention. The focus should be on the bridge itself, which is a critical piece of infrastructure that
		cannot wait any longer for repairs or replacement.
		The I-10 corridor in Lake Charles has already been disenfranchised, and the promised investment in
		north Lake Charles is unlikely to occur if traffic chooses to bypass the toll by taking the I-210 loop. This
		would further exacerbate the economic and social disparities in our area. The reinvestment in the
		lakefront, the Nellie Lutcher Cultural District, and north Lake Charles will be seriously disadvantaged
		by implementing this unnecessary toll. The toll will also force more traffic onto the 210 bypass,
		forcing local residents to share the bypass with interstate trucks. Many trucking companies will see a
		ten minute detour on I-210 more advantageous than paying over \$12 to use the new toll bridge.
		I urge the Louisiana Department of Transportation to reconsider this decision and allocate federal or
		state funds for the rebuilding of the I-10 bridge. The residents of Southwest Louisiana and the nearly
		90,000 vehicles a day who rely on this bridge deserve better than broken promises and financial burdens.
		Thank you for your attention to this critical issue. I look forward to your prompt response.
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible.
	Response.	There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
		That amount of money is not sufficient to meet all of the needs of the federally funded highways in
		the state.
		the state.
		Through funding enabled by the Infrastructure and Jobs Act (Bipartisan Infrastructure Law) enacted
		on November 15, 2021 (Pub. L. No. 117-58), the federal government has provided a \$150 million
		discretionary MEGA grant and has made up to \$2 billion in tax except Private Activity Bonds available
		for the project (to reduce the cost of borrowing).
		To maintain traffic during construction, the new bridge will be constructed to the north of the existing
		bridge. A transition over some distance is required to accomplish the shift to the new location. On
		the east side of the bridge, this distance is very near the end of the project. On the west side of the
		bridge, this distance will encompass the Sampson Street Interchange, requiring its reconstruction (and
		subsequently an additional extended distance for transition). It is possible that the PPG Interchange
		and reconstruction west of that location could be deferred. However, its deferral would also defer a
		significant benefit of the project, which is the provision of a six-lane facility through Westlake and

Lake Charles. Elimination of that portion of the project would save an estimated 10% of the project cost but would eliminate (or significantly impair) the major congestion relief benefit of the project.

Environmental Justice (EJ) considerations and associated proposed mitigation are discussed in the Environmental Justice Technical Memorandum, which is included in the Final Environmental Impact Statement (FEIS) as Appendix E. Final mitigation for EJ related issues will be summarized in the Record of Decision (ROD) for the project. The proposed mitigation seeks to reduce adverse effects of the project on the EJ community.

The P3 Developer has estimated that approximately 30% of existing I-10 traffic may divert to I-210 to avoid paying the toll. However, it should be noted that the existing I-10 bridge carries approximately 65,000 vehicles per day. Traffic demand is expected to increase to approximately 110,000 vehicles per day in 2042. Due to the insufficient capacity of the existing four-lane I-10 bridge, there will be significantly more traffic using I-210 in the future if these improvements are not made. For reference, the proposed I-10 bridge would carry six through lanes of traffic and include two auxiliary lanes (one in each direction) to carry traffic entering and exiting from Sampson Street and Lakeshore Drive.

