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-4
Station 3 Exhibits

Project Study Area

Purpose and Need

EIS Process and Timeline

PROJECT STUDY AREA

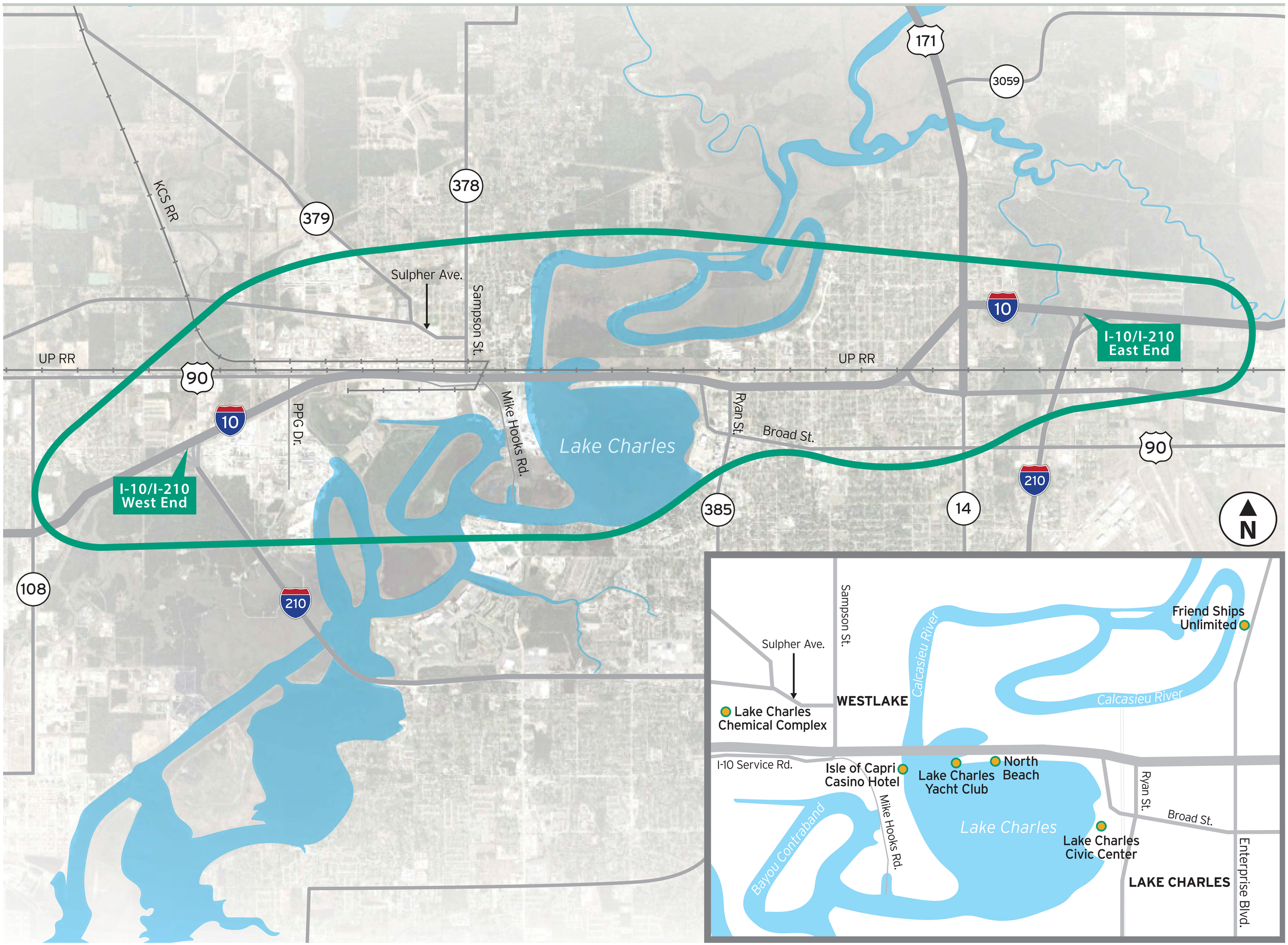
I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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



PURPOSE AND NEED

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

NEED
(Problems)

Lack of System Connectivity
I-10 outside the I-10/I-210 east and west interchanges (project limits) is three lanes in each direction, which reduces to two lanes in each direction within the project limits, causing traffic bottlenecks.

Increased Traffic Congestion
It is anticipated that in the future project design year of 2040, the number of vehicles traveling per day on the Calcasieu River Bridge will exceed the bridges capacity by more than 37,000 vehicles per day.

