Attachment C
Materials

Attachment C-1: Agency Meeting Presentation

Attachment C-2: Station 1 Handouts

Attachment C-3: Station 2 Exhibit

Attachment C-4: Station 3 Exhibits

Attachment C-5: Station 4 Exhibits

Attachment C-6: Station 5 Exhibits

Attachment C-7: Station 6 Exhibits

Attachment C-8: Station 7 Exhibits

Attachment C-9: Station 8 Exhibits

Attachment C-10: Station 9 Exhibits

Attachment C-11: Meeting Photographs

Attachment C-1

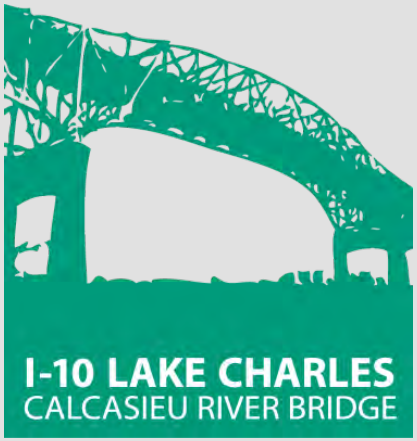
Agency Meeting Presentation

I-10 IMPROVEMENTS

I-10/I-210 WEST END – I-10/I-210 EAST END INTERCHANGES

Agency Meeting

August 3, 2017



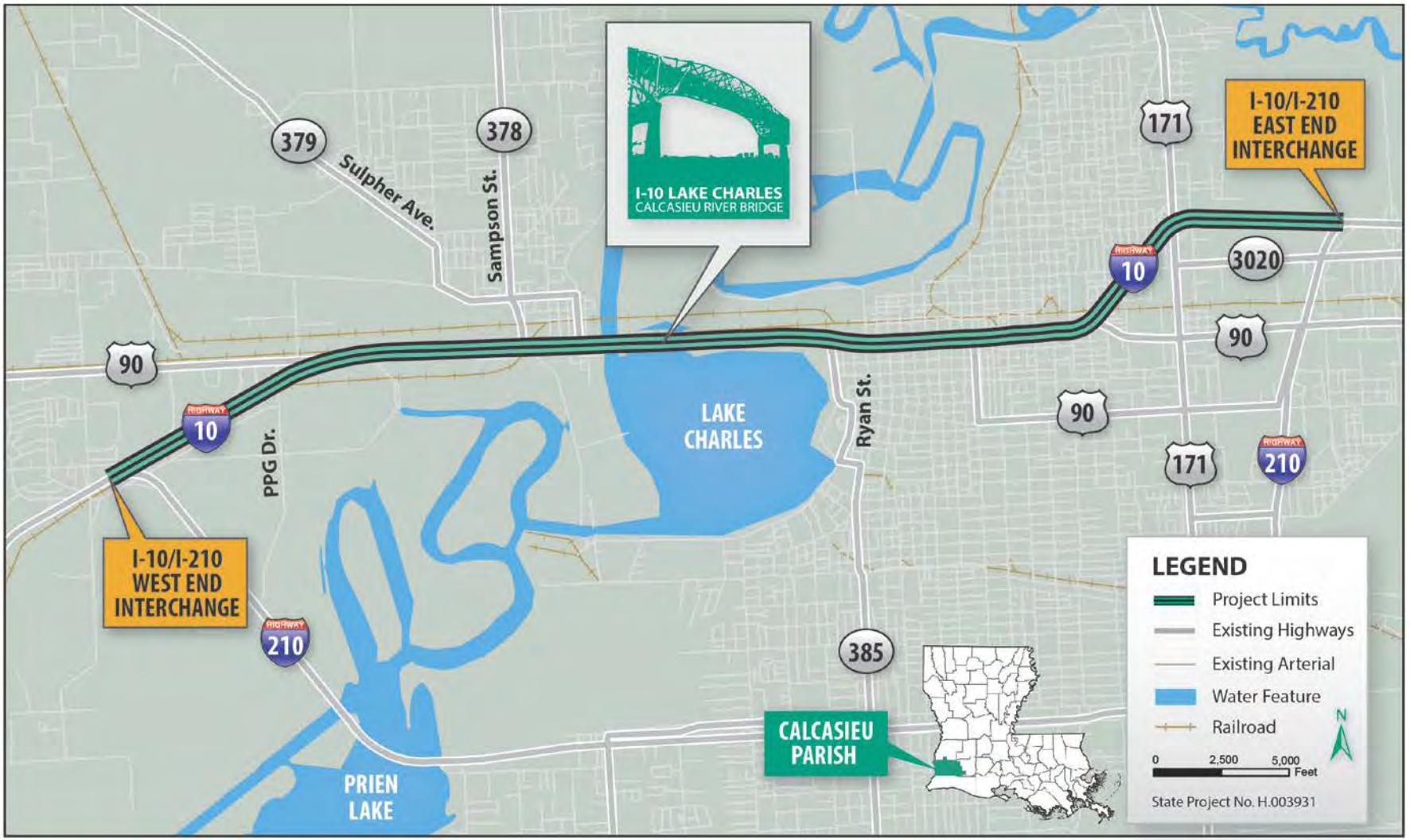
Agenda

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

- Project Overview
  - Purpose and Need
  - Project History
- Environmental Impact Statement (EIS)
  - EIS Timeline
  - Section 106
- Preliminary Alternatives
- Alternatives Screening Process
- Screening Results

Project Overview

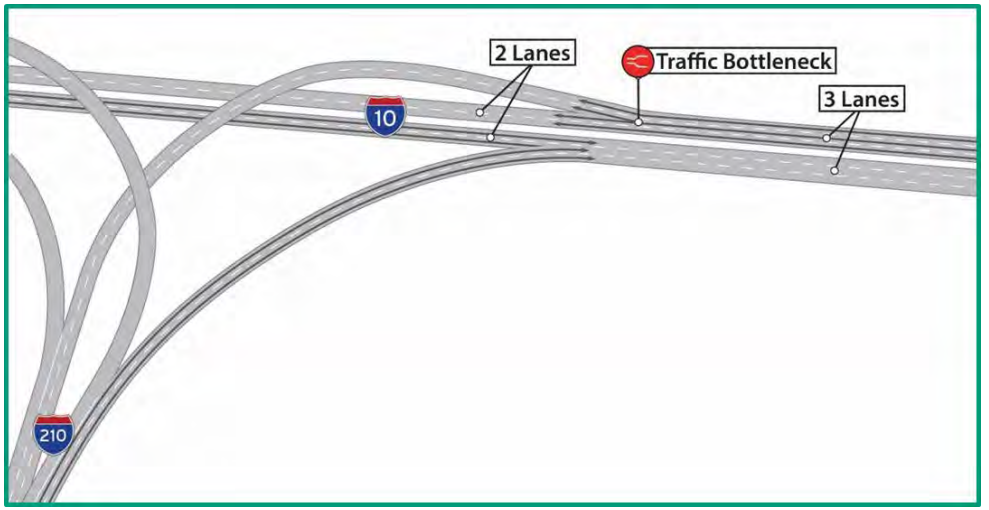
I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE



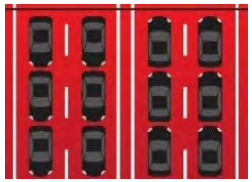
Purpose & Need

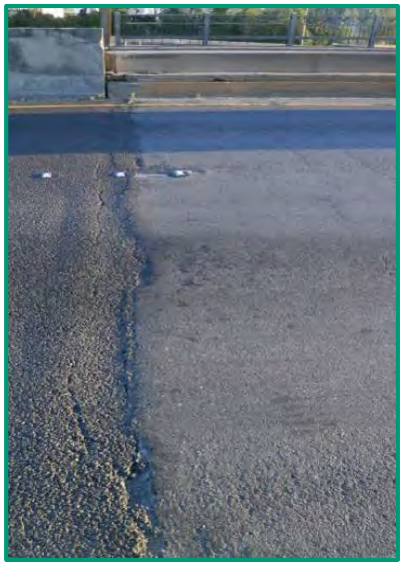
I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

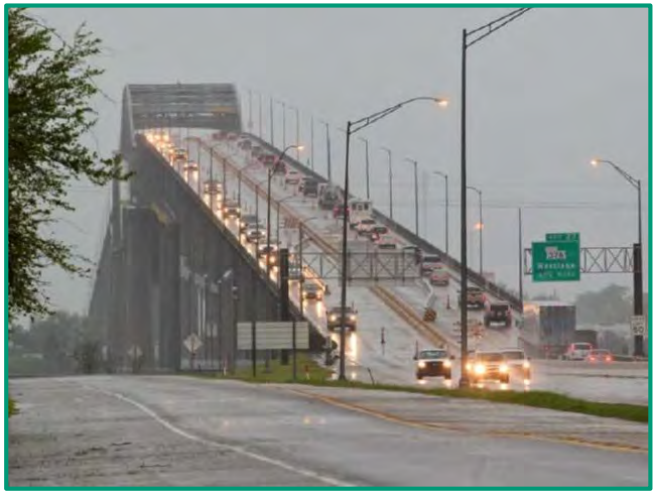
1. Inadequate System Connectivity
2. Increased Traffic Congestion
3. Roadway and Bridge Deficiencies
4. Roadway and Bridge Safety Concerns



Bridge 37,000 vehicles per day over capacity in 2040







Project History

- **1951** – Calcasieu River Bridge constructed
- **1970s - 1980s** – Bridge improvements investigated
- **2001** – Marine Use Study
- **2002** – Feasibility study for I-10 & Calcasieu River Bridge improvements
- **2003** – Calcasieu River Bridge Environmental Assessment (EA)
- **2004** – Break-out of Sampson St. Interchange EA
- **2006** – Suspension of Sampson St. EA due to EDC migration in DOTD right-of-way
- **2007** – Bridge height special study
- **2008** – IMCAL Resolution – adoption of 73-ft. bridge vertical clearance
- **2010** – FHWA approved re-start of NEPA as an Environmental Impact Statement (EIS)
- **2012** – DOTD maintenance & repair of bridge
- **2013** – EIS scoping agency & public meeting
- **2013** - EIS placed on hold for new bridge height study per Coast Guard
- **2014** – Bridge height study
- **2015 – 2016** – Research & development of technical solutions given EDC contamination
- **2016 – 2017** – Re-initiation of EIS

Environmental Impact Statement (EIS)

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

- Studies range of reasonable alternatives
- Demonstrates compliance with environmental laws
- Provides a means for public, agency and stakeholder input into the decision-making process

Lead Agencies

U.S. Department of Transportation
Federal Highway Administration

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

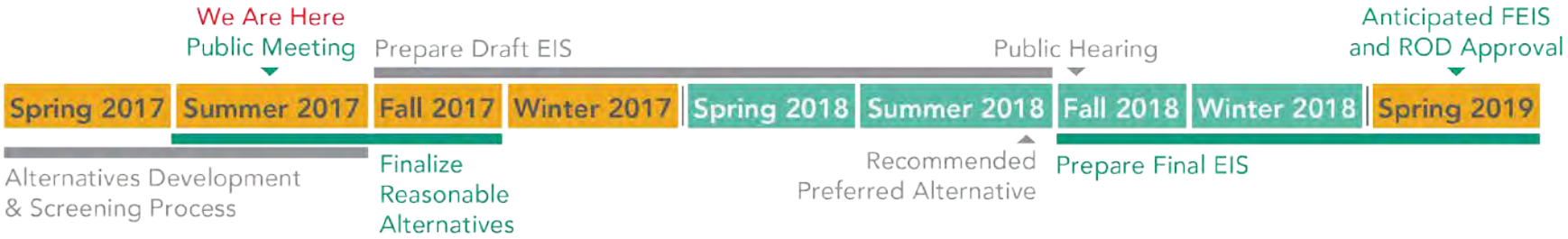
Cooperating Agencies

US Army Corps of Engineers

UNITED STATES COAST GUARD 1790

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

EIS Timeline



Section 106 of the National Historic Preservation Act

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

- **Considers the effects of Federal undertakings on historic properties**
- **Section 106 process occurs along with EIS preparation**

Calcasieu River Bridge

- *Eligible for the National Register of Historic Places*
- *Evaluated in accordance with Programmatic Agreement (PA) for Historic Bridges*
- *Designated in PA as a Non-priority bridge – not ideal candidate for long term preservation*
- *Comments on project, including bridge, accepted for 45 days **
- *DOTD to market bridge in effort to encourage relocation and adaptive reuse of bridge*

**Comments received within 10 calendar days of the public meeting will become part of the official public meeting record.*

Other Historic/Potentially Historic Properties

Section 106 Consultation Process within NEPA Timeline

1.
Establish Area of Potential Effects & Identify Historic Properties
—
Completed once Reasonable Alternatives are identified

2.
Formal Consultation with Identified Consulting Parties
—
Historic properties are identified and evaluated while the Draft EIS (DEIS) is under preparation

3.
Assess & Consult on Effects
—
Completed as part of the formal consultation as the DEIS is under preparation

4.
Resolution of Adverse Effects
—
Completed following adverse effects assessment and prior to the DEIS public hearing

5.
Develop MOA
—
Completed after the DEIS public hearing and before approval of the Final EIS (FEIS)

Why Are We Here Today?

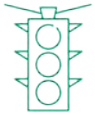
Present, answer questions, and solicit public comment on:

- Proposed Preliminary Alternatives
- Alternatives screening process
- Recommended Reasonable Alternatives to be evaluated in EIS

Preliminary Alternatives

No Build

Future conditions if the project were not constructed.
Existing conditions plus committed projects.

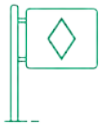


Transportation Systems Management (TSM)

Promoting efficiency through improvements to existing infrastructure. Includes intersection improvements, turn prohibitions, traffic control improvements, signal improvements/synchronization, etc.

Transportation Demand Management (TDM)

Alternatives to driving. Includes public transit, rideshare promotion, telecommuting, flexible work hours, establishing park and ride facilities, etc.



High Occupancy Vehicle Lanes (HOV)

Roadway lane(s) reserved for 2 or more persons, by busses, and vanpools.

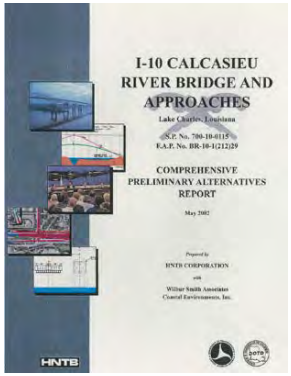
Preliminary Build Alternatives (PBA)

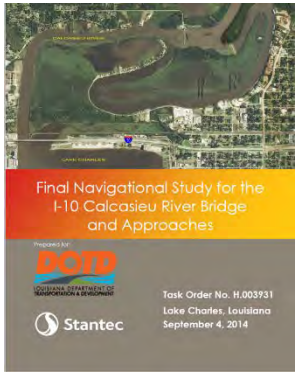
Four PBAs with six different Sampson St. Sub Alternatives.
See Station 6 for details.