Name:	Andrew Hedlesky
Affiliation:	Lake Charles Resident
Comment	worried of the impact the massive shift in traffic avoiding I-10 bridge will cause my area. Times for people to get home to our loved ones, a huge growth in noise pollution pouring from 210 with no sound barriers, crowded streets as people exit 210, and other concerns build in my mind as I continue to read about this proposed I10 toll. This will dramatically negatively affect our neighborhoods for decades after the bridge is completed. Now, for our city as a whole:
	I am writing to express my deep concern and disappointment regarding the proposed toll on the I-10 bridge in Lake Charles, Louisiana. While a caveat has been made for a low-toll for local residents, it is the continued disenfranchisement of the I-10 Corridor through Lake Charles that is the much bigger issue. This bridge has been a critical part of the community and the nation's infrastructure for years, and its need for repair or replacement has been long acknowledged. It is disheartening to note that this bridge has been used as a political platform by various politicians. Rep. Clay Higgins used it as a platform during his 2016 election campaign. President Donald Trump
	promised a new bridge if re-elected in 2020. President Joe Biden also made promises to address the ailing infrastructure of this country, using the I-10 bridge as a backdrop for his speech on May 6, 2021, as reported by KPLC TV. Despite these promises and decades of studies, the bridge has not been adequately funded by the
	federal government. The recent proposal to implement a toll as a funding mechanism for the bridge's reconstruction is unacceptable. It places an undue burden on the local community and all who use this vital corridor. Moreover, the omission of funding for this bridge from the bipartisan infrastructure law is a glaring oversight that needs immediate rectification.
	Southwest Louisiana is no stranger to being treated like a "red-headed stepchild," having had to wait for over a year after the back-to-back Hurricanes Laura and Delta in 2020 for congressional appropriations. This historical neglect adds insult to injury when considering the proposed toll. While there is a dire need for a new bridge, it's important to note that the accompanying 5-mile
	stretch of road that runs between the industrial corridor may not require the same level of immediate attention. The focus should be on the bridge itself, which is a critical piece of infrastructure that cannot wait any longer for repairs or replacement.
	The I-10 corridor in Lake Charles has already been disenfranchised, and the promised investment in north Lake Charles is unlikely to occur if traffic chooses to bypass the toll by taking the I-210 loop. This would further exacerbate the economic and social disparities in our area. The reinvestment in the lakefront, the Nellie Lutcher Cultural District, and north Lake Charles will be seriously disadvantaged by implementing this uppressess toll. The tall will also force more traffic ento the 210 bypass.
	by implementing this unnecessary toll. The toll will also force more traffic onto the 210 bypass, forcing local residents to share the bypass with interstate trucks. Many trucking companies will see a ten minute detour on I-210 more advantageous than paying over \$12 to use the new toll bridge. I urge the Louisiana Department of Transportation to reconsider this decision and allocate federal or state funds for the rebuilding of the I-10 bridge. The residents of Lake Charles and the nearly 90,000 vehicles a day who rely on this bridge deserve better than broken promises and financial burdens.
	Thank you for your attention to this critical issue. I look forward to your prompt response.
Response:	The P3 Developer has estimated that approximately 30% of existing I-10 traffic may divert to I-210 to avoid paying the toll. However, it should be noted that the existing I-10 bridge carries approximately 65,000 vehicles per day. Traffic demand is expected to increase to approximately 110,000 vehicles
	per day in 2042. Due to the insufficient capacity of the existing four-lane I-10 bridge, there will be significantly more traffic using I-210 in the future if these improvements are not made. For reference, the proposed I-10 bridge would carry six through lanes of traffic and include two auxiliary lanes (one in each direction) to carry traffic entering and exiting from Sampson Street and Lakeshore Drive.
	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in

the state.

Through funding enabled by the Infrastructure and Jobs Act (Bipartisan Infrastructure Law) enacted on November 15, 2021 (Pub. L. No. 117-58), the federal government has provided a \$150 million discretionary MEGA grant and has made up to \$2 billion in tax except Private Activity Bonds available for the project (to reduce the cost of borrowing).

To maintain traffic during construction, the new bridge will be constructed to the north of the existing bridge. A transition over some distance is required to accomplish the shift to the new location. On the east side of the bridge, this distance is very near the end of the project. On the west side of the bridge, this distance will encompass the Sampson Street Interchange, requiring its reconstruction (and subsequently an additional extended distance for transition). It is possible that the PPG Interchange and reconstruction west of that location could be deferred. However, its deferral would also defer a significant benefit of the project, which is the provision of a six-lane facility through Westlake and Lake Charles. Elimination of that portion of the project would save an estimated 10% of the project cost but would eliminate (or significantly impair) the major congestion relief benefit of the project.