Roadway and Bridge Deficiencies
Calcasieu River Bridge structural integrity issues such as corrosion and cracking of the bridge deck. Bridge approach grades, the vertical clearance above the bridge, and shoulder widths do not meet current design guidelines.

Roadway and Bridge Safety Concerns
Crossing, merging, and diverging conflict points create safety hazards along I-10 and at the Sampson Street at-grade railroad crossings. Roadway and bridge deficiencies also create safety hazards, such as the steep bridge grades that slow traffic on the up-slope and make it more difficult to stop on the down-slope.

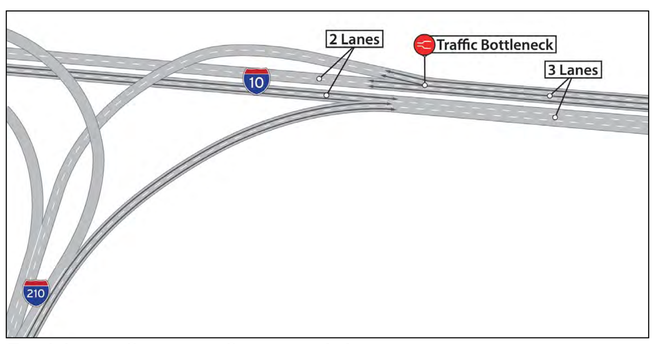
PURPOSE
(Solutions)

Improve System Connectivity
By providing a consistent number of through lanes both within and outside the I-10/I-210 interchanges.

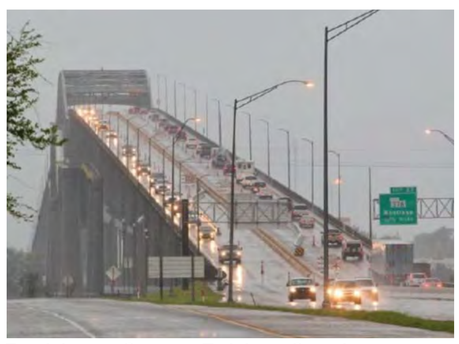
Reduce Traffic Congestion
By providing additional infrastructure to I-10, including improvements to the Calcasieu River Bridge, to accommodate growth and aid in congestion relief.

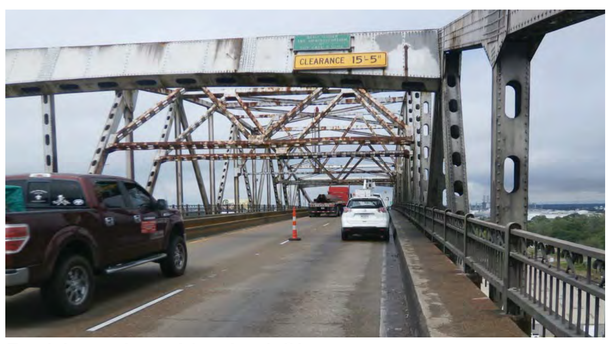
Improve Roadway Deficiencies
By providing infrastructure improvements that remedy structural integrity issues and improve the existing facility to meet current design guidelines.

Improve Roadway and Bridge Safety
By providing infrastructure improvements to I-10, the Calcasieu River Bridge, and Sampson Street that improve/reduce existing points of conflict and improve functional deficiencies that create safety hazards for motorists.



Problem: System Connectivity


Problem: Steep Bridge Grade



Problem: Low Vertical Clearance


Problem: Cracking of Bridge Truss

EIS PROCESS AND TIMELINE

What is an EIS?

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

Why Prepare an EIS?

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

EIS Timeline

Attachment C-5
Station 4 Exhibits

Constraints Map West

Constraints Map East

Section 106 of the National Historic Preservation Act

Environmental Site Assessment - Phase 1

CONSTRAINTS MAP (WESTERN LIMITS)

