

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

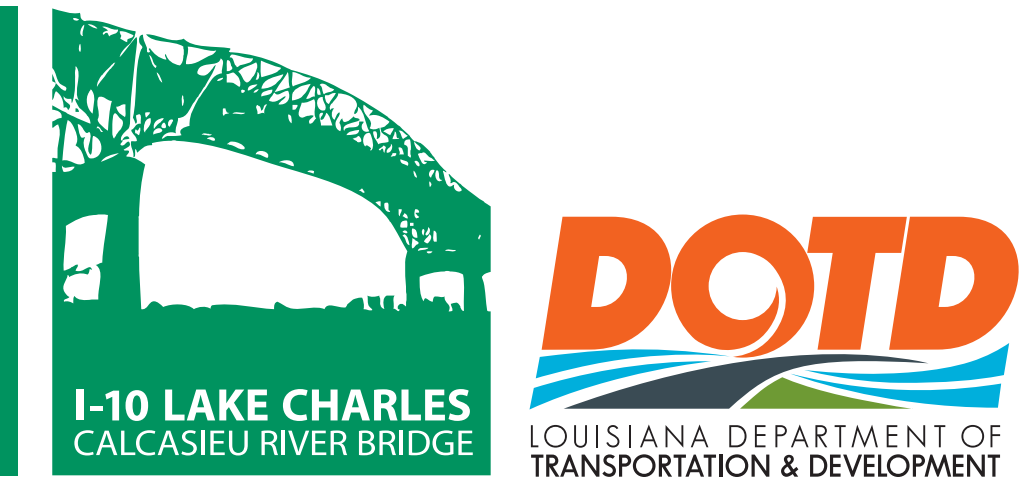
Attachment C-11: Meeting Photographs

Attachment C-8
Station 7 Exhibits

Preliminary Build Alternatives with Sub-Alternatives
Schematics

PRELIMINARY BUILD ALTERNATIVES WITH 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



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 1 - F

PBA 2

PBA 2 - A

PBA 2 - B

PBA 2 - C

PBA 2 - D

PBA 2 - E

PBA 3

PBA 3 - A

PBA 3 - B

PBA 3 - C

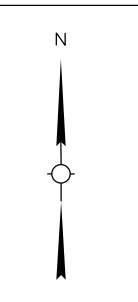
PBA 3 - D

PBA 3 - E

PBA 4

PBA 4 - A

PBA 4 - B



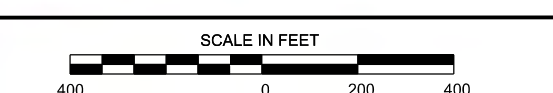
See Sub-Alternatives A-F (PBAs 1, 2, 3) for Alignments

MATCH LINE STA. 2+425+00

PBAs 1, 2 & 3

Legend

New Road Construction	Exist. ROW
New Bridge Construction	Req'd ROW
Existing	



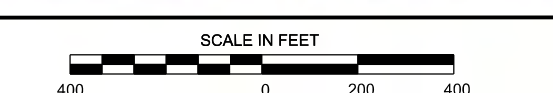
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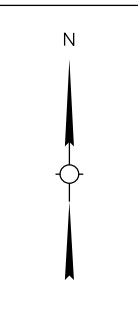
MATCH LINE STA. 2665+00

PBAs 1, 2 & 3

Legend

	New Road Construction		Exist. ROW
	New Bridge Construction		Req'd ROW
	Existing		Existing





See Sub-Alternatives A & B (PBA 4) for Alignments

MATCH LINE STA. 2440+00

PBA 4

Legend

- New Road Construction
- New Bridge Construction
- Exist. ROW
- Req'd ROW
- Existing