Environmental Justice (EJ) considerations and associated proposed mitigation are discussed in the Environmental Justice Technical Memorandum, which is included in the Final Environmental Impact Statement (FEIS) as Appendix E. Final mitigation for EJ related issues will be summarized in the Record of Decision (ROD) for the project. The proposed mitigation seeks to reduce adverse effects of the project on the EJ community.

57	Name:	Cleveland Paul
	Affiliation:	-
	Comment:	Dear Sirs, my name is Cleveland "Dickey"Paul and I would like to put in a formal request for 200ft of
		those Cross pistol pirate railings on the existing I10 Calcasieu River Bridge, at the time of demolition. I
		will provide transportation of same from the site. Thank You!
	Response:	The P3 Developer is required to salvage the railings to the extent practicable. The plan is to make the
		railings available to local governmental entities for incorporation into public spaces for preservation.
		There is no current plan to make them otherwise available. There are replicas available for purchase
		from third party vendors.

58	Name:	Cleveland Paul
	Affiliation:	-
	Comment:	Dear Sirs, I am including my personal cell phone number of [redacted] in my formal request for 200ft of those cross pistol railings on the existing I10 Calcasieu River Bridge at the time of demolition. Thank You!
	Response:	The P3 Developer is required to salvage the railings to the extent practicable. The plan is to make the railings available to local governmental entities for incorporation into public spaces for preservation. There is no current plan to make them otherwise available. There are replicas available for purchase from third party vendors.

59	Name:	Debra Ramirez
	Affiliation:	Citizen of Lake Charles
	Comment:	The proposed I-10 Bridge project has been decades in the making and we firmly believe a new bridge is warranted and necessary, but it puts the burden on local residents with businesses.
		we would prefer no toll at all; no however, we need to see this bridge built.
		A new I-10 Bridge can provide for decades of sustainability for Southwest Louisiana.
		We all have environmental concerns surrounding the construction of the I-10 bridge.
		known to have dangerous pollutants called EDC which could be stirred up during construction of the bridge and increase sedimentation and turbidity levels in the water.
		Traffic numbers could failed to meet projections some days causing issues for the Parish.
		if we miss paying a toll the DOT would be under no requirement to tell the drivers about it.
		Fines on license, registration holdes could be imposed on drivers if they do not pay the tolls, is a big concern when this bridge is built and tolls are put in place. this method of fining would be unfair and unconstitutional.
		Our taxes over the pass years that we have paid them in as citizens should have paid for a new bridge long before now.
		Putting toll on the I 10 bridge will cause and wreak havoc on locals who are already under the stress of global warming and climate changes. Concern is the construction of a new bridge the middle part of it and how it would stand in hold up with traffic that is expected on a daily basis. Big concern that it
		won't hold up for 50 years or more because of the eating away underneath the waterway of the
		bridge that holds the piles in Contaminants of EDC errion. How well will the new bridge be suspended
		in the middle ? A very important question yet to be answered.
		I oppose the toll on I-10 Lake Charles Louisiana bridge .
	Response:	Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible. There is a finite amount of federal highway funding appropriated to the State of Louisiana annually. That amount of money is not sufficient to meet all of the needs of the federally funded highways in the state.
		The existing ethylene dichloride (EDC) contamination plume on the western end of the bridge is discussed in the Draft Environmental Impact Statement (DEIS) developed for the project. Technical solutions allowing for shallower foundations such as a retaining wall or short pilings were considered in order to reduce the possibility of downward migration of the EDC. Sections 3.12, 3.16.13, and 4.2.9 of the DEIS detail the process by which hazardous waste concerns will continue to be investigated and mitigated to the fullest extent possible.
		The P3 Developer is required to submit for approval business rules that establish the process for escalation should drivers fail to pay tolls. These business rules will be in accordance with applicable law and will provide for multiple notifications prior to any attempt at outstanding fee collection enforcement.
		The proposed bridge structure was selected by the P3 Developer in response to the terms of the Request for Proposals (RFP) issued by DOTD. In the RFP, DOTD established minimum requirements to ensure the bridge was in accordance with the environmental document developed for this project and all applicable design standards. There is no evidence that the EDC will affect the integrity of the new bridge once it is constructed.