Development of Preliminary Build Alternatives

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

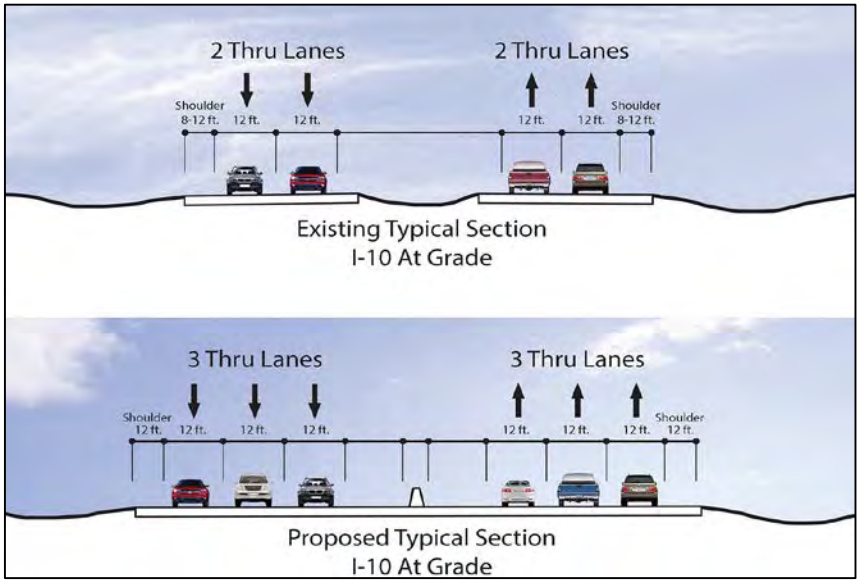
- Feasibility Study that evaluated several build alternatives and bridge rehabilitation
- Sampson St. Interchange Environmental Assessment
- Multiple marine use/bridge height studies
- Public and agency coordination
- Discovery of ethylene di-chloride (EDC) contamination near I-10/Sampson St. interchange.

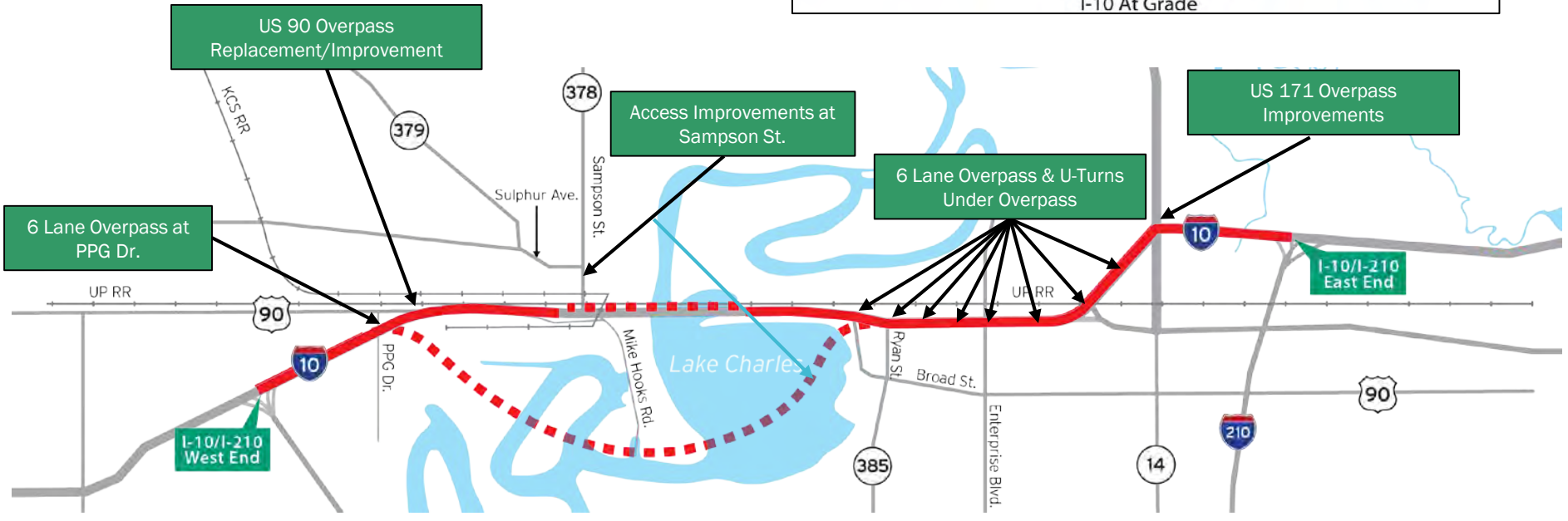




I-10 Proposed Improvements

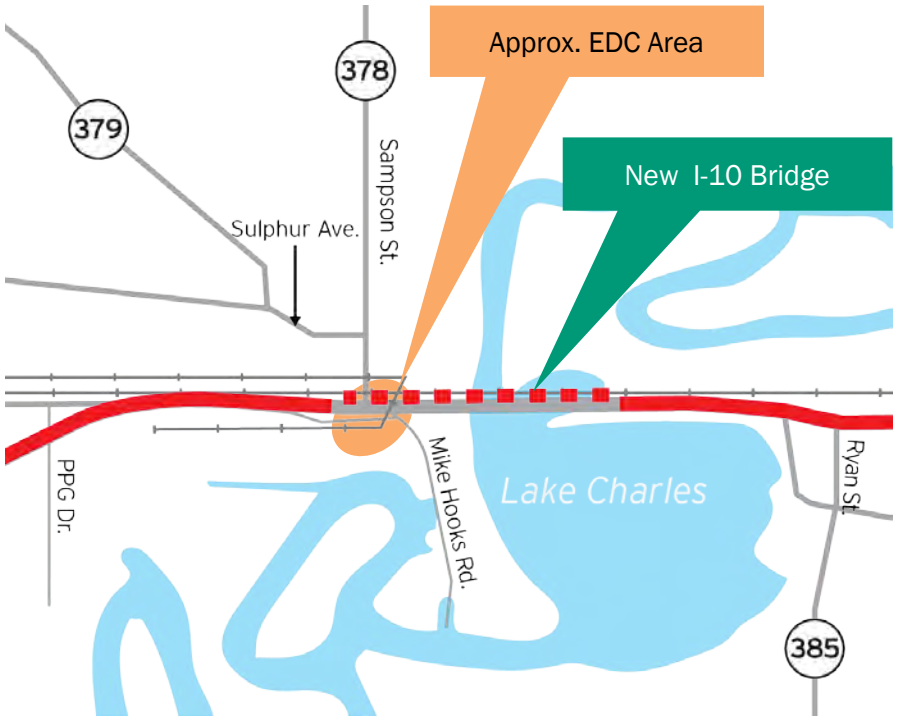
- Widening of I-10 between the I-210 interchanges
- Six, 12-ft, lanes with 12-ft. shoulders
- New 6-lane overpasses to improve vertical clearance and allow room for I-10 widening
- Proposed access improvements at Sampson St. to/from I-10



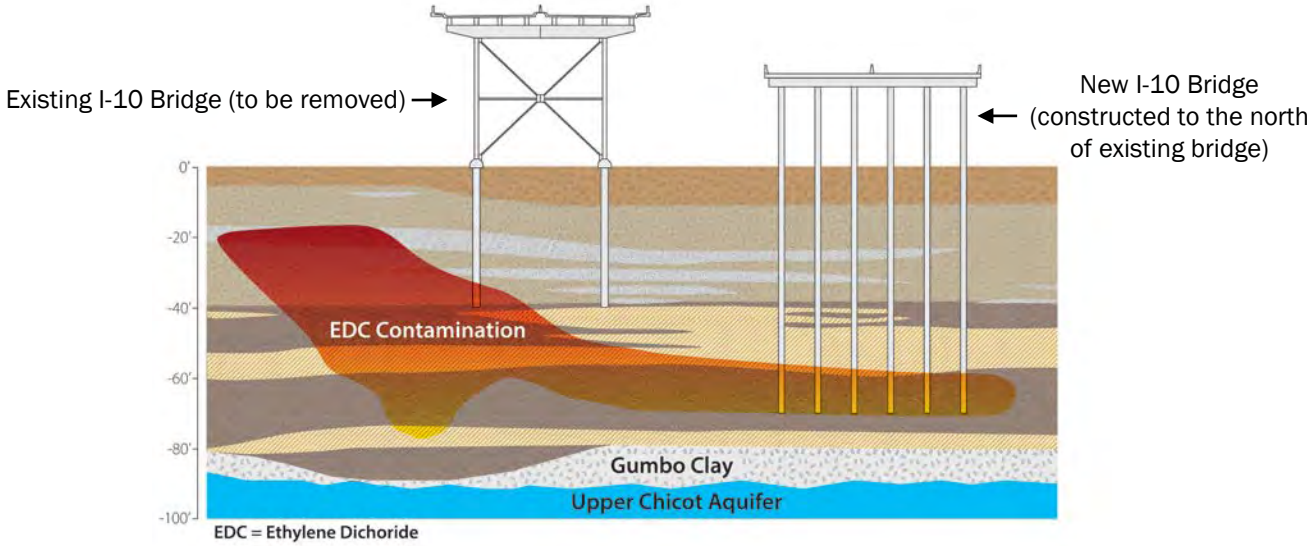


PBAs 1, 2 & 3

- Bridge replacement immediately north of existing bridge

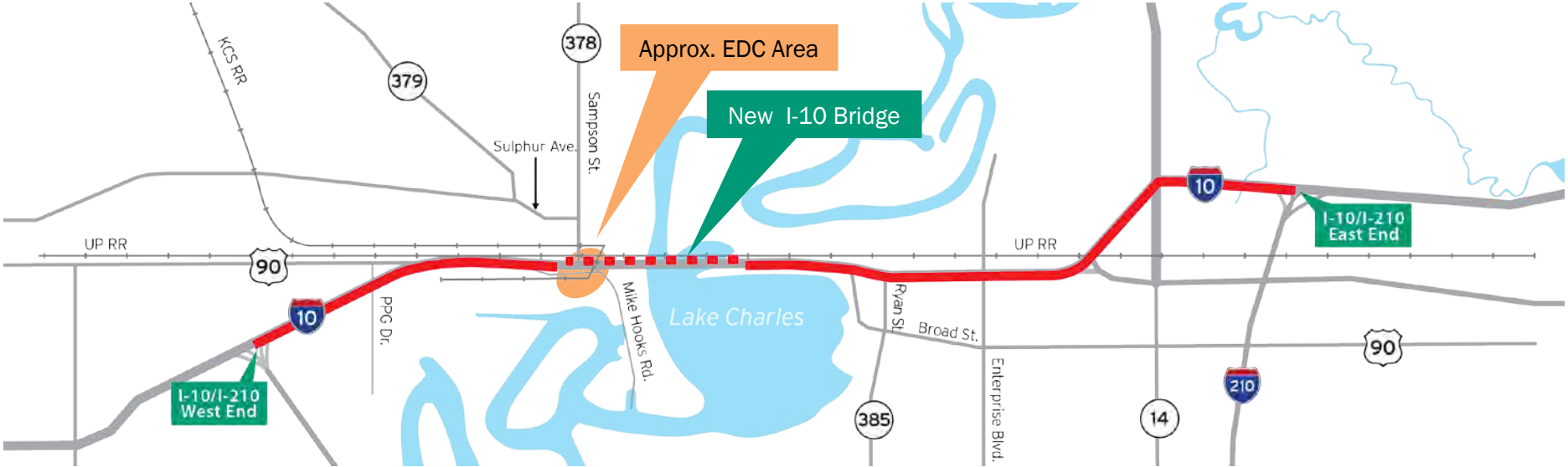


PBA 1 | Driven Piles

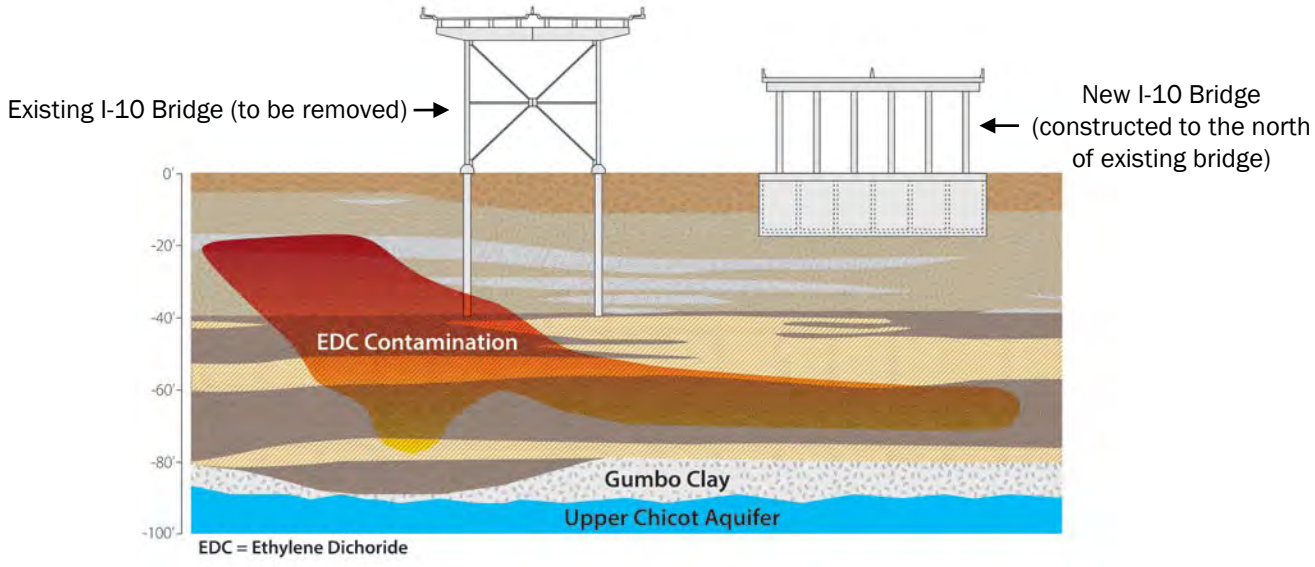


Disclaimer:

- *Unknowns remain about the full extent, depth and migration of EDC*
- *EDC contamination area shown based on First Quarter 2016 well monitoring data*

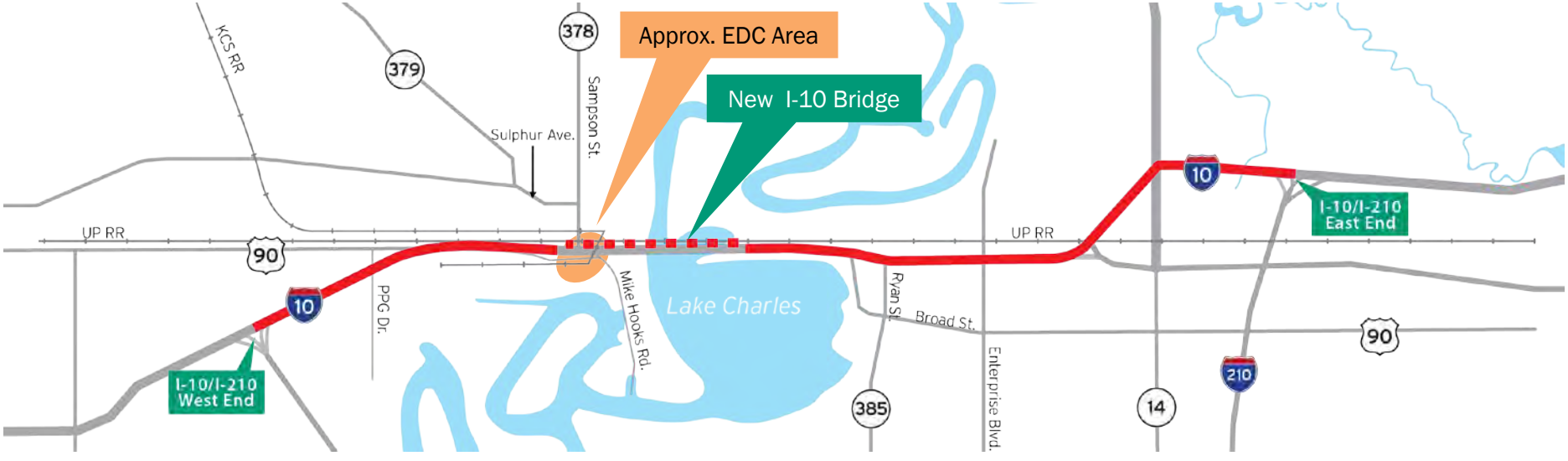


PBA 2 | Compensated Foundation



Disclaimer:

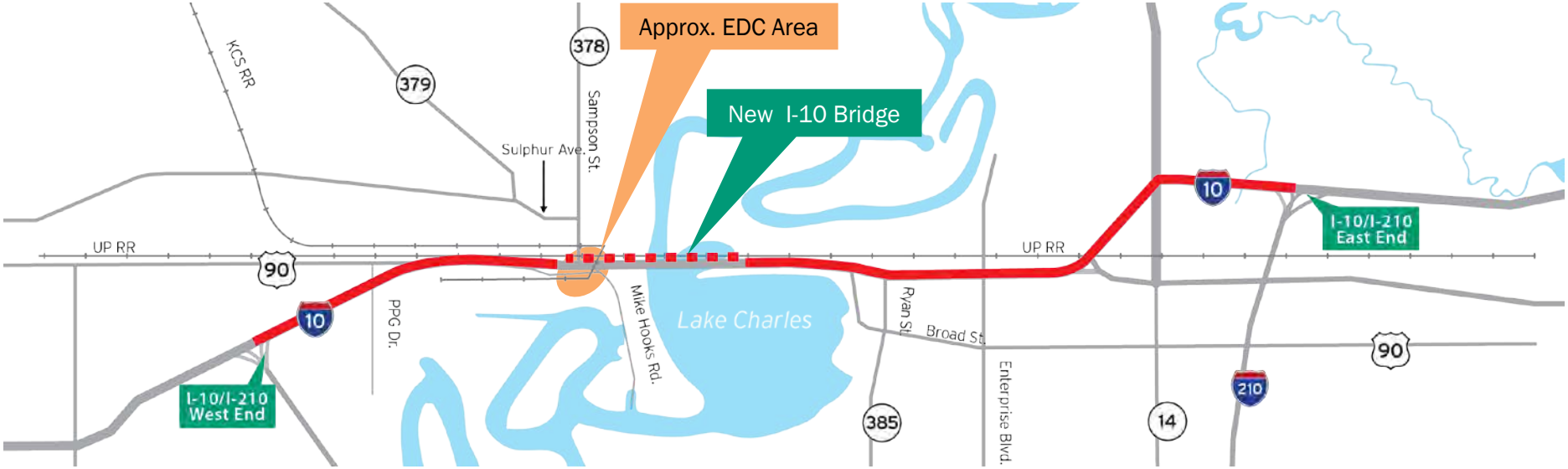
- *Unknowns remain about the full extent, depth and migration of EDC*
- *EDC contamination area shown based on First Quarter 2016 well monitoring data*



PBA 3 | Long Span Bridge

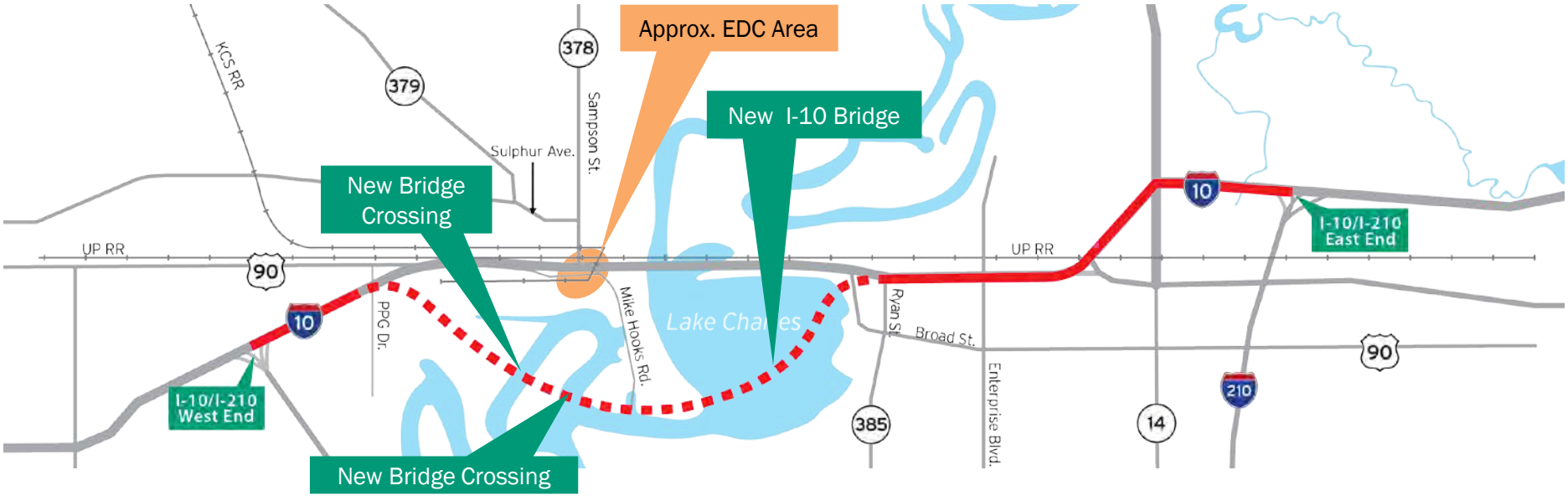
I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Long-Span Bridge Examples



PBA 4 | South Corridor

- Bridge replacement south of existing I-10
- Avoids construction in EDC area
- 2 new bridge crossings over Bayou Contraband



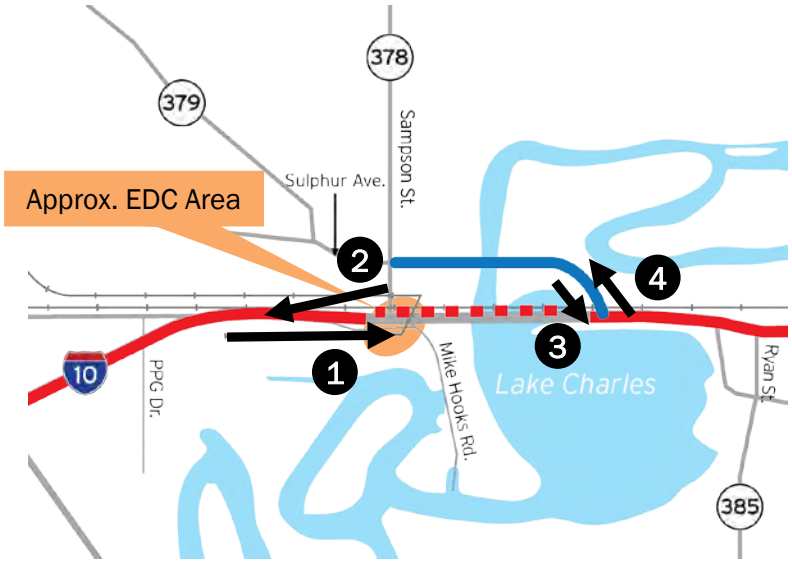
Sampson Street

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

- Multiple trains a day block access to/from I-10
- Elevating Sampson Street above railroads requires driving piles in EDC area
- To avoid/minimize risk, the project team developed technical solutions
- Options to circumvent at-grade railroad crossings
- Sub-Alternatives A-E

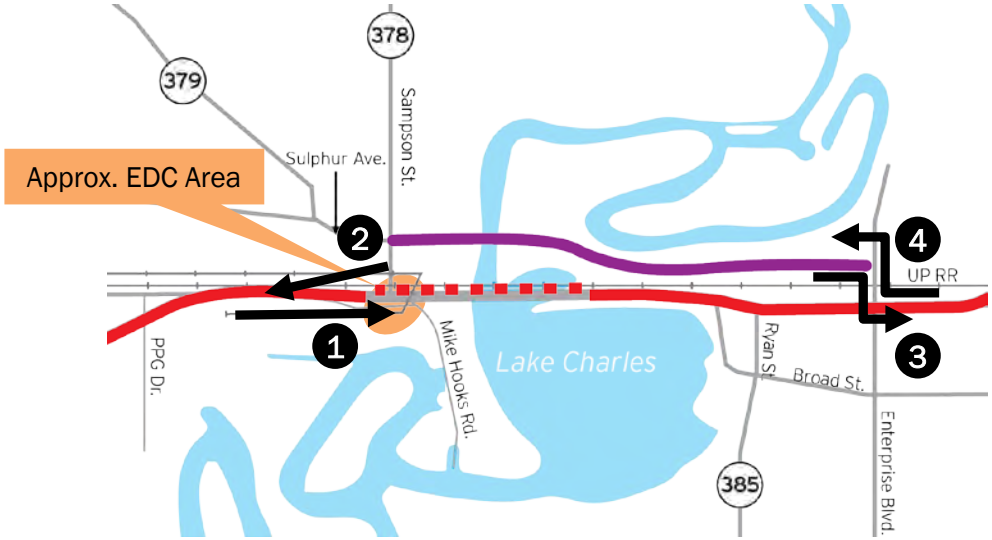
Sub Alt A

- Sulphur Ave. Extension to I-10 West of Ryan St.
    1. EB I-10 exit ramp to Sampson St.
    2. WB I-10 entrance ramp from Sampson St.
    3. EB I-10 entrance ramp along Sulphur Ave. extension from Sampson St.
    4. WB I-10 exit ramp along Sulphur Ave. extension to Sampson St.



Sub Alt B

- Sulphur Ave. extension to Enterprise Blvd.
  1. EB I-10 exit ramp to Sampson St.
  2. WB I-10 entrance ramp from Sampson St.
  3. EB I-10 entrance ramp at Enterprise Blvd. along Sulphur Ave. extension from Sampson St.
  4. WB I-10 exit ramp at Enterprise Blvd. along Sulphur Ave. extension to Sampson St.

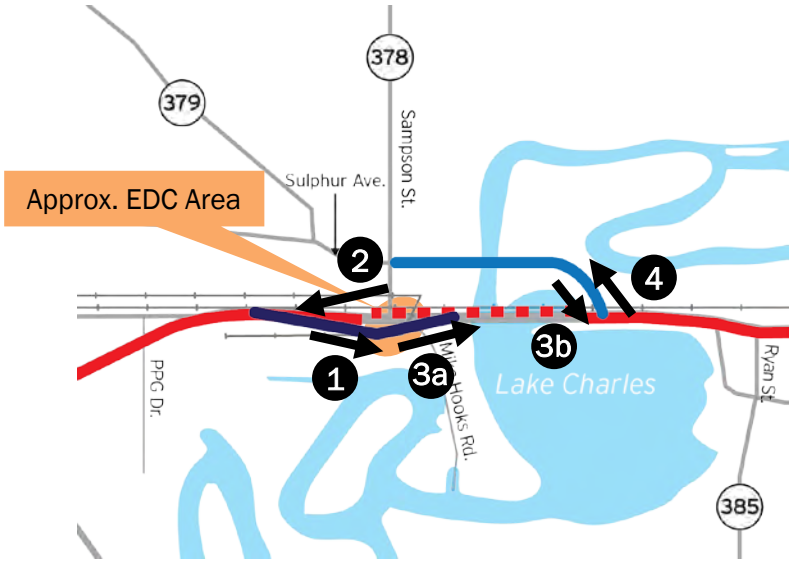


Sub Alt C

Sulphur Ave. extension to I-10 west of Ryan St.

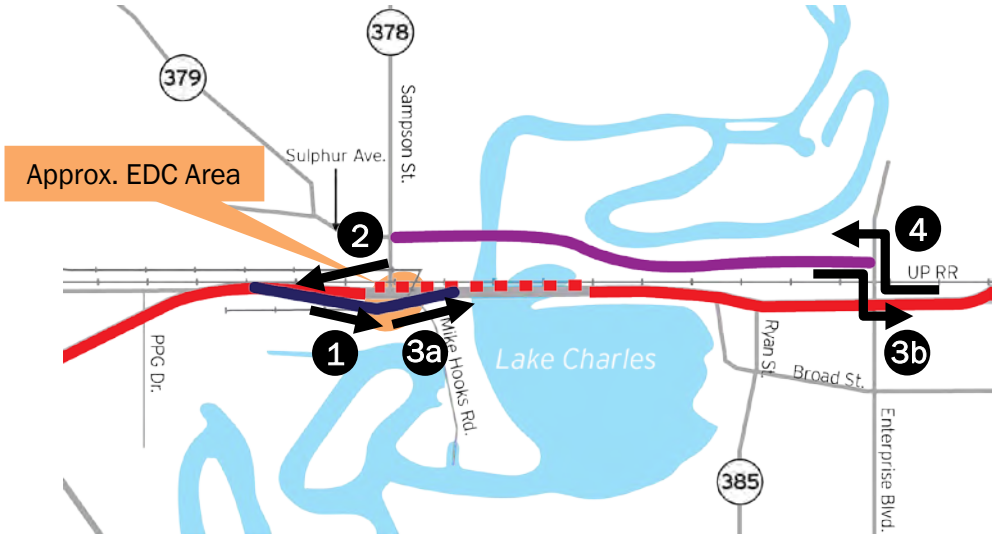
Intersection improvements at Sampson St. south of I-10

1. EB I-10 exit ramp to Sampson St.
2. WB I-10 entrance ramp from Sampson St.
3. EB I-10 entrance ramp access:
   a. from Sampson St.
   b. along Sulphur Ave. extension from Sampson St.
4. WB I-10 exit ramp along Sulphur Ave. extension to Sampson St.



Sub Alt D

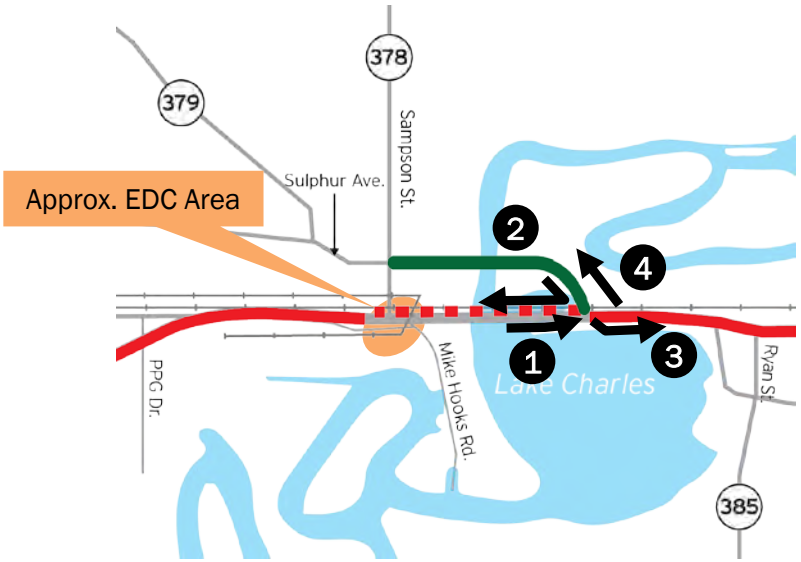
- Sulphur Ave. extension to Enterprise Blvd.
- Intersection improvements at Sampson St. south of I-10
  1. EB I-10 exit ramp to Sampson St.
  2. WB I-10 entrance ramp from Sampson St.
  3. EB I-10 entrance ramp access:
     a. from Sampson St.
     b. along Sulphur Ave. extension to Enterprise Blvd. from Sampson St.
  4. WB I-10 exit ramp from Enterprise Blvd. along Sulphur Ave. extension to Sampson St.