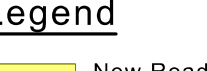




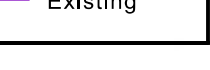


See Sub-Alternatives A & B (PBA 4) for Alignments

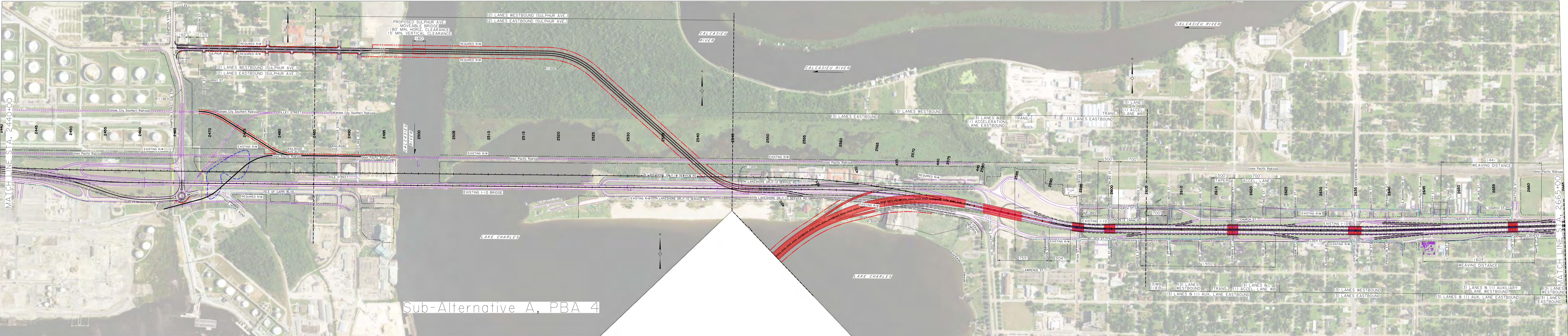
MATCH LINE STA. 2665+00

PBA 4

Legend

	New Road Construction		Exist. ROW
	New Bridge Construction		Req'd ROW
	Existing		Existing