60	Name:	Ernest Broussard
	Affiliation:	I-10 Bridge Task Force
	Comment:	Subsequent to the provisions of the Public Comment Advisory of the recent I-10 P3 Bridge Project,
		Public Hearing, I would like to tender herein, my personal observations and sentiments regarding this
		generational and truly transformative project. Although I presently serve on the Chamber's I-10
		Bridge Taskforce, and have held several Committee Chairmanships while serving in Executive Board
		capacity, I am relying on my 44 years of public policy experience through out SW Louisiana in forward
		positions as the underpinning of my comments. It does not reflect any consensus from the Chamber
		or Task Force per se. But it should!
		Given the history and circumstance of the current bridge structure and its noted deficiencies, the
		Chamber had the vision and courage to memorialize the narrative of a replacement structure to
		accommodate one of the fastest growing economies in the country. My compliments to the Former
		Sec. of Transportation, and Current Governor to do what no one else ventured, to cobble over \$800m in funds from various sources, and encumbered the cost, energy and mechanics to prepare this
		project for bidding. Environmental clearance, pre design, other due diligence was completed that
		surprisingly in today's economy, a suitable vendor has been identified Given the uncertainty of
		raising another 1.3 billion through conventional State programming, the P3 option is and remains
		today our most viable option albeit with tolling features. Difference or modification to the given
		project structure will certainly compromise this project with extreme prejudice. Southwest La, and
		the States of La and Texas will not only lose the project, but the almost a billion dollars of reserve
		funding and expenditures.
		I do respect the individual members of our La Delegation in their efforts to protect their constituency
		from cost and unnecessary taxes and fees, but if there was ever a rainy day, well here we are.
		Leadership, by design is practiced from the front of the battle, not the rear. Given that the State has
		committed 40m annually to paying local passenger tolls, and advanced tax credits and incentives for
		commercial and heavy haul vehicles, it is of my opinion that we stay the course and pursue this
		initiative with all deliberate speed while considering every available option. I refuse to "take a knee"
		if I could avoid even one fatality, let alone multiple occurrences.
		Quality and progressive communities are Champions, Not Champions in waiting!
	Response:	Comment noted.
		To clarify, the first six years of the referenced \$40 million (vehicle sales tax) revenue have been allocated to the \$800 million in public funds provided to the Developer for the project. The revenues
		from year seven and beyond have not been specifically dedicated at this time.
		nom year seven and beyond have not been specifically dedicated at this time.

61	Name:	Michael Tritico
	Affiliation:	RESTORE
	Comment:	Please make sure my comments are part of the record. Thank you.
		I have reviewed the presentation on your webpage. As I have commented many times through the
		years, the only sustainable solution to the Calcasieu River Bridge problem is to relocate the I-10
		corridor. A new loop must be built on high, solid ground north of Lake Charles. (See attachments
		please.)
		The proposal to replace the existing bridge with a toll bridge, if implemented, will significantly-shorten
		the life of the I-210 Bridge by sending to it a lot more traffic than it has already. That is a very
		shortsighted and indefensible idea.
		If the current proposal were to be put to the voters, something that really should have been done
		already, it would fail dramatically.
		Please do not proceed with these very weak plans.
		[Email contained 2 Attachments]
	Response:	The identification of the preferred alternative followed the processes outlined in applicable laws and
		regulations, most notably the National Environmental Policy Act (NEPA).
		The D2 Development has a stimulated that a group viscostally 200% of a visting 1.40 traffic areas discost to 1.240 to
		The P3 Developer has estimated that approximately 30% of existing I-10 traffic may divert to I-210 to
		avoid paying the toll. However, it should be noted that the existing I-10 bridge carries approximately
		65,000 vehicles per day. Traffic demand is expected to increase to approximately 110,000 vehicles
		per day in 2042. Due to the insufficient capacity of the existing four-lane I-10 bridge, there will be
		significantly more traffic using I-210 in the future if these improvements are not made. For reference,
		the proposed I-10 bridge would carry six through lanes of traffic and include two auxiliary lanes (one
		in each direction) to carry traffic entering and exiting from Sampson Street and Lakeshore Drive.