Sub Alt E

- Sulphur Ave. extension to fully directional, elevated interchange to I-10 west of Ryan St.
    1. EB I-10 exit ramp along Sulphur Ave. extension to Sampson St.
    2. WB I-10 entrance ramp along Sulphur Ave. extension from Sampson St.
    3. EB I-10 entrance ramp along Sulphur Ave. extension from Sampson St.
    4. WB I-10 exit ramp along Sulphur Ave. extension to Sampson St.

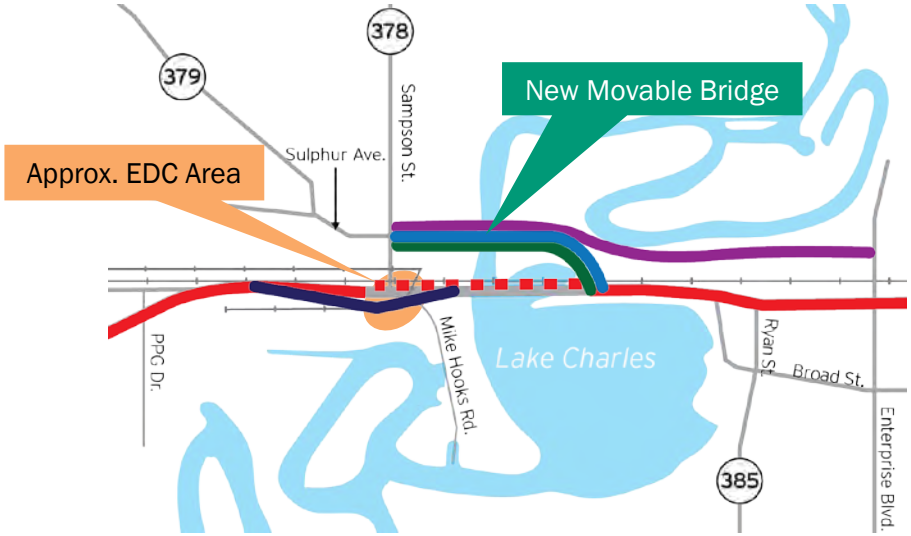
Note: No direct access to/from I-10 at Sampson St.



Sub Alts A-E

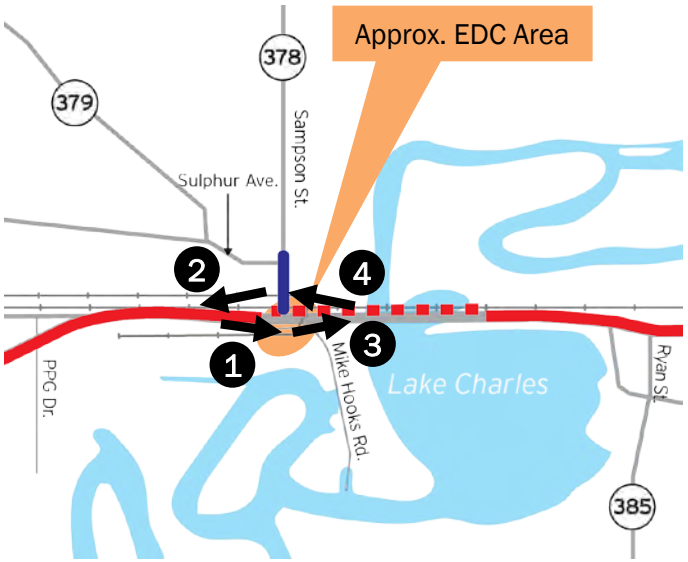
I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Movable Bridge Examples



Sub Alt F

- Fully directional, elevated interchange over at-grade railroad tracks
- Drives piles in EDC area
    1. EB I-10 exit ramp at Sampson St.
    2. WB I-10 entrance ramp at Sampson St.
    3. EB I-10 entrance ramp at Sampson St.
    4. WB I-10 exit ramp at Sampson St.



PBA + Sub-Alt

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

PRELIMINARY BUILD ALTERNATIVES (PBAs)

PBA 1 - *I-10 corridor improvements, new bridge immediately north of existing bridge, pile foundation in EDC contamination area*

PBA 2 - *I-10 corridor improvements, new bridge immediately north of existing bridge, compensated foundation above EDC contamination depth*

PBA 3 - *I-10 corridor improvements, new bridge immediately north of existing bridge, long-span bridge over EDC contamination area*

PBA 4 - *I-10 corridor improvements, new bridge south of existing bridge, 2 new bridge crossings of Bayou Contraband, avoids construction in EDC Area*

+

SAMPSON SUB-ALTERNATIVES (SUB-ALTS)

A. *Sulphur Ave. extension to West of Ryan St.*

B. *Sulphur Ave. extension to Enterprise Blvd.*

C. *Sulphur Ave. extension to West of Ryan St. & intersection improvements at Sampson St. south of I-10*

D. *Sulphur Ave. extension to Enterprise Blvd. & intersection improvements at Sampson St. south of I-10*

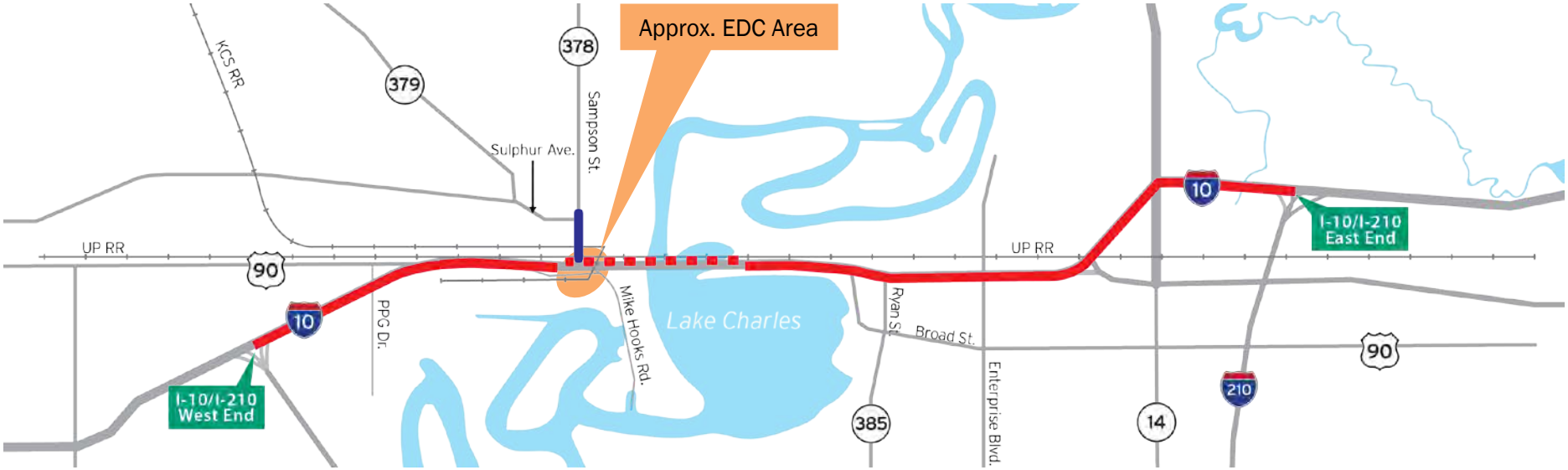
E. *Sulphur Ave. extension to fully directional, elevated interchange to I-10 west of Ryan St.*

F. *Fully directional, elevated interchange over Sampson St. at-grade railroad tracks*

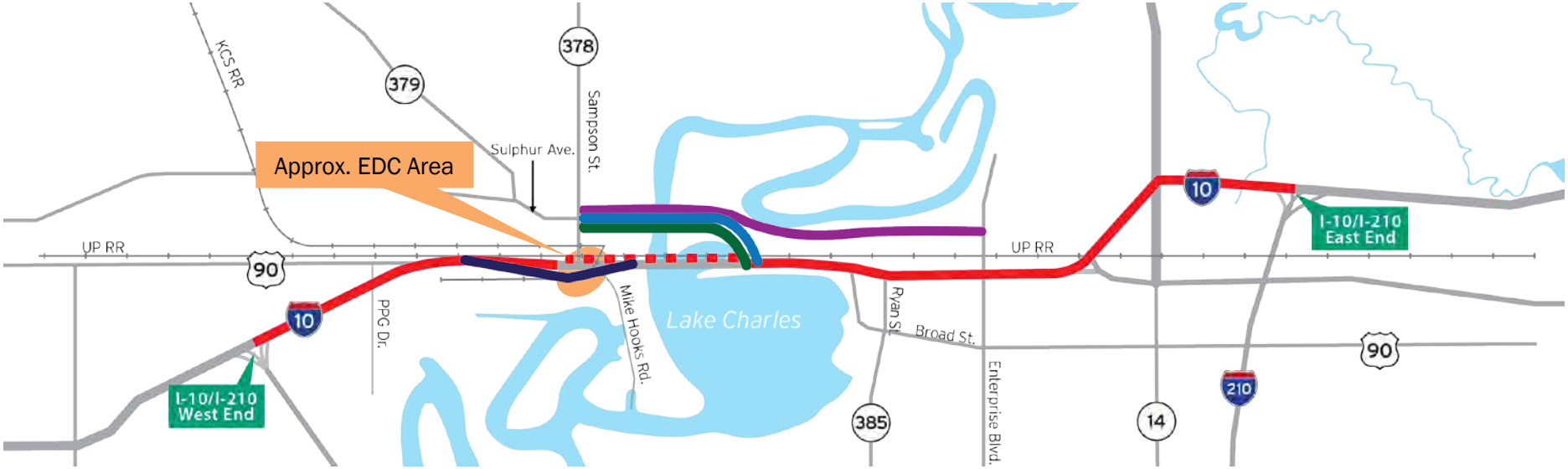
HOW THE PBAs MATCH UP WITH THE SUB-ALTS

PBA 1	PBA 2	PBA 3	PBA 4
PBA 1 - F	PBA 2 - A	PBA 3 - A	PBA 4 - A
	PBA 2 - B	PBA 3 - B	PBA 4 - B
	PBA 2 - C	PBA 3 - C	
	PBA 2 - D	PBA 3 - D	
	PBA 2 - E	PBA 3 - E	

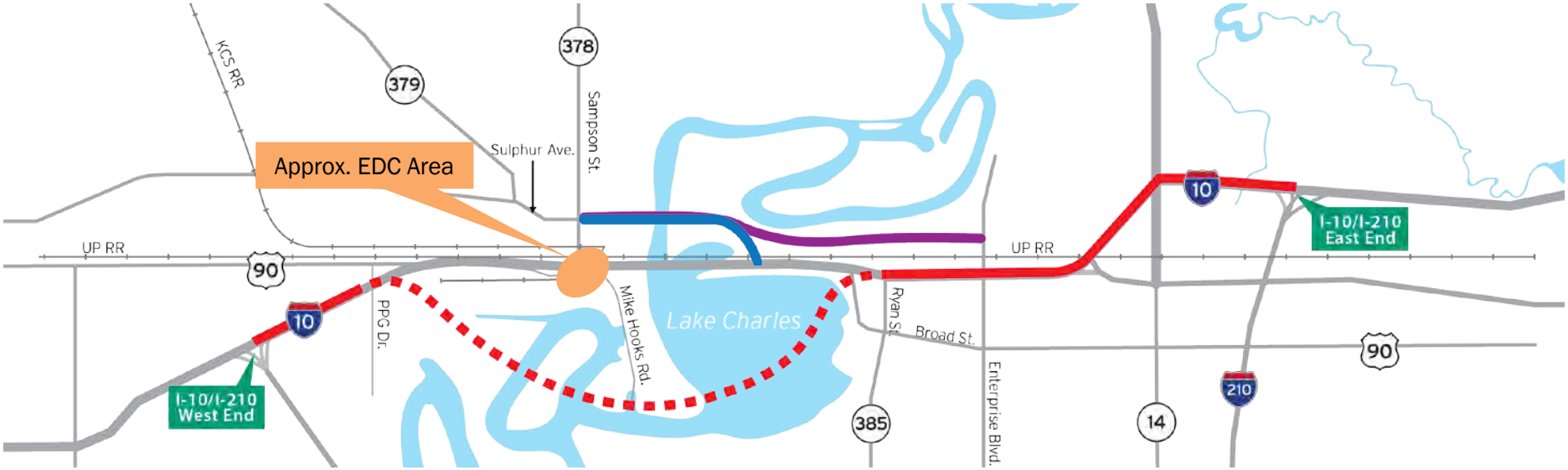
PBA 1 | Sub Alt F



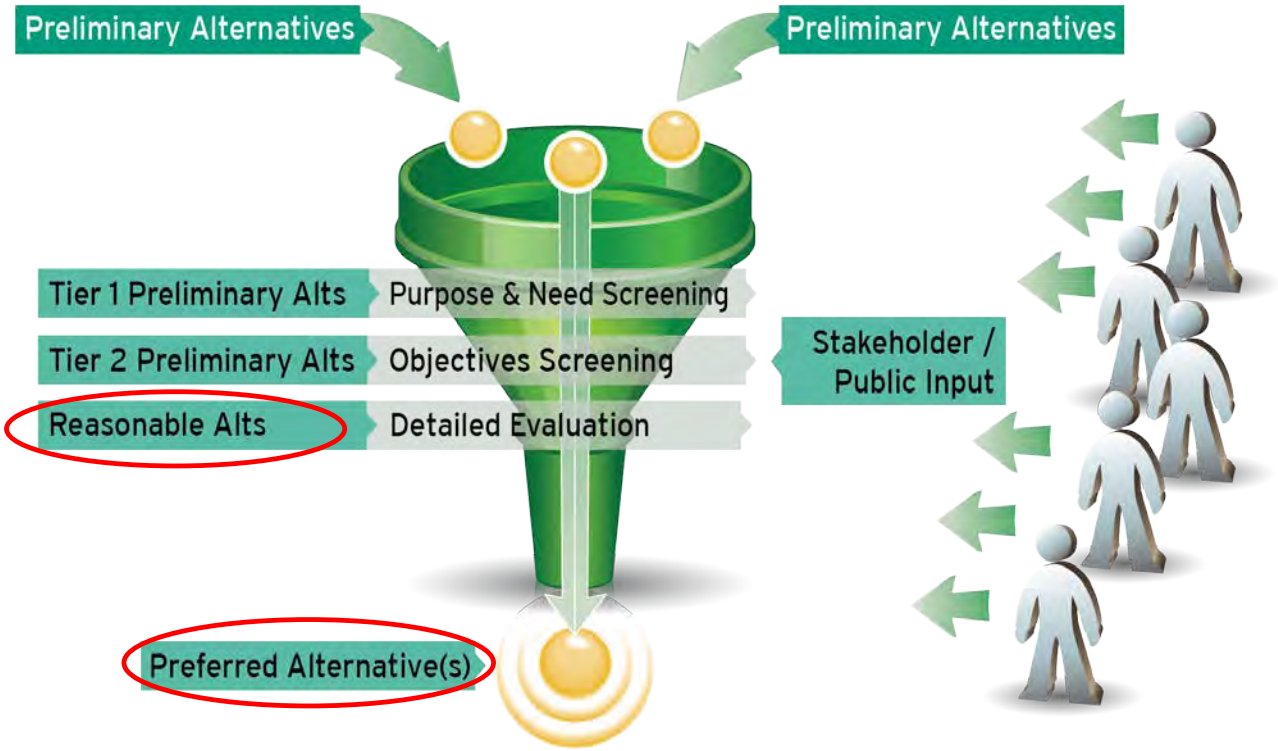
PBAs 2 & 3 | Sub Alts A-E



PBA 4| Sub Alts A-B



Alternatives Screening Process



Tier 1: Purpose & Need Screening

Does the Preliminary Alternative:

1. Address system connectivity?
2. Improve congestion?
3. Improve roadway and bridge deficiencies?
4. Improve roadway and bridge safety?