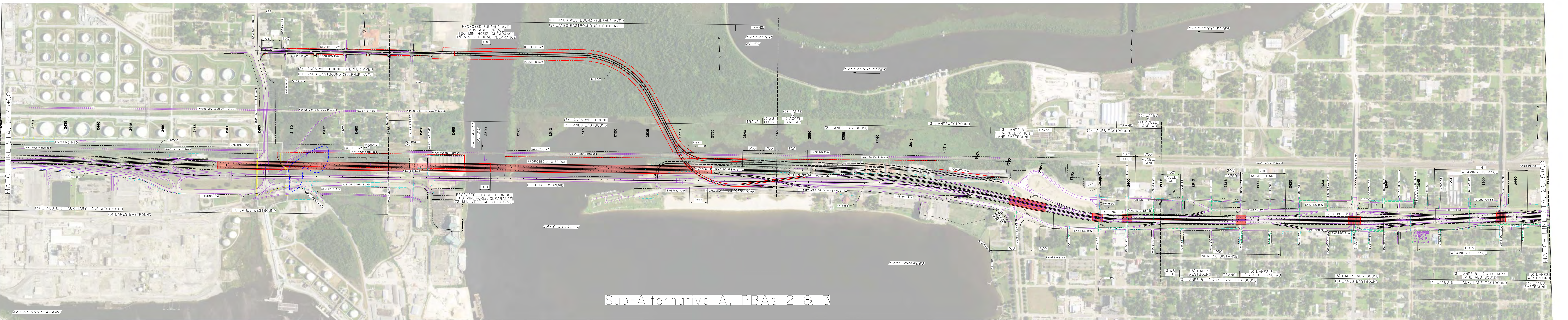




Sub-Alternative A, PBA 4

MATCH LINE STA. 2440+00

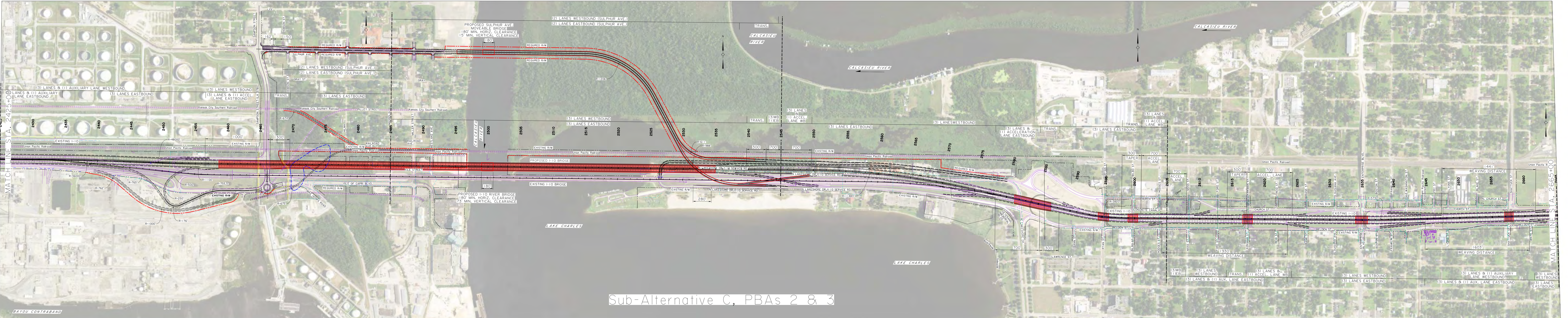
MATCH LINE STA. 2665+00



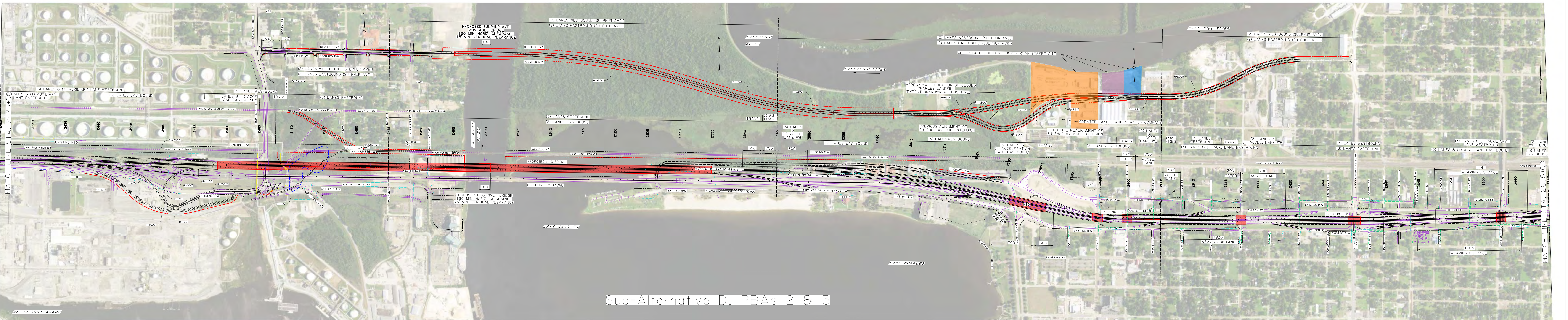
MATCH LINE STA. 2425+00

MATCH LINE STA. 2665+00

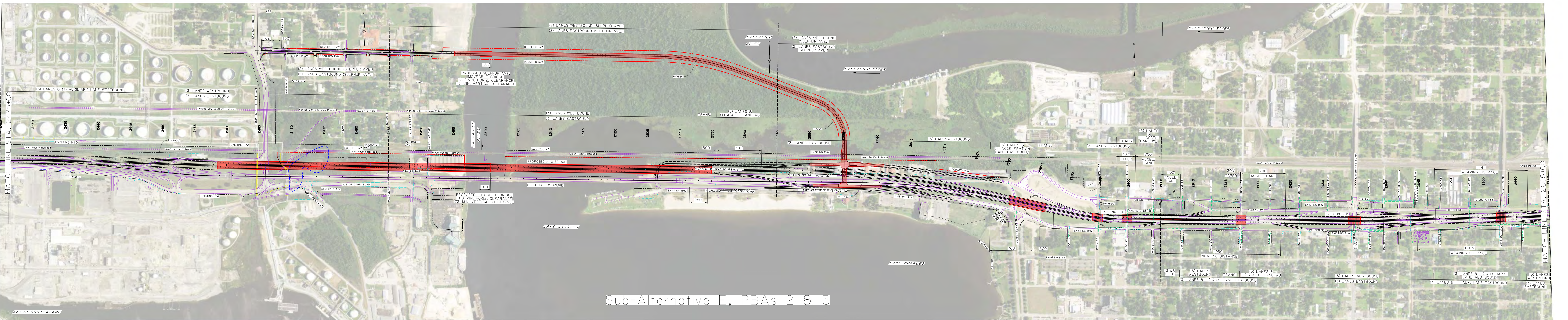
Sub-Alternative A, PBAs 2 & 3



