

FHWA-AL-EIS-19-01-F

**FINAL ENVIRONMENTAL
IMPACT STATEMENT
AND
RECORD OF DECISION**

APPENDICES A - D

**PROJECT NO. DPI-0030(005)
I-10 MOBILE RIVER BRIDGE AND BAYWAY
MOBILE AND BALDWIN COUNTIES, ALABAMA**



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
ALABAMA DEPARTMENT OF TRANSPORTATION**

**IN COOPERATION WITH:
U.S. Army Corps of Engineers, Mobile District
and
U.S. Coast Guard, Eighth District**

August 2019

APPENDIX A

Public Hearing Summary Report

CORRIDOR PUBLIC HEARING SUMMARY REPORT

Project DPI-0030(005)
Mobile River Bridge and Bayway Project
Mobile and Baldwin Counties, Alabama



June 2019

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Attachments

Attachment A: Public Notice and Advertisement

Attachment B: Public Hearing Materials

Attachment C: Media Coverage April 30, 2019 through May 9, 20109

Attachment D: Transcripts

Attachment E: Written Comments Received

(Note: Written Comments Received are not included in the FEIS/ROD, but are available upon request to ALDOT.)

1.0 Pre-Hearing Activities

The planning for the Corridor Hearing began in January 2019. Since Alabama Department of Transportation (ALDOT) anticipated a large number of attendees at the Public Hearings and because the proposed project crosses county lines, two hearings were scheduled for public convenience. The first hearing was held in Baldwin County at the Spanish Fort Community Center located at 7361 Spanish Fort Boulevard, Spanish Fort, Alabama, on Tuesday, May 7, 2019, from 4:30 to 8:00 p.m. The second hearing was held in Mobile County at the Mobile Civic Center located at 401 Civic Center Drive, Mobile, Alabama 36602, on Thursday, May 9, 2019, from 4:30 to 8:00 p.m. These locations were considered ideal because they are located in close proximity to the project. Representatives from the project team visited the venues on April 5, 2019 to finalize the equipment and materials needed from the venue on the dates of the hearings.

On April 10, April 11, and April 17, public notices for the hearings were placed at 64 locations in Mobile and Baldwin Counties. These locations included public facilities, restaurants, churches, retail stores, gas stations, and others. A copy of the public notice and a list of these locations where it was placed is included in **Attachment A**.

On April 23, 2019, invitations were e-mailed to Section 106 Consulting Parties. A copy of the e-mail invitation is attached in **Attachment A**.

On April 30, 2019, a press release was e-mailed to local radio and television stations and newspapers. A copy of the news release and the distribution list are all included in **Attachment A**. The public notice and press release were also placed on the project website (www.mobileriverbridge.com).

On April 5 and April 21, 2019, a public notice was published in the *Press Register* advertising the date, time, location and purpose of the Corridor Hearing. The same advertisement also ran on April 10 and April 24, 2019 in *The Lagniappe*. A copy of the public notice is included in **Attachment A**.

The project team held pre-meetings on April 5, April 12, April 19, April 24, April 26, and April 30, 2019. Additionally, a pre-hearing team meeting was held on May 1, 2019 at the ALDOT Southwest Region Training Building so that the individuals working the hearings could become more familiar with the station they were assigned to and review the exhibits and project fact sheet. Full rehearsals of the presentation were conducted at the ALDOT Southwest Region Training Building on May 1 and May 6, 2019.

2.0 Public Hearing Activities

2.1 Spanish Fort Public Hearing

The project team arrived at the Spanish Fort Community Center at approximately 1:30 p.m. to set up the displays, tables, chairs, and presentation. A walk-through meeting was held at 3:30 p.m. to familiarize ALDOT and consultant personnel with the exhibits and scope of the proposed project.

Fact sheets were prepared and provided to personnel who participated in the hearing. The fact sheet contained pertinent information about the project such as project description, cost estimates, relocation information, traffic, etc. A copy of the fact sheet is included in **Attachment B**.

The hearing location was well lit and provided ample space. The weather was warm and calm. Registration tables were set up at the entrance to the room. Within the meeting room, project exhibits were displayed on easels. Monitors were set up to display the visualization and animation that was updated for the hearings. The visualization station was setup and staffed by personnel from ALDOT's Visualization Department and included two monitors, one that displayed the animation and one that displayed an interactive 360-degree tour of the project. The presentation and public forum portion of the hearing was held in a separate room with glass windows that was clearly visible from the area where the exhibits were displayed. Photographs of the meeting location are included in **Attachment B**. A copy of the presentation is contained in **Attachment B**.

The exhibits consisted of layouts showing the overall project scope and limits, the proposed bicycle and pedestrian facilities, and interchange concepts. Renderings of the bridge from different locations and renderings of the proposed overlook on the Mobile River Bridge were also displayed. Exhibits containing information on tolling, along with a map showing the tolled and non-tolled route were displayed. Representatives from ALDOT and the consultant team were stationed at the exhibits, while others circulated through the audience answering questions and directing citizens to specific areas of interest. Small-scale copies of the exhibits are included in **Attachment B**.

Registration began at 4:00 p.m. for the open house and for those wishing to speak during the public forum. The formal presentation began at 5:30 p.m. with the public forum following the presentation. There were a total of 150 registrants, 42 of whom were ALDOT and consultant personnel. Public handouts consisting of a project information sheet which contained a project location map and a comment sheet were provided to all registered guests. Copies of the public handout and the registration sheets are included in **Attachment B**.

Materials displayed at the hearing were placed on the project website (www.mobileriverbridge.com), and the public comment form was placed on the website for electronic submission.

2.2 Mobile Public Hearing

The project team arrived at the Mobile Civic Center at approximately 1:30 p.m. to set up the displays, tables, chairs, and presentation. A walk-through meeting was held at 3:30 p.m. to familiarize ALDOT and consultant personnel with the exhibits and scope of the proposed project. The same fact sheet from the Spanish Fort hearing was used during this hearing.

The hearing location was provided ample space. The weather was stormy. Registration tables were set up at the entrance to the room. Within the meeting room, project exhibits were displayed on easels. Monitors were set up to display the visualization and animation that was updated for the hearings. The visualization station was setup and staffed by personnel from ALDOT's Visualization Department and included two monitors, one that displayed the animation and one that displayed an interactive 360-degree tour of the project. The presentation and public forum portion of the hearing was held in a separate room to allow meeting attendees to continue to view the exhibits during the presentation should they choose to do so. Photographs of the meeting location are included in **Attachment B**.

The exhibits consisted of layouts showing the overall project scope and limits, the proposed bicycle and pedestrian facilities, and interchange concepts. Renderings of the bridge from different locations and renderings of the proposed overlook on the Mobile River Bridge were also displayed. Exhibits containing information on tolling, along with a map showing the tolled and non-tolled route were displayed. Representatives from ALDOT and the consultant team were stationed at the exhibits, while others circulated through the audience answering questions and directing citizens to specific areas of interest. Small-scale copies of the exhibits are included in **Attachment B**.

Registration began at 4:00 p.m. for the open house and for those wishing to speak during the public forum. The formal presentation began at 5:30 p.m. with the public forum following the presentation. There were a total of 167 registrants, 39 of whom were ALDOT and consultant personnel. Public handouts consisting of a project information sheet which contained a project location map and a comment sheet were provided to all registered guests. Copies of the public handout and the registration sheets are included in **Attachment B**.

Materials displayed at the hearing were placed on the project website (www.mobileriverbridge.com), and the public comment form was placed on the website for electronic submission.

2.3 Media Coverage

Various media outlets covered the project, increasing public awareness of the project and the public hearings. A total of fourteen (14) stories ran in the media between April 30 and May 9, 2019. A listing of these stories is included in **Attachment C**.

3.0 Comment Summary

A total of 108 people attended the May 7 public hearing in Spanish Fort, Alabama, excluding project team personnel. A total of 128 people attended the May 9 public hearing in Mobile, Alabama, excluding project team personnel. Copies of the sign-in sheets are included in **Attachment D**.

Fourteen (14) people spoke during the public forum portion of the Spanish Fort hearing. Eleven (11) people spoke during the public forum portion of the Mobile hearing. Court reporters were present during both hearings to prepare transcripts of the hearings and to accept verbal comments, if needed. Copies of the cards used by speakers to make comments during the public forum are contained in **Attachment D**. Copies of the transcripts from each hearing are contained in **Attachment D**.

A total of fifteen (15) comment forms were received at the Spanish Fort hearing, and sixteen (16) comment forms were received at the Mobile hearing. An additional 628 written comments were received by online submission, e-mail, or mail. Comments submitted in duplicate or in multiple formats by the same individual were combined and counted as one comment. A total of 684 comments were received and are summarized below.

Address of Commenter

The following is a breakdown of where the people who commented reside:

- Mobile County: 31%
- Baldwin County: 59%
- Other (outside of Mobile and Baldwin Counties): 7%
- Did not provide information: 3%

How often do you use I-10 between Mobile and Baldwin Counties a month?

The following is a breakdown of how often individuals who commented use I-10 between Mobile and Baldwin Counties each month:

Trips Per Month	Percent of People who Responded
0-4	18%
5-9	9%
10-14	9%
15-19	7%
20-24	9%
25-29	1%
30-39	4%
40	22%
41-49	6%
50-59	7%
60-71	4%
72-79	<1%
80	2%
81-90	<1%

Trips Per Month	Percent of People who Responded
120	1%
168	<1%

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

A total of 82 percent of the individuals who answered this question believe there is a need to add capacity to I-10 across Mobile River and Mobile Bay. A total of 18 percent do not think additional capacity is needed.

Are you in favor of the project as proposed?

Of the 651 people who answered this question, approximately 14 percent said yes, and approximately 86 percent said no.

Of the 558 people who answered no, around 34 percent of the people said it is because the toll is too high, and about 52 percent said it was because there should be no toll.

The remaining 14 percent had other comments regarding why they do not agree with the project as proposed, including suggestions for other ways to reduce congestion or locations for the proposed bridge.

Other Comments

The following is a summary of how comments received that are similar in nature were grouped together:

Comment Group	Number of Comments
- Mention the need for more Federal money to be used for project	56
- Mention the need to use gas tax increase to pay for project	55
- Specifically request a higher discount for locals	36
- Believe that locals should be exempt from paying tolls	31
- Recommend Alabama implement a lottery to help pay for roads, schools, etc.	15
- Suggest leaving the existing Bayway alone for use by locals (non-tolled)	15
- Recommend ALDOT use the northern route and connect the Bayway to the Cochrane-Africatown USA Bridge and build an interstate connector through Africatown to I-165	15
- Recommend moving the bridge over the Mobile River to the south near Michigan Avenue to provide a bypass for through traffic	15
- Do not believe that Wallace Tunnel should be tolled	13

Copies of the transcripts are contained in **Attachment D**. Copies of written comments received in person, electronic submission (online and/or e-mail), and mail are included in **Attachment E**.

ATTACHMENT A:
Public Notice and Advertisement

APR 12 2019

Alabama Media Group
P O Box 2488
Mobile, AL 36652-2488



Press Register

INVOICE

INV#: 0009102722

PRR BIZ
1501 FOURTH AVE STE 550
SEATTLE, WA 98101

0

Sales Rep: Cristy Boyington
Account Number: 1000880797
INV#: 0009102722

Remit Payment to:
Alabama Media Group
Dept 77571
P.O. Box 77000
Detroit, MI 48277-0571

Page 1 of 2

Date	Position	Description	P.O. Number	Ad Size	Costs
04/05/2019	Legals Mobile	Public Notice Notice is hereby given that the Alabama Department of	Project No. DPI-0030(005)	1 x 55 L	
				Basic Ad Charge - 04/05/2019	\$112.06
				Total	\$112.06

FOR QUESTIONS CONCERNING THIS AFFIDAVIT, PLEASE CALL CRISTY BOYINGTON AT 251-219-5301 OR EMAIL LEGALS@PRESS-REGISTER.COM

State of Alabama,) ss
County of Mobile)

Cristy Boyington being duly sworn, deposes that he/she is principal clerk of Alabama Media Group; that Press Register is a public newspaper published in the city of Mobile, with general circulation in Mobile County, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):

Press Register 04/05/2019


Principal Clerk of the Publisher

Sworn to and subscribed before me this 8th day of April 2019


Notary Public



Public Notice

Notice is hereby given that the Alabama Department of Transportation (ALDOT) will hold a Public Hearing regarding the Supplemental Draft Environmental Impact Statement, Project No. DPI-0030(005), I-10 Mobile River Bridge and Bayway, Mobile and Baldwin Counties, Alabama.

The purpose and need of this proposed project is to increase the capacity of I-10 to meet existing and projected future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

You are invited to attend and participate in either of the following public meetings:
Tuesday, May 7, 2019, 4:30-8 p.m.,
Spanish Fort Community Center
Thursday, May 9, 2019, 4:30 - 8 p.m.,
Mobile Civic Center

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-8 p.m. The public may review project information, exhibits, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting.

Free parking will be available at each meeting.

Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, e-mailed to mrbenvironmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019.

The mailing address is:

ALDOT - Mobile River Bridge and Bayway Project

ATTN: Matt Ericksen, P.E.
1701 I-65 West Service Road N
Mobile, AL 36618

For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

PRESS REGISTER
April 5, 2019

APR 25 2019

Alabama Media Group
P O Box 2488
Mobile, AL 36652-2488



Press Register
INVOICE

INV#: 0009115658

PRR BIZ
1501 FOURTH AVE STE 550
SEATTLE, WA 98101

0

Sales Rep: Cristy Boyington
Account Number: 1000880797
INV#: 0009115658

Remit Payment to:
Alabama Media Group
Dept 77571
P.O. Box 77000
Detroit, MI 48277-0571

Page 1 of 2

Date	Position	Description	P.O. Number	Ad Size	Costs
04/21/2019	Legals Mobile	Public Notice Notice is hereby given that the Alabama Department of		1 x 55 L	
				Basic Ad Charge - 04/21/2019	\$112.06
				Total	\$112.06

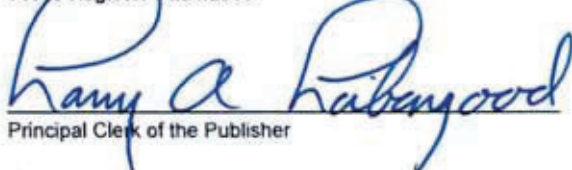
FOR QUESTIONS CONCERNING THIS AFFIDAVIT, PLEASE CALL CRISTY BOYINGTON AT 251-219-5301 OR EMAIL LEGALS@PRESS-REGISTER.COM

State of Alabama,) ss

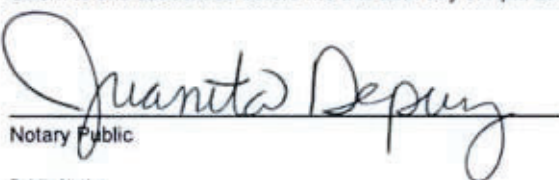
County of Mobile)

Cristy Boyington being duly sworn, deposes that he/she is principal clerk of Alabama Media Group; that Press Register is a public newspaper published in the city of Mobile, with general circulation in Mobile County, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):

Press Register 04/21/2019


Principal Clerk of the Publisher

Sworn to and subscribed before me this 22th day of April 2019


Notary Public



Public Notice

Notice is hereby given that the Alabama Department of Transportation (ALDOT) will hold a Public Hearing regarding the Supplemental Draft Environmental Impact Statement, Project No. DPI-0030(005), I-10 Mobile River Bridge and Bayway, Mobile and Baldwin Counties, Alabama.

The purpose and need of this proposed project is to increase the capacity of I-10 to meet existing and projected future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

You are invited to attend and participate in either of the following public meetings:

- Tuesday, May 7, 2019, 4:30-8 p.m., Spanish Fort Community Center
- Thursday, May 9, 2019, 4:30 - 8 p.m., Mobile Civic Center

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-8 p.m. The public may review project information, exhibits, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting.

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Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, e-mailed to mrbenvironmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019.

The mailing address is:

ALDOT - Mobile River Bridge and Bayway Project

ATTN: Matt Ericksen, P.E.
1701 I-65 West Service Road N
Mobile, AL 36618

For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

PRESS REGISTER
April 21, 2019

LAGNIAPPE HD

LEGAL AFFIDAVIT

Reference AD ID: 34917

SOMETHING EXTRA PUBLISHING INC.
P.O. Box 3003 Mobile, AL 36652

LAGNIAPPE WEEKLY/LAGNIAPPE HD
704 Government St. Mobile, AL 36602
Phone: 251-450-4466
Email: legals@lagniappemobile.com
Web: www.lagniappemobile.com

Bill To:

ALDOT
Attn: Allison Gregg
107 St. Francis St.
Ste. 2100
Mobile, AL 36602

SALES REP: JACKIE CRUTHIRDS
251-445-7202/ legals@lagniappemobile.com

DATE	AD SECTION	Description	TOTAL COST
4/10/2019	LEGALS	Public Notice Mobile River Bridge & Bayway	59.09

PUBLIC NOTICE

Notice is hereby given that the Alabama Department of Transportation (ALDOT) will hold a Public Hearing regarding the Supplemental Draft Environmental Impact Statement, Project No. DP160320(003), I-10 Mobile River Bridge and Bayway, Mobile and Baldwin Counties, Alabama.

The purpose and need of this proposed project is to increase the capacity of I-10 to meet existing and projected future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

You are invited to attend and participate in either of the following public meetings:

Tuesday, May 7, 2019, 4:30-8 p.m.,
Spanish Fort Community Center

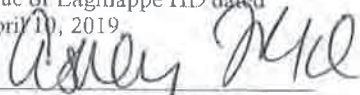
Thursday, May 9, 2019, 4:30 - 8 p.m.,
Mobile Civic Center

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-8 p.m. The public may review project information, exhibits, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting. Free parking will be available at each meeting. Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, e-mailed to environmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019. The mailing address is:
ALDOT - Mobile River Bridge and Bayway Project
ATTN: Matt Erickson, PE
1701 165 West Service Road N
Mobile, AL 36618

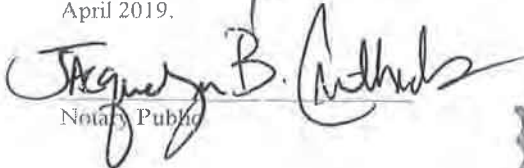
For additional information, visit www.mobileriverbridge.com. For individuals requiring medical assistance, please call Allison Gregg at (251) 604-9740. Special assistance should be requested at least five days prior to the meeting.

Lagniappe HD April 10, 2019

Ashley Trice being sworn says that she is the advertising manager for Something Extra Publishing, Inc, which publishes Lagniappe HD, a newspaper in the City and County of Mobile, State of Alabama: the attached notice appeared in the issue of Lagniappe HD dated April 10, 2019.



Sworn to me this 10th day of April 2019.


Notary Public

My Commission Expires
August 15, 2020

JACQUELYN B CRUTHIRDS
Notary Public
Alabama State at Large

LAGNIAPPE HD

LEGAL AFFIDAVIT

Reference AD ID: 35160

SOMETHING EXTRA PUBLISHING INC.
P.O. Box 3003 Mobile, AL 36652

LAGNIAPPE WEEKLY/LAGNIAPPE HD
704 Government St. Mobile, AL 36602
Phone: 251-450-4466
Email: legals@lagniappemobile.com
Web: www.lagniappemobile.com

Bill To:

ALDOT
Attn: Allison Gregg
107 St. Francis St.
Ste. 2100
Mobile, AL 36602

SALES REP: JACKIE CRUTHIRDS
251-445-7202/ legals@lagniappemobile.com

DATE	AD SECTION	Description	TOTAL COST
4/24/2019	LEGALS	Public Notice Mobile River Bridge & Bayway	59.09

PUBLIC NOTICE

Notice is hereby given that the Alabama Department of Transportation (ALDOT) will hold a Public Hearing regarding the Supplemental Draft Environmental Impact Statement, Project No. 09A0020(001), I-10 Mobile River Bridge and Bayway, Mobile and Baldwin Counties, Alabama. The purpose and need of this proposed project is to increase the capacity of I-10 to meet existing and projected future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry. You are invited to attend and participate in either of the following public meetings:

Tuesday, May 7, 2019, 4:30-8 p.m., Spanish Fort Community Center
Thursday, May 9, 2019, 4:30 - 8 p.m., Mobile Civic Center

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30 p.m. The public may review project information, exhibit, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting. Free parking will be available at each meeting. Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, emailed to environmental@dot.alabamas.gov, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019. The mailing address is: ALDOT - Mobile River Bridge and Bayway Project, ATTN: Matt Erickson, P.E., 1701 West Service Road N, Mobile, AL 36688. For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

Lagniappe HD April 24, 2019

Ashley Trice being sworn says that she is the advertising manager for Something Extra Publishing, Inc, which publishes Lagniappe HD, a newspaper in the City and County of Mobile, State of Alabama; the attached notice appeared in the issue of Lagniappe HD dated April 24, 2019.

Ashley Trice

Sworn to me this 24th day of April 2019.

Jackie Cruthirds
Notary Public

My Commission Expires August 15, 2020

JACQUELYN B CRUTHIRDS
Notary Public
Alabama State at Large



Public Hearing

**Project No. DPI-0030(005)
I-10 Mobile River Bridge and Bayway
Mobile and Baldwin Counties**

The Alabama Department of Transportation (ALDOT) Southwest Region (Mobile Area) extends an invitation to ALL interested individuals to attend and participate in a Public Hearing regarding the Supplemental Draft Environmental Impact Statement.

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-8 pm. The public may review project information, exhibits, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 pm. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two (2) minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting.

For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

CLICK THE LINK BELOW FOR DIRECTIONS

Place: [Spanish Fort Community Center](#)
7361 Spanish Fort Blvd
Spanish Fort, AL 36527

Date: Tuesday, May 7, 2019

Time: 4:30-8 pm

Place: [Mobile Civic Center](#)
401 Civic Center Drive
Mobile, AL 36602

Date: Thursday, May 9, 2019

Time: 4:30-8 pm

Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, e-mailed to mrbenvironmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 pm on May 23, 2019. The mailing address is:

ALDOT – Mobile River Bridge and Bayway Project
ATTN: Matt Ericksen, P.E.
1701 I-65 West Service Road N
Mobile, AL 36618

Public Notices for the hearings at the Mobile Civic Center and Spanish Fort Community Center were left at the following places in Baldwin County:

Wilson's Service Center, US-98
Summit, US-98
Spanish Fort Post Office, US-98
Shell Station, US-98
Bass Pro Shops, US-98
Spanish Fort Gold & Coin
Tyndall Federal Credit Union, US-98

BBVA Compass Bank, US-98
Rouses, US-31
Wells Fargo, US-98
Starbucks, US-90, Daphne
Home Depot, US-90, Daphne
Spanish Fort Community Center, US-31

Public Notices for the hearings at the Mobile Civic Center and Spanish Fort Community Center were left at the following places on the Causeway:

Oyster House
Ed's Seafood Shed
Felix's
R&R Seafood
Ralph & Kacoo's
Bluegill
Café Del Rio
Five Rivers Welcome Center
Five Rivers Nature Center

Public Notices for the hearings at the Mobile Civic Center and Spanish Fort Community Center were left at the following places in Mobile County:

City/County Complex – 6th Floor
City/County Complex – 3rd Floor
Exploreum, Government St.
Olensky Brothers Store, Royal Street
Hancock Whitney Bank, Dauphin St.
Subway, Dauphin St.
Mostly Muffins, Dauphin St.
BBVA Compass Bank, corner of Royal and Dauphin St.
Serda, Royal St.
Alabama Power, St. Joseph Street
Post Office, St. Joseph Street
Moorer YMCA, St. Michael Street
Regions Bank, St. Joseph Street
LoDa Bier Garten, Dauphin St.
TP Crockmiers, Dauphin St.
Three Georges, Dauphin St.
Hero's, Dauphin St.
Game Over, Dauphin St.
Mobile Downtown Alliance, Dauphin St.
Joe Cain's in the Battle House, Royal St.

Panini Pete's, Dauphin St.
Iberia Bank, Royal St.
PNC Bank, Royal St.
Royal Scam, Royal St.
Bell & Co., Conception St.
Marine & Industrial Supply, Virginia St.
Shell, Virginia St.
Texas St. (Seals) Community Center, Texas St.
Higher Power Church, Texas St.
International Ministry, Texas St.
Mount Pleasant Missionary Baptist Church, Texas St.
Delaware Street Baptist Church, S. Lawrence St.
Holy Church of God - Mobile, Texas St.
Shiloh Baptist Church, S. Warren St.
Robert Hope Community Center, Edwards St.
Mobile County Training School, Whitley St.
First Hopewell Baptist Church, Shelby St.
Union Missionary Baptist Church, Bay Bridge Rd.
Our Mother of Mercy Catholic Church, East St.
Yorktown Baptist Church, East St.