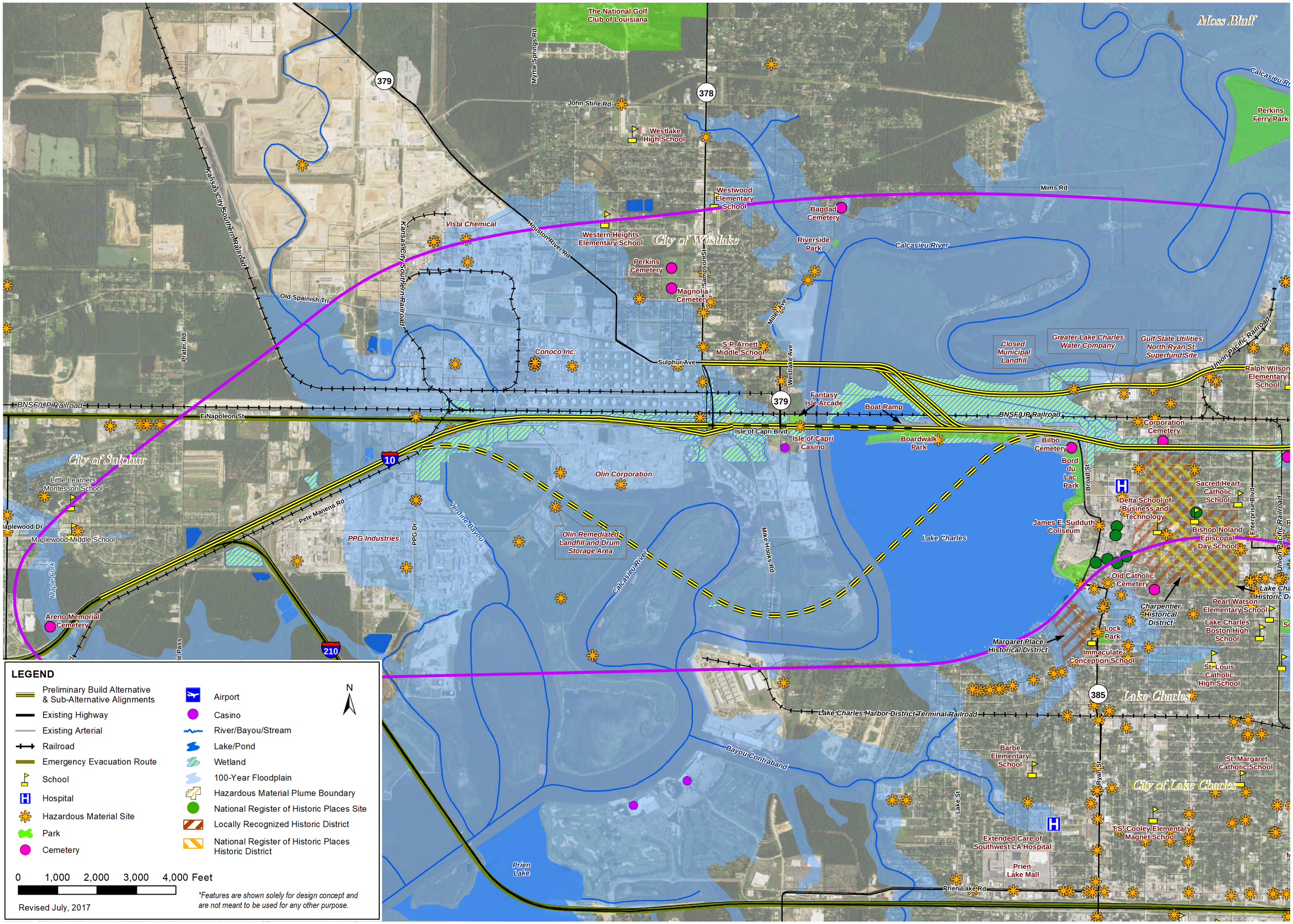
I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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



LEGEND

- Preliminary Build Alternative & Sub-Alternative Alignments
- Existing Highway
- Existing Arterial
- Railroad
- Emergency Evacuation Route
- School
- Hospital
- Hazardous Material Site
- Park
- Cemetery
- Airport
- Casino
- River/Bayou/Stream
- Lake/Pond
- Wetland
- 100-Year Floodplain
- Hazardous Material Plume Boundary
- National Register of Historic Places Site
- Locally Recognized Historic District
- National Register of Historic Places Historic District

N

0 1,000 2,000 3,000 4,000 Feet

Revised July, 2017

*Features are shown solely for design concept and are not meant to be used for any other purpose.