Sub-Alternative C, PBAs 2 & 3



Sub-Alternative D, PBAs 2 & 3



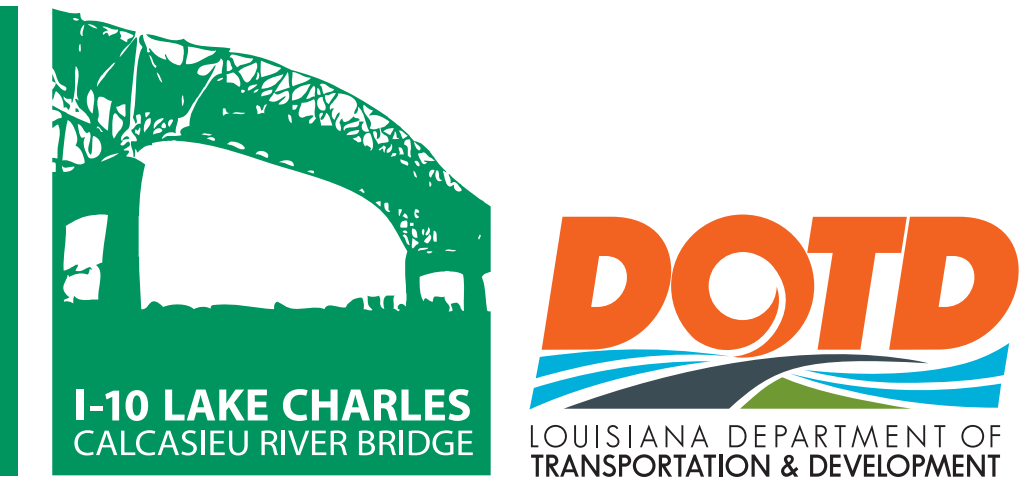
Sub-Alternative E, PBAs 2 & 3

Attachment C-9
Station 8 Exhibits



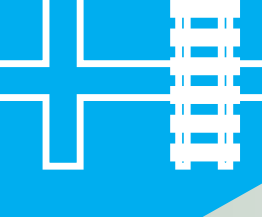








Screening Objectives
Preliminary Alternatives Screening
Objectives Screening Matrices
Recommended Reasonable Alternatives