FOR IMMEDIATE RELEASE - April 30, 2019

ALDOT to Host Public Hearings for Mobile River Bridge and Bayway

Alabama Department of Transportation (ALDOT) will hold public hearings regarding the *Supplemental Draft Environmental Impact Statement (SDEIS)*, Project No. DPI-0030(005), I-10 Mobile River Bridge and Bayway, Mobile and Baldwin Counties, Alabama.

The purpose and need of this proposed project is to increase the capacity of I-10 to meet existing and projected future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

At the hearings, the public will have the opportunity to review the SDEIS, learn about project developments, and provide comments that will be incorporated into the *Final Environmental Impact Statement*.

The hearings will be held:

- **Tuesday, May 7, 2019, 4:30-8 p.m.**, Spanish Fort Community Center, located at 7361 Spanish Fort Blvd, Spanish Fort, AL 36527
- **Thursday, May 9, 2019, 4:30-8 p.m.**, Mobile Civic Center, located at 401 Civic Center Drive, Mobile, AL 36602. To receive free parking, attendees must notify parking attendants that they are attending the ALDOT hearing.

ALDOT will present the same information at both meetings. The meeting format will be an open house where the public may review project information, exhibits, and the *Supplemental Draft Environmental Impact Statement*. ALDOT's presentation is scheduled to start at 5:30 p.m. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two-minute limit. Verbal comments will be recorded and will become part of the official public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting.

Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, emailed to mrbenvironmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 p.m. on May 23, 2019, to:

ALDOT – Mobile River Bridge and Bayway Project

ATTN: Matt Ericksen, P.E.
1701 I-65 West Service Road N
Mobile, AL 36618

For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

About the Mobile River Bridge and Bayway Project:

This critically important, high-priority transportation project will involve constructing a new six-lane bridge across the Mobile River to increase Interstate 10's capacity and replace the existing four-lane Bayway with an eight-lane facility at an elevation above the 100 year storm surge event to reduce traffic headaches for thousands of commuters each day by saving motorists time.

The Wallace Tunnel currently averages 75,000 vehicles per day, reaching up to 100,000 vehicles during the peak tourism season. With almost double the daily traffic originally anticipated for the crossing, heavy congestions and longer travel times impact motorists, businesses, and the quality of life in the region. ALDOT expects this project to:

- Reduce travel time between Mobile and Spanish Fort/Daphne;
- Increase reliability in travel times and accessibility to jobs, educational facilities, medical services, and recreational activities;
- Facilitate access to/from major industries and freight destinations in Mobile and Baldwin Counties and provide hazardous material vehicles a direct route away from the downtown district; and
- Take all efforts to preserve and protect the Mobile Bay so that generations to come can enjoy the view and natural beauty from the bridge.

#

MEDIA CONTACT: Allison Gregg, (251) 604-9790 | agregg@mobileriverbridge.com

<i>Publication</i>	<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Email</i>	<i>Phone</i>
AL.com	John	Sharp	Metro Reporter		
Atmore Advance	Blake	Bell			
Choctaw Sun Advocate	Editor				
City of Gulf Shores	Mark	Acreman			
City of Gulf Shores	Robert	Craft			
City of Orange Beach	Kit	Alexander			
City of Orange Beach	Tony	Kenyon			
Clarke County Democrat	Editor				
County View Shopper	Editor				
Demopolis Times	Editor				
Lagniappe	Dale	Liesch	Reporter		
Lagniappe	Gabe				
Mobile Bay Magazine	Breck	Papappa			
Mobile Bay Monthly	Judy	Culbreth	Editor		
Mobile Press-Register	Editor		News Department		
Mobile Press-Register	Lawrence	Specker	Metro Reporter		
Monroe Journal	Glenda	Sue			
Mullet Wrapper	Editor				
Press Register	Editor				
South Alabamian	Editor				
Sumter County Record Journal	Editor				
The Democrat Reporter	Editor				
Tombigbee Regional Commission	Editor				
WABD-FM	Hayden	Green	Program Director		
WALA/Fox 10	Editor				
WALA/Fox 10	Steve	Alexander	General Assignment Reporter		
WBLX-FM	EJ	Greig	Program Director		
WBMH BAMA 106, WHOD DIXIE 94.5, WRJX 120	Editor				
WCFT-TV	Javanté	Ingram	Traffic Reporter		
WGOK-AM	Thom	Scott	On Air Personality		
WIAT-TV	Cameron	Edgeworth	Traffic Reporter, Producer and Multimedia Journalist		
WIAT-TV	Rachel	Lundberg	Traffic Reporter		
Wilcox Progress Era	Editor				
WKRK/News 5	Editor				
WKRK/News 5	Emily	Devoe	Reporter		
WKSJ-FM	Dan	Brennan	On Air Personality		
WKSJ-FM	Jason	Taylor	On Air Personality		
WKSJ-FM	Scot	Chestnutt	On Air Personality		
WKSJ-FM	Shelby	Mitchell	Host		
WMXC-FM - Mary & Mason	Mary	Booth	Host		
WMXC-FM - Mary & Mason	Dan	Mason	Host		
WNXP-FM	Lee	Shirvanian	On Air Personality		
WNXP-FM	Mark	Heim	On-Air Personality		
WPVI/News 15	Editor				
WPVI/News 15	Tom	Russo	News Assignment Manager		

WZEW-FM	Catt	Sirten	On-Air Personality
WZNJ 106.5, WIN 98 FM	Editor		
Coastal Alabama Partnership	Stacy	Wellborn	Communications Manager
InfraAmericas	Eugene	Gilligan	Senior Reporter
Inframation	Carl	Winfield	
P3 Bulletin	David	Keniry	Head of Content
IJGlobal (Project Finance & Infrastructure Journal)	Sakshi	Sharma	Americas Editor
ConstructConnect	Henri	Bradshaw	senior content specialist
BridgeWeb	Lisa	Russell	
Inspiratia	Ott	Tammik	
SARPC - Transportation	Kevin	Harrison	
WPMI/News 15	Bob	Noonan	News Director

Missi Shumer

From: May, Melinda <maym@dot.state.al.us>
Sent: Friday, April 26, 2019 4:42 PM
To: Historic Mobile Preservation Society; Honorable Chris Elliot; Honorable Connie Hudson; Honorable Dane Haygood; Honorable Michael McMillan; Honorable Ossia Edwards; Honorable Sandy Stimpson; Major General Janet Cobb; Mr. Anderson Flen; Mr. David Clarke; Mr. Douglas Kearley; Mr. Herndon Inge; Mr. James Hope; Mr. Joe Womack; Mr. John Sledge; Mr. Tilmon Brown; Mr. Walter Meigs; Ms. Amanda McBride; Ms. Carolyn Jeffers; Ms. Cynthia Walton; Ms. Elizabeth Harris; Ms. Elizabeth Merritt; Ms. Elizabeth Stevens; Ms. Katherine Frangos; Ms. Lee Anne Wofford; Ms. Mandy Ranslow; Ms. Mary Cousar; Ms. Wendy Crocker
Cc: Clay, Natasha; Patterson, Pat M; Kayisavera, Dolha; missi@shumerconsulting.com
Subject: Public Hearing Notice
Attachments: MRB Public Hearing Notice.pdf

Good Afternoon,

Per your involvement as a Consulting Party, please see the attached Public Hearing notice for the I-10 Mobile River Bridge and Bayway project.

Melinda May

Engineering Assistant
Design Bureau/ETS
AL Department of Transportation
1409 Coliseum Blvd
Montgomery, AL 36110
Phone: (334)242-6738



Public Hearing

**Project No. DPI-0030(005)
I-10 Mobile River Bridge and Bayway
Mobile and Baldwin Counties**

The Alabama Department of Transportation (ALDOT) Southwest Region (Mobile Area) extends an invitation to ALL interested individuals to attend and participate in a Public Hearing regarding the Supplemental Draft Environmental Impact Statement.

ALDOT will present the same information at both meetings. The meeting format will be an open house from 4:30-8 pm. The public may review project information, exhibits, and the Supplemental Draft Environmental Impact Statement. ALDOT's presentation is scheduled to start at 5:30 pm. Those wishing to provide comments during the formal public forum portion of the open house must register at the sign-in table. Each speaker will have a two (2) minute limit. Verbal comments will be recorded and will become part of the public record, along with written comments received. Representatives of ALDOT will be available to answer questions throughout the meeting.

For additional information, visit www.mobileriverbridge.com. For individuals requiring special assistance, please call Allison Gregg at (251) 604-9790. Special assistance should be requested at least five days prior to the meeting.

CLICK THE LINK BELOW FOR DIRECTIONS

Place: [Spanish Fort Community Center](#)
7361 Spanish Fort Blvd
Spanish Fort, AL 36527

Date: Tuesday, May 7, 2019

Time: 4:30-8 pm

Place: [Mobile Civic Center](#)
401 Civic Center Drive
Mobile, AL 36602

Date: Thursday, May 9, 2019

Time: 4:30-8 pm

Comment forms will be provided. These may be filled out and returned at the meeting, submitted online at www.mobileriverbridge.com, e-mailed to mrbenvironmental@dot.state.al.us, faxed to (251) 473-3624, or mailed by 5 pm on May 23, 2019. The mailing address is:

ALDOT – Mobile River Bridge and Bayway Project
ATTN: Matt Ericksen, P.E.
1701 I-65 West Service Road N
Mobile, AL 36618

ATTACHMENT B:
Public Hearing Materials

Mobile River Bridge and Bayway Public Hearing Internal Fact Sheet

Project Number: DPI-0030 (005)

Description: I-10 Mobile River Bridge and Bayway

- The existing I-10 Wallace Tunnel will remain as a connector to Downtown Mobile

Purpose & Need: Increase the capacity of I-10 to meet existing and future traffic volumes and to provide a more direct route for vehicles transporting hazardous materials, while minimizing impacts to Mobile's maritime industry.

Presented Alternates: Five Feasible (5) (A, B, **B' Preferred**, C and No Build)
14 Alternatives originally, others didn't meet Purpose and Need

Existing and Projected AADT (No build/build)

Route	Demand (AADT)	
	2016 Existing	2040 No Build / Build
Cochrane-Africatown USA Bridge	16,650	49,840 / 51,163
I-10 Wallace Tunnel (design capacity 35,000)	70,200	95,042 / 34,288
Bankhead Tunnel (design capacity 16,000)	16,759	28,136 / 23,278
Mobile River Bridge	N/A	-- / 45,733
Total	103,609	173,018 / 154,462

- Without project, all routes congested in future years
- With project, I-10 has extra capacity and is free flowing
- Less total traffic 2040 build because of toll and congestion suppression/some taking I-65

Notes and Topics

- Tolling/Traffic:
 - Yes, the project will be tolled. Estimated cost is \$2 Billion. No Toll = No Project
 - There will be a frequent user discount; 15% discount for users who make 20 or more trips per month
 - Project will be a Public Private Partnership (P3) – Concessionaire will Design, Build, Operate, Maintain, and Finances; 55-year term (5 CN, 50 O&M)
 - Send anybody with a tolling and funding questions to the Tolling Displays
- Direct Press and Media to Allison Gregg and Katelyn Turner
- Cable Stayed Bridge with Air Draft minimum clearance of 215 ft above Navigation Channel
- Bayway to be replaced with 8 lanes above storm surge impacts (up to 10 feet higher)
 - Existing Bayway to remain in use during construction and demoed after
- Next Steps:
 - Address public comments. All comments will be included in the Environmental Documentation
 - Finalize Memorandum of Agreement with Section 106 Consulting Parties (Historic Resources)
 - Prepare and submit Final EIS and Record of Decision for Approval from FHWA. Anticipated early August
 - Pending approval of the FEIS/ROD, the project will be awarded to a Concession team March 2020 with Construction starting late 2020/early 2021; Construction will take estimated 5 years
- Comment formats: Comment Form, Speaking at Public Forum, or online at www.mobileriverbridge.com
 - Deadline for Comments is 5:00 pm Thursday May 23rd
- ROW is currently being acquired; 35 tracts of 43 tracts have been acquired; 0 residential relocations

STATIONS

<u>1. Registration</u> Shirley Hunter Virginia Johnson Keri Henning* Jerome Reddick Marie Kyser Diamond Pearson	<u>2. Speaker Registration</u> Clay McCoy Jason White	<u>3. Visualization</u> Matt Taylor Adam Campbell Bill Turner	<u>4. Project Overview</u> Mike McCarthy* (P) Marvin Waller (R) Beverly Wilson Scott Jayroe Natasha Clay (E)	<u>5. Main Span/Bayway</u> Mack Outlaw Pat Hickox* Kenneth Lee
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<u>6. Tolling</u> Andrew Wood (P,E) Missi Shumer*(E) Steve Walker (E,T) Brian Aaron Jimmy Shumock*	<u>7. Bike/Ped</u> Dolha Kayisavera (E) Wade Henry (E,T) Vince Beebe (R)	<u>8. Forum</u> Matt Ericksen (P) Edwin Perry (R) George Conner Jason White (signal)	<u>9. Media/Forum</u> Allison Gregg Katelyn Turner	<u>10. Broad-Duval Int</u> Chris Blackwood
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<u>11. Virginia Int</u> Tom Harjung* Stan Biddick (T)	<u>12. Texas/Canal Int</u> Don Powell Jesse Chambless	<u>13. East Tunnel</u> John Reece Paul McCracken	<u>14. Midbay</u> Akhter Hossain Greg Lowe (E)	<u>15. Eastern Shore</u> Katie Parker* Taylor Stoudenmire (T)
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*Consultant

Key MRB Subject Matter Experts for Questions:

(P) = Procurement and Proposing Teams

(E) = Environmental and SDEIS

(T) = Traffic

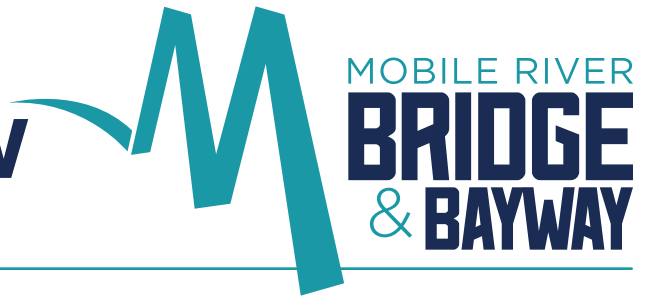
(R) = ROW

The 3 proposing teams and firms are listed below. If somebody introduces themselves from one of these teams/firms and has specific questions, send them to the Procurement subject matter experts.

- **Gulf Coast Connectors:** ACS, Macquarie, Dragados, Lane, Flatiron, TY Lin, Volkert, Traylor Brothers
- **I-Mobility Partners:** Cintra, Meridiam, Ferrovial, Parsons, AECOM, Arcadis
- **Mobile River Bridge Group:** Infrared, Shikun and Binui, Southland, Johnson Brothers, FCC, Figg Engineering

PROJECT OVERVIEW

May 2019



The Mobile River Bridge and Bayway Project: **Connecting communities, improving commutes**

Congestion on I-10 between Mobile and Baldwin Counties is on par with the worst in the Southeast. As the region grows, it is critical that the I-10 system provide increased capacity to handle additional traffic coming through the area. To increase capacity, the Alabama Department of Transportation (ALDOT) proposes the Mobile River Bridge and Bayway project. This high-priority project involves three major components:

- **Mobile River Bridge:** a new 2.5-mile-long cable stay bridge with six lanes of travel over the Mobile River and a scenic overlook
- **Bayway:** 7.5 miles of new bridges over Mobile Bay with eight lanes of travel above the 100-year storm surge level
- **Access:** Seven interchanges reconstructed and/or modified



The Project will:

- Increase capacity of I-10 to meet existing and predicted future traffic volumes
- Provide vehicles carrying hazardous materials a direct route away from downtown Mobile
- Minimize impacts to Mobile's maritime industry

Conceptual Rendering of Mobile River Bridge

Project Area



MobileRiverBridge.com



Supplemental DEIS Overview

The Supplemental Draft Environmental Impact Statement (SDEIS) was prepared primarily to evaluate changes in the project since the Draft Environmental Impact Statement (DEIS) was signed in July 2014. The SDEIS documents the results of additional studies and new information that has occurred in the project as a result of the following primary changes: alignment modifications, replacement of the Bayway, bicycle and pedestrian accommodations, alternative delivery method, and tolling. The SDEIS identifies environmental commitments and mitigation measures to offset adverse impacts that must be carried through the design, construction, and post-construction phases.

Alternatives Considered

While Alternative B' has been identified as the Preferred Alternative due to its ability to meet the purpose and need of the project while minimizing impacts to the cruise terminal and other maritime industries, all four of the Build Alternatives evaluated in the DEIS and the No Build Alternative remain under consideration. Once a decision is reached, the public and agencies will be notified with the publication of the Final Environmental Impact Statement (FEIS)/ Record of Decision (ROD).

Bicycle and Pedestrian Accommodations

The Mobile River Bridge will feature an overlook, allowing visitors to take in sweeping views of Mobile, the river, and Mobile Bay. Also, ALDOT has committed to a new separated bicycle and pedestrian path across the Mobile River along Bay Bridge Road and the Cochrane-Africatown USA Bridge. Future extensions would provide a continuous route from downtown Mobile to the USS Alabama Battleship Memorial Park.

Alternative Delivery/Project Financing

To advance the delivery of the project, ALDOT is pursuing a public-private partnership (P3). A P3 pairs ALDOT with a private partner to design, build, finance, operate, and maintain the new Mobile River Bridge and Bayway. ALDOT will enter into a 55-year concession agreement with the selected team.

Tolling

ALDOT estimates the Mobile River Bridge and Bayway Project to cost approximately \$2 billion. Due to federal and state funding shortages, the Mobile River Bridge and Bayway Project is only viable if the corridor is tolled. Toll revenues will be used to cover capital costs, operation, and maintenance of the project. They will not cover all project costs. ALDOT will still be required to invest in the project using traditional funds and/or available grants.

The project will feature all-electronic tolling. Gantries will be placed over the road to collect the toll electronically via transponder or license plate, allowing drivers to maintain travel speeds.

To help offset the cost of tolls for frequent users, ALDOT will incorporate a frequent user discount program into the tolling policy. In addition, the project will feature segmented tolling. Drivers will only pay for the section of the alignment they use. For example, if a driver travels on I-10 from Daphne and exits at Midbay, they will only pay for that segment.

For more information

- Visit MobileRiverBridge.com
- Contact Allison Gregg, Public Information Officer
agregg@mobilriverbridge.com | 251-604-9790

Anticipated Schedule

Now – May 23, 2019

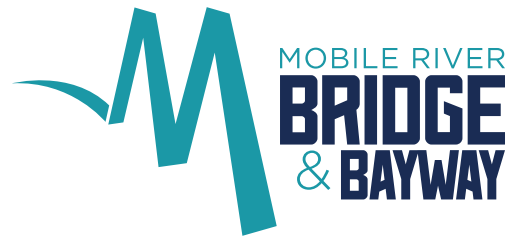
Public and agency comment period to gather feedback on SDEIS

May 23, 2019 - Summer 2019

Project team evaluates comments, develops FEIS/ROD to confirm preferred alternative

Late Summer 2019

FEIS/ROD approved by Federal Highway Administration, documenting selected alternative



Comment form

Date: _____

Name: _____

Address: _____

Note: No personal information will be released.

Are you any of the following:

- Area business owner
- Area resident
- Commuter
- Work in vicinity of project
- Other _____

How often do you use I-10 between downtown Mobile and the Eastern Shore each month?

Do you think there is a need to add capacity to I-10 across the Mobile River and Mobile Bay?

- Yes No

Are you in favor of the project as proposed?

- Yes No

Why or why not? _____

Please provide any additional comments you may have on the proposed project.

Signature: _____

(continue on back if necessary)

Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept

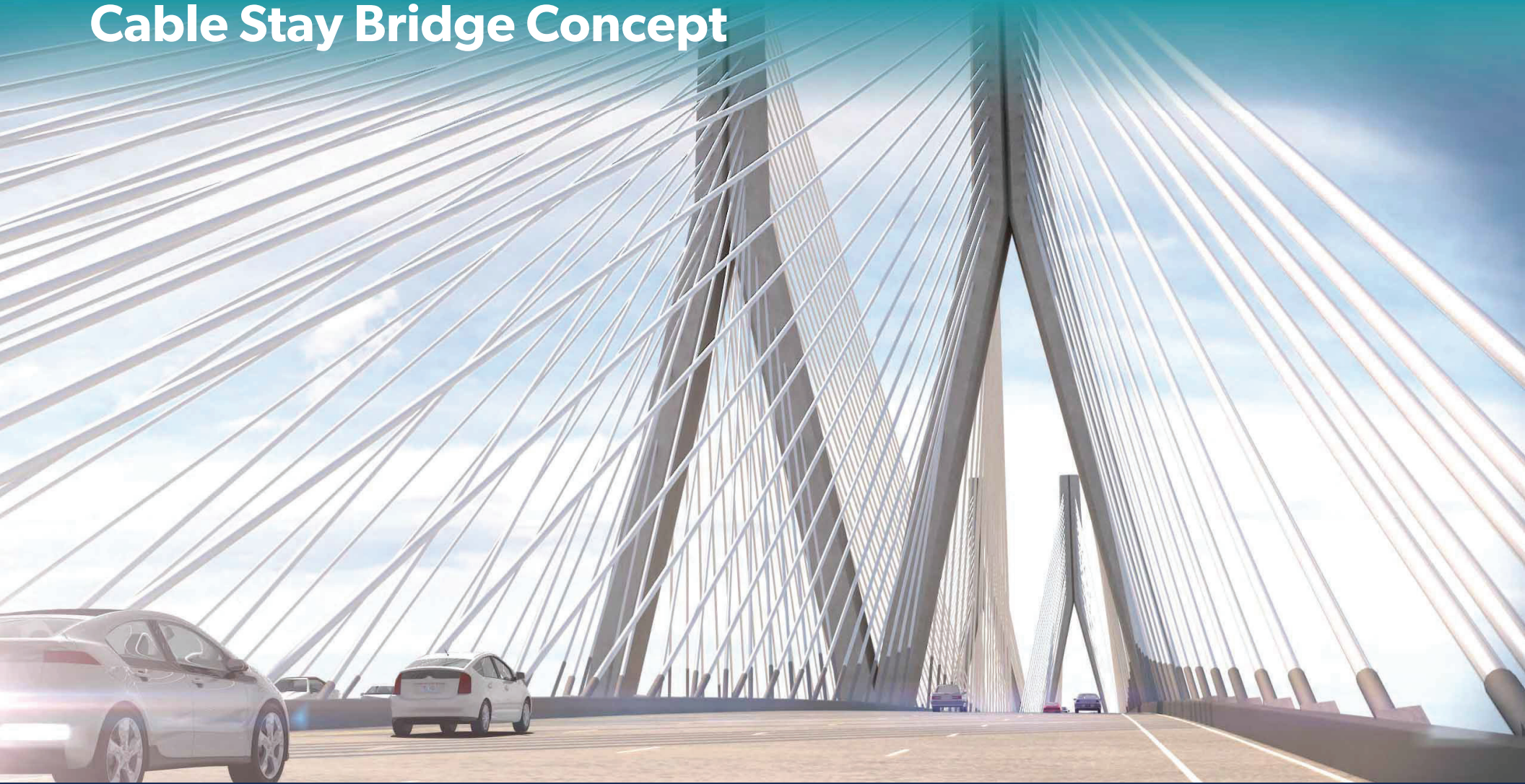


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project
Cable Stay Bridge Concept