CONSTRAINTS MAP (EASTERN LIMITS)

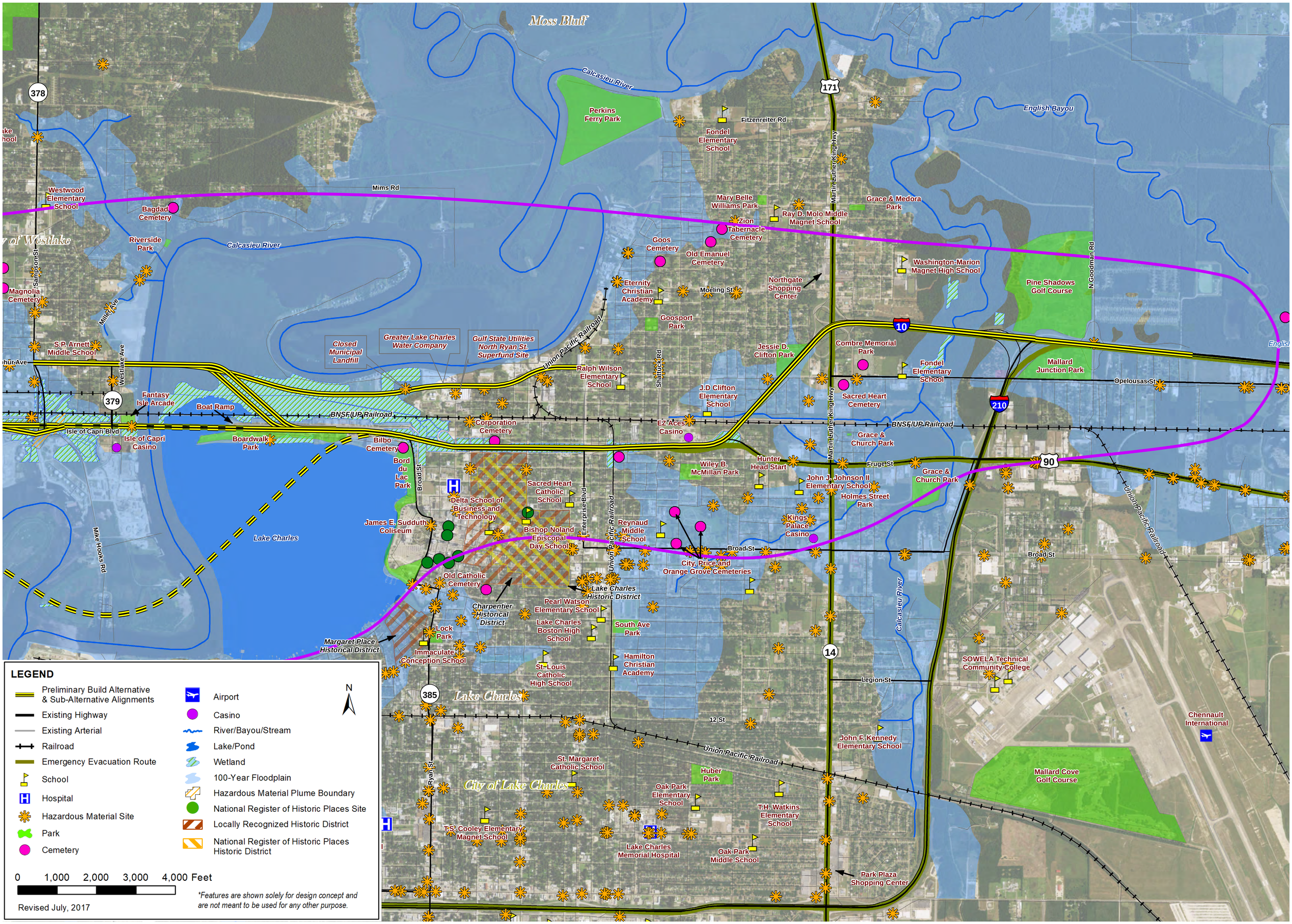
I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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



LEGEND

- Preliminary Build Alternative & Sub-Alternative Alignments
- Existing Highway
- Existing Arterial
- Railroad
- Emergency Evacuation Route
- School
- Hospital
- Hazardous Material Site
- Park
- Cemetery
- Airport
- Casino
- River/Bayou/Stream
- Lake/Pond
- Wetland
- 100-Year Floodplain
- Hazardous Material Plume Boundary
- National Register of Historic Places Site
- Locally Recognized Historic District
- National Register of Historic Places Historic District

N

0 1,000 2,000 3,000 4,000 Feet

Revised July, 2017

*Features are shown solely for design concept and are not meant to be used for any other purpose.