SCREENING OBJECTIVES

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

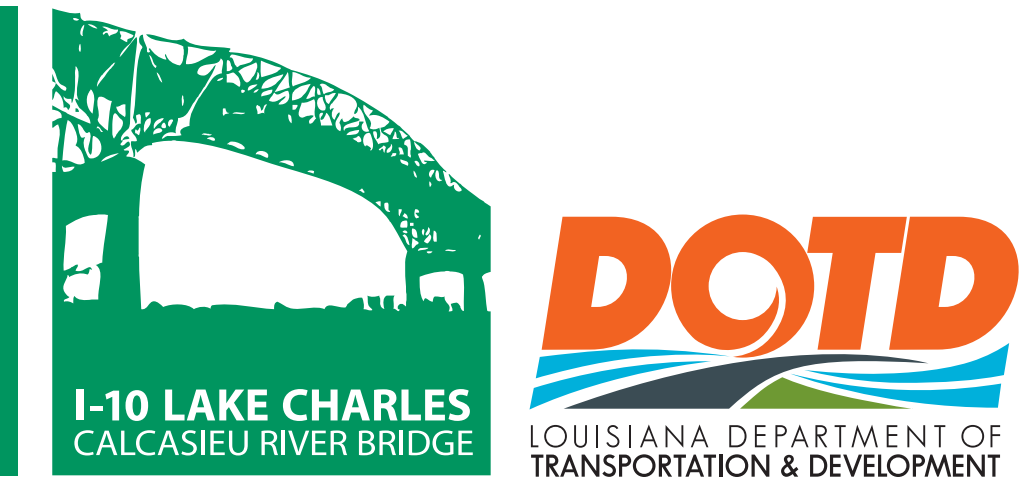


11 OBJECTIVES | 35 MEASURES

 <p>1. Minimize ROW</p>	<p>1. Acres of New ROW 2. Number of Parcels Impacted</p>	 <p>7. Avoid/Minimize Impacts to Cultural and 4(f)/6(f) Resources</p>	<p>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</p>
 <p>2. Avoid/Minimize Impact to Infrastructure</p>	<p>3. Number of Major Utilities Crossed 4. Railroad Crossing Impacts</p>	 <p>8. Avoid/Minimize Impacts to Natural Resources</p>	<p>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</p>
 <p>3. Minimize Roadway Disruptions During Construction</p>	<p>5. Number of I-10 Full Road Closures 6. Number of Arterial Full Road Closures</p>	 <p>9. Avoid/Minimize Impacts to Other Resources</p>	<p>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</p>
 <p>4. Optimize Cost</p>	<p>7. Estimated Construction Cost 8. Estimated ROW Cost 9. Estimated Operations and Maintenance Cost</p>	 <p>10. Supports/Consistent with Economic Development and Transportation Plans</p>	<p>32. Supports Economic Development 33. Supports Transportation Plans Identified in the MTP and LA STP</p>
 <p>5. Minimize Construction Risk in EDC Contamination Area</p>	<p>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</p>	 <p>11. Sustain Public and Agency Support</p>	<p>34. Comments Received at Agency Meeting 35. Comments Received at Public Meeting</p>
 <p>6. Avoid/Minimize Impacts to Community</p>	<p>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</p>	<p>Acronym Key ROW = Right-of-Way EJ = Environmental Justice LEP = Limited English Proficiency NRHP = National Register of Historic Places MTP = Metropolitan Transportation Plan LA STP = Louisiana Statewide Transportation Plan</p>	

PRELIMINARY ALTERNATIVES SCREENING

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE
I-10/1-210 WEST END - I-10/1-210 EAST END



Preliminary Alternatives

- No Build
- High Occupancy Vehicle Lanes
- Transportation System Management
- Transportation Demand Management