For more information
Visit MobileRiverBridge.com

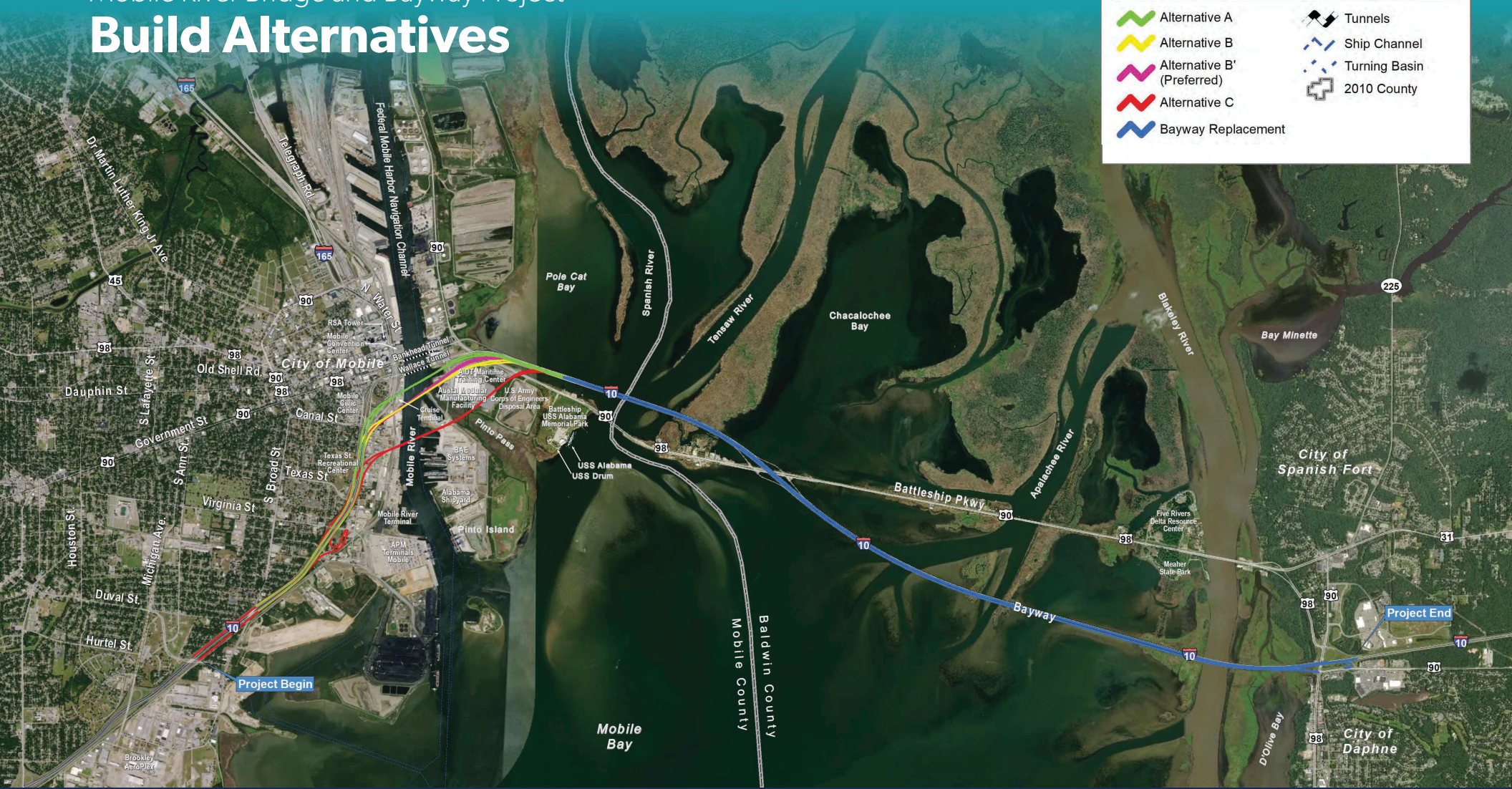


Mobile River Bridge and Bayway Project

Build Alternatives

LEGEND

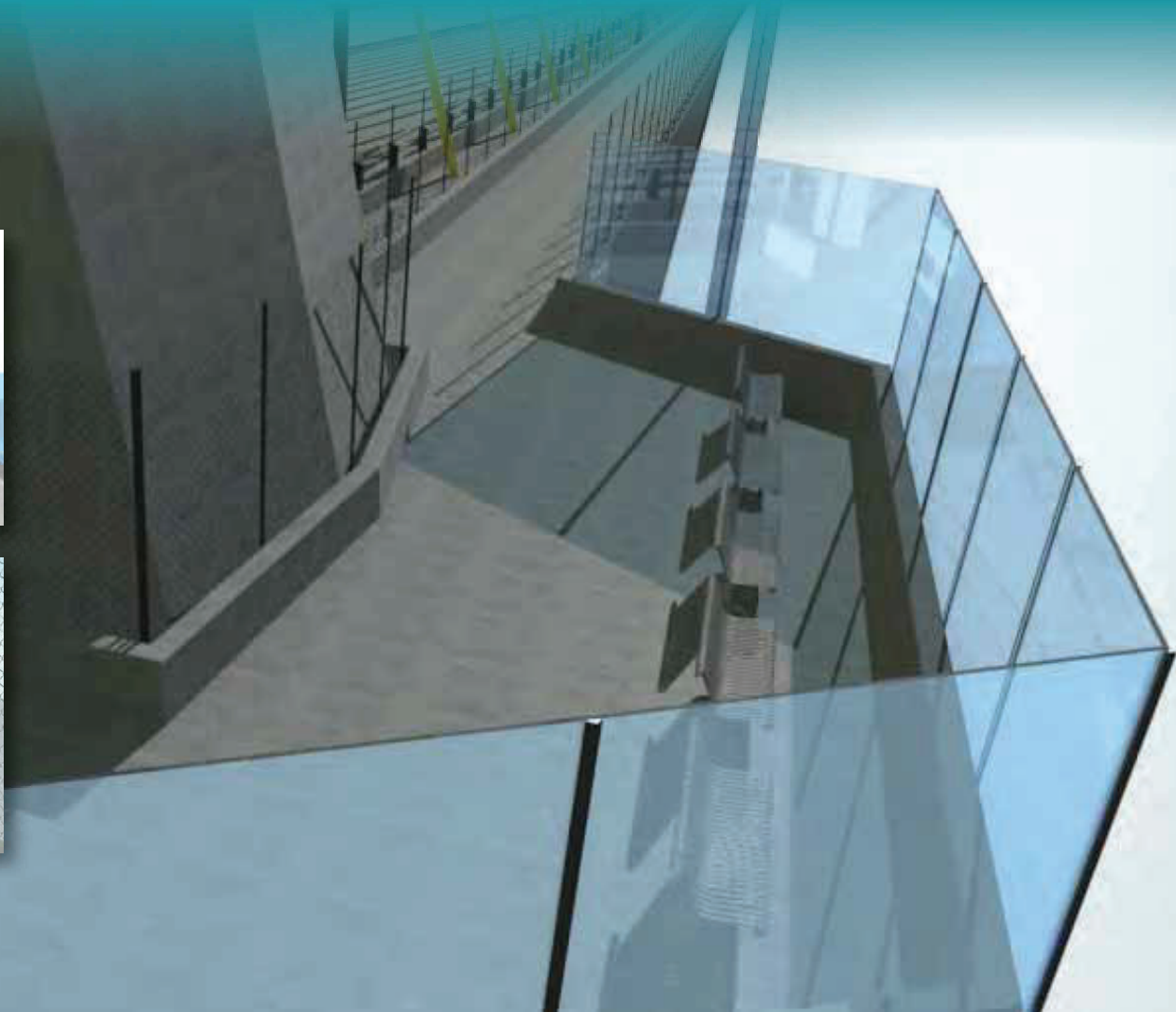
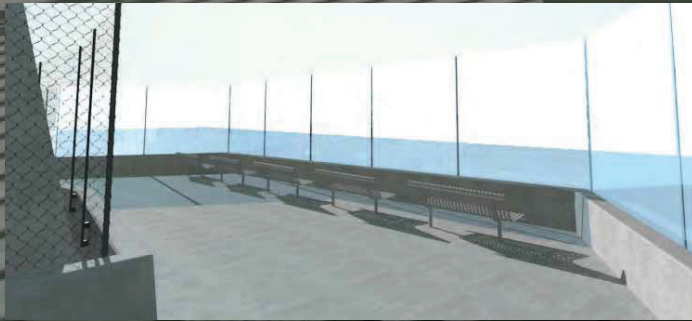
-  Alternative A
-  Alternative B
-  Alternative B' (Preferred)
-  Alternative C
-  Bayway Replacement
-  Tunnels
-  Ship Channel
-  Turning Basin
-  2010 County



For more information
Visit MobileRiverBridge.com

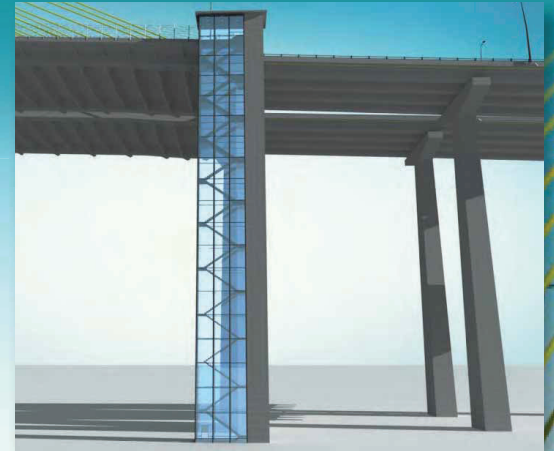


Mobile River Bridge and Bayway Project
Overlook Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project
Overlook Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Understanding Tolling

ALDOT estimates the Mobile River Bridge and Bayway Project to cost approximately \$2 billion. To fund the project while also addressing vital transportation projects throughout the state, ALDOT is seeking a creative financing package to expedite delivery of the project.

This approach includes grants, bonds, loans, and forming a public-private partnership (P3). ALDOT's first P3 project will bring additional capacity to I-10 before congestion becomes unmanageable.

Tolled Route

Once construction is complete, tolls will be collected along I-10 from Virginia Street in Mobile to the US 90/98 interchange in Daphne and I-10 business from Canal Street/Water Street to the Bayway via the Wallace Tunnel.

Toll-Free Route

The Causeway (US 90/98), the Bankhead Tunnel and the Cochrane-Africatown Bridge will not be tolled as a part of the Mobile River Bridge and Bayway project.



All Electronic Tolling

The Mobile Bridge and Bayway will use all electronic tolling (AET) – allowing drivers to travel through the facilities without stopping to physically pay a toll. Electronic toll gantries will span the roadway and initiate the toll collection process via transponder or license plate image. Drivers are encouraged to maintain normal travel speeds.



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Tolling Operations

The Mobile River Bridge and Bayway project is only viable if the corridor is tolled. Toll collection will begin when construction is complete (2025 estimated).

Frequent User Discount

ALDOT is committed to providing a frequent user discount and a free route between Mobile and Baldwin Counties.

Paying Tolls

All Electronic Tolling assures speeds are maintained along the alignment. Drivers will have the option of purchasing a transponder, which will cost between \$5 and \$10. Transponders allow tolling equipment to quickly and accurately identify toll users to pre-pay tolls. Each time a vehicle with a transponder drives through a toll gantry, the transponder is scanned, and the amount of the toll is deducted from the vehicle's registered owner's account. Transponders will be available for purchase before toll collection begins.

A surcharge of up to 50% may be placed on tolls for users who do not have a transponder. This surcharge covers additional costs associated with capturing an image of the license plate, looking up addresses, and mailing bills to the vehicle's registered owner.



Segmented Tolling

The Mobile River Bridge and Bayway project will feature segmented tolling. Drivers will only pay for the section of the alignment they use. For example, if a driver travels on I-10 from Daphne and exits at Midbay, they will only pay for that segment.

For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

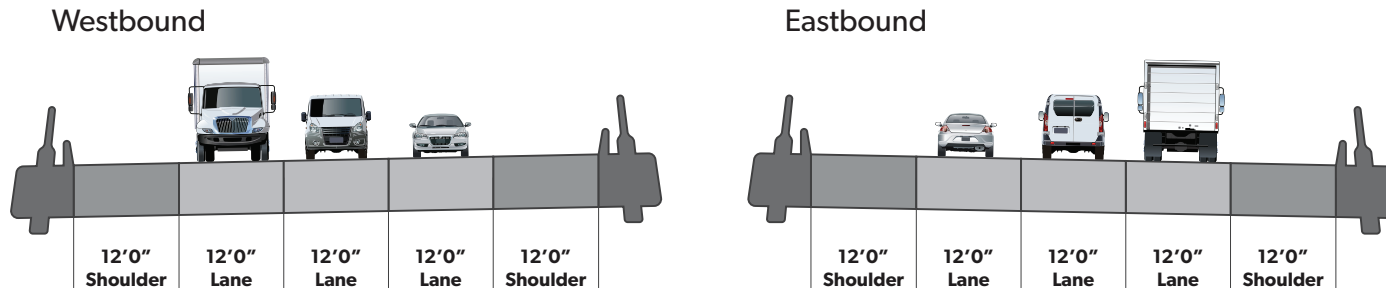
Bicycle and Pedestrian Facilities



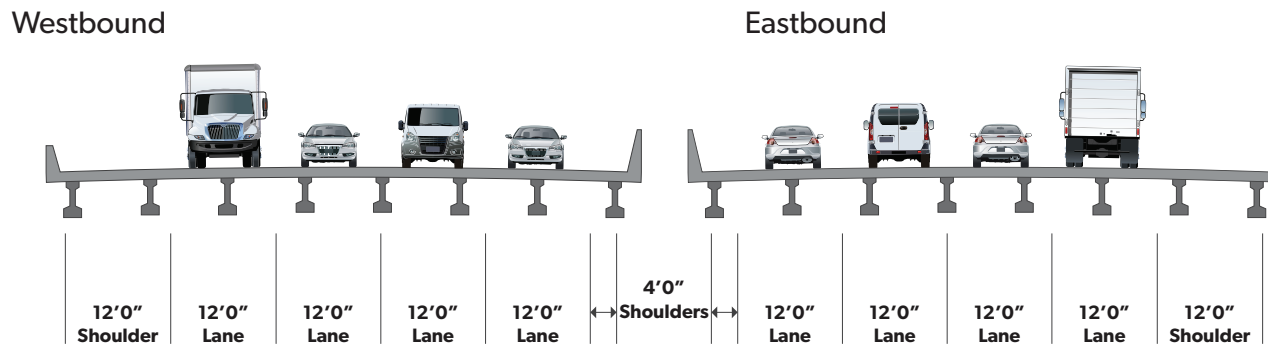
For more information
Visit MobileRiverBridge.com

Sections

TYPICAL MOBILE RIVER BRIDGE AND APPROACH SECTION



TYPICAL BAYWAY SECTION



Mobile River Bridge and Bayway Project

Cable Stay Bridge Concept



For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

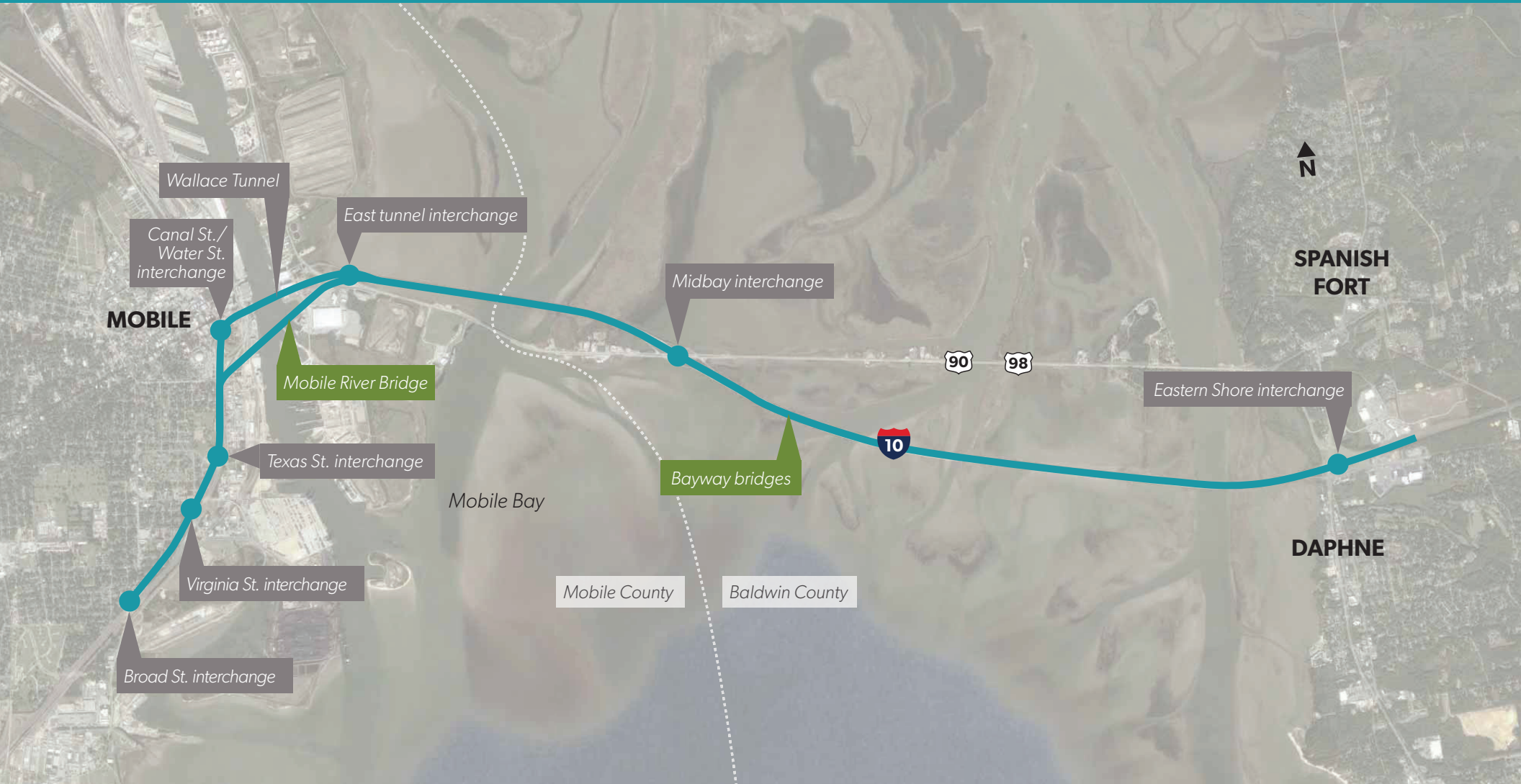
I-10 Bayway Connections Concept



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Project Scope and Limits



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Tolled and Toll-Free Routes



For more information
Visit MobileRiverBridge.com

Mobile River Bridge and Bayway Project

Broad-Duval Street Interchange Concept

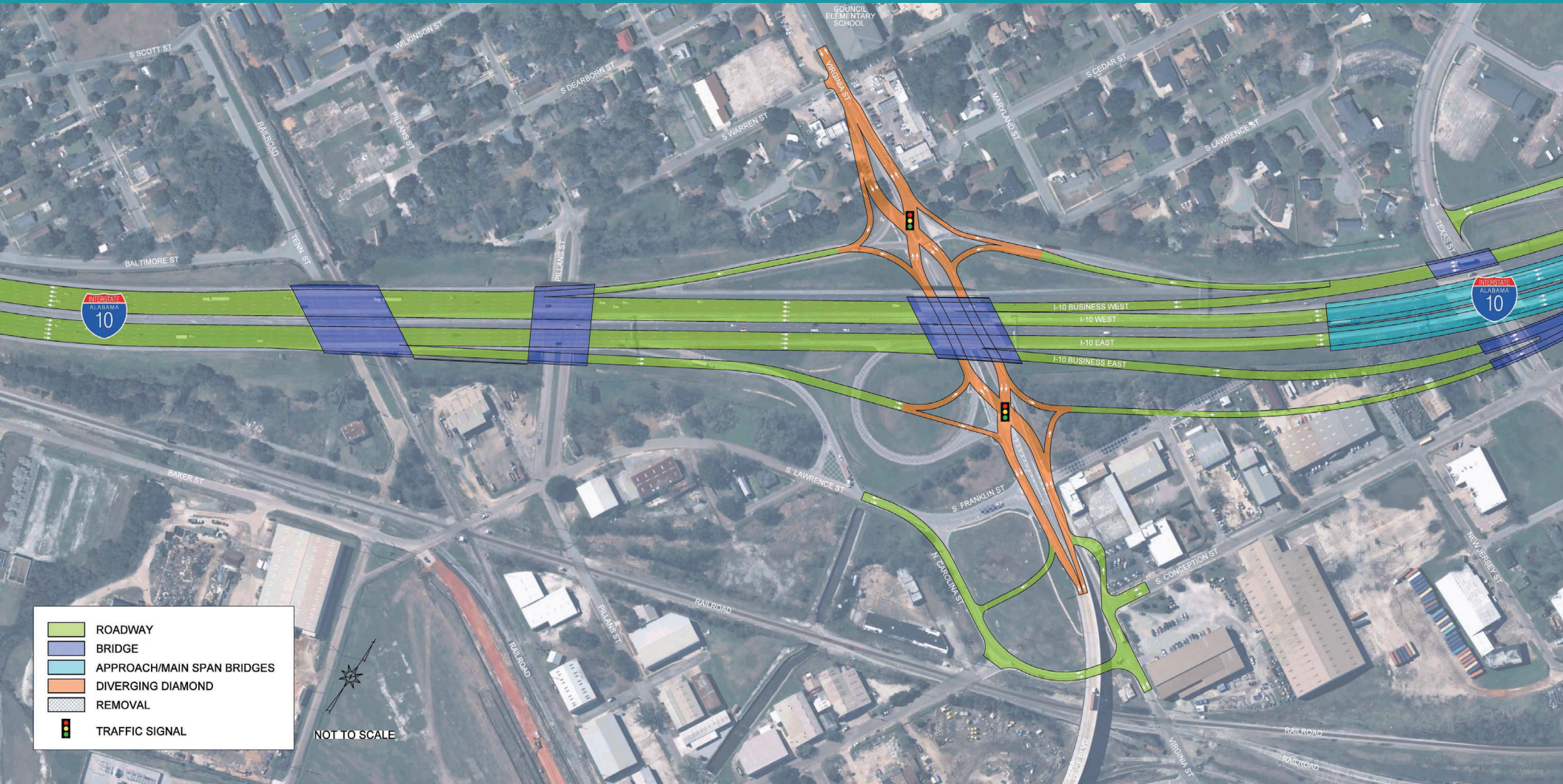


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Virginia Street Interchange Concept