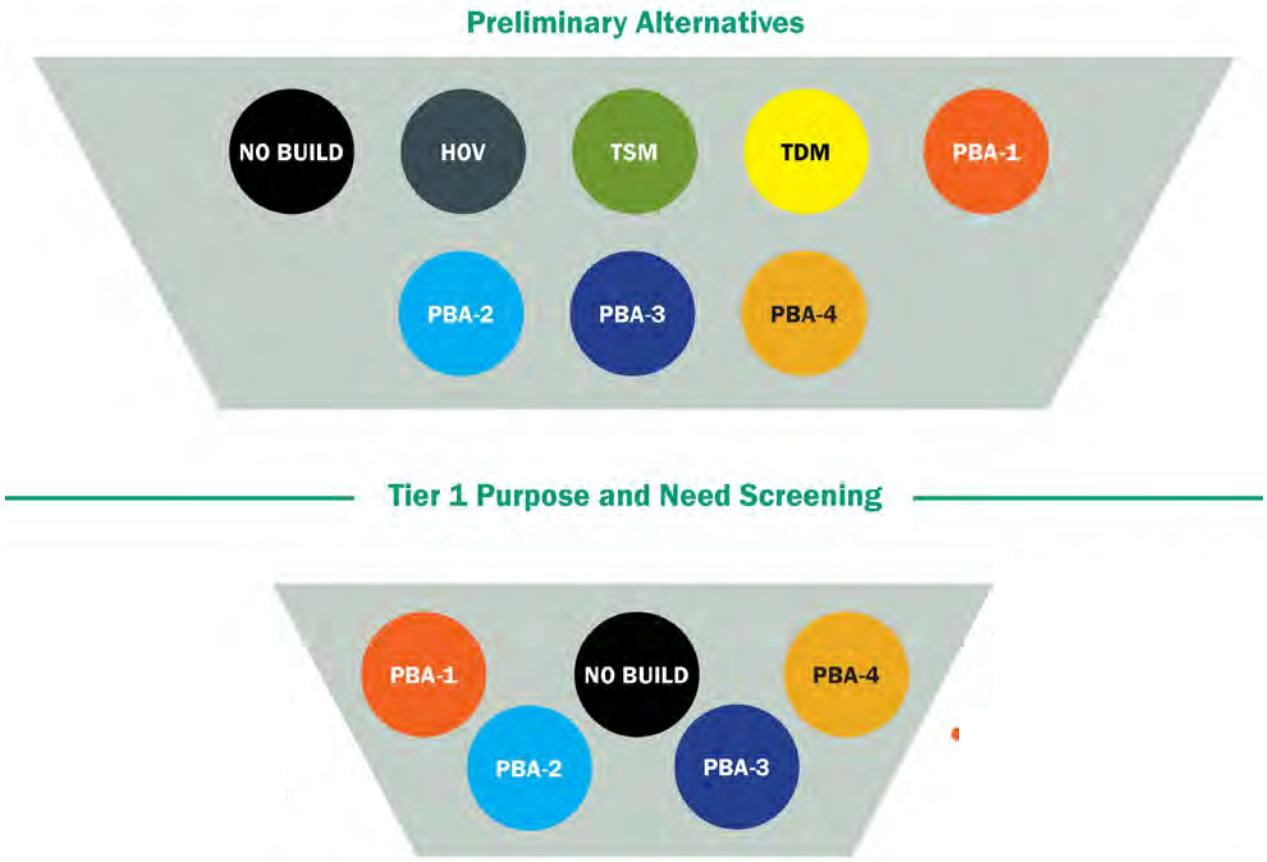
Alternatives fail to meet the Purpose & Need = No further study 

Alternatives meet the Purpose & Need = Move to Tier 2 Objectives Screening 

Purpose & Need Screening Results:

Alternatives Recommended to be Screened Out

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE



TDM

Existing transit system and limited transit system improvements would not include the physical improvements or provide the magnitude of benefits needed to accommodate the needs of the project.

TSM

Existing and planned TSM measures would not include physical improvements to provide the magnitude of benefits to meet needs of project

HOV

No foreseeable opportunity for HOV lanes to address any of the project needs.

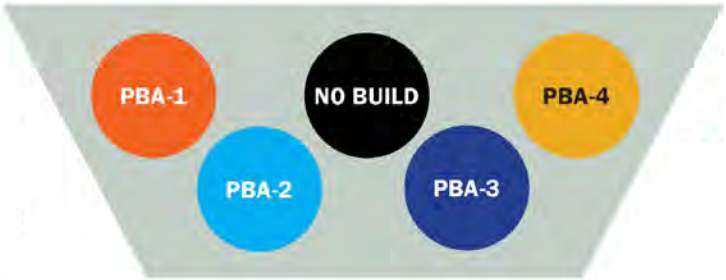
Purpose & Need Screening Results:

Alternatives Recommended Move Forward

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Preliminary Alternatives

Tier 1 Purpose and Need Screening



NO BUILD

Does not meet the purpose and need of the project, but serves as the baseline condition against which other alternatives are compared.

PBA-1

- Correct lane imbalance
- Reduce queuing and blockages at Sampson St. railroad crossings

PBA-2

- Replace bridge – addressing structural deficiencies.
- Improve the facility to meet current design criteria – addressing the functional deficiencies.

PBA-3

- Improve safety conditions by facilitating safer maneuverability through conflict points and rectifying hazardous functional deficiencies.

PBA-4

Tier 2: Objectives Screening

- Engineering, Cost, Environmental and Public & Agency Input Objectives
- Generally high-level, GIS mapping based analysis. Includes both qualitative and quantitative data.
- Impacts matrix presents impacts side by side for all alternatives
- Objectives assigned a Low, Medium, or High threshold

Example:

Alternative	Objectives		
	Minimize ROW Impacts (Acres)	Optimize Construction Cost ($)	Avoid/Minimize Impacts to Natural Resources (Acres)
Alt 1			
Alt 2			
Alt 3			

Example:

✓ Minimize ROW Impacts	
LOW	1-10 acres
MEDIUM	10-20 acres
HIGH	20+ acres

- ***Recommendation of Reasonable Alternatives based on professional judgement with consideration given to ALL potential engineering, cost, and environmental impacts, and public/agency input.***

Tier 2: Objectives Screening

- 11 Objectives
- 35 Measures

1. Minimize ROW	1. Acres of New ROW 2. Number of Parcels Impacted
2. Avoid/Minimize Impact to Infrastructure	3. Number of Major Utilities Crossed 4. Railroad Crossing Impacts
3. Minimize Roadway Disruptions During Construction	5. Number of I-10 Full Road Closures 6. Number of Arterial Full Road Closures
4. Optimize Cost	7. Estimated Construction Cost 8.Estimated ROW Cost 9. Estimated Operations and Maintenance Cost
5. Minimize Construction Risk in EDC Contamination Area	10. Potential Impacts to Soil Pressure - Sampson St. Construction 11. Potential Impacts to Soil Pressure - Calcasieu River Bridge Construction 12. Potential Impacts to Project Cost and Schedule
6. Avoid/Minimize Impacts to Community	13. Number of Potential Residential Displacements 14. Number of Potential Commercial Displacements 15. Number of Potential EJ/LEP Displacements 16. Number of Mapped Parks Potentially Impacted 17. Number of Public Facilities Potentially Impacted
7. Avoid/Minimize Impacts to Cultural and 4(f)/6(f) Resources	18. Number NRHP Listed/Eligible Archaeological Sites Potentially Impacted 19. Number of NRHP Listed/Eligible Historic Structures/Districts Potentially Impacted 20. Number of Identified Section 4(f) and 6(f) Resources Potentially Impacted
8. Avoid/Minimize Impacts to Natural Resources	21. Acres of Mapped Surface Water Features 22. Acres of Mapped Wetland Features by Type 23. Acres of Wetland Soils 24. Acres of Estimated Section 404 Impacts 25. Number of New Navigable Water Crossings 26. Acres of Quality Habitat in ROW 27. Acres of Fish Habitat in ROW
9. Avoid/Minimize Impacts to Other Resources	28. Number of Sensitive Noise Receivers Immediately Adjacent 29. Potential Visual Impacts from Elevated Structures 30. Number of Potential Substantial Cost Hazardous Materials Sites Impacting Alternatives 31. Potential Impacts to Private Industry Vessels
10. Supports/Consistent with Economic Development and Transportation Plans	32. Supports Economic Development 33. Supports Transportation Plans Identified in the MTP and LA STP
11. Sustain Public and Agency Support	34. Comments Received at Agency Meeting 35. Comments Received at Public Meeting

Screening Matrix (Objectives 1 - 5)

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Objective	(1) Minimize ROW Impacts		(2) Avoid/Minimize Impacts to Existing Infrastructure		(3) Minimize Roadway Disruptions During Construction		(4) Optimize Cost			(5) Minimize Construction Risk in EDC Contamination Area		
Criteria / Measure	New ROW (acres)	Parcels Impacted (#)	Major Utilities Crossed (#)	Railroad Crossing Impacts	I-10 Full Road Closures (#)	Arterial Full Road Closures (#)	Estimated Construction Cost in Millions (M)	Estimated ROW Cost in Millions (M)	Estimated Operations and Maintenance Cost in Millions (M)	Potential Impacts to Soil Pressure - Sampson St. Construction	Potential Impacts to Soil Pressure - Calcasieu River Bridge Construction	Potential Impacts to Project Cost and Schedule
No-Build	0	0	0	HIGH	0	0	$0	$0	$31	LOW	LOW	LOW
PBA 1–F	61.6	60	102	LOW	48	230	$599.8	$28.8	$0.63 ($630K)	HIGH	HIGH	HIGH
PBA 2–A	84.7	85	100	MEDIUM	48	226	$770.3	$34.6	$1.1	LOW	MEDIUM	MEDIUM
PBA 2- B	105.3	146	105	MEDIUM	40	214	$795.2	$39.4	$1.1	LOW	MEDIUM	MEDIUM
PBA 2–C	98.0	110	107	MEDIUM	48	226	$778.4	$38.2	$1.1	LOW	MEDIUM	MEDIUM
PBA 2-D	122.3	173	112	MEDIUM	40	214	$803.3	$41.9	$1.1	LOW	MEDIUM	MEDIUM
PBA 2-E	93.5	90	104	MEDIUM	56	222	$803.6	$36.7	$1.1	LOW	MEDIUM	MEDIUM
PBA 3–A	85	85	100	MEDIUM	48	226	$821.0	$34.6	$1.1	LOW	LOW	LOW
PBA 3–B	105	146	105	MEDIUM	40	214	$845.9	$39.4	$1.1	LOW	LOW	LOW
PBA 3–C	98	110	107	MEDIUM	48	226	$829.1	$38.2	$1.1	LOW	LOW	LOW
PBA 3-D	122	173	112	MEDIUM	40	214	$853.9	$41.9	$1.1	LOW	LOW	LOW
PBA 3-E	93	90	104	MEDIUM	56	222	$854.2	$36.7	$1.1	LOW	LOW	LOW
PBA 4–A	174.9	95	131	MEDIUM	64	222	$990.9	$27.6	$1.1	LOW	LOW	LOW
PBA 4–B	195.0	161	136	MEDIUM	56	214	$1,012.2	$31.3	$1.1	LOW	LOW	LOW
LOW	0-75	0-60	0-99	Eliminates at-grade crossings	0-39	0-100	$0 - $450M	$0-$30M	$0 - $1M	No construction in EDC area	No construction in EDC area	No additional cost and schedule impacts.
MEDIUM	75-150	61-120	100-120	Reduces vehicular at-grade crossings	40-50	101-200	$450M - $900M	$30-$40M	$1M -$20M	Foundation concept to equalize/minimize soil pressure	Foundation concept to equalize/minimize soil pressure	Some potential for cost and schedule impacts.
HIGH	150 +	121 +	121 +	No reduction in vehicular at-grade crossings	51 +	201 +	$900M +	$40M +	$20M+	Increase in soil pressure	Increase in soil pressure	Increased potential for cost and schedule impacts.

Screening Matrix (Objectives 6 - 9)