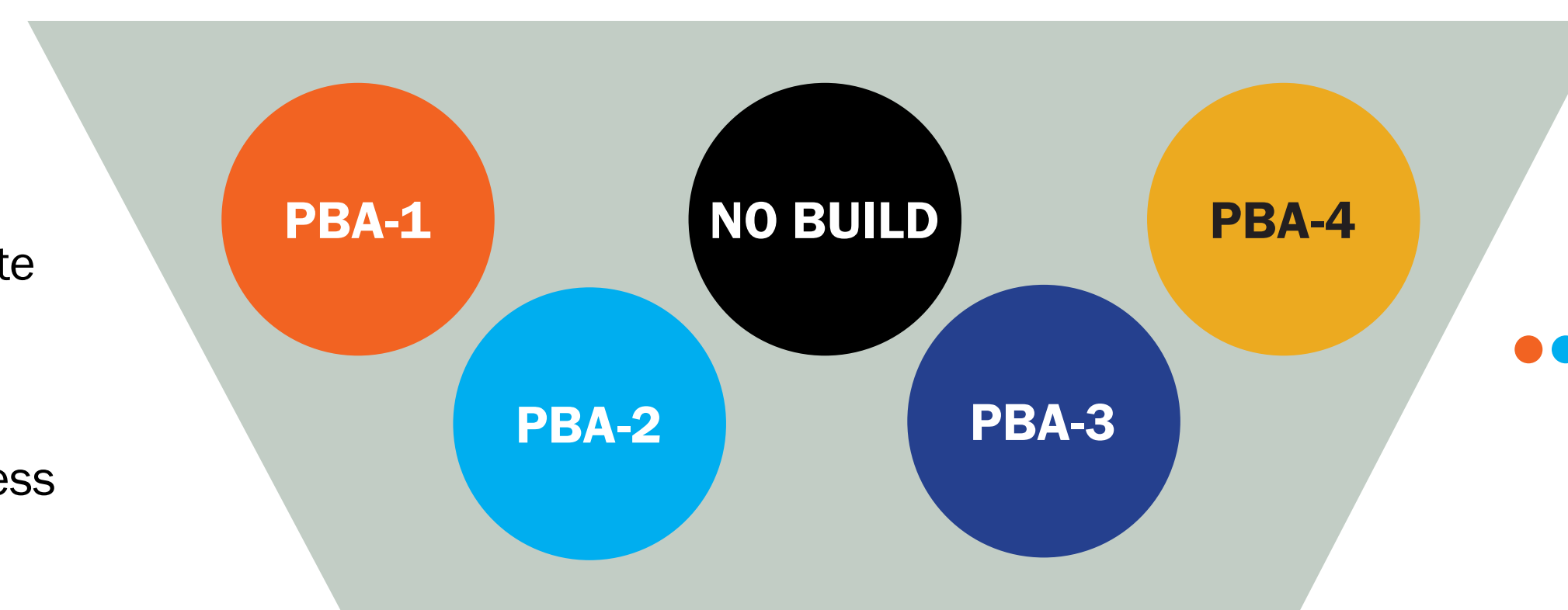


- I-10 Corridor Alignment, Sub-Alt F
- I-10 Corridor Alignment, Sub-Alts A - E
- I-10 Corridor Alignment, Sub-Alts A - E
- South Corridor Alignment, Sub-Alts A & B

Tier 1 Purpose and Need Screening

Alternatives Screened Out

- TSM & TDM**
Existing and planned TSM and TDM measures do not include the physical improvements to provide the magnitude of benefits needed to accommodate the needs of the project.
- HOV**
No foreseeable opportunity for HOV lanes in the Lake Charles area to address the project needs.



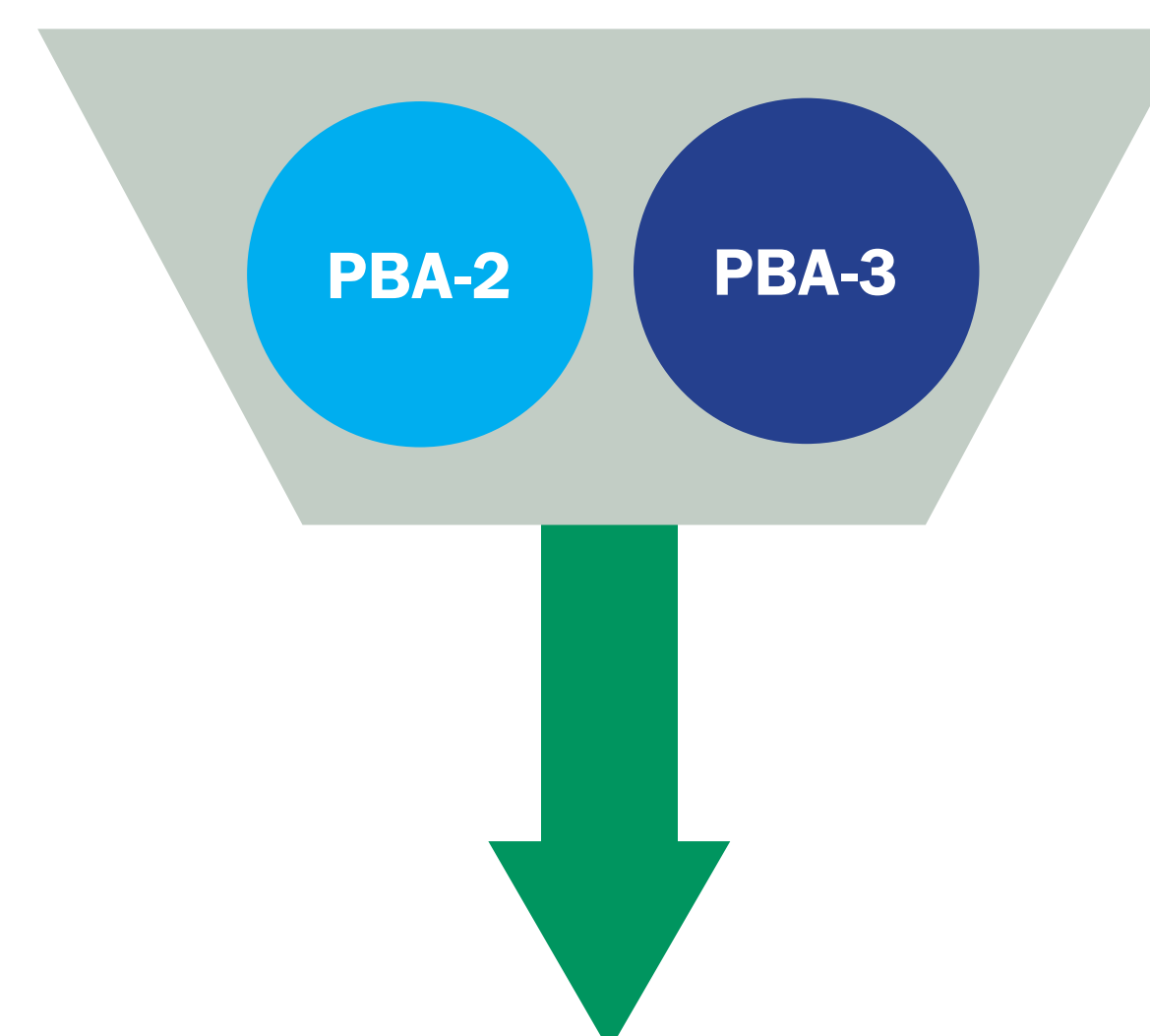
Alternatives Passing the Purpose and Need Screening