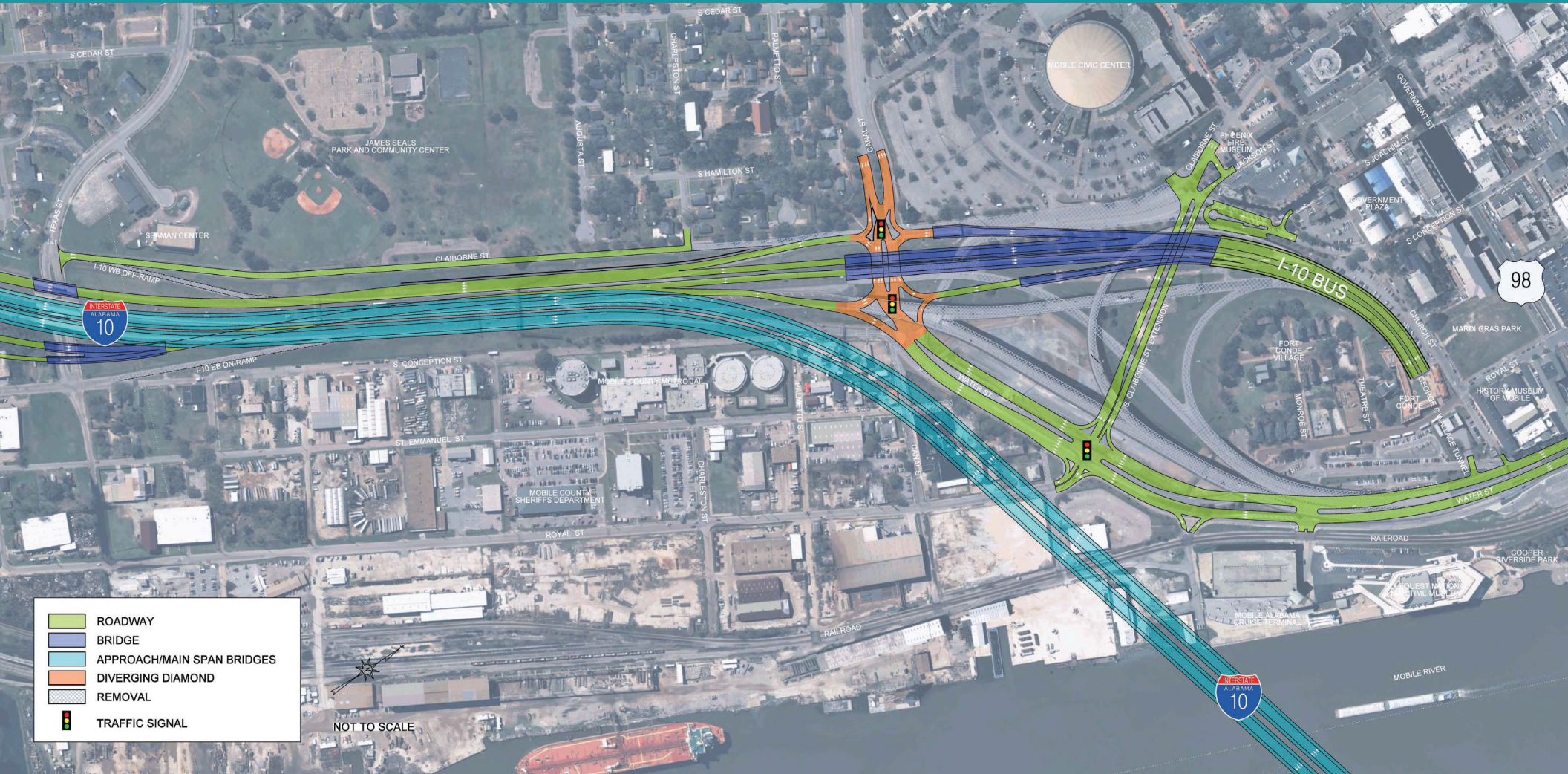


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

Texas Street and Canal Street Interchange Concept

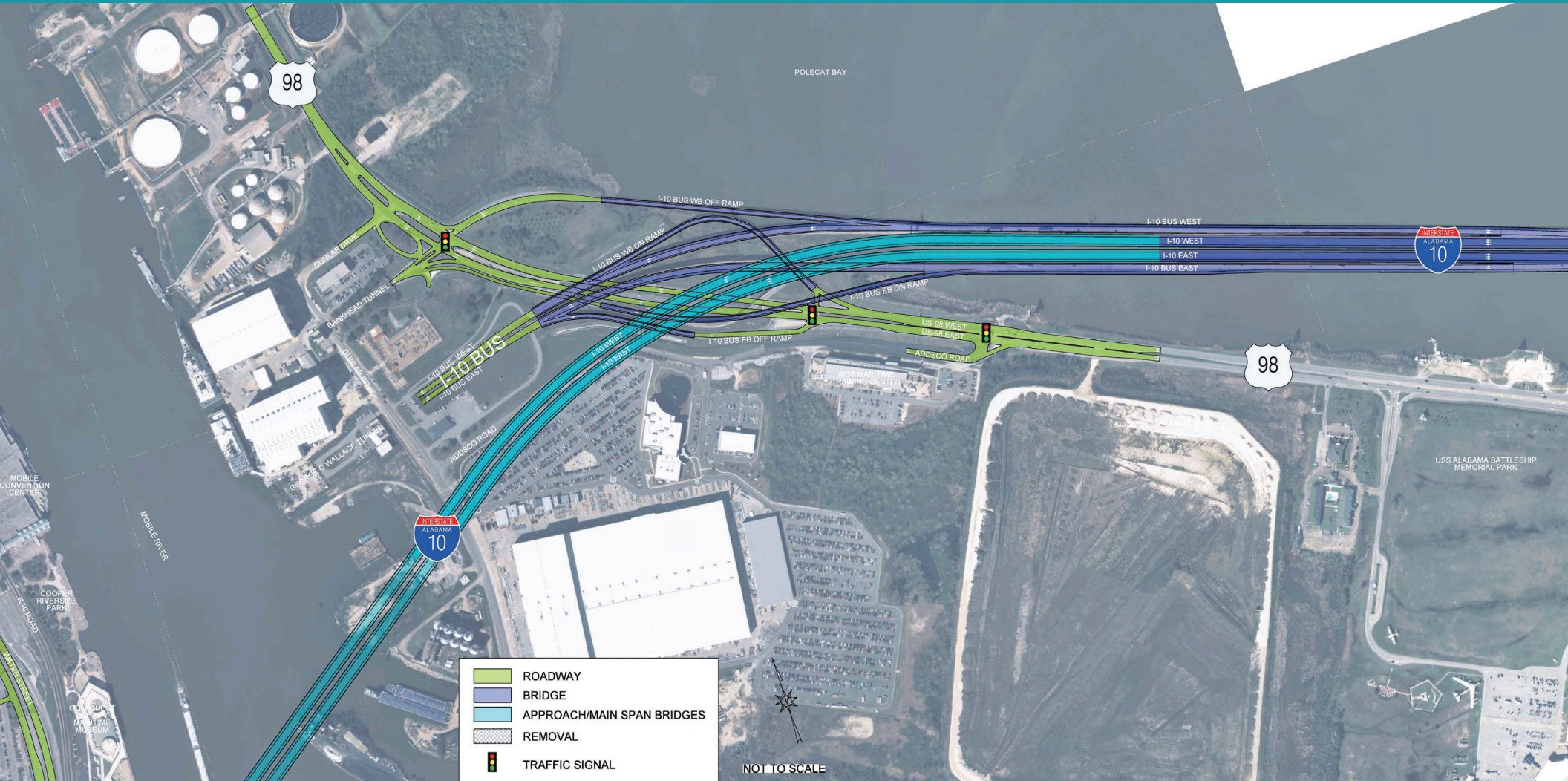


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

US 90/US 98 East Tunnel Interchange Concept

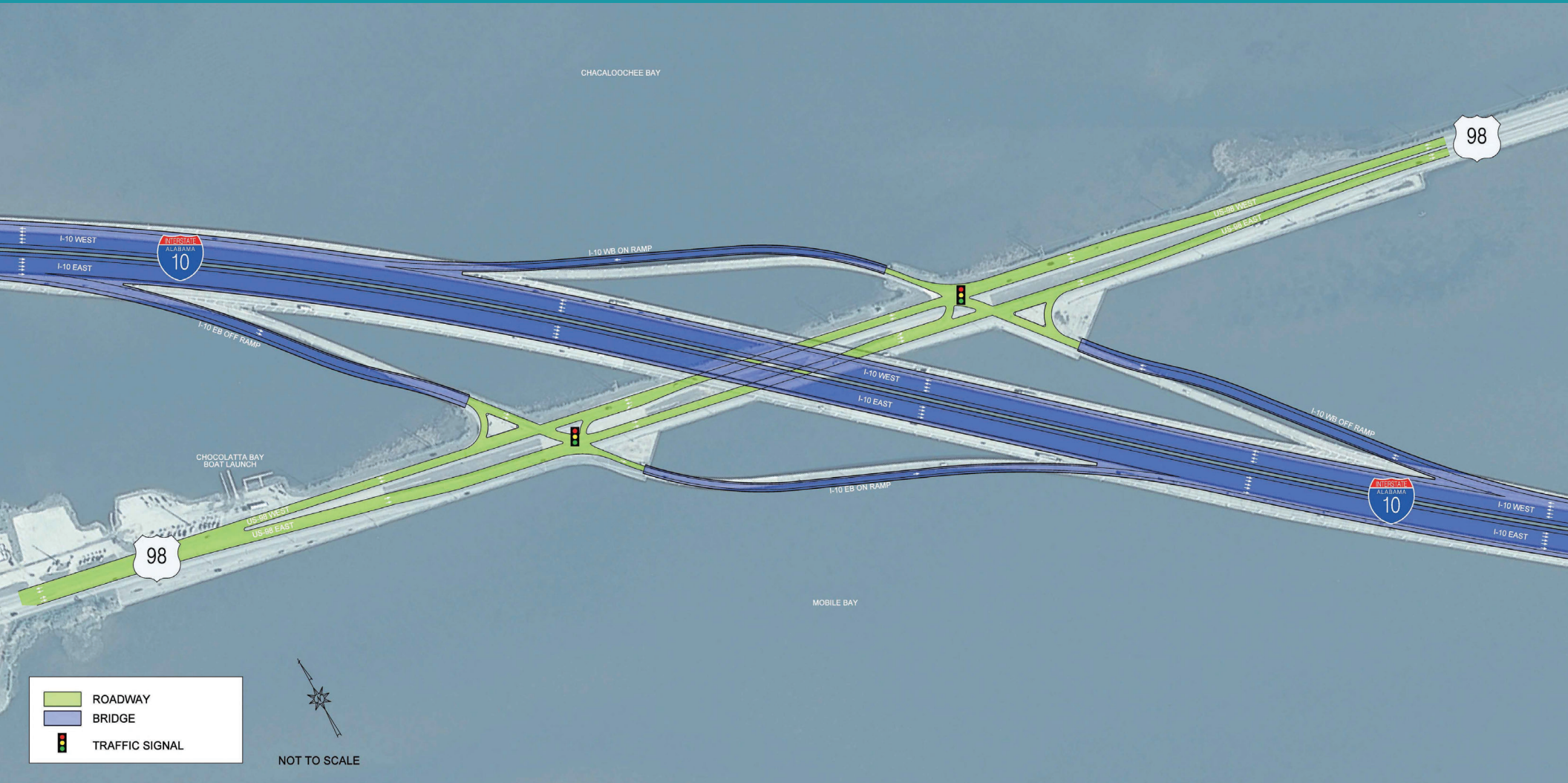


For more information
Visit MobileRiverBridge.com



Mobile River Bridge and Bayway Project

US 90/US 98 Mid-Bay Interchange Concept



For more information
Visit MobileRiverBridge.com

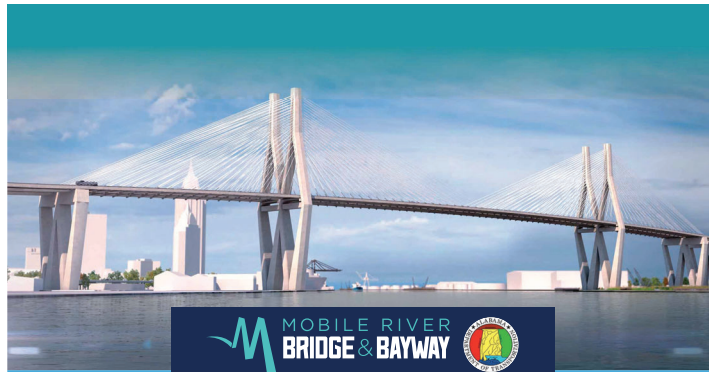
Mobile River Bridge and Bayway Project

US 90/US 98 Eastern Shore Interchange Concept



For more information
Visit MobileRiverBridge.com





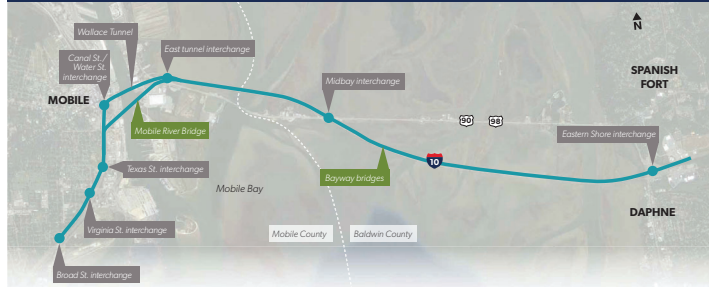
MOBILE RIVER BRIDGE & BAYWAY



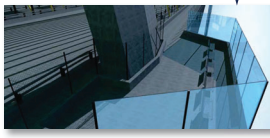
The Mobile River Bridge will stretch nearly 2.5 miles across the Mobile River. The bridge will be designed and constructed to last 100 years and will offer six lanes of travel.

The new Mobile River Bridge will provide increased capacity across the Mobile River by providing a new facility in addition to the existing tunnels.

The new Mobile River Bridge will be the tallest cable stay bridge in North America with a vertical clearance of 215 feet above the Mobile River. Combined with the Bayway replacement, this is the largest project ALDOT has undertaken. Designed to increase capacity, minimize impacts on the maritime industry, and provide a direct route for vehicles carrying hazardous material, this signature project will be a new landmark for Alabama and the Gulf Coast.



Overlook on the Bridge
 The Mobile River Bridge will feature an overlook on the western side of the river. Visitors can enjoy sweeping views of the City and Bay. Access to the overlook includes an elevator and stair tower.



New Bayway
 The project includes replacement of the 7.5-mile Bayway with a new structure which will feature eight lanes of travel and be up to ten feet higher than the existing bridges.





May 7, 2019

A-51



May 7, 2019



May 7, 2019



May 7, 2019

A-54









May 7, 2019



May 7, 2019





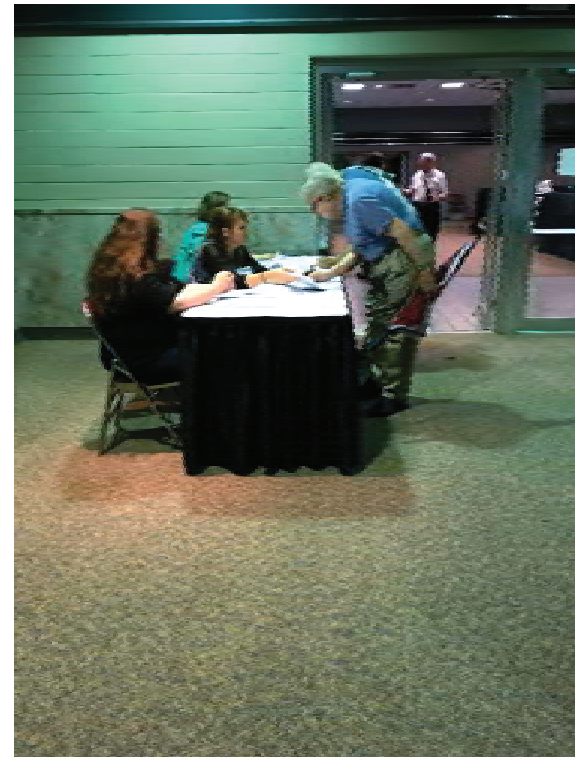
May 7, 2019

A-61



May 7, 2019

Mobile Public Hearing



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



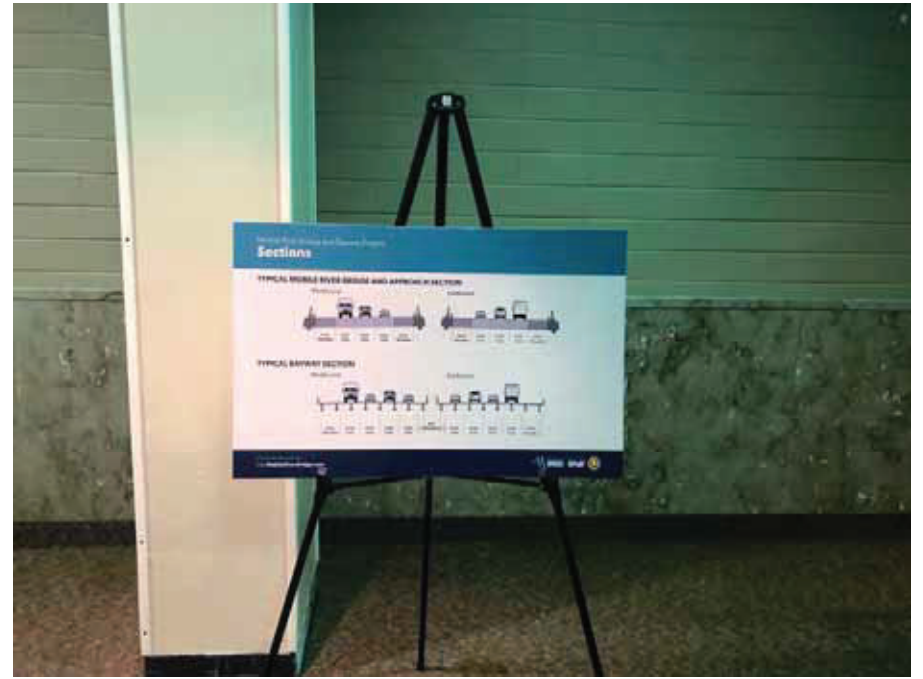
May 9, 2019



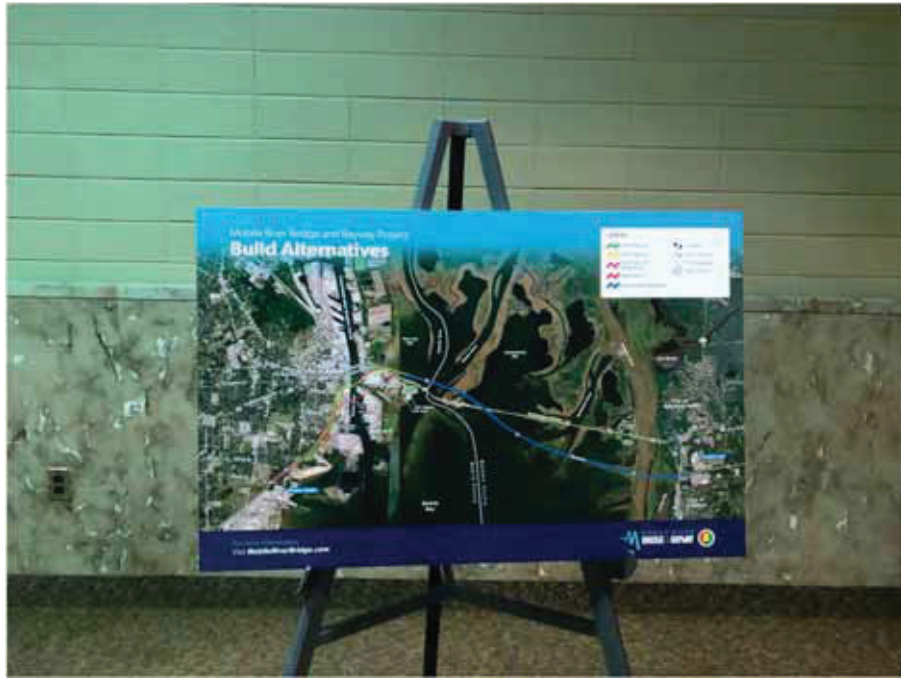
May 9, 2019



May 9, 2019



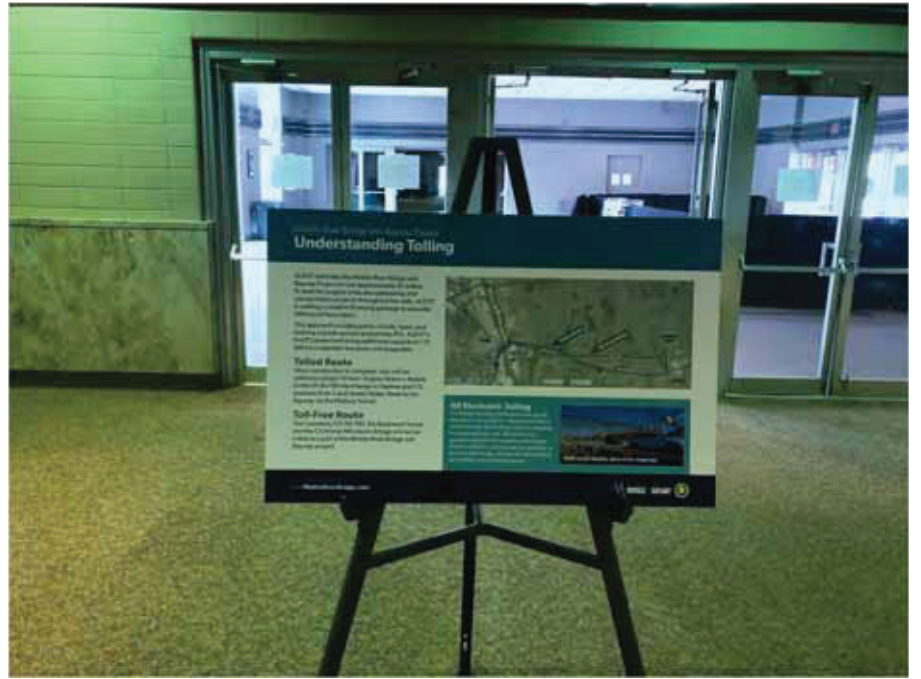
May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



May 9, 2019



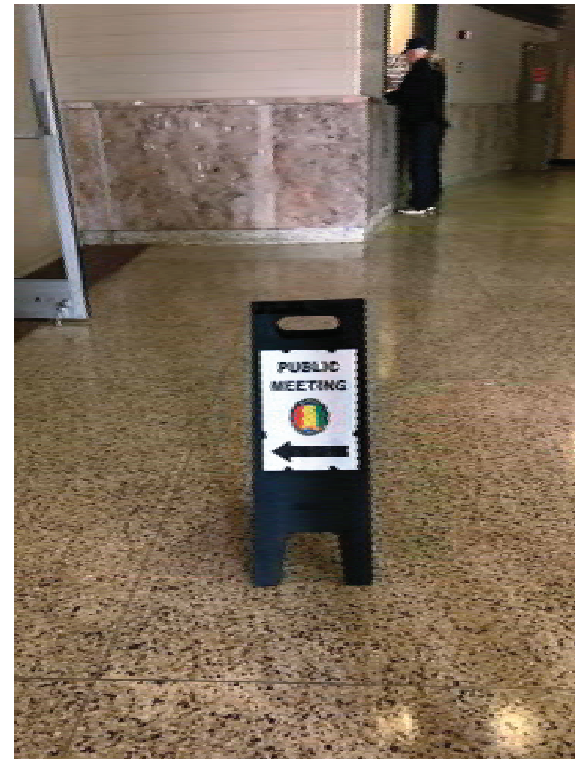
May 9, 2019



May 9, 2019

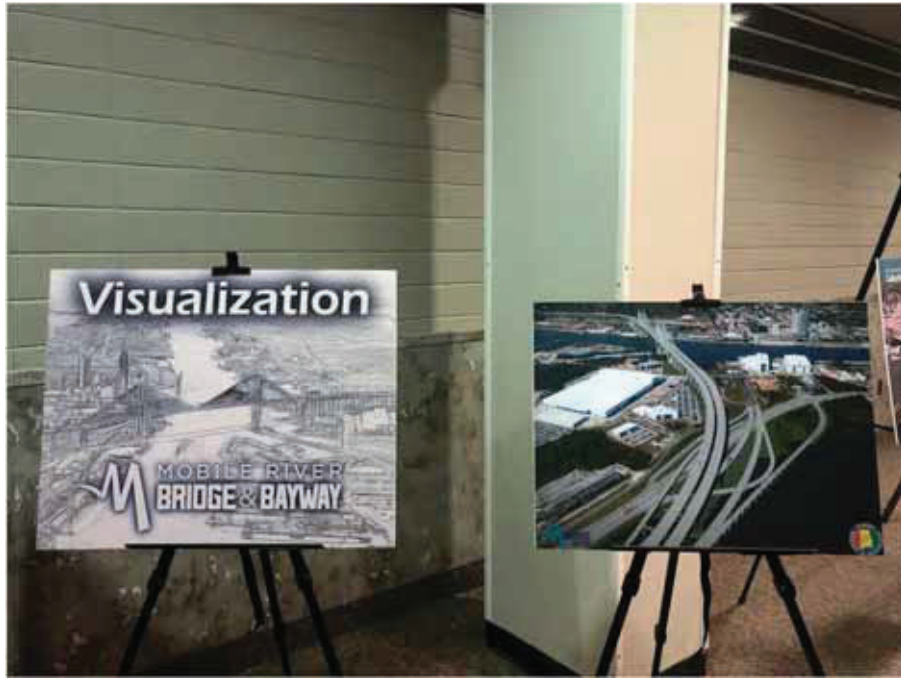


May 9, 2019





May 9, 2019

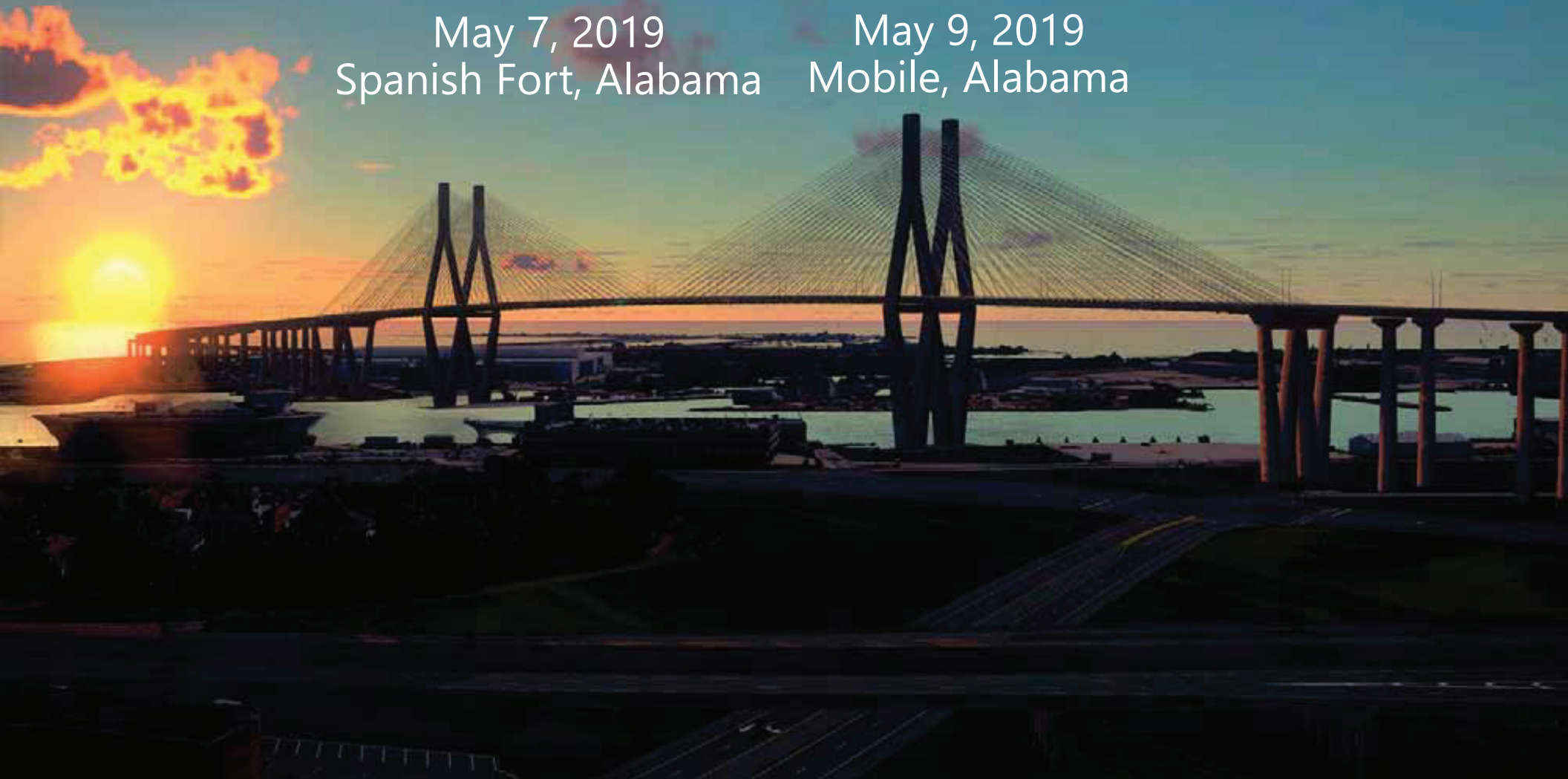


May 9, 2019

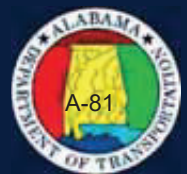
Supplemental Draft Environmental Impact Statement Public Hearings