62	Name:	Michael Tritico
	Affiliation:	RESTORE
	Comment:	[Email Attachment 1]
		Please accept and place these comments into the public record of the August 3, 2017 Public Meeting
		on the I-10 Calcasieu River Bridge Project. I am submitting these comments as a supplement to my
		10/25/2013 comments, which, although apparently completely ignored by HNTB, did express
		RESTORE's perspective on the bridge situation, a perspective which has not changed. RESTORE is
		especially disappointed that an alternative we suggested in the 2013 comments was not mentioned in
		any of the HNTB 2017 materials For that reason I have sent in a separate envelope a copy of those 2013 comments and requested, as I do again now, that both those comments and these new ones be
		made part of the public record of the 2017 meeting.
		The missing alternative, which should be at least presented to the public for consideration, (as was
		the "no build" alternative), is a complete relocation of the I-10 corridor to the north of the present
		latitude. If the corridor were up between Moss Bluff and Gillis or even on high ground between Gillis
		and Ragley, there would not have to be accommodation of ships nor would there be an issue with
		soils that have been turned to mush by EDC. We hope that you will add that alternative into the
		Environmental Impact Study and Statement so that there can be at least a fair consideration of what
		seems to us to be a logical solution to several problems at once. As for the opposition to that
		alternative by people who fear a loss of impulsive drivers getting off the Interstate and spending
		money in the city of Lake Charles, I addressed that issue in the 2013 comments. That issue should be a
		minor concern given the best interests of the public.
		Now, let me go on to the 2017 materials: Since RESTORE believes that the only sensible solution to the I-10 Bridge situation is a bypass north of
		Lake Charles at a latitude the would not require a massive bridge, I am reluctant to comment on any
		of the HNTB/DOTD alternatives. However, there is an error in PBA 4. It talks of two new bridge
		crossings over Contraband Bayou. The two crossings would actually be on the Clooney Island Loop of
		the Calcasieu River and not Contraband Bayou. (I would guess that the error arose from a matching
		error on Google maps.) That error should be corrected before including it in the EIS.

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

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

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

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

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

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

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

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

	Maybe someday there will be something actually happening in the field, such as a dismantling of the I-10 Bridge before it suffers more of those worrisome cracked I-beams as I saw in one of your poster photographs (certainly a fracture beyond what corrosion alone would have caused but more likely an evidence of severe stress caused by shifting substrate.) It would be better to do a planned removal of the bridge before a cataclysmic collapse, whether or not a replacement bridge is ready. Thank you again for holding these meetings every few years and giving us the opportunities to comment.
Response:	DOTD is in receipt of these comments, which were considered as appropriate during the environmental review process. The identification of the preferred alternative followed the processes outlined in applicable laws and regulations, most notably the National Environmental Policy Act (NEPA).
	The existing ethylene dichloride (EDC) contamination plume on the western end of the bridge is discussed in the Draft Environmental Impact Statement (DEIS) developed for the project. Technical solutions allowing for shallower foundations such as a retaining wall or short pilings were considered in order to reduce the possibility of downward migration of the EDC. Sections 3.12, 3.16.13, and 4.2.9 of the DEIS detail the process by which hazardous waste concerns will continue to be investigated and mitigated to the fullest extent possible. There is no evidence that the EDC will affect the integrity of the new bridge once it is constructed.

63	Name:	Michael Tritico
	Affiliation:	RESTORE
	Comment:	[Email Attachment 2]
		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, [redacted]@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 probablity 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.