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Objective	(6) Avoid/Minimize Impacts to Community					(7) Avoid/Minimize Impacts to Cultural Resources & 4(f)/6(f)			(8) Avoid/Minimize Impacts to Natural Resources								(9) Avoid/Minimize Impacts to Other Resources			
Criteria / Measure	Potential Residential Displacements (#)	Potential Commercial Displacements (#)	Potential EJ/LE Displacements (#)	Mapped Parks Potentially Impacted (#)	Public Facilities Potentially Impacted (#)	NRHP Listed/ Eligible Sites Potentially Impacted (#)	NRHP Listed/ Eligible Historic Structures & Districts Potentially Impacted (#)	Identified Section 4(f) & 6(f) Resources Potentially Impacted (#)	Mapped Surface Water Features (acres)	Mapped Wetland Features (acres)	Mapped Wetland Features (acres by wetland type)	Wetland Soils (acres)	Estimated Section 404 Impacts (acres)	New Crossings of a Navigable Water (#)	Quality Habitat in ROW (acres)	Fish habitat in ROW (acres)	Sensitive Noise Receivers Immediately Adjacent (#)	Potential Visual Impacts from Elevated Structures	Potential Substantial Cost Hazardous Material Sites Impacting Alternatives (#)	Potential Impacts to Private Industry Vessels
No-Build	0	0	0	0	0	0	0	0	0	0	Emergent=0 Shrub=0 Forested=0	0	0	0	0	0	0	LOW	0	LOW
PBA 1–F	3	12	3	2	0	1	1	2	12.87	18.94	Emergent=1.05 Shrub=11.48 Forested=6.40	17.43	Water = 0.22 Wetland = 14.67 Total = 14.89	1	12.97	12.87	173	LOW	1	MEDIUM
PBA 2–A	3	10	3	2	4	1	1	2	18.99	32.12	Emergent=4.55 Shrub=22.32 Forested=5.25	29.75	Water = 0.28 Wetland = 14.70 Total = 14.98	2	26.48	18.99	177	LOW	1	MEDIUM
PBA 2- B	3	11	3	2	4	1	1	2	19.65	44.80	Emergent=1.45 Shrub=19.58 Forested=23.76	44.35	Water = 1.80 Wetland = 17.19 Total = 18.99	2	36.77	19.65	196	MEDIUM	3	MEDIUM
PBA 2–C	8	10	3	2	4	1	1	2	16.21	31.31	Emergent=0.53 Shrub=22.85 Forested=7.93	31.32	Water = 0.26 Wetland = 14.72 Total = 14.98	2	27.36	16.21	178	LOW	1	MEDIUM
PBA 2-D	7	10	3	2	4	1	1	2	17.00	44.78	Emergent=2.36 Shrub=35.99 Forested=6.43	45.68	Water = 1.80 Wetland = 17.19 Total = 18.99	2	37.30	17.00	197	MEDIUM	3	MEDIUM
PBA 2-E	3	10	3	2	6	1	1	2	18.14	41.75	Emergent=1.31 Shrub=29.57 Forested=10.87	41.55	Water = 0.73 Wetland = 14.76 Total = 14.99	2	36.63	18.14	177	LOW	1	MEDIUM
PBA 3–A	3	10	3	2	4	1	1	2	18.99	32.12	Emergent=4.55 Shrub=22.32 Forested=5.25	29.75	Water = 0.28 Wetland = 14.70 Total = 14.98	2	26.48	18.99	177	LOW	1	MEDIUM
PBA 3–B	3	11	3	2	4	1	1	2	19.65	44.80	Emergent=1.45 Shrub=19.58 Forested=23.76	44.35	Water = 1.80 Wetland = 17.19 Total = 18.99	2	36.77	19.65	196	MEDIUM	3	MEDIUM
PBA 3–C	8	10	3	2	4	1	1	2	16.21	31.31	Emergent=0.53 Shrub=22.85 Forested=7.93	31.32	Water = 0.26 Wetland = 14.72 Total = 14.98	2	27.36	16.21	178	LOW	1	MEDIUM
PBA 3-D	7	10	3	2	4	1	1	2	17.00	44.78	Emergent=2.36 Shrub=35.99 Forested=6.43	45.68	Water = 1.80 Wetland = 17.19 Total = 18.99	2	37.30	17.00	197	MEDIUM	3	MEDIUM
PBA 3-E	3	10	3	2	6	1	1	2	18.14	41.75	Emergent=1.31 Shrub=29.57 Forested=10.87	41.55	Water = 0.23 Wetland = 14.76 Total = 14.99	2	36.63	18.14	177	LOW	1	MEDIUM
PBA 4–A	5	2	1	2	6	1	14	1	46.00	97.27	Emergent=6.04 Shrub=68.04 Forested=23.19	108.56	Water = 0.20 Wetland = 43.25 Total = 43.45	4	87.75	46.00	179	HIGH	1	HIGH
PBA 4–B	5	3	1	2	6	1	14	1	47.00	105.63	Emergent=7.44 Shrub=81.13 Forested=17.06	117.56	Water = 1.72 Wetland = 45.69 Total = 47.41	4	106.19	47.00	198	HIGH	3	HIGH
LOW	0-2	0-8	0	0	0-2	0	0	0	0-10	0-30 (Total)		0-25	0-10 (Total)	0	0-20	0-10	0-90	No to Some Slightly Obstructed Views	0	No impact to Friend Ships' vessels; no additional bridge crossings
MEDIUM	3-5	9-10	1	1	3-5	1	1-10	1	10-20	30-60 (Total)		25-50	10-20 (Total)	1-2	20-40	10-20	91–180	More Obstructed Views	1-2	Vertical clearance impacts to Friend Ships' vessels; additional moveable crossing only
HIGH	6 +	11+	2 +	2 +	6 +	2 +	11+	2	20 +	60 + (Total)		50 +	20 + (Total)	3 +	40 +	20 +	181 +	Most Obstructed Views	3 +	Vertical clearance impacts to Friend Ships' vessels; additional moveable crossing & non-moveable crossings

Screening Matrix (Objectives 10 - 11)

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Objective	(10) Supports/Consistent with Economic Development and Transportation Plans		(11) Sustain Public and Agency Support	
Criteria / Measure	Supports Economic Development	Supports Transportation Plans Identified in MTP and LA STP	Comments Received at Agency Meeting #2	Comments Received at Public Meeting #2
No-Build	GENERALLY NOT SUPPORTED	GENERALLY NOT SUPPORTED		
PBA 1–F	NEUTRAL	GENERALLY SUPPORTED		
PBA 2–A	NEUTRAL	GENERALLY SUPPORTED		
PBA 2- B	GENERALLY SUPPORTED	GENERALLY SUPPORTED		
PBA 2–C	NEUTRAL	GENERALLY SUPPORTED		
PBA 2-D	GENERALLY SUPPORTED	GENERALLY SUPPORTED		
PBA 2-E	NEUTRAL	GENERALLY SUPPORTED		
PBA 3–A	NEUTRAL	GENERALLY SUPPORTED		
PBA 3–B	GENERALLY SUPPORTED	GENERALLY SUPPORTED		
PBA 3–C	NEUTRAL	GENERALLY SUPPORTED		
PBA 3-D	GENERALLY SUPPORTED	GENERALLY SUPPORTED		
PBA 3-E	NEUTRAL	GENERALLY SUPPORTED		
PBA 4–A	NEUTRAL	GENERALLY SUPPORTED		
PBA 4–B	GENERALLY SUPPORTED	GENERALLY SUPPORTED		
GENERALLY SUPPORTED	Improvements generally support established economic development goals	Generally supports/consistent with MTP and STP		
NEUTRAL	Potential exists for economic development opportunities	Neutral		
GENERALLY NOT SUPPORTED	No improvements to support established economic development goals	Does not support/inconsistent with MTP and STP		

Note: To be completed following Agency and Public Meeting #2

	New ROW (acres)	Parcels Potentially Impacted (#)
No-Build	0	0
PBA 1–F	61.6	60
PBA 2–A	84.7	85
PBA 2- B	105.3	146
PBA 2–C	98.0	110
PBA 2-D	122.3	173
PBA 2-E	93.5	90
PBA 3–A	85	85
PBA 3–B	105	146
PBA 3–C	98	110
PBA 3-D	122	173
PBA 3-E	93	90
PBA 4–A	174.9	95
PBA 4–B	195.0	161
LOW	0-75	0-60
MEDIUM	75-150	61-120
HIGH	150+	121+

(1) Minimize ROW Impacts

	Major Utilities Crossed (#)	Railroad Crossing Impacts
No-Build	0	HIGH
PBA 1–F	102	LOW
PBA 2–A	100	MEDIUM
PBA 2- B	105	MEDIUM
PBA 2–C	107	MEDIUM
PBA 2-D	112	MEDIUM
PBA 2-E	104	MEDIUM
PBA 3–A	100	MEDIUM
PBA 3–B	105	MEDIUM
PBA 3–C	107	MEDIUM
PBA 3-D	112	MEDIUM
PBA 3-E	104	MEDIUM
PBA 4–A	131	MEDIUM
PBA 4–B	136	MEDIUM
LOW	0-99	Eliminates at-grade crossings
MEDIUM	100-120	Reduces at-grade crossings
HIGH	121+	No reduction in vehicular at-grade crossings

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

(2)
Avoid/Minimize Impacts to Existing Infrastructure

	I-10 Full Road Closures (#)	Arterial Full Road Closures (#)
No-Build	0	0
PBA 1–F	48	230
PBA 2–A	48	226
PBA 2- B	40	214
PBA 2–C	48	226
PBA 2-D	40	214
PBA 2-E	56	222
PBA 3–A	48	226
PBA 3–B	40	214
PBA 3–C	48	226
PBA 3-D	40	214
PBA 3-E	56	222
PBA 4–A	64	222
PBA 4–B	56	214
LOW	0-39	0-100
MEDIUM	40-50	101-200
HIGH	51 +	201 +

(3) Minimize Roadway Disruptions During Construction

	Estimated Construction Cost in Millions (M)	Estimated ROW Cost in Millions (M)	Estimated Operations and Maintenance Cost in Millions (M)
No-Build	$0	$0	$31
PBA 1–F	$599.8	$28.8	$0.63 ($630K)
PBA 2–A	$770.3	$34.6	$1.1
PBA 2- B	$795.2	$39.4	$1.1
PBA 2–C	$778.4	$38.2	$1.1
PBA 2-D	$803.3	$41.9	$1.1
PBA 2-E	$803.6	$36.7	$1.1
PBA 3–A	$821.0	$34.6	$1.1
PBA 3–B	$845.9	$39.4	$1.1
PBA 3–C	$829.1	$38.2	$1.1
PBA 3-D	$853.9	$41.9	$1.1
PBA 3-E	$854.2	$36.7	$1.1
PBA 4–A	$990.9	$27.6	$1.1
PBA 4–B	$1,012.2	$31.3	$1.1
LOW	$0 - $450M	$0-$30M	$0 - $1M
MEDIUM	$450M - $900M	$30M-$40M	$1M -$20M
HIGH	$900M +	$40M +	$20M +

(4)
Optimize Cost

	Potential Impacts to Soil Pressure – Sampson St. Construction	Potential Impacts to Soil Pressure – Calcasieu River Bridge Construction	Potential Impacts to Project Cost and Schedule
No-Build	LOW	LOW	LOW
PBA 1–F	HIGH	HIGH	HIGH
PBA 2–A	LOW	MEDIUM	MEDIUM
PBA 2- B	LOW	MEDIUM	MEDIUM
PBA 2–C	LOW	MEDIUM	MEDIUM
PBA 2-D	LOW	MEDIUM	MEDIUM
PBA 2-E	LOW	MEDIUM	MEDIUM
PBA 3–A	LOW	LOW	LOW
PBA 3–B	LOW	LOW	LOW
PBA 3–C	LOW	LOW	LOW
PBA 3-D	LOW	LOW	LOW
PBA 3-E	LOW	LOW	LOW
PBA 4–A	LOW	LOW	LOW
PBA 4–B	LOW	LOW	LOW
LOW	No construction in EDC area	No construction in EDC area	No additional cost and schedule impacts
MEDIUM	Foundation concept to equalize/minimize soil pressure	Foundation concept to equalize/minimize soil pressure	Some potential for cost and schedule impacts
HIGH	Increase in soil pressure	Increase in soil pressure	Increased potential for cost and schedule impacts

(5) Minimize Construction Risk in EDC Contamination Area

	Potential Residential Displacements (#)	Potential Commercial Displacements (#)	Potential EJ/LEP Displacements (#)	Mapped Parks Potentially Impacted (#)	Public Facilities Potentially Impacted (#)
No-Build	0	0	0	0	0
PBA 1–F	3	12	3	2	0
PBA 2–A	3	10	3	2	4
PBA 2- B	3	11	3	2	4
PBA 2–C	8	10	3	2	4
PBA 2-D	7	10	3	2	4
PBA 2-E	3	10	3	2	6
PBA 3–A	3	10	3	2	4
PBA 3–B	3	11	3	2	4
PBA 3–C	8	10	3	2	4
PBA 3-D	7	10	3	2	4
PBA 3-E	3	10	3	2	6
PBA 4–A	5	2	1	2	6
PBA 4–B	5	3	1	2	6
LOW	0-2	0-8	0	0	0-2
MEDIUM	3-5	9-10	1	1	3-5
HIGH	6 +	11 +	2 +	2 +	6 +

(6) Avoid/Minimize Impacts to the Community

	NRHP Listed/ Eligible Archeological Sites Potentially Impacted (#)	NRHP Listed/Eligible Historic Structures & Districts Potentially Impacted (#)	Identified Section 4(f) & 6(f) Resources Potentially Impacted (#)
No-Build	0	0	0
PBA 1–F	1	1	2
PBA 2–A	1	1	2
PBA 2- B	1	1	2
PBA 2–C	1	1	2
PBA 2-D	1	1	2
PBA 2-E	1	1	2
PBA 3–A	1	1	2
PBA 3–B	1	1	2
PBA 3–C	1	1	2
PBA 3-D	1	1	2
PBA 3-E	1	1	2
PBA 4–A	1	14	1
PBA 4–B	1	14	1
LOW	0	0+	0
MEDIUM	1	1-10	1
HIGH	2 +	10 +	2

(7)
Avoid/Minimize Impacts to Cultural & Section 4(f)/6(f) Resources

	Mapped Surface Water Features (ac)	Mapped Wetland Features (ac)	Mapped Wetland Features by Wetland Type (ac)	Wetland Soils (ac)	Estimated 404 Impacts (ac)
No-Build	0	0	Emergent=0; Shrub=0 Forested=0	0	0
PBA 1–F	12.87	18.94	Emergent=1.05 Shrub=11.48 Forested=6.40	17.43	14.89
PBA 2–A	18.99	32.12	Emergent=4.55 Shrub=22.32 Forested=5.25	29.75	14.98
PBA 2- B	19.65	44.80	Emergent=1.45 Shrub=19.58 Forested=23.76	44.35	18.99
PBA 2–C	16.21	31.31	Emergent=0.53 Shrub=22.85 Forested=7.93	31.32	14.98
PBA 2-D	17.00	44.78	Emergent=2.36 Shrub=35.99 Forested=6.43	45.68	18.99
PBA 2-E	18.14	41.75	Emergent=1.31 Shrub=29.57 Forested=10.87	41.55	14.99
PBA 3–A	18.99	32.12	Emergent=4.55 Shrub=22.32 Forested=5.25	29.75	14.98
PBA 3–B	19.65	44.80	Emergent=1.45 Shrub=19.58 Forested=23.76	44.35	18.99
PBA 3–C	16.21	31.31	Emergent=0.53 Shrub=22.85 Forested=7.93	31.32	14.98
PBA 3-D	17.00	44.78	Emergent=2.36 Shrub=35.99 Forested=6.43	45.68	18.99
PBA 3-E	18.14	41.75	Emergent=1.31 Shrub=29.57 Forested=10.87	41.55	14.99
PBA 4–A	46.00	97.27	Emergent=6.04 Shrub=68.04 Forested=23.19	108.56	43.45
PBA 4–B	47.00	105.63	Emergent=7.44 Shrub=81.13 Forested=17.06	117.56	47.41
LOW	0-10	0-30		0-25	0-10
MEDIUM	10-20	30-60		25-50	10-20
HIGH	20 +	60 +		50 +	20 +

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

(8) Avoid/Minimize Impacts to Natural Resources

	Crossings of a Navigable Water (#)	Quality Habitat in ROW (acres)	Fish habitat in ROW (acres)
No-Build	0	0	0
PBA 1–F	1	12.97	12.87
PBA 2–A	2	26.48	18.99
PBA 2- B	2	36.77	19.65
PBA 2–C	2	27.36	16.21
PBA 2-D	2	37.30	17.00
PBA 2-E	2	36.63	18.14
PBA 3–A	2	26.48	18.99
PBA 3–B	2	36.77	19.65
PBA 3–C	2	27.36	16.21
PBA 3-D	2	37.30	17.00
PBA 3-E	2	36.63	18.14
PBA 4–A	4	87.75	46.00
PBA 4–B	4	106.19	47.00
LOW	0-25	0-20	0-10
MEDIUM	25-50	20-40	10-20
HIGH	50+	40+	20+