May 7, 2019
Spanish Fort, Alabama

May 9, 2019
Mobile, Alabama



MOBILE RIVER
BRIDGE & BAYWAY



Today's Agenda

- **Project Overview and History**
- **Supplemental DEIS**
- **Next Steps and Schedule**
- **Public Comment**



MOBILE RIVER
BRIDGE & BAYWAY



Project Overview and History

Purpose and Need

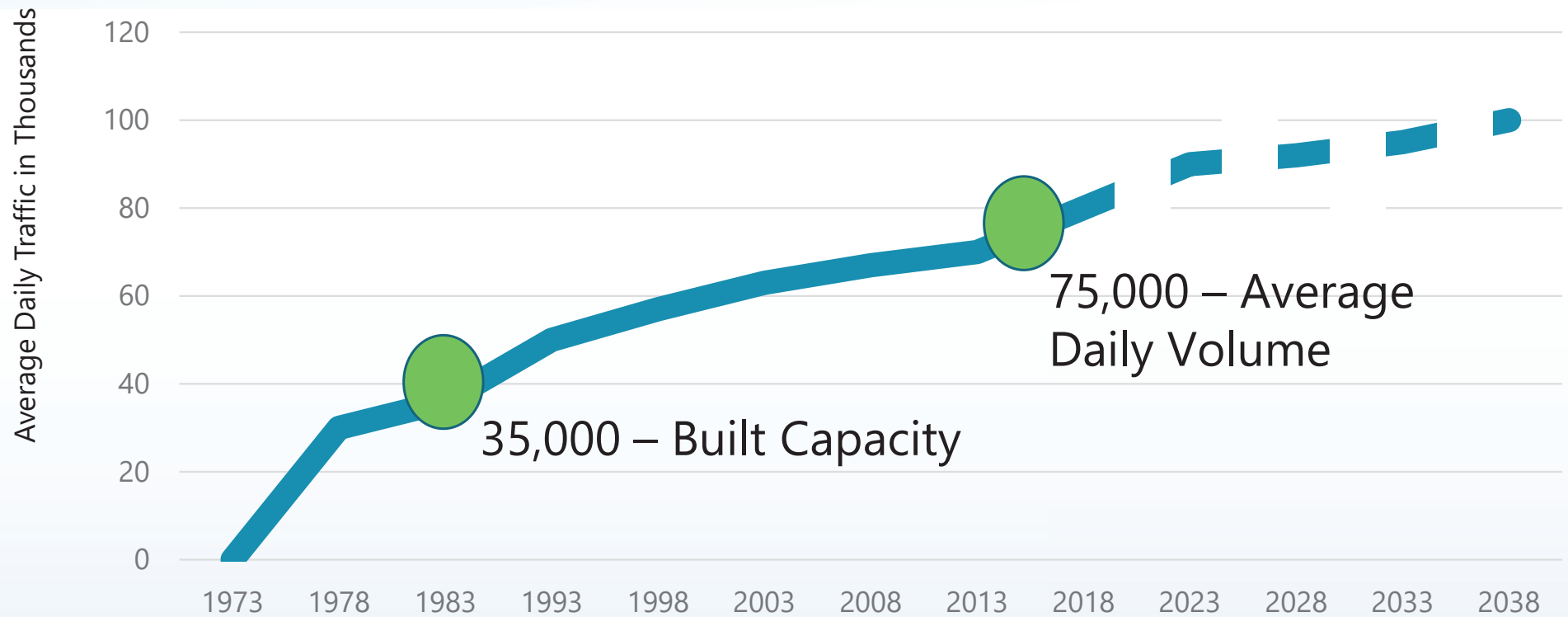
- Increase capacity of I-10 to meet existing and predicted future traffic volumes
- Provide a more direct route for vehicles transporting hazardous materials
- Minimize impacts to Mobile's maritime industry



MOBILE RIVER
BRIDGE & BAYWAY



Traffic Projections: George Wallace Tunnel



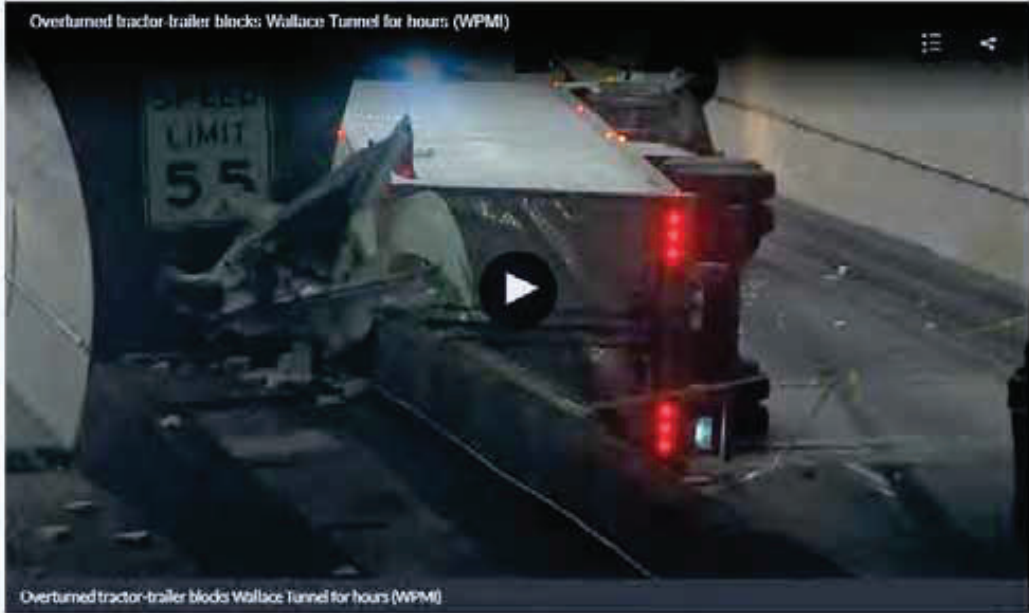
MOBILE RIVER
BRIDGE & BAYWAY



Congestion in Wallace Tunnel

Overtaken tractor-trailer blocks Wallace Tunnel for 12 hours

BY RICHARD HOLDEN | THURSDAY, MARCH 14TH 2019

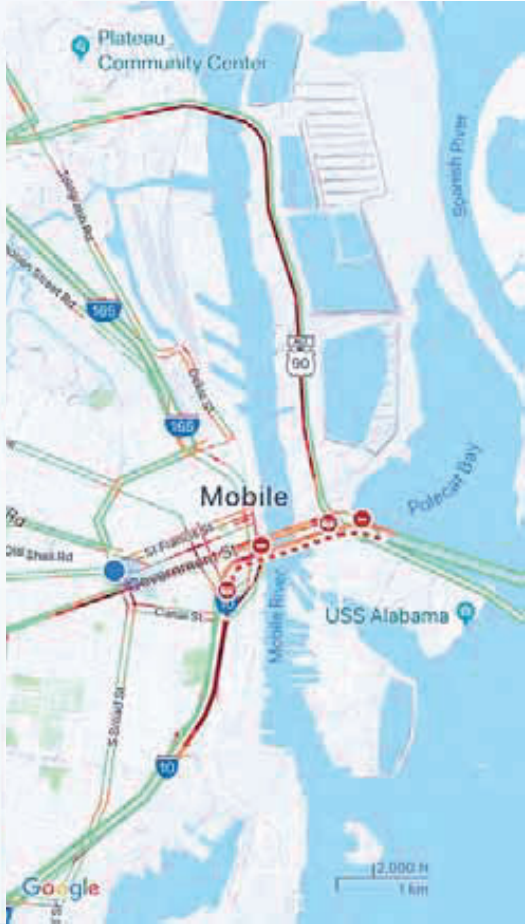


VIEW PHOTO GALLERY

5 photos



Mobile, Ala. (WPMI) — An overturned tractor-trailer blocked all eastbound lanes at the entrance to the Wallace Tunnel for nearly eleven hours overnight Thursday into Friday morning.



MOBILE RIVER
BRIDGE & BAYWAY

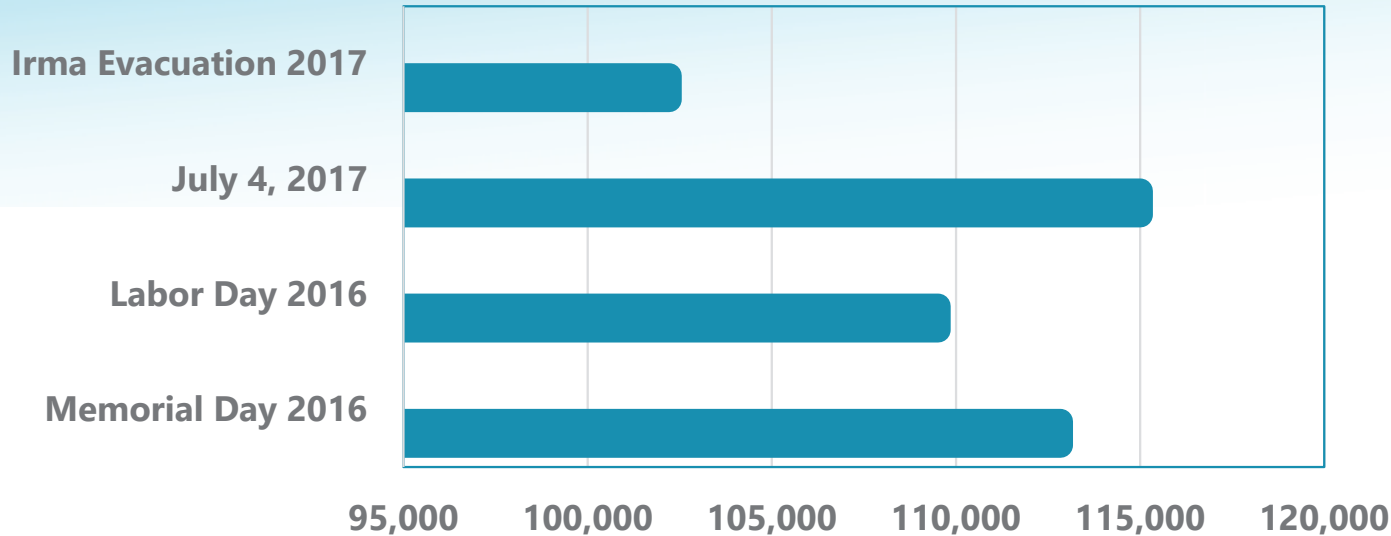


A-86

Congestion on Bayway



Historical Peak Traffic Volumes



Why this matters:

Traffic projections show that daily traffic by 2040 will be similar to current peak summer travel traffic.

Project Scope and Limits



**MOBILE RIVER
BRIDGE & BAYWAY**



Mobile River Bridge Main Span



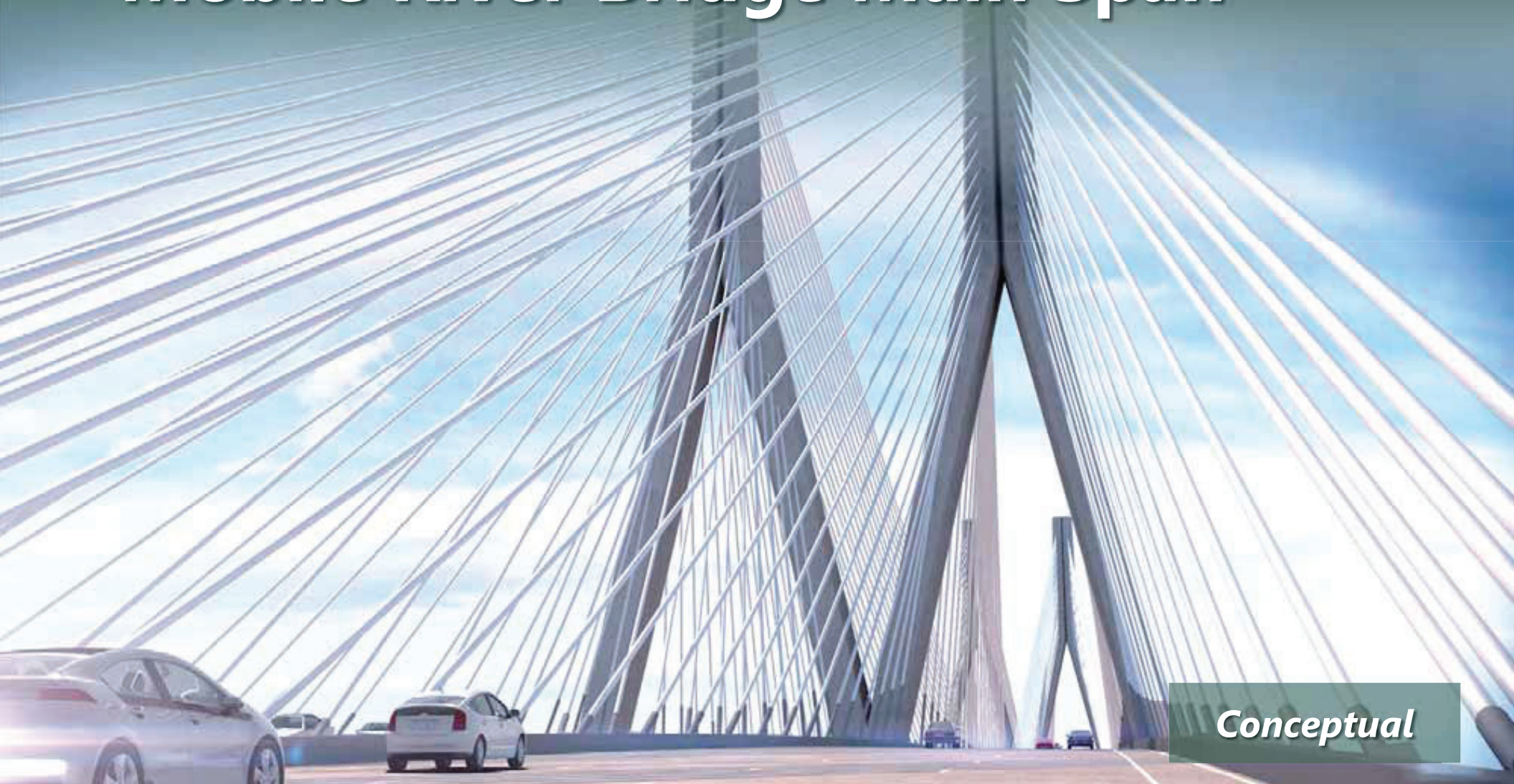
Conceptual



MOBILE RIVER
BRIDGE & BAYWAY



Mobile River Bridge Main Span



Conceptual



MOBILE RIVER
BRIDGE & BAYWAY



Concept Bridge Comparison and Dimensions

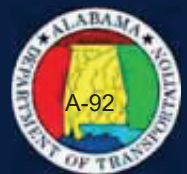


■ Mobile River Bridge – Mobile, AL

■ Cochrane Africatown USA Bridge – Mobile, AL



MOBILE RIVER
BRIDGE & BAYWAY



Concept Bridge Comparison and Dimensions



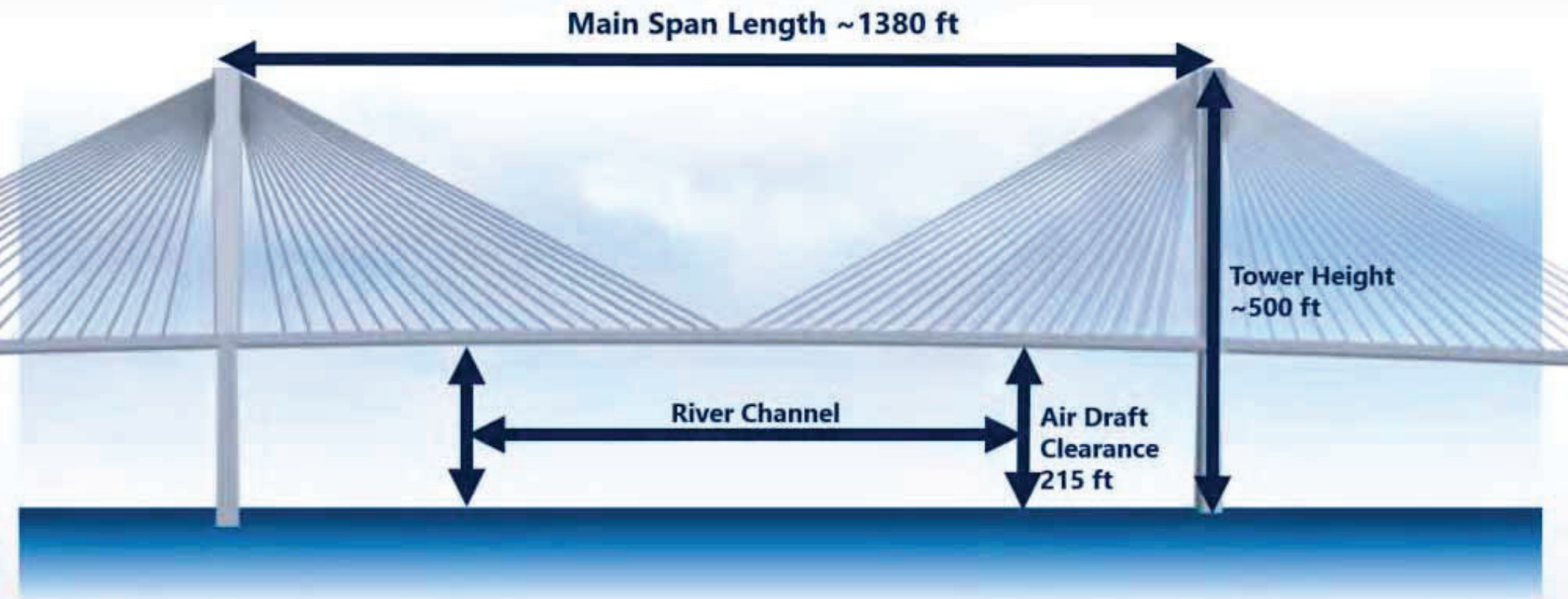
- Mobile River Bridge – Mobile, AL
- Ravenel, Cooper River Bridge – Charleston, SC

Concept Bridge Comparison and Dimensions



- Mobile River Bridge – Mobile, AL
- Golden Gate Bridge – San Francisco, CA

Concept Bridge Comparison and Dimensions



MOBILE RIVER
BRIDGE & BAYWAY



Project Scope and Limits

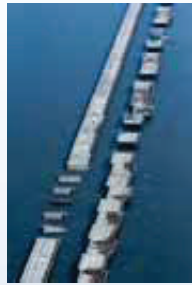
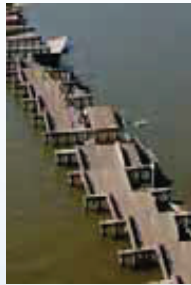


**MOBILE RIVER
BRIDGE & BAYWAY**



Replace Bayway

- Existing bridges opened in 1978 with 50-year design life
- Replace existing 7-mile bridges above the 100-year storm surge level
- Eight lanes of travel
- Up to 10 feet higher than existing



MOBILE RIVER
BRIDGE & BAYWAY



I-10 Mobile River Bridge and I-10 Business



MOBILE RIVER
BRIDGE & BAYWAY



I-10 Mobile River Bridge and I-10 Business



Conceptual

I-10 Mobile River Bridge and I-10 Business

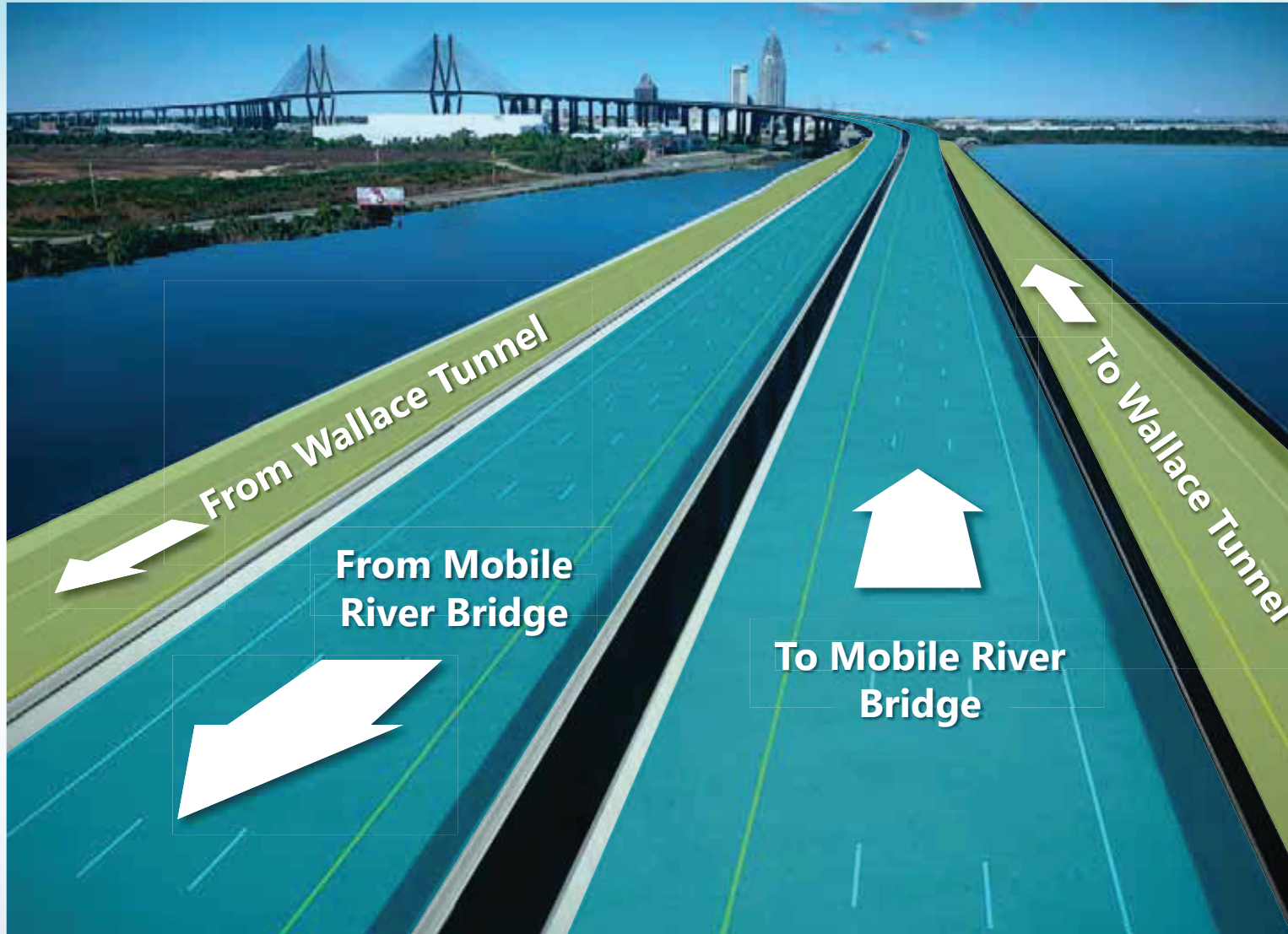


MOBILE RIVER
BRIDGE & BAYWAY



A-100

Bayway to MRB and Wallace Tunnel



Supplemental Draft Environmental Impact Statement



MOBILE RIVER
BRIDGE & BAYWAY



A-102

What is NEPA?