Response:

DOTD is in receipt of these comments, which were considered as appropriate during the environmental review process. The identification of the preferred alternative followed the processes outlined in applicable laws and regulations, most notably the National Environmental Policy Act (NEPA).

The existing ethylene dichloride (EDC) contamination plume on the western end of the bridge is discussed in the Draft Environmental Impact Statement (DEIS) developed for the project. Technical solutions allowing for shallower foundations such as a retaining wall or short pilings were considered in order to reduce the possibility of downward migration of the EDC. Sections 3.12, 3.16.13, and 4.2.9 of the DEIS detail the process by which hazardous waste concerns will continue to be investigated and mitigated to the fullest extent possible. There is no evidence that the EDC will affect the integrity of the new bridge once it is constructed.

64	Name:	Charlie Atherton
04	Affiliation:	-
	Comment:	We believe that a complete study of simply rebuilding the existing I10
		Calcasieu River Bridge to include the six or more lanes of traffic needed to handle the traffic should
		have been completed, evaluated, and gone out for public comment first before presenting this \$2.1
		billion project with an unreasonable toll.
		We ask that this complete I10 Bridge rebuilding study be immediately performed and presented for
		public comment.
		We believe that it has been briefly mentioned in state committee meetings and the chairman is of the
		opinion that this bridge can be rebuilt to meet the requirements for \$200 million and certainly could
		be rebuilt with the \$600 million plus already in the bank.
		We ask for an immediate study of this bridge rebuilding.
		We do not find where sufficient pressure has been put on the federal government to pay their
		required 90% of the cost.
		The State of Louisiana is only responsible for 10% of the cost and any toll should only be for the 10%.
		The only undeveloped Calcasieu River waterfront property currently available for marine use is north
		of the I10 Bridge in the naturally deep water of 29' to 80' and to lower the bridge from 135' will not
		be in the publics best interest in limiting job growth and economic development. The public owns the
		waterway, not the businesses currently serving the public by using the waterway.
	Response:	The identification of the preferred alternative followed the processes outlined in applicable laws and
		regulations, most notably the National Environmental Policy Act (NEPA). Numerous public meetings
		and opportunities for public comment were held over the past several years.
		DOTD was authorized by the Louisiana legislature to move forward with pursuit of a P3 in accordance
		with applicable law [R.S. 48:250.4.A(1)]. DOTD is currently seeking authorization from the Louisiana
		legislature to enter into the P3 contract in accordance with applicable law [R.S. 48:250.4.A(2)].
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		DOTD will move forward with a major rehabilitation of the existing bridge if not authorized to move
		forward with the P3 contract. It is estimated that this rehabilitation will be in excess of \$200 million.
		The rehabilitation will correct structure deficiencies and address long term serviceability issues (such
		as cleaning and painting, joints, and bearings) but will not add lane capacity, provide adequate
		shoulders, address the steep longitudinal grade of the structure, or address the limited overhead
		clearance. It is likely that such a project will create significant disruption to traffic (similar to the
		rehabilitation of the I-210 Prien Lake Bridge several years ago). It is noted that not all of the funding
		appropriated to the P3 would be directly eligible for use on a rehabilitation of the bridge (for example,
		the \$150 million discretionary MEGA grant from USDOT may not be transferable).
		There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
		That amount of money is not sufficient to meet all of the needs of the federally funded highways in
		the state. Through funding enabled by the Infrastructure and Jobs Act (Bipartisan Infrastructure Law) enacted on November 15, 2021 (Pub. L. No. 117-58), the federal government has provided a \$150
		million discretionary MEGA grant and has made up to \$2 billion in tax except Private Activity Bonds
		available for the project (to reduce the cost of borrowing).
		aramasic to: the project to reduce the cost of softowing).
		The United States Coast Guard (USCG) has jurisdiction over navigable waters in the US. DOTD has
		coordinated with the USCG to ensure that the selection of the preferred alternative for the bridge
		enabled navigation in accordance with their requirements and stipulations. According to maps
		maintained by NOAA (Nautical Chart 11347), the depth of the channel is maintained to 35 feet
		immediately south of the existing bridge and is not maintained north of the existing bridge; depths
		north of the bridge range from approximately 30 to 60 feet deep.
		maintained by NOAA (Nautical Chart 11347), the depth of the channel is maintained to 35 feet immediately south of the existing bridge and is not maintained north of the existing bridge; depths