(8)
Avoid/Minimize Impacts to Natural Resources

	Sensitive Noise Receivers Immediately Adjacent (#)	Potential Visual Impacts from Elevated Structures	Potential Substantial Cost Hazmat Sites Impacting Alternatives (#)	Potential Impacts to Private Industry Vessels
No-Build	0	LOW	0	LOW
PBA 1–F	173	LOW	1	MEDIUM
PBA 2–A	177	LOW	1	MEDIUM
PBA 2- B	196	MEDIUM	3	MEDIUM
PBA 2–C	178	LOW	1	MEDIUM
PBA 2-D	197	MEDIUM	3	MEDIUM
PBA 2-E	177	LOW	1	MEDIUM
PBA 3–A	177	LOW	1	MEDIUM
PBA 3–B	196	MEDUM	3	MEDIUM
PBA 3–C	178	LOW	1	MEDIUM
PBA 3-D	197	MEDIUM	3	MEDIUM
PBA 3-E	177	LOW	1	MEDIUM
PBA 4–A	179	HIGH	1	HIGH
PBA 4–B	198	HIGH	3	HIGH
LOW	0-90	No to some slightly obstructed views	0	No impact to Friend Ships' vessels; no additional bridge crossings
MEDIUM	91-180	More obstructed views	1-2	Vertical clearance impacts to Friend Ships' vessels; additional moveable crossing
HIGH	181 +	Most obstructed views	3 +	Vertical clearance impacts to Friend Ships' vessels; additional moveable crossing & non-moveable crossings

(9) Avoid/Minimize Impacts to Other Resources

	Supports Economic Development	Supports Transportation Plans Identified in MTP and LA STP
No-Build	GENERALLY NOT SUPPORTED	GENERALLY NOT SUPPORTED
PBA 1–F	NEUTRAL	GENERALLY SUPPORTED
PBA 2–A	NEUTRAL	GENERALLY SUPPORTED
PBA 2- B	GENERALLY SUPPORTED	GENERALLY SUPPORTED
PBA 2–C	NEUTRAL	GENERALLY SUPPORTED
PBA 2-D	GENERALLY SUPPORTED	GENERALLY SUPPORTED
PBA 2-E	NEUTRAL	GENERALLY SUPPORTED
PBA 3–A	NEUTRAL	GENERALLY SUPPORTED
PBA 3–B	GENERALLY SUPPORTED	GENERALLY SUPPORTED
PBA 3–C	NEUTRAL	GENERALLY SUPPORTED
PBA 3-D	GENERALLY SUPPORTED	GENERALLY SUPPORTED
PBA 3-E	NEUTRAL	GENERALLY SUPPORTED
PBA 4–A	NEUTRAL	GENERALLY SUPPORTED
PBA 4–B	GENERALY SUPPORTED	GENERALLY SUPPORTED
GENERALLY SUPPORTED	Improvements generally support established economic development goals	Generally supports/consistent with MTP and STP
NEUTRUAL	Potential exists for economic development opportunities	Neutral
GENERALLY NOT SUPPORTED	No improvements to support established economic development goals	Does not support/inconsistent with MTP and STP

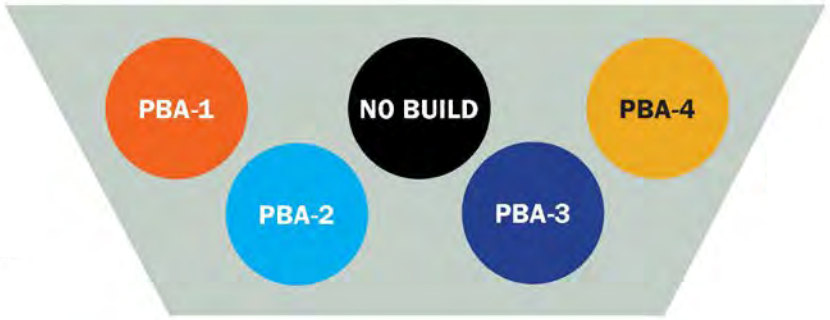
(10) Supports/Consistent with Economic Development and Transportation Plans

	Comments Received at Agency Meeting #2	Comments Received at Public Meeting #2
No-Build		
PBA 1–F		
PBA 2–A		
PBA 2- B		
PBA 2–C		
PBA 2-D		
PBA 2-E		
PBA 3–A		
PBA 3–B		
PBA 3–C		
PBA 3-D		
PBA 3-E		
PBA 4–A		
PBA 4–B		
GENERALLY SUPPORTED		
NEUTRUAL		
GENERALLY NOT SUPPORTED		

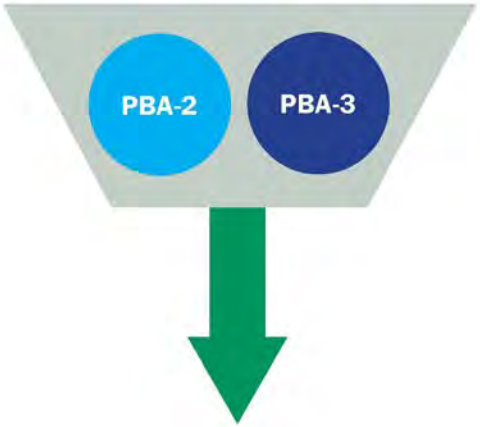
Note: To be completed following Agency and Public Meeting #2

(11)
Sustain Public & Agency Support

Objectives Screening Results



Tier 2 Project Objectives Screening



Detailed Evaluation in EIS

Alternatives Recommended to be Screened Out

PBA-1

Driving piles for the bridge approach span and elevating Sampson St. above the railroad tracks (Sub-Alt. F) is a potential risk for downward migration of EDC towards aquifer

PBA-4

Highest cost, impacts to natural resources and visual impacts

Recommended Reasonable Alternatives

PBA-2

Compensated foundation and Sampson St. Sub-Alternatives (A-E) avoid/minimize risk of construction in EDC release area.

PBA-3

Long-span bridge and Sampson St. Sub-Alternatives (A-E) avoid/minimize risk of construction in EDC release area.

We Want to Hear From You!

Next Steps:

- Identify Final Reasonable Alternatives
- Refine & Evaluate Reasonable Alternatives in Draft EIS

Your Input is Requested:

- Comments on Preliminary Alternatives
- Comments on the Alternatives Screening Process
- Comments on Recommended Reasonable Alternatives
- Input on Resources/Issues

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

E-Mail
aenglish@hntb.com

Project Website
www.i10lakecharles.com
Select Contact Us – Project Feedback Form

Discussion/Q&A

I-10 LAKE CHARLES
CALCASIEU RIVER BRIDGE

Attachment C-2
Station 1 Handouts

Public Meeting Program Guide
Project Features
Programmatic Agreement (PA) for Historic Bridges:
Calcasieu River Bridge
Comment Form

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

I-10/1-210 WEST END - I-10/1-210 EAST END

State Project No. H.003931

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Public Meeting #2

Thursday, August 3, 2017

5:00 p.m. – 8:00 p.m.

Lake Charles Civic Center, Contraband Room

900 Lakeshore Drive, Lake Charles, LA 70601

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

- Sign in
- View presentation
- Visit each station
- Ask questions
- Provide comments

The purpose of the meeting is to provide an opportunity to gather information and provide comments on the following:

- **Preliminary Alternatives**
- **Alternatives Screening Methodology**
- **Screening Results**
- **Reasonable Alternatives Recommended for Further Analysis in Environmental Impact Statement (EIS)**

Station Checklist

Station 1 – Welcome & Sign-In

Station 2 – Presentation

Station 3 – Project Overview
- » Study Area, Purpose & Need, EIS

Station 4 – Environmental
- » Constraints Maps, Section 106

Station 5 – Preliminary Alternatives & Screening Process

Station 6 – Features of the Preliminary Build Alternatives

Station 7 – Schematics

Station 8 – Screening Results

Station 9 – We Want to Hear from You!

Public meeting materials distributed tonight are also available at the project website www.i10lakecharles.com

Ways to Comment

Please provide written comments on the comment form and return completed forms at the comment table.

Comments will also be accepted by:

- U.S. Mail at:
  I-10 Calcasieu River Bridge Project c/o HNTB Corporation
  2021 Lakeshore Drive, Suite 230
  New Orleans LA 70122
- Logging on to www.i10lakecharles.com and selecting Contact Us
- Verbally at tonight's public meeting

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

Only comments postmarked by August 14, 2017 will become part of the public meeting record.

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

I-10/1-210 WEST END - I-10/1-210 EAST END

State Project No. H.003931

What is the Project and Why is it Needed?

The proposed project includes improvements to I-10 between the I-10/I-210 east and west interchanges in the Lake Charles region, including the Calcasieu River Bridge, a distance of approximately 9 miles. The project is needed to address the following four needs:

1. Inadequate System Connectivity

I-10 outside the project limits is three lanes in each direction, which reduces to two lanes in each direction within the project limits. The lane reduction can result in traffic bottlenecks that in turn decrease traffic operations and reduce the amount of space for motorists to maneuver.

2. Increased Traffic Congestion

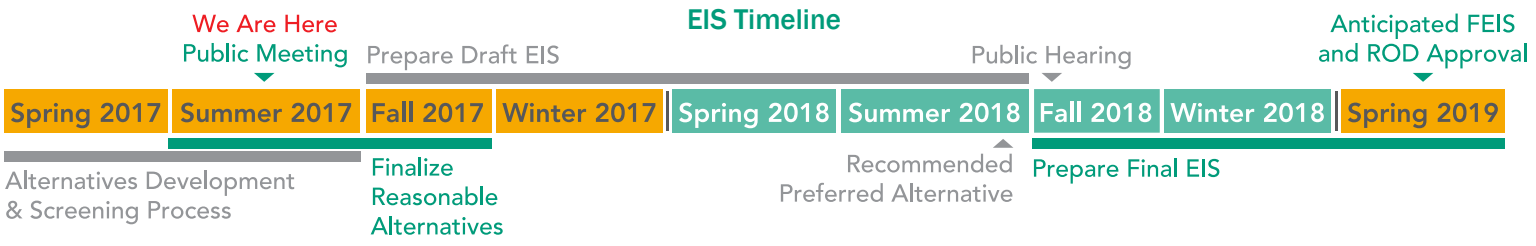
The number of vehicles traveling on the Calcasieu River Bridge in the future project design year (2040) is anticipated to exceed the bridge's capacity by more than 37,000 vehicles per day.

3. Roadway and Bridge Deficiencies

The Calcasieu River Bridge has existing structural integrity issues such as corrosion, cracking of the bridge deck, and an inadequate load limit for an interstate highway. Functional deficiencies along the facility include steep bridge approach grades, no shoulders on the bridge, and I-10 entrance and exit ramp spacing and weaving distances that do not meet current design guidelines.

4. Roadway and Bridge Safety Concerns

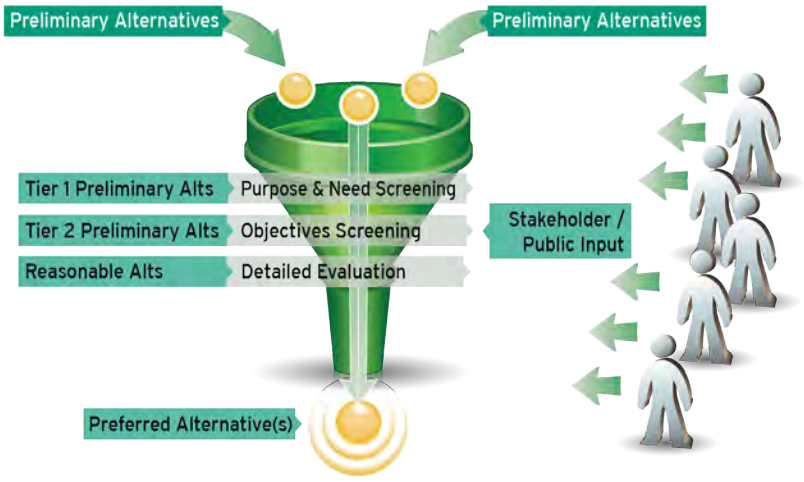
Conflict points create safety hazards along I-10 and at the Sampson Street at-grade railroad crossings. The steep bridge grades slow traffic on the up-slope and make it more difficult to stop on the down-slope and the low vertical clearance of the bridge has led to over-height vehicle collisions with the bridge trusses.



Preliminary Alternatives

Preliminary Alternatives under evaluation include:

- **No-Build Alternative**
  Includes existing conditions plus committed projects
- **Transportation Systems Management Alternative**
  Examples: intersection and traffic control improvements
- **Transportation Demand Management Alternative**
  Examples: public transit and rideshare promotion
- **High Occupancy Vehicle Alternative**
  Lanes reserved for use by 2 or persons in a vehicle
- **Four Preliminary Build Alternatives (PBA)**
  Replacement of the Calcasieu River Bridge and six different Sampson St. Sub-Alternatives



Alternatives Screening Process

The Preliminary Alternatives will undergo a two-tiered screening process. Tier 1 will evaluate the ability of the Preliminary Alternatives to meet the purpose and need of the Project. Tier 2 will evaluate the ability of the remaining Preliminary Alternatives to meet the objectives of the project. The alternatives remaining at the end of this screening are the Reasonable Alternatives, which will be evaluated in detail within the EIS, leading to the recommendation of a Preferred Alternative.

PROJECT FEATURES

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE
I-10/1-210 WEST END - I-10/1-210 EAST END
State Project No. H.003931

Project Limits = I-10 from I-10/I-210 West End Interchange to I-10/I-210 East End Interchange

Preliminary Build Alternatives (PBA)

- Project includes four Proposed Preliminary Build Alternatives (PBA)
- PBA 1, PBA 2 and PBA 3 all include new Calcasieu River Bridge construction immediately north of existing bridge ***(Figure A)***
- PBA 4 includes new Calcasieu River Bridge construction south of the existing bridge with two new bridge crossings over Bayou Contraband ***(Figure B)***
- Construction in Ethylene Di-Chloride (EDC) Contamination Area
  - PBA 1 = Driven piles in EDC contamination area
  - PBA 2 = Compensated Foundation above EDC contamination depth
  - PBA 3 = Long-Span Bridge over EDC contamination area
  - PBA 4 = Avoids construction in EDC contamination area
- All PBAs include the following improvements along I-10 between the project limits ***(Figure C):***

1. Proposed widening of I-10 between the I-210 interchanges to six, 12-foot lanes (three in each direction) with 12-foot shoulders
2. Proposed replacement of I-10 EB to I-210 SB ramp bridge
3. Proposed 6-lane overpass at PPG Dr.
4. Proposed replacement/improvement of US 90 overpass to allow I-10 to be widened
5. Proposed access improvements at Sampson St. to/from I-10 (see back page)
6. Proposed 6-lane overpasses to improve vertical clearance & new U-Turns under the overpasses at the following locations: Veterans Memorial Blvd., Ryan St., Bilbo St., Kirkman St., Enterprise Blvd., Shattuck St., Railroad Crossing, and Opelousas St.
7. Proposed improvements to US 171 overpass to allow I-10 to be widened and improve vertical clearance