- National Environmental Policy Act
- Evaluate potential impacts
- Solicit input from public

NEPA

Community Impacts
Endangered Species
Wetlands
Essential Fish Habitat
Submerged Aquatic
Vegetation
Air Quality
Noise

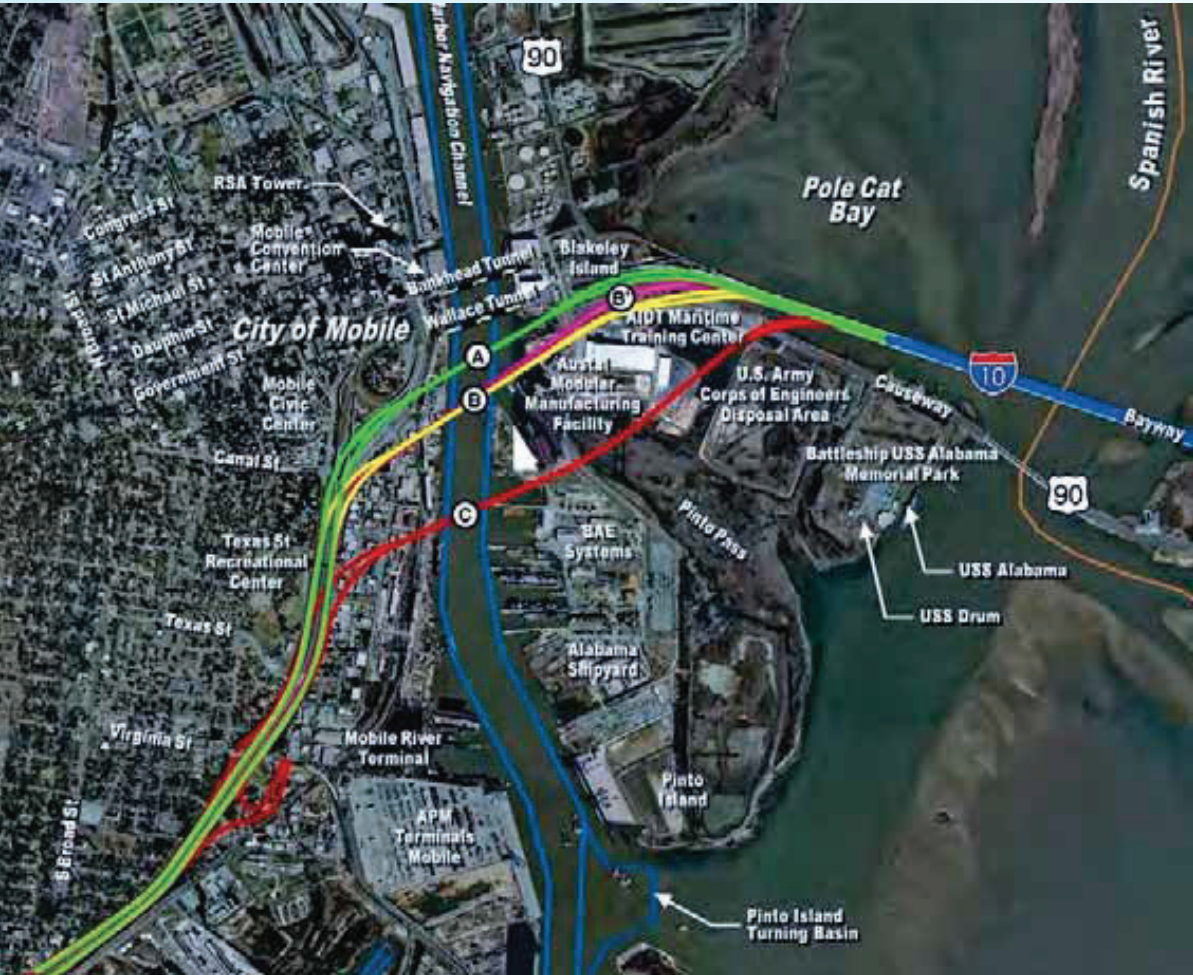
Environmental Justice
Parks
Farmland
Construction
State Laws
Local Laws
Federal Laws
And more...



Original Alternatives



2014 Draft EIS



Major Changes Since 2014 DEIS

- Project Funding
- Refinements to Preferred Alternative
- Bicycle and Pedestrian Accommodations
- Replacement of Bayway



Activities Since 2014 DEIS

- Conducted additional environmental and engineering studies:

Bridge Design Refinements
Roadway/Interchange Design
Bicycle/Pedestrian Alternatives
Traffic Projections
Traffic and Revenue Study
Economic Impacts
Traffic Noise Analysis
Air Quality Analysis
Hazardous Materials Investigation

Geotechnical Investigations
Vibrations Study
Environmental Justice Assessment
Historic Resources
Updated Wetlands and Submerged Aquatic
Vegetation Surveys
Storm Surge Analyses
Updated Threatened and Endangered
Species Consultation



Bicycle/Pedestrian Facilities

- DEIS committed to bike/ped route across the Mobile River
- Met with stakeholders and bike/ped focus groups representing Mobile and Baldwin Counties
- Bike/Ped Workshop: October 27, 2016
 - Bankhead Tunnel Alternative
 - Cochrane Bridge Alternative
 - New Mobile River Bridge Alternatives

Bicycle/Pedestrian Facilities



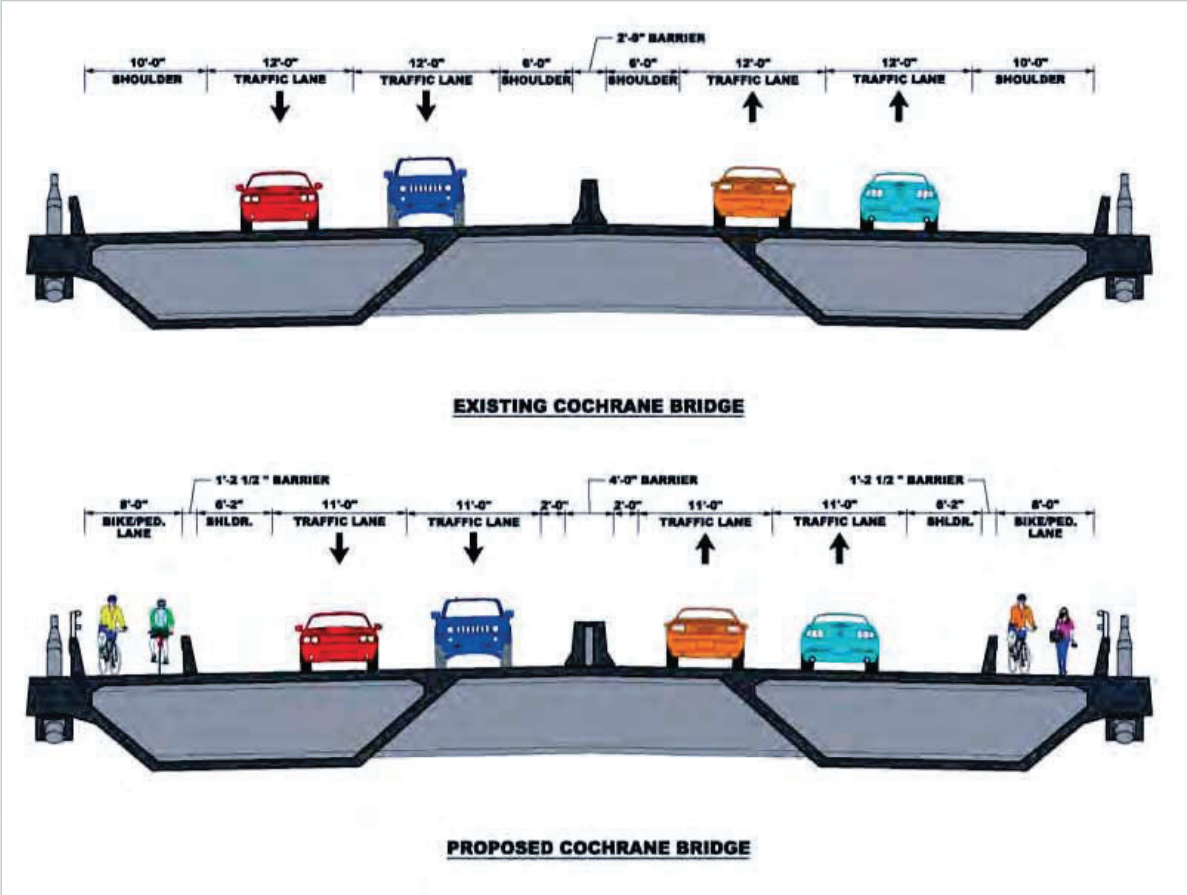
Conceptual – for discussion purposes only



**MOBILE RIVER
BRIDGE & BAYWAY**



Cochrane-Africatown USA Bridge Path



Conceptual – for discussion purposes only

Overlook



Conceptual – for discussion purposes only

Historic Resources

- Adverse visual effects on Church Street East and Lower Dauphin Historic Districts
- Section 106 Memorandum of Agreement documents mitigation measures
- Aesthetics is a large component of the mitigation



MOBILE RIVER
BRIDGE & BAYWAY



A-112

Project Funding and Financing



A-113

Project Funding Challenges

- Estimated Project Cost ~\$2.1B
- ALDOT limited budget for capacity projects statewide
- Federal shortages for infrastructure projects



Public-Private Partnership (P3)

- **Contract** between a **private entity** and **ALDOT**:
 - Private entity to invest capital to design, build, finance, operate, and maintain project
 - ALDOT retains ownership and oversight



MOBILE RIVER
BRIDGE & BAYWAY



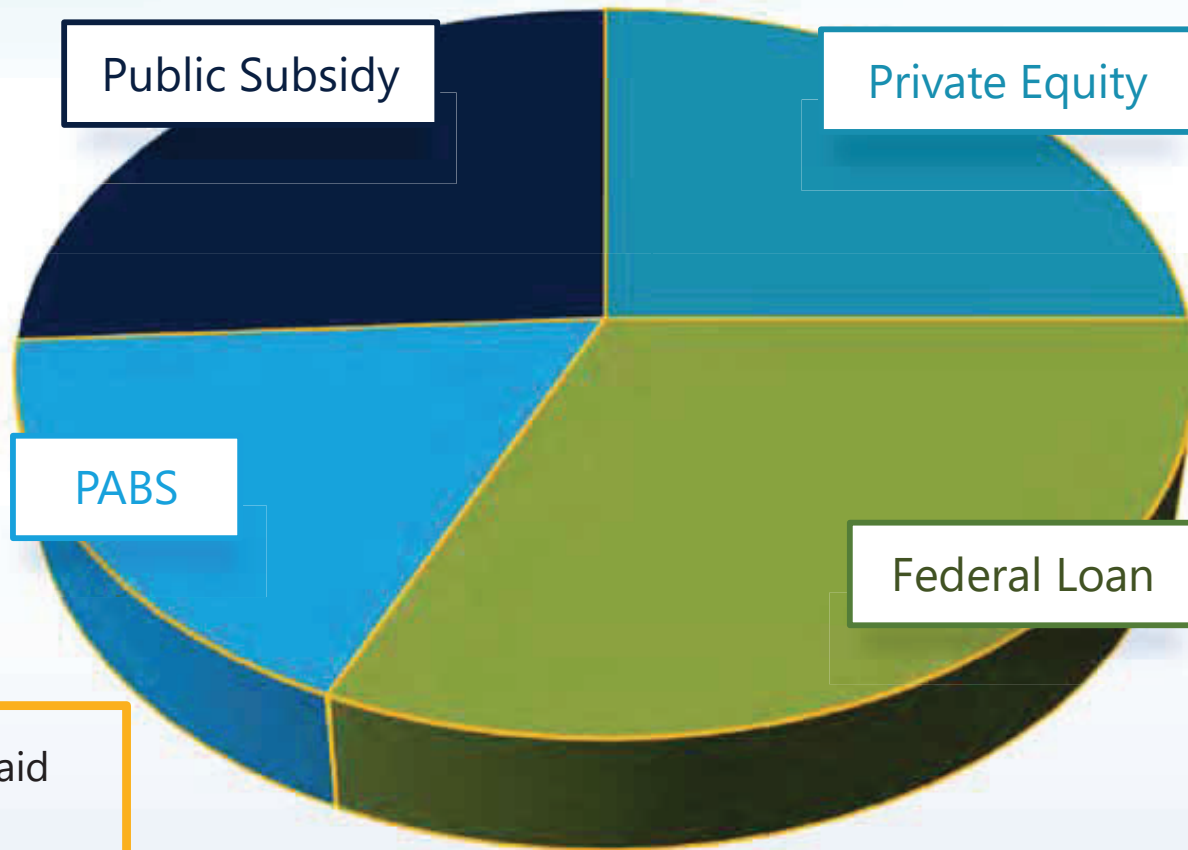
P3 Process



MOBILE RIVER
BRIDGE & BAYWAY



Project P3 Funding/Financing Sources



Tolled and Toll-Free Routes



MOBILE RIVER
BRIDGE & BAYWAY



Tolling

- Maximum opening day rate between \$3-\$6 for use of full route
- **All-Electronic Tolling**
 - No toll booths
 - Transponders will be available for purchase prior toll prior to toll commencement.
 - Toll by Plate
- **Frequent User Discount**
 - 15% discount for 20 or more trips per month
 - Requires active transponder



Toll collection won't begin until project is completely open to drivers.

Segmented Tolling



No-Build vs. Build Traffic

- Without Project (status quo):
 - I-10, Bankhead Tunnel, Cochrane-Africatown USA Bridge, and the Causeway will become increasingly more congested.
- With Project:
 - I-10 will be free flowing because of added capacity.
 - ALDOT to provide mitigation measures for impacts to non-tolled route.



Next Steps



Final EIS/Record of Decision

2014

2019-March

2019-May

2019-Summer

2014 – March 2019

- Conduct additional environmental and engineering studies.
- Prepare Supplemental DEIS to document findings.
- Identify mitigation measures and environmental commitments.

April – May 2019

- Gather public and agency comments on changes in project and SDEIS.
- Comment period closes May 23, 2019.

WE
ARE
HERE

Summer 2019

- Address agency and public comments.
- Prepare FEIS/ROD to document Selected Alternative, final mitigation measures, and Final Section 106 MOA.

Next Steps

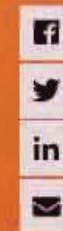
Proposed project schedule, pending FEIS/ROD approval

Milestone	Anticipated Date
Proposals Due	December 2019
Project Award	March 2020
Construction	2020-2025

ALDOT is accepting public comments on the Supplemental Draft Environmental Impact Statement. [Click here to provide comments](#). To view materials from the Public Hearings, including the presentation, [click here](#).

MOBILE RIVER BRIDGE AND BAYWAY

BUILDING OUR CONNECTION



Get updates

MobileRiverBridge.com



Conceptual

Public Comments

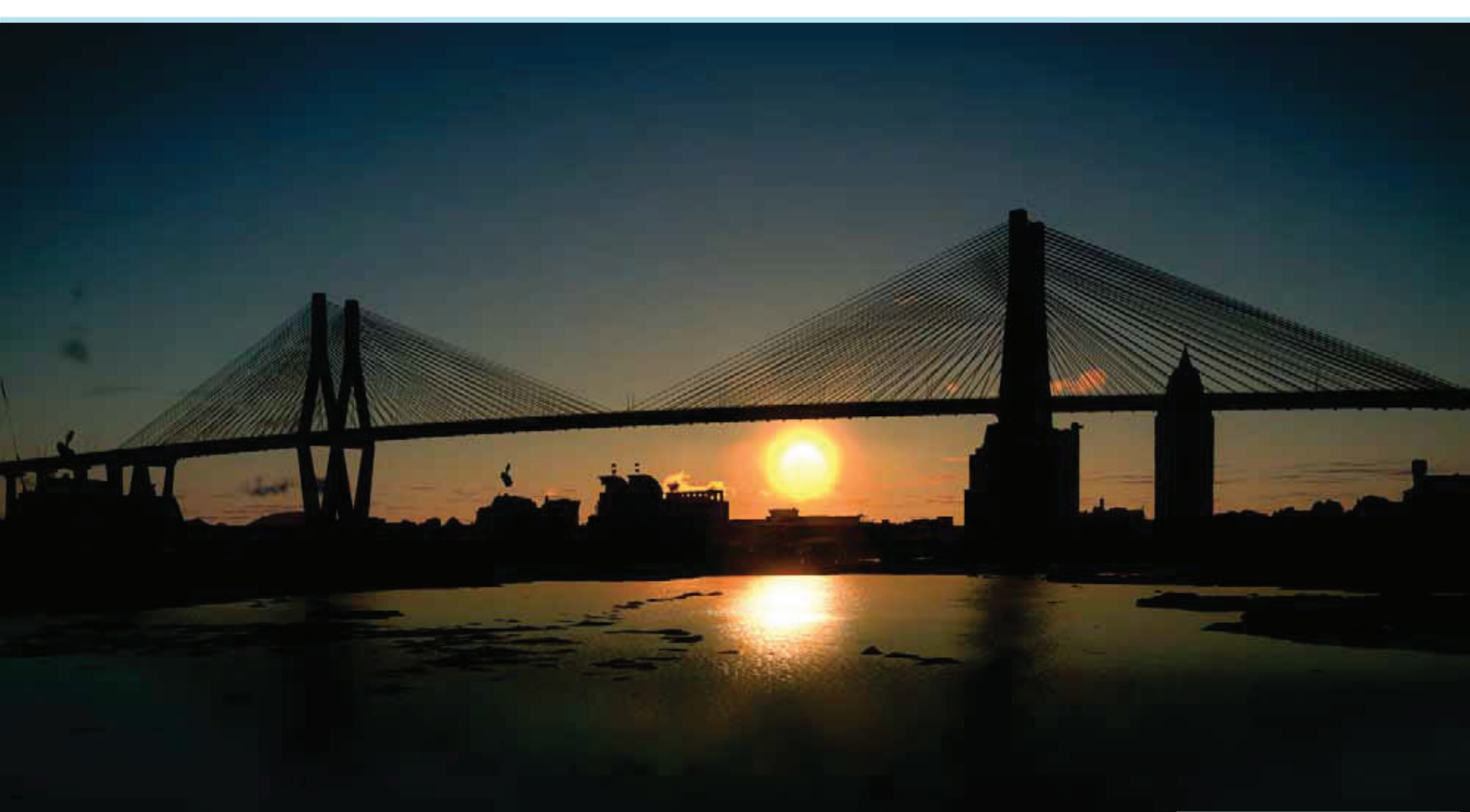
Public Comments Process

- Speakers must sign in at Welcome Area
- Speakers will be called up by number
- Two minutes per speaker
- Speakers must state name and if they represent an organization
- Timing:
 - Green light: Time begins
 - Yellow light: 30 seconds remaining
 - Red light: 2 minutes expired



MOBILE RIVER
BRIDGE & BAYWAY





Conceptual

www.MobileRiverBridge.com

ATTACHMENT C:

**Media Coverage April 30, 2019
through May 9, 2019**

Media Coverage – SDEIS Public Hearings (April 30 through May 9, 2019)

April 30, 2019:

<https://www.al.com/news/mobile/2019/04/public-hearings-on-mobile-river-bridge-set-for-may-7-9.html>

May 1, 2019:

https://www.fox10tv.com/public-hearings-planned-for-mobile-river-bridge-project/video_9b397c4c-06a4-5025-8001-08c49916e442.html?utm_medium=social&utm_source=facebook&utm_campaign=user-share&fbclid=IwAR0PmPmg4wFGZ2Rlz9YunmaxMXcZWwT7iHPTlDiu0RZEktFZgkPYxlBoUwg

May 4, 2019:

<https://www.al.com/news/2019/05/should-tolls-support-africatown-environmental-justice-looms-large-in-i-10-bridge-talks.html?fbclid=IwAR2oURrQHPjyp7XS6GYbmoRJXHpy2T7xAEoTFaoVO45u2xt0zHlwXbR3diA>

May 7, 2019:

https://www.fox10tv.com/baldwin-county-residents-talk-about-new-mobile-river-bridge-plan/video_02b866c6-c4d9-58b5-b6d8-31780c5dd9c4.html

https://www.fox10tv.com/news/aldot-asks-for-your-opinion-on-new-mobile-river-bridge/article_a5a84246-70e6-11e9-936f-ab2b9bde4e0c.html

<https://myNBC15.com/news/local/baldwin-co-residents-voice-opposition-to-tolls-at-bayway-bridge-project-meeting>

<https://myNBC15.com/news/local/i-10-mobile-river-bridge-bayway-project-the-toll-on-your-wallet>

<https://www.wkrq.com/news/baldwin-county/tolls-top-of-mind-at-mobile-river-bridge-meeting-in-spanish-fort/1987581076>

<https://www.al.com/news/mobile/2019/05/toll-opposition-dominates-i-10-mobile-river-bridge-project-hearing.html>

<https://www.facebook.com/FOX10News/videos/439849046774566/>

May 8, 2019:

<https://www.al.com/news/mobile/2019/05/toll-opposition-dominates-i-10-mobile-river-bridge-project-hearing.html>

May 9, 2019:

<https://myNBC15.com/news/local/did-alabama-dept-of-transportation-dismiss-idea-to-lower-tolls-for-mobile-bridge-project>

<https://www.al.com/news/mobile/2019/05/a-bridge-too-far-concerns-aired-on-i-10-project.html>

Proposed Highway Tolls Likely to Rile Up Activists

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"The estimated \$3 to \$6 toll assessed to drivers along the future **Bayway**, a brand-new I-10 Bridge and the existing Wallace Tunnel, sent shockwaves around the fast-growing" Baldwin County "this week. At a public hearing on the bridge **project** in Spanish Fort on Tuesday, opposition to the tolls dominated the meeting."

"The tolls are likely to roil local politics leading up to the 2020 election. Tea party activists are planning to advertise against the tolls soon, and business groups are already taking anxieties to city halls."

Rep. Bradley Byrne (R-01) "has repeatedly spoken of his opposition to tolls. But he also wants to keep the bridge-and-**Bayway project** moving quickly, and is pitching alternative funding sources such as oil and gas reserve revenues to help pay for the **project**. Thus far, ALDOT hasn't included those revenues as an actual option."

Byrne: "The input of local residents must be taken seriously in this process, as it is the local residents on both sides of the bay who will be most impacted." (AL.com)

State Auditor Jim Zeigler (R), who formed an exploratory committee to examine running in the Senate race, called the proposed tolls "irresponsible and economically dangerous." On Sunday, Zeigler "created a Facebook group to wage a campaign against the toll charges. The page is named 'Block the Mobile **BayWay** Toll.'"

On Facebook, Zeigler said "that he is researching options to pay for the bridge without a toll," and that he will submit his findings by the May 23 comment deadline.

Zeigler: There is no way I can forget to get this done. May 23rd is my birthday." (*Alabama* Political Reporter)

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Source [Hotline](#) - May 12, 2019

ATTACHMENT D:
Transcripts



Deposition of:
ALDOT Hearing

May 9, 2019

In the Matter of:
ALDOT Meeting

Freedom Court Reporting

800.808.4958 | calendar-freedom@veritext.com | 205-397-2397

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MOBILE RIVER BRIDGE AND BAYWAY PROJECT

ALDOT PUBLIC HEARING

Mobile Civic Center
401 Civic Center Drive
Mobile, Alabama

May 9, 2019

5:33 P.M.