65	Name:	Steve Cochran
	Affiliation:	-
	Comment:	Lake Charles's bridge is iconic to many of its citizens as a symbol of our city. Was serious consideration given to an iconic cable stayed bridge to replace it? It would be a new iconic symbol for SWLA while also being both safer for boaters and easier to construct with no foundations in the waterway. What
		was the economic analysis comparing these two type bridges? Is the cable-stayed really the more expensive option?
	Response:	The proposed bridge structure was selected by the P3 Developer in response to the terms of the Request for Proposals (RFP) issued by DOTD. In the RFP, DOTD established minimum requirements to ensure the bridge was in accordance with the environmental document developed for this project and all applicable design standards. Though not mandatory for incorporation into the project, DOTD also provided, as guidance, the findings from the Context Sensitive Solutions and Design (CSS/D) workshops conducted in concert with the environmental review process and references for other recently completed DOTD projects for examples of cost-effective aesthetic considerations. Throughout the RFP process, DOTD stressed the importance of providing a project solution that minimized tolls to the extent practicable.
		Yes; a cable-stayed bridge is a significantly more expensive structure type.

66	Name:	Steve Cochran
	Affiliation:	-
	Comment:	A valid argument was made during the meeting that this 3P process is the best chance we have to get this bridge built at this time. However, it sounded like monies can certainly be paid by the State or Federal Government at any time to pay back the invested 3P funds and then the tolls could be removed. If the state representatives approve this 3P to proceed with construction, couldn't they then turn their efforts to finding funding to pay out the project's 3P Partners as soon as possible if they are against tolls? For instance, couldn't they assign a portion of the current or future gas taxes to pay a portion off yearly?
	Response:	Yes; the contract contains provisions that would allow changes to the toll schedule and term, should monies become available for that purpose.

Addendum 1

Additional Comment and Response

Paul Vaught III (DOTD)

Subject: FW: Tolls on proposed I-10 bridge in Lake Charles

From: Channing Hayden < @gmail.com>

Sent: Monday, August 28, 2023 10:23 AM **To:** Andrew Barry < Andrew.Barry@LA.GOV>

Subject: Tolls on proposed I-10 bridge in Lake Charles

EXTERNAL EMAIL: Please do not click on links or attachments unless you know the content is safe.

Good morning.

I am writing on my wife's and my behalf as private citizens and not in any other capacity.

We are greatly concerned about the tolls being planned for the new I-10 bridge. While we are not completely against the idea of tolls, we believe that tolls, in this case, will be self-defeating by diverting a huge amount of traffic to I-210.

Interstate 10 is one of a few (if not the only interstate) that crosses the entire country from east to west coast. As such, it is a major artery of interstate commerce, especially in winter when northern roads may be closed. Because of its importance, the bridge should be federally funded without the cost being cobbled together under a P3 project which requires tolls and enriches the private partner to the detriment of local citizens. In the long run, the high non-local tolls will divert traffic from the I-10 bridge to the I-210 bridge. This shifts the burden of the new bridge to local residents through decreased safety on I-210, traffic congestion and greater wear and tear on local infrastructure. There is no doubt in our mind that a toll on the new I-10 bridge will reroute a substantial amount of large truck traffic to I-210. And all of this local pain can be avoided by the \$200 million that the recent American Press article notes can bring the I-10 bridge up to modern standards and make it safe again. Something very similar was done years ago when the Huey P. Long Bridge in Jefferson Parish was improved.

And if more needs to be done, a bridge police department (a la the GNO bridge and New Orleans Causeway) can be created to increase I-10 bridge safety even further.