Figure A: PBAs 1, 2 & 3

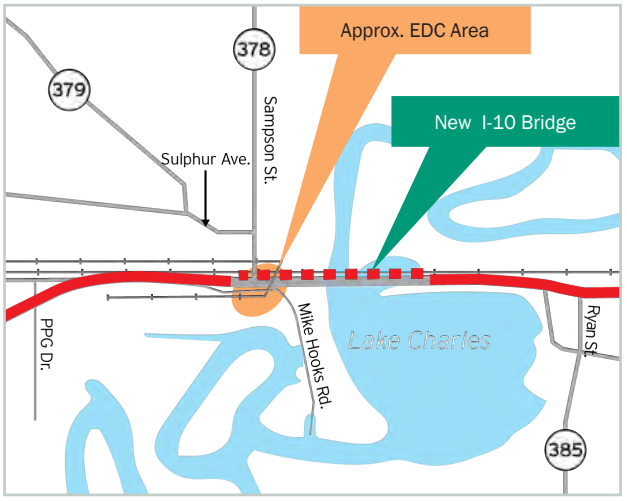


Figure B: PBA 4

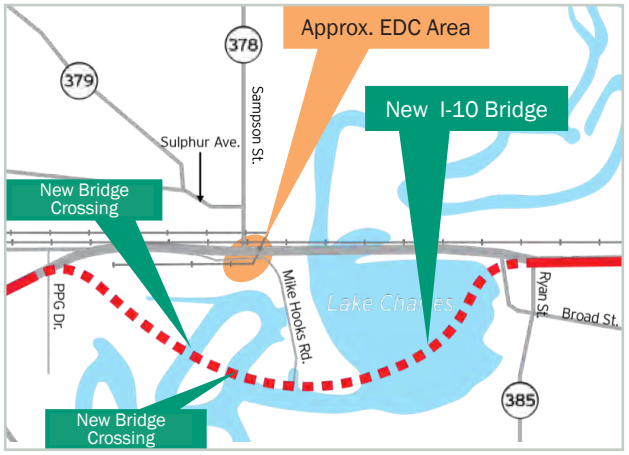
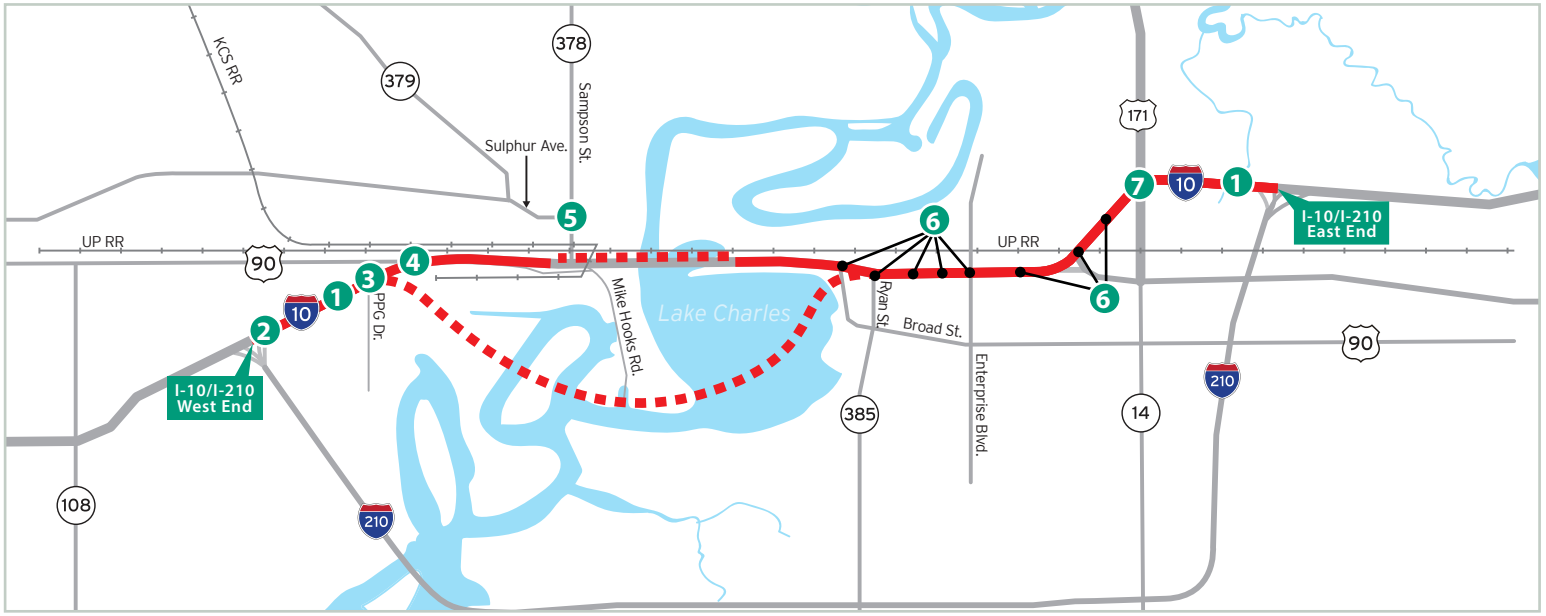


Figure C: I-10 Improvements



PROJECT FEATURES

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE
I-10/1-210 WEST END - I-10/1-210 EAST END
State Project No. H.003931

Project Limits = I-10 from I-10/I-210 West End Interchange to I-10/I-210 East End Interchange

Sampson St. Sub-Alternatives (Sub-Alts)

- Project includes six proposed Sampson St. Sub-Alts, labeled A-F
  - Sub-Alt A = Sulphur Ave. extension to west of Ryan St.
  - Sub-Alt B = Sulphur Ave. extension to Enterprise Blvd.
  - Sub-Alt C = Sulphur Ave. extension to west of Ryan St. & intersection improvements at Sampson St. south of I-10
  - Sub-Alt D = Sulphur Ave. extension to Enterprise Blvd. & intersection improvements at Sampson St. south of I-10
  - Sub-Alt E = Sulphur Ave. extension to fully directional, elevated interchange to I-10 west of Ryan St.
  - Sub-Alt F = Fully directional, elevated interchange over Sampson St. at-grade railroad tracks

- Sub-Alts A-E all include an eastward extension of Sulphur Ave. over the Calcasieu River that would require a new moveable bridge ***(Figures D & E)***
- Sub-Alts A-E avoid driving piles in the EDC contamination area
- Sub-Alt F requires driving piles in the EDC contamination area
- Each PBA includes one or more Sampson St. Sub-Alts
  - PBA 1 is paired with Sub-Alt F
  - PBA 2 and PBA 3 are paired with Sub-Alts A-E
  - PBA 4 is paired with Sub-Alts A & B

Figure D: Sulphur Ave. Extension Moveable Bridge

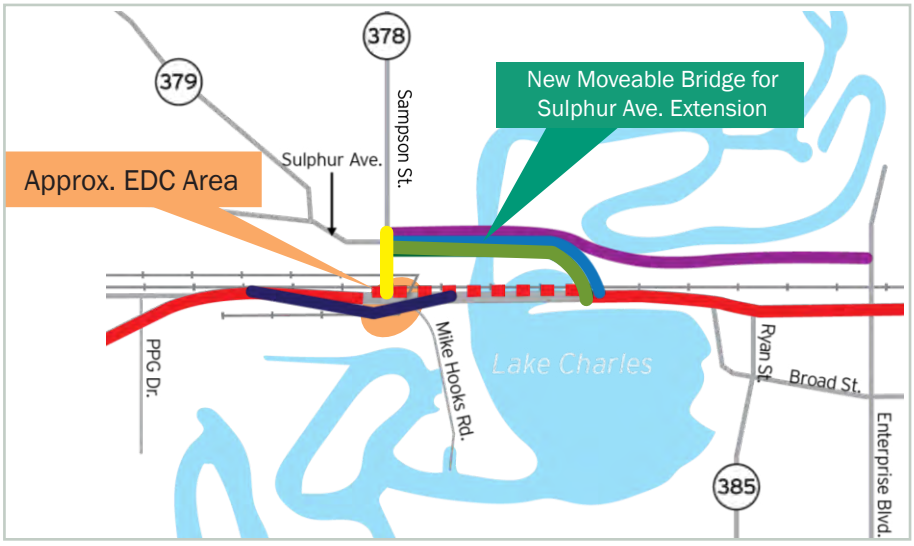


Figure E: Moveable Bridge Examples

Sub-Alt Key

- Sub-Alt A
- Sub-Alt B
- Sub-Alt C
- Sub-Alt D
- Sub-Alt E
- Sub-Alt F

See Public Meeting stations 6 and 7 for design details on the Sub-Alternatives

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

I-10/1-210 WEST END - I-10/1-210 EAST END

State Project No. H.003931 / Federal Aid Project No. BR-10-1(212)29

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The Louisiana Department of Transportation and Development (LADOTD), using federal funds, is proposing to replace the Calcasieu River Bridge (Structure No. 07104509127691, Recall No. 032780) located on I-10 in Calcasieu Parish, LA (see attached map). It is anticipated that by year 2040, traffic levels will exceed the bridge's safe capacity of 37,000 vehicles per day. Under the FHWA Nation Performance Management Measures, bridge performance is measured by two measurements, good condition and poor condition. The Calcasieu River Bridge is considered to be in poor condition. It does not require load posting at this time.

The existing structure, a steel cantilever through truss bridge, has two 12-foot wide travel lanes, no shoulder, and is approximately 6,600 feet in length. The bridge was constructed in 1951 and has undergone several major repair projects over the years, the most recent in 2013. The bridge is eligible for the National Register of Historic Places (NRHP) under Criterion C: Design/Engineering as an example of a distinctive type of truss bridge. Significance is demonstrated through an innovative or complex technological solution related to site conditions, consisting of the use of a cantilever truss with a suspended through truss span to meet the challenges of crossing the Calcasieu River. Significance is also demonstrated by the presence of distinctive features of the Warren through truss, which is characterized by diagonal members to withstand both tensile and compressive forces.

At this time, LADOTD is proposing to replace the bridge with a multi-span girder bridge. The new bridge will have three 12-foot travel lanes, 12-foot shoulders, and will be approximately 7,600 feet in length. Traffic will be maintained by use of the existing bridge while the new bridge is under construction. Additional right-of-way will be required. This project is being environmentally processes as an Environmental Impact Statement (EIS).

LADOTD, in conjunction with the Federal Highway Administration (FHWA), and the Louisiana State Historic Preservation Office (SHPO), has completed a Historic Bridge Inventory Study of pre-1971 structures in Louisiana. On September 21, 2015, a Section 106 Programmatic Agreement (PA) for treatment of historic bridges was executed among the SHPO, FHWA, the Advisory Council on Historic Places (ACHP), and LADOTD. Under this PA, NRHP eligible bridges were categorized as either preservation priority, preservation candidate, or non-priority bridges. The I-10 Calcasieu River Bridge is categorized as a non-priority bridge because it is not an ideal candidate for long-term preservation. Mitigation measures under the PA for non-priority bridges include notification via a solicitation of views with a 45-day response period. In addition, as part of an effort to encourage relocation and adaptive reuse of the bridge, LADOTD will market the bridge.

For further information on Louisiana historic bridges, the PA, and historic bridge marketing visit:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/HBI/Pages/default.aspx

In accordance with the PA, views and comments on the project, including the Calcasieu River Bridge, will be solicited for 45 days following the August 3, 2017 public meeting. NOTE: If you would like your comments to become part of the official public meeting record, they need to be postmarked no later than August 14, 2017.

Comments will be accepted either in written or verbal format at the August 3, 2017 public meeting, by logging on to the project website at www.i10lakecharles.com and selecting Contact Us, or by U.S. Mail at:

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

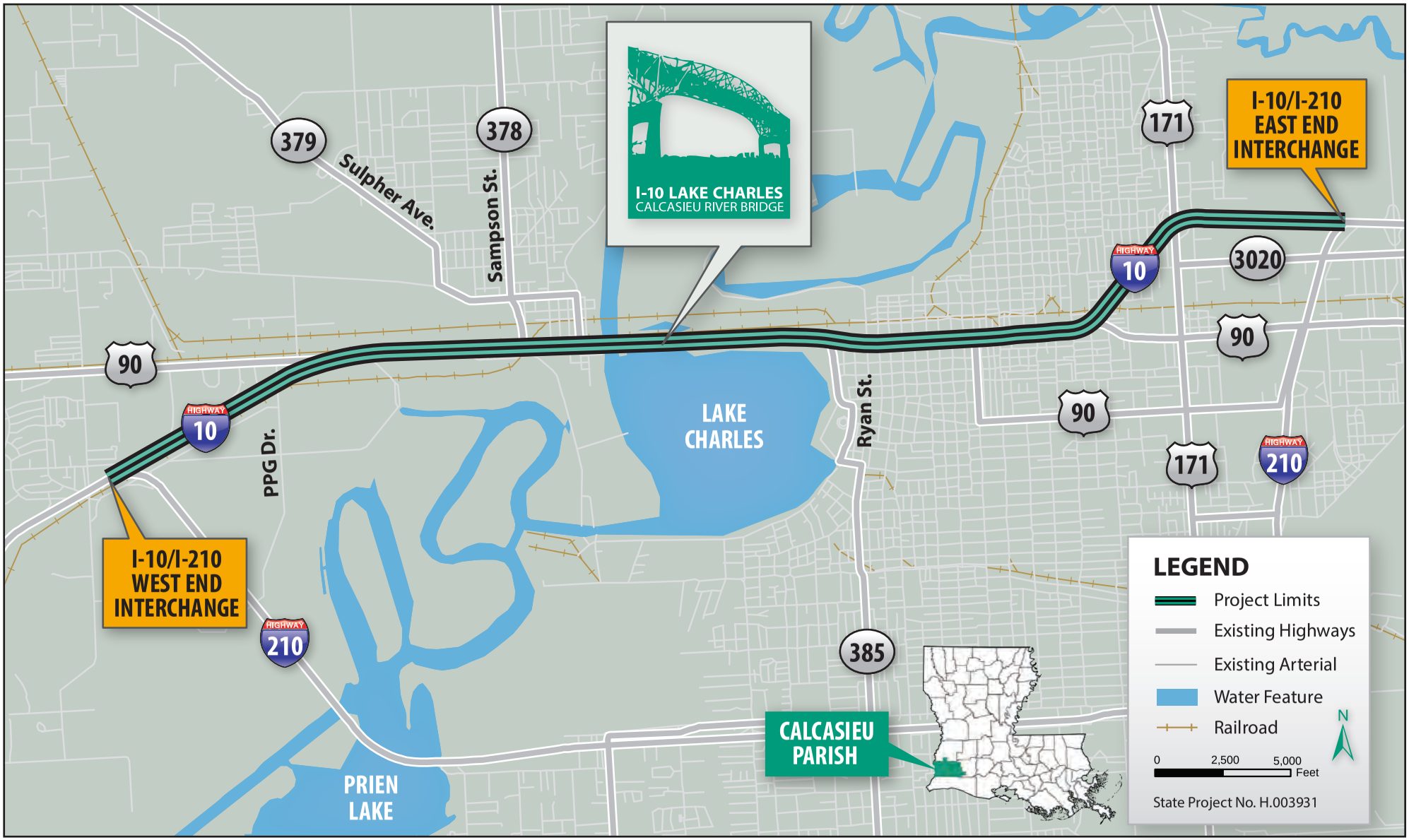
I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

I-10/1-210 WEST END - I-10/1-210 EAST END

State Project No. H.003931 / Federal Aid Project No. BR-10-1(212)29

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



I-10 Calcasieu River Bridge Project

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

State Project No. H.003931

Public Meeting Comment Form

Please provide your comments on the following items:

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

The Recommended Reasonable Alternatives are as follows:

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

Please return this completed form at the comment table or to a Project Team member.
You can also submit comments online at www.i10lakecharles.com or by U.S. mail to the following address:

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

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

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

Please Print

Name: _____

Address: _____

Email: _____

Agency (if applicable): _____

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

Comments:

_____

_____

_____

_____

_____

(Continued on Back)

Attachment C-3
Station 2 Exhibit

Repeating Presentation

Note: See Included Attachment C_Part2.wav file