REPORTED BY:

Jan A. Mann, CSR
Henderson & Associates Court Reporters
260 North Joachim Street
Mobile, Alabama 36603

Page 6

1 With Hurricane Irma in 2017 and Labor Day
 2 and Memorial Day in 2016, we exceeded over a hundred
 3 thousand vehicles per day. On July 4th of 2017, we
 4 exceeded over a hundred and fifteen thousand vehicles
 5 per day. This is becoming a regular occurrence.
 6 So what does ALDOT propose to do about
 7 the congestion on I-10. Here is a map of the project.
 8 It begins at Broad Street interchange in the city of
 9 Mobile and ends just east of the U.S. 90/98 interchange
 10 in Daphne. Along this section of I-10, ALDOT will
 11 modify seven interchanges. We have boards showing these
 12 interchanges in more detail outside this room in the
 13 open house area if you would like to look at them.
 14 So now let's talk about the Mobile River
 15 Bridge, this rendering of what the bridge could look
 16 like across the Mobile River. ALDOT evaluated a variety
 17 of bridge types and a cable stay bridge was determined
 18 to be the best fit because of its cost effective design
 19 and its ability to span the navigation channel across
 20 the river.
 21 This conceptual rendering shows what a
 22 driver's view could look like. The deck would be
 23 approximately twenty-one stories high and provide six
 24 lanes of traffic across the river. Each lane will be
 25 twelve foot wide and have twelve foot shoulders.

Page 7

1 Combined with the Wallace Tunnel, there will be a total
 2 of ten interstate lanes crossing the river.
 3 The Mobile River Bridge will be the
 4 tallest cable stay bridge in North America with a two
 5 hundred and fifteen foot vertical clearance over the
 6 channel. This clearance was selected to minimize
 7 impacts on the cruise ships and other maritime
 8 activities.
 9 So to compare this bridge to some of the
 10 other bridges you may be familiar with, first we have
 11 the Cochrane-Africatown Bridge which has a vertical
 12 clearance of a hundred and fifty-five feet.
 13 Next is the Cooper River Bridge in South
 14 Carolina which has a vertical clearance of two hundred
 15 and nine feet. Finally here is the Golden Gate Bridge
 16 which is a suspension bridge and has a vertical
 17 clearance of two hundred and twenty feet.
 18 Here are the dimensions of the proposed
 19 Mobile River Bridge. Again you can see the clearance
 20 over the river channel of two hundred and fifteen feet
 21 and the main span will be just shy of fourteen hundred
 22 feet.
 23 In addition to the new signature bridge,
 24 we will also be replacing the existing Bayway. The
 25 existing Bayway were opened in 1978, and as shown in the

Page 8

1 three bottom pictures, storm surge has damaged similar
 2 bridges in neighboring states. Because of this, ALDOT
 3 performed a storm surge analysis which indicated the
 4 majority of our bridges would be impacted by storm
 5 surge.
 6 The new Bayway will have eight twelve
 7 foot lanes and will be up to ten feet higher than the
 8 existing Bayway to get above storm surge levels. It
 9 will connect to the Mobile River Bridge and the Wallace
 10 Tunnel.
 11 And now I'd like to describe to you how
 12 to access the city of Mobile from what we are calling
 13 I-10 Business. If you're on I-10 heading east and want
 14 to use the Mobile River Bridge, you will stay on I-10
 15 which will begin decline at Virginia Street.
 16 If you are on I-10 heading east on
 17 Virginia Street and want to go downtown or want to
 18 access the east side of the river, you will take I-10
 19 Business which will take you to the Canal/Water Street
 20 interchange.
 21 (Weather alert alarms going off.)
 22 MR. PERRY: So if you want to get to the
 23 east side of the river, you would stay on I-10 Business
 24 and go through the Wallace Tunnel.
 25 Here you can see the entrance to the

Page 9

1 Wallace Tunnel on the left and the existing ramps have
 2 been removed and a new interchange at Canal/Water Street
 3 has been constructed. On the right side is the Mobile
 4 River Bridge in blue and in green is I-10 Business which
 5 will take you to and from the Wallace tunnels.
 6 If you took the Mobile River Bridge
 7 across the river, you can continue on I-10 along to the
 8 Bayway. Coming out of the Wallace Tunnel, you will exit
 9 like you do today to get on the Causeway or you can
 10 continue straight to access the Bayway.
 11 Here is a rendering of the Bayway and the
 12 Mobile River Bridge connection looking west before these
 13 lanes merge to make the new eight lane Bayway. The blue
 14 will take you to and from the new Mobile River Bridge
 15 and the green will take you to and from the Wallace
 16 Tunnel and east tunnel interchange to access I-10 or
 17 I-10 Business.
 18 Now since we've talked about the project
 19 scope and limits, we will focus on the Supplemental
 20 Draft Environmental Impact Statement. ALDOT has
 21 performed environmental studies and prepared
 22 documentation to satisfy NEPA. NEPA stands for the
 23 National Environmental Policy Act which is a law that
 24 requires federal agencies to consider the potential
 25 impacts of a proposed action on the environment. And as

Page 10

1 part of the NEPA process, we studied the impacts of the
 2 proposed alternatives and documented those impacts in
 3 the Environmental Impact Statement.
 4 As part of the NEPA process for the
 5 project, we evaluated a range of alternatives based on
 6 public input, engineering studies and environmental
 7 resources. The fourteen alternatives shown here include
 8 northern routes, new routes across the bay and even a
 9 southern route, among others.
 10 These alternatives were evaluated for a
 11 variety of factors including meeting purpose and need,
 12 environmental impacts and cost. The alternatives were
 13 narrowed from fourteen to four and a Draft Environmental
 14 Impact Statement was prepared to document the potential
 15 impacts of each of the four build alternatives and the
 16 no build. Alternative B Prime was identified as the
 17 preferred alternative because it meets purpose and need
 18 and minimized impacts on the cruise terminal, maritime
 19 industry and the environment.
 20 FHWA signed the Draft EIS on July 22nd,
 21 2014 and we had held public hearings in September of
 22 2014. Since the Draft EIS was signed, major changes in
 23 the project have occurred. ALDOT began to look at
 24 different ways to fund the project. We refined the
 25 preferred alternative. We incorporated bike and

Page 11

1 pedestrian facilities and we determined that the Bayway
 2 should be replaced rather than widened.
 3 Additional engineering and environmental
 4 studies were performed to address the potential impacts
 5 that may result from these changes. Some of the key
 6 studies included roadway and interchange design, bike
 7 and pedestrian alternatives, a traffic and revenue study
 8 and additional consultation on historic resources and
 9 the affected communities and ways to mitigate adverse
 10 effects.
 11 Because of these changes and updated
 12 studies, ALDOT prepared a Supplemental Draft
 13 Environmental Statement which was signed on March 26th
 14 of this year. The Draft EIS included a commitment to
 15 provide bike and pedestrian facilities across the Mobile
 16 River.
 17 After the Draft EIS, ALDOT looked at a
 18 variety of bike and pedestrian alternatives, met with
 19 stakeholders and focus groups and held a bike and
 20 pedestrian public workshop. Based on the feedback
 21 received, the people wanted to be able to experience the
 22 views from the bridge and have a safer path across the
 23 Mobile River.
 24 ALDOT's preferred solution is a
 25 combination of facilities to meet the interests of a

Page 12

1 variety of user groups based on the public's feedback.
 2 Here's a map of the Mobile River and the
 3 City of Mobile. ALDOT will construct a bike and
 4 pedestrian path from I-165 traveling along Bay Bridge
 5 Road and across the Cochrane-Africatown Bridge. This
 6 will be built by the time the Mobile River Bridge and
 7 Bayway Project is complete. ALDOT will also work with
 8 the City and NPO to extend the path to downtown Mobile
 9 and to Battleship Park.
 10 As part of the project, ALDOT will
 11 provide an overlook on the Mobile River Bridge on the
 12 west side of the river with elevator and stair access.
 13 In addition to these commitments, ALDOT will evaluate
 14 option one which is to provide a path along the entire
 15 route of the Mobile River Bridge to Battleship Park.
 16 ALDOT will also evaluate option two which
 17 is to provide an elevator and stair access on the east
 18 side of the river and a path to the overlook on the
 19 bridge.
 20 This is a current -- this is the current
 21 typical section of the Cochrane-Africatown Bridge on the
 22 top of the page. The proposed bike and pedestrian
 23 improvement would add a protected bike and pedestrian
 24 path on both sides of the bridge without reducing the
 25 number of lanes of travel.

Page 13

1 Here is a conceptual rendering of the
 2 overlook that would be provided on the Mobile River
 3 Bridge to give people an opportunity to experience the
 4 views from the new bridge.
 5 Consultation on impacts on historic
 6 resources has been ongoing. The project will address
 7 adverse visual effects on the Church Street East and
 8 Lower Dauphin Historic Districts. ALDOT and FHWA have
 9 worked with consulting parties to draft a Section 106
 10 Memorandum of Agreement to document mitigation measures
 11 for historic resources.
 12 Aesthetics is a large component of
 13 mitigation for visual effects along with landscaping,
 14 lighting and treatment of areas underneath the bridge.
 15 We encourage you to visit the visualization table just
 16 outside this room if you haven't had the chance to yet.
 17 So now I'll turn it over to Matt Ericksen to discuss
 18 project funding and financing.
 19 MR. ERICKSEN: Thank you, Edwin. ALDOT
 20 and the U.S. DOT are looking for ways to fund major
 21 projects. With the new Mobile River Bridge and
 22 replacement of the Bayway, this project has an estimated
 23 cost of 2.1 billion dollars. Statewide ALDOT has a
 24 limited budget for capacity projects.
 25 Due to funding shortages, Alabama and

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1 other states around the country are looking for ways to
 2 fund these major projects, and with advanced technology,
 3 there has been renewed interest in using toll revenue to
 4 fund projects similar to this.

5 After the Draft EIS, ALDOT evaluated
 6 alternative delivery methods to deliver the project and
 7 fill the funding gaps. With consultation from the
 8 Federal Highway Administration, ALDOT decided to pursue
 9 an alternative delivery method in the form of a
 10 public/private partnership.

11 This P3 contract is between a private
 12 entity and ALDOT where the private entity invests in the
 13 project to design, build, operate and maintain the
 14 project while ALDOT retains ownership and oversight to
 15 ensure compliance with commitments.

16 As part of the P3 process, ALDOT
 17 developed a base plan and conducted studies as part of
 18 project development. ALDOT issued a request for
 19 qualifications and shortlisted three qualified teams to
 20 submit proposals. Since shortlisting the teams in
 21 February of 2018, ALDOT has been working with these
 22 teams to develop the request for proposals.

23 Following final environmental approval,
 24 the final RFP will be issued and released to the three
 25 teams. Teams will then submit their proposals and ALDOT

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1 will select the best value proposal. The selected team
 2 will design, build, finance, operate and maintain the
 3 project for a fifty-five year concession period which
 4 includes five years for construction.

5 With a P3, the four key elements to fund
 6 and finance this project are private activity bonds
 7 which are tax-exempt bonds, a federal loan, private
 8 equity and a public subsidy which could include grants.
 9 The PAB's, federal loan and private equity will all be
 10 paid back via toll revenue; therefore, without any toll
 11 revenue, we do not have a feasible project.

12 As shown in the blue, the tolled route
 13 will be on I-10 from Virginia Street to the U.S. 90/98
 14 interchange in Daphne. I-10 Business from Canal/Water
 15 Street through the Wallace Tunnel will also be tolled.

16 ALDOT is committed to maintaining a
 17 toll-free route across the bay. The toll-free route
 18 includes the Causeway, Bankhead Tunnel and the
 19 Cochrane-Africatown Bridge as shown in green.

20 ALDOT will cap a maximum opening day toll
 21 rate between three and six dollars for the full route.
 22 The project will use all electronic tolling which means
 23 there will be no toll booths. Tolls may be collected in
 24 a variety of ways which include through transponders in
 25 your vehicles which allow drivers to prepay for tolls or

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1 a toll-by-plate program where invoices for toll fees are
 2 mailed directly to the vehicle owner's address.

3 A frequent user discount program will be
 4 included. ALDOT is currently proposing a fifteen
 5 percent discount for passenger vehicles totaling twenty
 6 or more trips across the bay and this would be per
 7 month. Toll collection will not begin until the project
 8 is open which currently is anticipated to be in the year
 9 2025.

10 Another feature of the tolling is that
 11 the tolls will be segmented. This means you will only
 12 pay for the portion of the toll route you use. This map
 13 shows the various segments that will be tolled starting
 14 with the longest and ending with the shortest.

15 The actual toll rate for each segment is
 16 still under consideration but they must fall within the
 17 limits that will be set by ALDOT. This map is also
 18 shown on the boards at the tolling station out there in
 19 the open house area.

20 The build and no build options are still
 21 being considered in the NEPA process and it is important
 22 to understand the difference in traffic conditions under
 23 each scenario. Without the project, I-10, the Bankhead
 24 Tunnel, the Cochrane-Africatown Bridge and the Causeway
 25 will become more congested as traffic volumes increase.

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1 With the project, I-10 will have additional capacity and
 2 will be free flowing.

3 ALDOT will mitigate congestion on the
 4 non-tolled route which includes an access management
 5 plan to maintain access to and from destinations along
 6 the route.

7 Now I will turn it back over to Edwin to
 8 discuss the next steps in the project.

9 MR. PERRY: All right. Thanks, Matt. To
 10 recap, we have spent the time since the last public
 11 hearings conducting additional environmental and
 12 engineering studies and preparing the Supplemental Draft
 13 EIS to document the results from those studies and
 14 update the potential impacts.

15 The Supplemental Draft EIS identifies
 16 mitigation measures to address adverse impacts and
 17 commitments that must be carried forward through design
 18 to avoid or minimize impacts where possible.

19 Now through May 23rd, we are gathering
 20 public and agency comments on the project. After May
 21 23rd, we will review and evaluate comments and address
 22 them in the Final EIS and Record of Decision. The Final
 23 EIS and Record of Decision will also document the
 24 selected alternative, final mitigation measures and the
 25 final Section 106 Memorandum of Agreement.

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1 We anticipate approval of the Final EIS
 2 and ROD in early August of this year. Pending the final
 3 approval of the EIS and ROD, our next steps in the P3
 4 process are receiving proposals from the three
 5 shortlisted teams in December, selecting a team in March
 6 of 2020 and beginning construction shortly thereafter.
 7 Materials from tonight's meeting are
 8 available online and at our project website
 9 www.mobileriverbridge.com. You can click on the banner
 10 at the top of the page and view the boards and other
 11 meeting materials we have here tonight. You can also
 12 submit your comment forms online.
 13 We are going to take a short break before
 14 we begin the public hearing portion of tonight's
 15 meeting. You are welcome to stay here and listen to the
 16 comments shared or go outside this room and view the
 17 displays. Thank you.
 18 (Brief recess.)
 19 MR. PERRY: Okay. We will start up in
 20 about five minutes. All right. We will start the
 21 public forum portion of tonight's meeting. Those of you
 22 wishing to speak should have signed up at the welcome
 23 area and the speakers will be called up by number.
 24 Our public forum is designed to give you
 25 an opportunity to share comments for review and

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1 consideration by ALDOT. We encourage you even if you
 2 share your comments during the public forum to also
 3 provide your comments in writing on our public comment
 4 forms.
 5 Because your time is limited to two
 6 minutes, the comment form allows you to elaborate and
 7 express your comments in full detail. And if you need,
 8 you can attach as many sheets to our comment forms.
 9 This public forum is not a question and
 10 answer session, and if you still have questions or need
 11 further assistance, ALDOT representatives remain
 12 available just outside this room for one-on-one
 13 discussions.
 14 Tonight's public forum is being
 15 transcribed by a court reporter and our timekeeper will
 16 use a traffic signal to provide a visual queue of your
 17 time. The light will turn green when your two minutes
 18 begin. The light will turn yellow when you have thirty
 19 seconds remaining and the light will turn red when your
 20 time is expired.
 21 So with your visual queue of thirty
 22 seconds with the yellow light, please begin to wrap up
 23 your comments. Please hold your applause between
 24 speakers and other noise from the audience so we can
 25 make use of everyone's time.

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1 And when you begin your comments, please
 2 remember to first state your name, your address and any
 3 group affiliation if you are representing a group. And
 4 we will start off with our first speaker, with speaker
 5 number 1. You may come up to the microphone.
 6 SPEAKER NUMBER 1: Good evening.
 7 Mr. Cooper, Matt, Edwin, thank y'all for your hard work
 8 on this project and certainly the thorough process that
 9 you are going through. We certainly appreciate that.
 10 I'm Bill Sisson. I live at 109 Beverly
 11 Court in Midtown Mobile and I'm president and CEO of the
 12 Mobile Area Chamber of Commerce.
 13 As the lead economic development
 14 organization for the city and the county of Mobile,
 15 believe me when I tell you that infrastructure is
 16 important. It matters. It keeps us competitive.
 17 This community is experiencing tremendous
 18 growth. I think everyone is aware of that with large
 19 scale projects like Airbus, Austal, our steel companies,
 20 certainly the Amazon and Walmart distribution projects,
 21 many, many more and it creates jobs for our citizens and
 22 raises our standard of living. And let's not forget the
 23 many opportunities it provides to all of our small
 24 businesses here in this area as well.
 25 But at the end of the day, our

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1 competitiveness, it comes down to infrastructure. Our
 2 excellent infrastructure, whether it be people or
 3 products by water, rail, road or air, we -- it's had a
 4 truly competitive advantage here and it makes it
 5 possible to continue to grow.
 6 That is all good, of course, but the
 7 growing demands on that infrastructure requires us to
 8 continue to maintain and improve our infrastructure. So
 9 we cannot allow our modes of transportation to erode and
 10 prevent a clogged moving of our business products and
 11 people and we certainly cannot allow the people of this
 12 great city to experience a deteriorating quality of life
 13 because they're sitting in terrible traffic.
 14 As I close, let me say that this bridge
 15 will make it possible for us to continue to attract
 16 businesses and jobs to this area and will keep us
 17 competitive in economic development. We can no longer
 18 wait. The more and more expensive and complex that it
 19 becomes every day we wait. So let's build the I-10
 20 bridge. The time is now. Thank you very much.
 21 MR. PERRY: Thank you. Speaker number 2.
 22 SPEAKER NUMBER 2: Hey. I'm Maggie
 23 Oliver. I work for the Mobile Chamber of Commerce and I
 24 live in Midtown Mobile at 271 Kreitner Street. I take
 25 great pride in being from Alabama and I love to tell

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1 people that I live in Mobile. And what I don't love is
 2 when people look at me and they say, oh, that place with
 3 the tunnel where you sit in traffic on the way to the
 4 beach. I'm like yeah, but there's so much more.
 5 But what I would say is to keep in mind
 6 as we're doing this is what economic drivers these two
 7 counties are for our state, and not only is it, you
 8 know, Mobile with the port and Austal and things that
 9 Bill just mentioned but we have a huge attraction with
 10 our beaches in Baldwin County.
 11 And making it easier for people to get to
 12 those beaches is -- it makes us look better and I think
 13 investing in our community in that way, I know two
 14 billion dollars is a big number. Taxes and tolls are
 15 not fun but it is something that we need to take
 16 seriously and consider the overall impact that it will
 17 have positively for the economy in our region and
 18 quality of life, of course. No more traffic in the
 19 tunnel.
 20 MR. PERRY: Thank you. Speaker number 3.
 21 SPEAKER NUMBER 3: Okay. Got it. I
 22 address my remarks to Mr. Bartlett. He's the one that
 23 makes the decision. I've addressed all you other folks
 24 and y'all aren't listening but Mr. Bartlett listens.
 25 The practical answer to crossing the

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1 bridge has only been considered here, not the cumulative
 2 impact on the central business district, historic
 3 Mobile, tourist impressions of our beautiful city
 4 downtown, Cooper Riverside Park, the waterfront,
 5 historic neighborhoods, aesthetics, its residents, its
 6 history and the very reason that we're here.
 7 The Chamber of Commerce has had its two
 8 people because they think that historic preservation and
 9 they think that tourism is not an industry. The
 10 industry has spoken. Now I'm speaking for the people.
 11 By the way, my name is Herndon Inge and
 12 I'm with Stop the Bridge and I've been around a long
 13 time and I plan to stay around a lot longer. I also
 14 intend to be the lead plaintiff in the federal court
 15 lawsuit if y'all don't follow federal law.
 16 The Alt B corridor will ruin downtown,
 17 Mobile's past and future for -- to prevent a few hours
 18 of delay and the four to six ships per day that crosses
 19 under the bridge.
 20 The Atlanta mayor, Maynard Jackson, said
 21 the good news is that we have a state capital, Atlanta
 22 has a state capital, major baseball team, major league
 23 football team, international airport, amusement parks
 24 and we sacrifice a little traffic delay. I'll take that
 25 sacrifice.

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1 If it's talking about the quality of life
 2 in downtown Mobile and historic neighborhoods and
 3 historic structures, then I will take that little bit of
 4 delay. My office is one block from here on the corner
 5 of South Cedar Street and Monroe Street.
 6 I will look out my window and see the
 7 five hundred and fifty-one feet, two towers and the two
 8 hundred and fifteen foot vertical clearance roadway from
 9 my window. And it's -- I will submit all my writing,
 10 all of it in writing but it's ridiculous and insulting
 11 for you engineers to say that the visual impact is
 12 mitigated -- I see it -- is mitigated by fifty thousand
 13 dollars of tree cover that will not be mature in our
 14 lifetime.
 15 It's insulting. And the way y'all have
 16 bypassed the impact -- FHWA has said there was an
 17 impact. You guys said there was not an impact. That
 18 guy listens. So you'll see my comments. You will see
 19 me in federal court. And, you know, Embarcadero Freeway
 20 in San Francisco and the I-20/I-59 Birmingham, you build
 21 it, you realize it was a mistake and you tear it down.
 22 MR. PERRY: All right. Thank you.
 23 Speaker number 4.
 24 SPEAKER NUMBER 4: Good evening. My name
 25 is Kevin Pimperl. I live in Baldwin County, 12138 A D

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1 Rider Road between Bay Minette and Spanish Fort. I
 2 commute to downtown Mobile every day to work. My wife
 3 commutes to Mobile, too.
 4 We travel the Wallace Tunnel twice a day,
 5 both of us. So you're adding a two hundred and forty to
 6 four hundred and eighty dollar bill to us per month
 7 which is not feasible for us.
 8 So we would have to -- we would be forced
 9 to take the Bankhead Tunnel which is fine but there are
 10 thousands of families in my same situation who are going
 11 to do the same thing. So I want to make sure that you
 12 guys take that into consideration.
 13 The added traffic through the Bankhead
 14 Tunnel is going to be ridiculous and you're basically
 15 taking away an alternate route. So I'm afraid you're
 16 going to make a bad problem worse in a lot of ways.
 17 The bridge is beautiful and I mean I'm
 18 not opposed to a toll of some kind but I mean a fifteen
 19 percent discount on three hundred dollars a month is
 20 still an undue burden on the local people who have made
 21 a living for generations in this area living and working
 22 back and forth in this community. Thanks.
 23 MR. PERRY: Thank you. Speaker number 5.
 24 SPEAKER NUMBER 5: Good evening. My name
 25 is Michael Timothy Sullivan. I'm seventy-five years

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1 old, a retired shipyard worker and I actually helped
2 build the Wallace Tunnel.
3 In my opinion, what we have here is an
4 engineering nightmare. You have an elevated tunnel.
5 You get a tractor trailer with eighteen thousand gallons
6 of high test gas off in that Mardi Gras crowd on that
7 high turn and that is the end of Mobile financially.
8 I have drawn up an alternate thing across
9 Pinto Island, a gradual -- you'll never even know it's
10 being built. Felix's Fish Camp, all the seafood --
11 nobody will be affected. This is strictly for the
12 eighty, ninety mile an hour tourist, truck drivers, drug
13 dealers, human traffickers to get past Mobile safely.
14 No bike lanes, no pedestrian tracks, nothing.
15 All this -- if you have a disaster, where
16 Pinto Island is is just a scrap yard. The Coast Guard,
17 everybody can be there in minutes from the water. And
18 also the funding, why not get with Texas, Louisiana,
19 Mississippi. This is a hurricane evacuation route.
20 This thing carries a high volume of traffic. Y'all need
21 to kick in a little bit.
22 Alabama, get the lottery. There is other
23 ways of making this money up because two billion
24 dollars -- President Trump wants five billion for the
25 wall so two billion for this and down the road no tolls

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1 or anything like that.
2 This is just a gradual, high speed safe
3 bridge and traffic way to get you through Mobile.
4 Nothing -- you won't even know it's being built from
5 downtown. No noise, nothing. You are in the
6 renaissance. You won't hear any trucks, any traffic or
7 anything. I have some plans that I will give people and
8 see this gradual turn. Thank you so much. I'm just
9 trying to use some common sense on this, you know, so
10 down the road everything will work out.
11 MR. PERRY: Thank you. Speaker number 6.
12 SPEAKER NUMBER 6: Good evening. Can you
13 hear me okay? It's kind of tall for me. My name is
14 Ruth Guess. I live at 112 Shiloh Drive, Daphne,
15 Alabama. Thank you.
16 I attended a public meeting at the
17 International Trade Center and was told about two
18 hundred paper surveys regarding proposed toll amounts
19 were mailed to Baldwin County citizens and also comments
20 could have been made online.
21 Are two hundred mail surveys sufficient
22 for fair feedback from the local citizens? The toll
23 will be another overly burdensome tax on us and one
24 which we did not have an opportunity to cast a vote.
25 The proposed three to six dollars is unfair and a burden

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1 that we cannot as locals afford.
2 The proposed fifteen percent discount is
3 unacceptable. Any toll must contain a provision for an
4 end date and a provision that it cannot increase.
5 The new bridge should be moved south of
6 the planned site so the existing Bayway can be used by
7 the local citizens toll free. Tearing it down at a cost
8 of three hundred million dollars instead of using it for
9 the Mobile and Baldwin County residents is a waste of
10 money. It has already seen a Cat 3 storm, and if in the
11 future a storm does take it down, we still save millions
12 plus the cost of toll to our local citizens.
13 Additionally the toll will create an
14 adverse effect on the economy of both counties. The
15 presentation included in this discussion of Bankhead
16 Tunnel being part of the non-tolled route, it was not
17 said that the Bankhead Tunnel will eventually go away.
18 Finally there are new construction roads
19 throughout the state which are funded and require no
20 tolls. One example is the northern belt line project in
21 Birmingham. This project is federally funded with no
22 tolls. I believe that if ALDOT can find 5.4 billion
23 dollars for that, they can find two billion for us.
24 Thank you for listening.
25 MR. PERRY: Thank you. Speaker number 7.