- No Build**
Does not meet project needs but serves as baseline condition against which other alternatives are compared.
- PBA 1 - PBA 4 (and all Sub-Alts)**
Corrects lane imbalance, increases capacity, improves road and bridge deficiencies and safety.

Tier 2 Project Objectives Screening

Alternatives Screened Out

- PBA 1, Sub-Alt F**
Driving piles is a potential risk for downward migration of EDC towards aquifer.
- PBA 4, Sub-Alts A & B**
Highest cost, impacts to natural resources, and visual impacts.



Recommended Reasonable Alternatives

- PBA 2, Sub-Alts A - E**
Compensated foundation and Sampson St. Sub-Alternatives avoid/minimize risk of construction in EDC release area.
- PBA 3, Sub-Alts A - E**
Long-span bridge and Sampson St. Sub-Alternatives designed to avoid/minimize risk of construction in EDC release area.

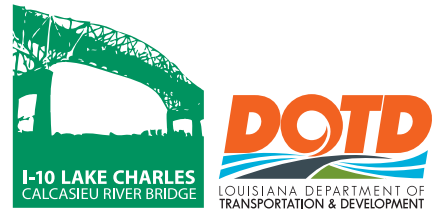
Detailed Evaluation in EIS

OBJECTIVES SCREENING MATRIX - PAGE 1

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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

State Project No. H.003931



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
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	\$30M-\$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.



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				
	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		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 = 0.23 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

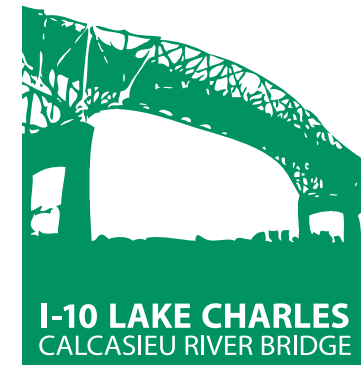


Objective	(10) Supports/Consistent with Economic Development and Transportation Plans		(11) Sustain Public and Agency Support	
Criteria / Measure	Supports Economic Development	Supports Transportation Plans Identified in MTP and LA STP	Comments Received at Agency Meeting #2	Comments Received at Public 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	Note: To be completed following Agency and Public Meeting #2	
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		

Recommended Reasonable Alternatives: PBA 2, Sub-Alts A-E & PBA 3, Sub-Alts A-E

I-10 LAKE CHARLES CALCASIEU RIVER BRIDGE

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



Attachment C-10
Station 9 Exhibit

We Want to Hear from You

WE WANT TO HEAR FROM YOU!