We hope the Department of Transportation and Development considers the very unsafe conditions that tolls on the I-10 bridge will create on the I-210 bridge. Rather DOTD should bring the I-10 bridge up to modern standards without resorting wasting a huge amount of money and seriously compromising the I-210 bridge.

Cheryl and Channing Hayden

Lake Charles LA 70605 337-

Sent from Mail for Windows

Written Comments Received prior to the Meeting

67	Name:	Cheryl and Channing Hayden
-	Affiliation:	Resident of Lake Charles
-	Comment:	I am writing on my wife's and my behalf as private citizens and not in any other capacity.
		We are greatly concerned about the tolls being planned for the new I-10 bridge. While we are not
		completely against the idea of tolls, we believe that tolls, in this case, will be self-defeating by
		diverting a huge amount of traffic to I-210.
		Interstate 10 is one of a few (if not the only interstate) that crosses the entire country from east to
		west coast. As such, it is a major artery of interstate commerce, especially in winter when northern
		roads may be closed. Because of its importance, the bridge should be federally funded without the
		cost being cobbled together under a P3 project which requires tolls and enriches the private partner
		to the detriment of local citizens. In the long run, the high non-local tolls will divert traffic from the I-
		10 bridge to the I-210 bridge. This shifts the burden of the new bridge to local residents through
		decreased safety on I-210, traffic congestion and greater wear and tear on local infrastructure. There
		is no doubt in our mind that a toll on the new I-10 bridge will reroute a substantial amount of large
		truck traffic to I-210. And all of this local pain can be avoided by the \$200 million that the recent
		American Press article notes can bring the I-10 bridge up to modern standards and make it safe again.
		Something very similar was done years ago when the Huey P. Long Bridge in Jefferson Parish was
		improved.
		And if more needs to be done, a bridge police department (a la the GNO bridge and New Orleans
		Causeway) can be created to increase I-10 bridge safety even further.
		We hope the Department of Transportation and Development considers the very unsafe conditions
		that tolls on the I-10 bridge will create on the I-210 bridge. Rather DOTD should bring the I-10 bridge
		up to modern standards without resorting wasting a huge amount of money and seriously
	Response:	compromising the I-210 bridge. Without tolls, the I-10 Calcasieu River Bridge Improvements project would not be financially feasible.
	Response.	There is a finite amount of federal highway funding appropriated to the State of Louisiana annually.
		That amount of money is not sufficient to meet all of the needs of the federally funded highways in
		the state.
		The P3 Developer has estimated that approximately 30% of existing I-10 traffic may divert to I-210 to
		avoid paying the toll. However, it should be noted that the existing I-10 bridge carries approximately
		65,000 vehicles per day. Traffic demand is expected to increase to approximately 110,000 vehicles
		per day in 2042. Due to the insufficient capacity of the existing four-lane I-10 bridge, there will be
		significantly more traffic using I-210 in the future if these improvements are not made. For reference,
		the proposed I-10 bridge would carry six through lanes of traffic and include two auxiliary lanes (one
		in each direction) to carry traffic entering and exiting from Sampson Street and Lakeshore Drive.
		DOTD will move forward with a major rehabilitation of the existing bridge if not authorized to move
		forward with the P3 contract. It is estimated that this rehabilitation will be in excess of \$200 million.
		The rehabilitation will correct structure deficiencies and address long term serviceability issues (such
		as cleaning and painting, joints, and bearings) but will not add lane capacity, provide adequate
		shoulders, address the steep longitudinal grade of the structure, or address the limited overhead
		clearance. It is likely that such a project will create significant disruption to traffic (similar to the
		rehabilitation of the I-210 Prien Lake Bridge several years ago). It is noted that not all of the funding
		appropriated to the P3 would be directly eligible for use on a rehabilitation of the bridge (for example, the \$150 million discretionary MEGA grant from USDOT may not be transferable).
		the 2130 million discretionary inega grant from 03001 may not be transferable).