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

- **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

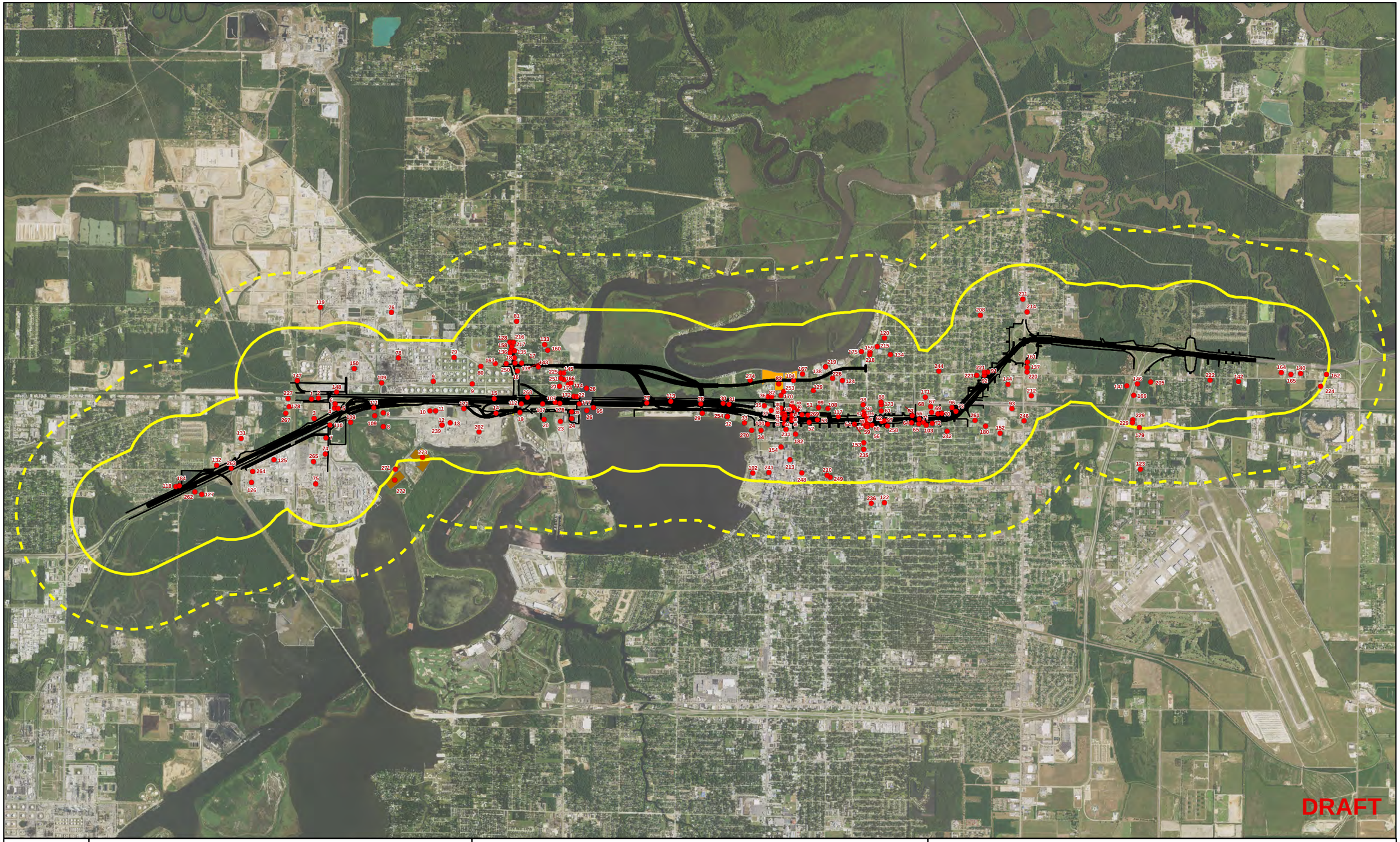
1.
Establish Area of Potential Effects & Identify Historic Properties
—
Completed once Reasonable Alternatives are identified

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)



0 1 2 3

Miles

N

CALCASIEU RIVER BRIDGE I-10 EIS

CEI-LISTED SITES

ALT. 2A/3A - 2E/3E

HALF MILE BUFFER

ONE MILE BUFFER

CALCASIEU RIVER BRIDGE I-10
ENVIRONMENTAL SITE ASSESSMENT, PHASE I
ALTERNATIVES 2A/3A - 2E/3E

LOCATION: T9S R8W Sec. 25-29, 31-33; T9S R9W Sec.25-26, 32-36; T9S R10W Sec. 5
CALCASIEU PARISH, LA
MAP BASE: 2015 USDA NAIP 1-m IMAGERY
DATUM: NAD 83
DATE: 14 AUG 2017

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

DEPARTMENT OF TRANSPORTATION UNITED STATES GOVERNMENT

HNTB