AT THIS PUBLIC MEETING

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

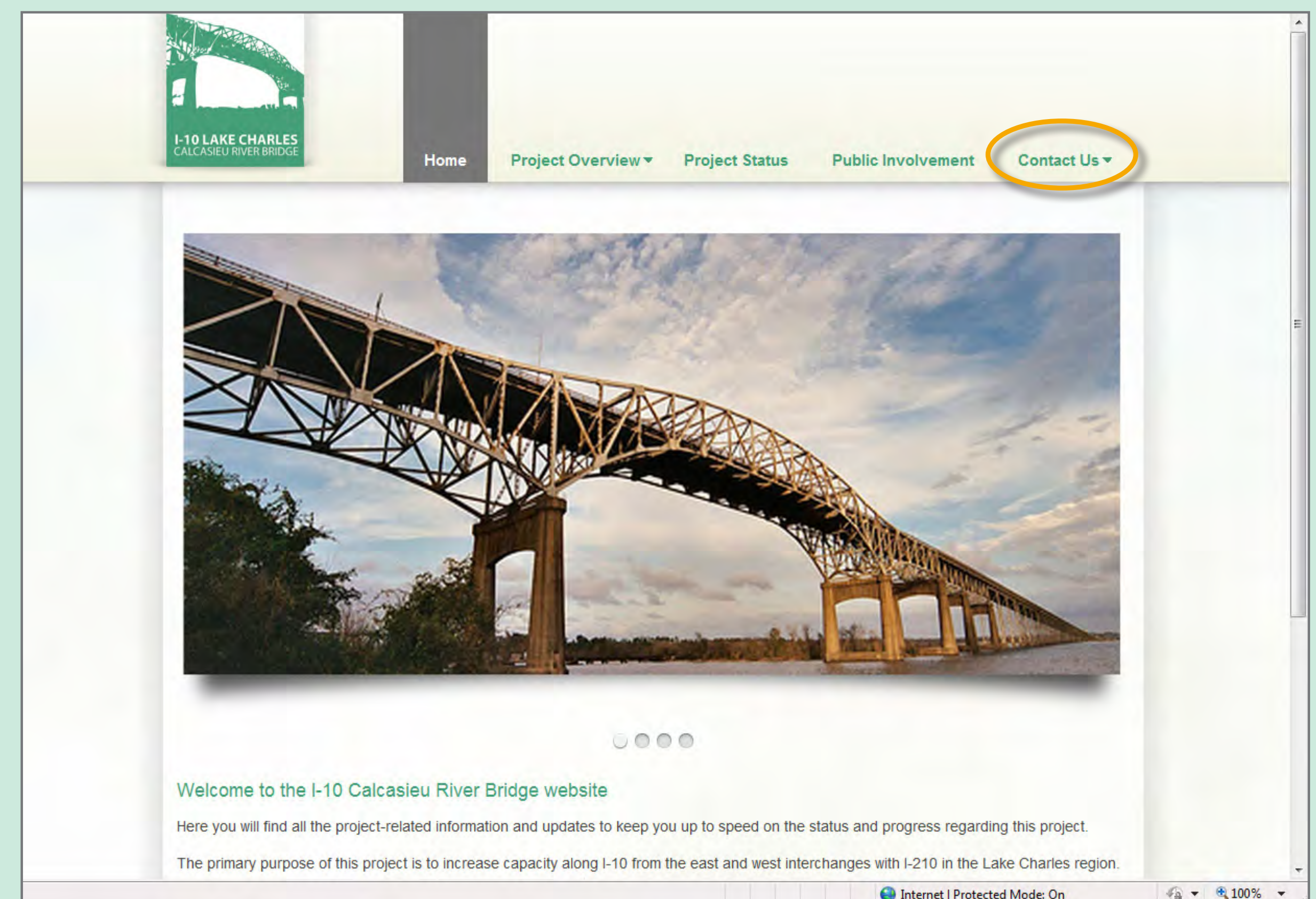
**I-10 Calcasieu River Bridge Project
c/o HNTB Corporation
2021 Lakeshore Drive, Suite 230
New Orleans, LA 70122**

Verbal Comments will be accepted tonight at the Comment Table.

Comments on the project will be solicited for 45 days following the public meeting. Comments must be submitted/postmarked within 10 days of the public meeting to become part of the official public meeting record.

PROJECT WEBSITE

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



www.i10lakecharles.com

Attachment C-11
Meeting Photographs



Agency Meeting

The agency meeting was attended by 81 agency representatives and elected officials. It included a formal presentation by the Project Team.



Public Meeting

The public meeting was attended by 109 individuals, not including DOTD, FHWA, and consultant staff. The public meeting utilized an open-house format with nine distinct stations.



Public Meeting (continued)

One of the nine public meeting stations included a repeating presentation providing an overview of the project and meeting materials. Project Team members were available at every station to provide information and answer questions.