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1 SPEAKER NUMBER 7: How are y'all doing?
2 My name is Steve Flock. I live at 2113 Marchfield Drive
3 in the city of Mobile. While I certainly think we need
4 to do something about the I-10 tunnel, I am opposed to
5 the tolls. There are no tolls on I-10 anywhere in this
6 area.
7 And I also think that the toll
8 collections which I understand are going to be something
9 like four to six billion dollars over thirty years is
10 way too high for the amount of money that we're in
11 effect going to borrow for this project for I think you
12 said it was about 1.6 billion.
13 A couple of examples also. The I-10
14 bridge over Lake Pontchartrain after Hurricane Katrina,
15 that was rebuilt. It was rebuilt higher and wider at a
16 cost of about eight hundred million dollars and there's
17 no tolls on that. Also currently, the I-59/I-20 project
18 in Birmingham, that's seven hundred million dollars. No
19 tolls there.
20 Also I'd like to know what is the cost of
21 capital for this project. Like what is going to be the
22 interest rate on the bonds and what kind of rate of
23 return is the concessionaire going to be able to charge.
24 So that's all the questions I have.
25 MR. PERRY: Thank you. Speaker number 8.

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1 SPEAKER NUMBER 8: Hi. My name is Laura
 2 Stone and I work for Mobile Baykeeper. We are an
 3 environmental nonprofit that serves both sides of the
 4 bay. And really what I want to do is thank you for
 5 having us and listening to the public's concerns.
 6 And what we're seeing as a concern is the
 7 disproportionate adverse effect that will happen from
 8 the high toll on the Cochrane Bridge for the community
 9 that's surrounding it.
 10 And what we want to kind of charge you
 11 with is really look at where are other ways that we can
 12 fund this. Can we buy down the toll with alternative
 13 special funding, grants, things like that.
 14 We also want you to consider phasing. Is
 15 there a way we could do this in multiple phases that
 16 would help alleviate and have more opportunity to apply
 17 for those grants. And then lastly we really want you to
 18 work with that community because we want you to make
 19 sure that the mitigation is fair.
 20 And then another concern I kind of wanted
 21 to bring up is that it crosses over impaired bodies of
 22 water. Joe's Branch and D'Olive Creek have both been
 23 listed as impaired bodies of water for siltation, dirt
 24 essentially, from development over time and it's
 25 crossing near and over that.

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1 And although there is not a total daily
 2 maximum load that's been set by Alabama Department of
 3 Environmental Management, that's not an excuse to not be
 4 able to evaluate and minimize the impacts that this
 5 project will have on that. So I want you to consider
 6 that as well. Thank you.
 7 MR. PERRY: Thank you. Speaker number 9.
 8 SPEAKER NUMBER 9: Hi. I'm Casi
 9 Callaway. I'm the executive director of Mobile
 10 Baykeeper and a resident at 17 North Reed Avenue in
 11 Mobile.
 12 I want to echo what Laura said. Thank
 13 you so much for hosting these public hearings and
 14 listening to us on these issues. I want to also spend a
 15 minute talking about -- saying thank you to how the
 16 chamber opened this meeting. They talked about what our
 17 economy looks like in Coastal Alabama.
 18 The thing that Laura mentioned with Joe's
 19 Branch and D'Olive Bay, the issues that we are most
 20 concerned about and talked about for the entire history
 21 of this bridge in my lifetime back in Mobile so almost
 22 twenty -- almost -- one years, we -- the environment is
 23 our economy in Coastal Alabama.
 24 It's our fishing industry. It's our
 25 seafood industry. It's tourism. It's beaches. It's

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1 quality of life but it's also if we don't have great
 2 waterways and protect those great waterways, we aren't
 3 able to put back into the state coffers what we are able
 4 to put into the state coffers. It's everything from the
 5 port to a beach and all of that in between.
 6 The issue that we brought up multiple
 7 times is storm water and making sure that you're
 8 capturing the rainwater and all that is in that
 9 rainwater on the length of the Mobile River Bridge as
 10 well as the Bayway and we understand that that's a cost
 11 included.
 12 What we understand you're looking at
 13 though is one study that says the cost does not equate
 14 to the expense or it costs more than you're mitigating
 15 or saving from the environmental perspective and we
 16 don't agree with that. We're going to find some good
 17 studies and put it back out to you and challenge you
 18 with that.
 19 But there are also some ways to look at
 20 if you cannot protect and capture that storm water the
 21 entire length of the bridge, you can find another way.
 22 You can do pieces and places where -- Joe's Branch or
 23 D'Olive Bay where you actually have impaired waterways
 24 you need to protect.
 25 Also really quickly I want to mention

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1 mitigation, just your mitigating -- you've upped how
 2 much you're impacting in this study we've seen but
 3 you're also saying it's not quality which is kind of
 4 terrible and wrong.
 5 Any impact -- any wetland we have in this
 6 area is vitally important for our fisheries habitat. So
 7 1.5 ratio is too low. You need to be doing mitigation
 8 at a higher ratio. If you're going to impact them,
 9 replace them better. We do love that you're in the area
 10 though. They are going to replace in the area.
 11 Okay. One more thing I have to say.
 12 This is an environmental impact statement presentation
 13 and you did not one word about the actual impact to the
 14 environment in your presentation. And there aren't
 15 great posters out there talking about the environment
 16 either.
 17 So the community is hearing about the
 18 pedestrian/bike path and they're hearing about the toll.
 19 Thank you. And the community is very concerned about
 20 those two points and the historic points but the
 21 environment is what this is about and it's about our
 22 community. So next time, it would be awesome if y'all
 23 talked about the environment from the podium as well.
 24 But thank you again. We really do appreciate the
 25 opportunity.

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1 MR. PERRY: Thank you. Speaker number
2 10.

3 SPEAKER NUMBER 10: My name is David
4 Underhill. Address, 1220 Texas Street in Mobile. I'm a
5 member of both the Mobile Bay Sierra Club and the Mobile
6 Environmental Justice Action Coalition though neither of
7 those organizations is aware of what I'm about to say.
8 This plan is a two billion dollar project
9 to build a bridge to the 20th Century. It displays a
10 sad failure of imagination and a shocking failure to
11 address the actual issues of the 21st Century.
12 Imagine if two billion dollars were spent
13 on affordable housing near jobs so thousands of
14 commuters did not need to cross the bay every workday.
15 Imagine if those who must cross the bay had access
16 instead to convenient and reliable public transit which
17 would remove from the road many of those SUV's with a
18 solitary driver and no passengers and imagine alternate
19 transit available to weekend and holiday travelers.
20 Then consider the actual challenges of
21 the 21st Century which include the greenhouse gas
22 assaults on our climate of our sole worldly home. This
23 threat requires urgent and anticipatory action, not a
24 reflexive repeat of antiquated habits that endanger all
25 living things.

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1 Already ten traffic lanes cross the river
2 in Mobile and eight lanes cross the bay but this project
3 says that is not enough. Many more lanes must be added
4 which will not reduce congestion. Rather as experience
5 elsewhere shows, this expansion will attract more
6 traffic and eventually a return of congestion. That
7 means more burning of fossil fuels and more greenhouse
8 gases in a time that demands these things shrink
9 swiftly.
10 The momentum of this project already
11 achieved to push toward construction will serve well the
12 contractors that build it and the economic planners
13 whose minds are mired in regressive impulses. It will
14 not serve the future well.
15 May these thoughts weigh upon your
16 conscience as you proceed with this affront to vision
17 and reason.
18 MR. PERRY: Thank you. Speaker number
19 11.
20 SPEAKER NUMBER 11: Carol Adams-Davis,
21 362 McDonald Avenue, Mobile. I support a bridge but
22 definitely not the proposed route. All reasonable and
23 smart alternative routes should have been included and
24 considered and a comparative level of detail in the DEIS
25 and they were not.

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1 As you know, the U.S. Department of
2 Transportation Climate Change Vulnerability Assessment
3 released in June 2014 focuses on Mobile and examines the
4 vulnerability of its transportation infrastructure to
5 climate change.
6 The analysis information concludes that
7 the locations of the present proposed route tying into
8 the existing I-10 Bayway are high vulnerability to
9 current storms and storm surge that could conceivably
10 happen today and of course highly vulnerable to more
11 intense storms coupled with sea level rise of the
12 future; hence, the DEIS should have included a climate
13 change mitigation section and it did not. In light of
14 this documented vulnerability, funding for a bridge in
15 this location is extremely irresponsible and would be a
16 costly mistake.
17 There's another popular route that was
18 not included in the DEIS but publicly supported for
19 years. If you start just east of Michigan Avenue on
20 existing I-10 and go straight across the bay using the
21 north end of McDuffie Island and by Little Sand Island,
22 you will end up in Daphne where ALDOT can design an
23 appropriate connection to the existing I-10 on the
24 Eastern Shore.
25 This could present an opportunity to

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1 mitigate the longstanding problems on the existing
2 Highway 98. This suggested route would avoid the
3 negative impacts on the historic district, parks,
4 residential neighborhoods, schools and nursing homes.
5 It would alleviate construction problems
6 regarding noise in downtown, high quality issues
7 downtown -- air quality issues downtown, vibrations due
8 to historic buildings, settling after completion,
9 closing tourist attractions.
10 The existing industrial businesses and
11 operations would not have to function in the shadows of
12 a bridge and persons living in the down the bay
13 community would not have to live under a bridge.
14 The vertical clearance of an independent
15 bridge would be the same as the proposed bridge but the
16 incline would be much less intense. The distance of the
17 maximum elevation span would be much longer giving the
18 maritime industry more flexibility, commercial
19 opportunity and leeway. Vehicles transporting hazardous
20 materials will not have to shift gears up and down an
21 intense incline.
22 A new independent I-10 bridge in this
23 location would be able to survive a major tropical storm
24 and be much better evacuation route alternative.
25 MR. PERRY: Thank you for your comment.

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1 SPEAKER NUMBER 11: I've got some
 2 solutions. Two minutes is not enough to talk to y'all
 3 and we don't have that many speakers. So if you don't
 4 mind, I'd like to finish my letter. Thank you.

5 MR. PERRY: Okay.

6 SPEAKER NUMBER 11: A new independent
 7 I-10 bridge in this location would be able to survive a
 8 major tropical storm and be a much better evacuation
 9 route alternative. Mobile and Baldwin counties would be
 10 able to receive the much needed supplies while the
 11 injured could be transported to the appropriate medical
 12 facilities.

13 This bridge would be cost efficient and
 14 the other proposals -- than the other proposals because
 15 it would still be here at the end of the century and
 16 beyond. The State of Alabama and the United States
 17 Government cannot afford to build an inadequate
 18 structure that is improperly located and designed.

19 Of course the new bridge should be
 20 accessible to all travelers so it should include a
 21 satisfactory pedestrian/bicycle facility.

22 In the last few decades, the bridge
 23 construction industry has minimized the negative
 24 consequences associated with building bridges. That
 25 solution is known as accelerated bridge construction or

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1 ABC. I know you're familiar with this. This method
 2 could and should be used on the I-10 Mobile Bridge
 3 construction project.

4 It would use new forms of planning,
 5 procurement, design, materials, utility installation and
 6 construction methods that are safer and more cost
 7 effective. ABC significantly lowers the amount of time
 8 it takes to build new bridges and replace or
 9 rehabilitate existing ones.

10 An independent ABC bridge would reduce
 11 the combined time to plan and construct the bridge by
 12 years and no time down -- no downtime of existing
 13 transportation arteries. This would also be an
 14 excellent plan for toll. Everything else would stay the
 15 same except this independent bridge. Thank you.

16 MR. PERRY: Thank you. Speaker number
 17 12.

18 SPEAKER NUMBER 12: Good evening. My
 19 name is Mike Lee. I live at 52 -- I work -- I live
 20 there more than I work but 52 North Jackson in downtown
 21 Mobile and I live at 1110 Government Street so I'm a
 22 downtown Mobilian all the way there.

23 First of all, I'd like to say a quick --
 24 just a quick remark about the tolls. The studies I've
 25 seen indicated that particularly at peak times that

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1 sixty percent of the traffic is out-of-state traffic.
 2 To me, the biggest thing that favors the toll is why
 3 should Alabamians solve this totally on our own out of
 4 our funds.

5 This allows us to bring sixty percent of
 6 the funds for the toll from the people who are using it
 7 out of state. It would be great if we could get money
 8 from those states but that's totally unrealistic. There
 9 is no mechanism for those states to throw money to
 10 Alabama's bridges and roads but we can get it out of
 11 them anyway with these tolls. So that's a very good
 12 reason to me.

13 Also when you couple that investment with
 14 the federal investment, we're solving a problem for
 15 Alabama and particularly for Mobile probably for less
 16 than thirty cents on the dollar so that's a good
 17 business deal.

18 The other thing I wanted to mention is I
 19 heard tourism mentioned. To me, that was completely off
 20 the mark. I'm a businessman but I have served as
 21 volunteer chair of the Mobile Convention Visitor Bureau
 22 for eleven years.

23 I learned a lot about tourism during that
 24 time and one of the most significant hurdles we had that
 25 came up over and over was the fact that you can't get

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1 the people at the beaches to come back into the city and
 2 fight the bridge. You can't get people passing through
 3 Mobile to get off of the road or the bridge and spend a
 4 little time in Mobile when they are faced with such
 5 congestion.

6 So I think those two points among all
 7 others support the idea, first, that the toll is a fair
 8 way to pay for it, and secondly, the tourism is just one
 9 of the many things included with workforce development,
 10 economic development, quality of life, evacuation routes
 11 and safety. Every one of those things is improved with
 12 this bridge. Every one of those things gets worse if we
 13 don't build the bridge. Thank you.

14 MR. PERRY: Thank you. Speaker number
 15 13.

16 SPEAKER NUMBER 13: Hi. My name is Ash
 17 Baumann. I live at 7800 Bellefield Drive East,
 18 Theodore, Alabama and I would like to discuss about the
 19 toll fees that you guys are wanting to implement on us.

20 I am an autism mother. I have a daughter
 21 that is eight years old on the spectrum. Our services
 22 are across the bay. We travel over there because we
 23 could not find any services that fit her over here as
 24 much as we've tried and our occupational therapy is over
 25 there.

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1 We are not the only family that has
 2 children on the spectrum that travels across the bay for
 3 services. When you are implementing a toll, we cannot
 4 afford it. We barely afford the services as it is.
 5 Most half of our income is for services for her.
 6 There is We Rock the Spectrum Gym across
 7 the bay. Our -- the American Autism and Rehabilitation
 8 Center where my daughter goes offers occupational
 9 therapy, feeding therapy, physical therapy, speech
 10 therapy.
 11 It's a lifeline for us and I'm not the
 12 only one that makes the drive over there for our child,
 13 for her to have a better way of life. Implementing the
 14 toll road will sever that lifeline for our children and
 15 not just for us. For families that are working back and
 16 forth, they can't afford it at all. They're -- sorry.
 17 That's it. Thank you.
 18 MR. PERRY: All right. Thank you.
 19 Speaker number 14.
 20 SPEAKER NUMBER 14: Hi. Hi. Sorry. I
 21 have a big voice. My name is Karen Cassidy. I live in
 22 downtown Mobile and I'm a cyclist. First, I wanted to
 23 say thank you for hearing the requests of all the
 24 cyclists to build a lane on whatever solution, wherever
 25 you decide to put it. That was a big deal for us.

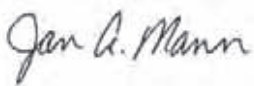
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1 I'm not here to ask about location. I'm
 2 here to ask about the rails. So the last time I took a
 3 bike across the Cochrane Bridge was also the first time
 4 because it was terrifying. The bridge is not only high;
 5 there are trucks zooming by you and there's no rail here
 6 and the rail here is pretty low.
 7 So I'm grateful that you're putting a
 8 barricade between the car and the cyclist. The problem
 9 is that if you fall for any reason, even if it's not
 10 because of a car, there's debris on the road or you lose
 11 your balance, you know, if you're up on a bike, this is
 12 not really that high to keep you from falling over down
 13 four or five stories into swimming with the fishes.
 14 If there was a possibility to add like a
 15 two foot chain link fence or some other thing that would
 16 protect a cyclist who would possibly take a spill from
 17 falling over into a dire circumstance, that would be my
 18 request. So thank you.
 19 MR. PERRY: Thank you. Ladies and
 20 gentlemen, that concludes tonight's portion of the
 21 public forum. I want to thank you all for attending and
 22 a special thank you for those who shared their comments.
 23 We appreciate the comments that you have made.
 24 Remember the deadline for submitting
 25 comments on the environmental document is Thursday, May

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1 23rd. Your comments must be received by that deadline
 2 to be included in the environmental document. Thank
 3 you.
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 5 END OF PROCEEDINGS
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1 CERTIFICATE
 2
 3
 4 STATE OF ALABAMA)
 5 MOBILE COUNTY)
 6
 7 I hereby certify that the above
 8 proceedings were taken down by me and transcribed by me
 9 and that the above is a true and correct transcript of
 10 the said proceedings.
 11 I further certify that I am neither of
 12 counsel nor of kin to the parties nor in anywise
 13 financially interested in the outcome of this case.
 14
 15
 16
 17 
 18 JAN A. MANN
 19 COMMISSIONER - NOTARY PUBLIC
 20 ACCR NO. 321
 21
 22
 23
 24
 25

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Deposition of:
ALDOT Hearing

May 7, 2019

In the Matter of:
ALDOT PUBLIC HEARING

Freedom Court Reporting
800.808.4958 | calendar-freedom@veritext.com | 205-397-2397

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MOBILE RIVER BRIDGE AND BAYWAY PROJECT

ALDOT PUBLIC HEARING

Spanish Fort Community Center
7361 Spanish Fort Boulevard
Spanish Fort, Alabama

May 7, 2019

5:35 P.M.

REPORTED BY:

Jan A. Mann, CSR
Henderson & Associates Court Reporters
260 North Joachim
Mobile, Alabama 36603

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1 a hundred and fifteen thousand vehicles that day and
 2 this is becoming a regular occurrence.
 3 So what does ALDOT propose to do with
 4 congestion on I-10? It begins here at Broad Street
 5 interchange in the city of Mobile and ends just east of
 6 the US-90/98 interchange in Daphne. Among this section
 7 of I-10, ALDOT will modify seven interchanges. We have
 8 boards showing these interchanges in more detail outside
 9 of this room in the open house area for you to look at.
 10 Now let's talk about the Mobile River
 11 Bridge. This is a rendering of what the bridge could
 12 look like across the Mobile River. ALDOT evaluated a
 13 variety of bridge types and a cable stay bridge was
 14 determined to be the best fit for the project because of
 15 its cost effective design and its ability to span the
 16 river's navigation channel.
 17 This is a conceptual rendering of what
 18 the driver's view could look like from the bridge. The
 19 deck would be approximately twenty-one stories high and
 20 provide six lanes of travel across the river. Each lane
 21 will be twelve foot wide and have twelve foot shoulders.
 22 Combined with the Wallace Tunnel, there will be a total
 23 of ten interstate lanes to cross the Mobile River.
 24 The Mobile River Bridge will be the
 25 tallest cable stay bridge in North America with a two

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1 hundred and fifteen foot vertical clearance over the
 2 channel. This clearance was selected to minimize
 3 impacts on cruise ships and other maritime activities.
 4 To compare our bridge with some of the
 5 other bridges you may be familiar with, first we have
 6 the Cochrane-Africatown Bridge which has a vertical
 7 clearance of a hundred and fifty-five feet.
 8 Next is the Cooper River Bridge in South
 9 Carolina which has a vertical clearance of two hundred
 10 and nine feet and then finally the Golden Gate Bridge
 11 which is a suspension bridge. It has a vertical
 12 clearance of two hundred and twenty feet.
 13 Here are the dimensions of the proposed
 14 Mobile River Bridge project. Again you can see the two
 15 hundred and fifteen foot clearance over the navigation
 16 channel and the main span will be just shy of fourteen
 17 hundred feet.
 18 In addition to the new signature bridge,
 19 we will be replacing the existing Bayway. The existing
 20 Bayway -- the existing Bayway bridge was opened in 1978.
 21 As shown in the three bottom pictures, storm surge has
 22 impacted similar bridges in neighboring states. So
 23 because of this, ALDOT performed a storm surge study and
 24 it indicated a majority of our bridge spans would be
 25 impacted due to storm surge.

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1 The new Bayway will have eight twelve
 2 foot lanes and up to ten feet higher than the existing
 3 bridge to get above storm surge levels. It will connect
 4 to the Mobile River Bridge and the Wallace tunnels.
 5 Now I'd like to describe to you how to
 6 access the city of Mobile from what we are calling I-10
 7 Business. From Baldwin County, you can take the Bayway
 8 onto the Mobile River Bridge and continue west over the
 9 river.
 10 If your destination is on the east side
 11 of the river and you want to use the Bankhead Tunnel to
 12 get downtown, you would exit off the Bayway at the
 13 interchange as you do today or if you want to access
 14 downtown through Canal or Water Street you would remain
 15 on I-10 Business to go through the Wallace Tunnel.
 16 Here is a rendering of the Bayway and the
 17 Mobile River Bridge connection looking west just before
 18 these lanes merge to make the eight lane Bayway. Blue
 19 will take you to and from the Mobile River Bridge and
 20 the green will take you to and from the Wallace Tunnel
 21 and the east tunnel interchange to access I-10 Business
 22 or downtown Mobile if you are headed west or Baldwin
 23 County if you are headed east.
 24 If you are on the Mobile River Bridge
 25 heading west, you will touch down here at Virginia

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1 interchange and you will continue on I-10 as you do
 2 today. If you are headed on I-10 Business heading west
 3 out of Wallace Tunnel and want to go downtown, you can
 4 exit at Canal/Water Street or you can continue west to
 5 rejoin I-10.
 6 Here you can see the entrance to the
 7 Wallace Tunnel on the left and the existing ramps have
 8 been removed and the new interchange at Canal/Water
 9 Street has been constructed. On the right is the Mobile
 10 River Bridge in blue and the green is I-10 Business
 11 which will take you to and from the Wallace Tunnel.
 12 Now that we've talked about the project
 13 scope and limits, let's focus on the supplemental draft
 14 impact statement. ALDOT has been performing
 15 environmental studies and preparing documentation to
 16 satisfy NEPA.
 17 NEPA stands for the National
 18 Environmental Policy Act which is a law that requires
 19 federal agencies to consider the potential impacts of
 20 proposed action on the environment. And as part of the
 21 NEPA process, we studied impacts of the proposed
 22 alternatives and documented those impacts in the
 23 Environmental Impact Statement.
 24 As part of the NEPA process for this
 25 project, we evaluated a range of alternatives based on

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1 public input, environmental studies and environmental
 2 resources. The fourteen alternatives shown here include
 3 northern routes, new routes across the bay and even a
 4 southern route, among others. These alternatives were
 5 evaluated for a variety of factors including meeting
 6 purpose and need, environmental impacts and cost.
 7 The alternatives were narrowed from
 8 fourteen to four and the Draft Environmental Impact
 9 Statement was prepared to document the potential impacts
 10 for each of the four build alternatives and the no
 11 build. Alternative B Prime was selected as the
 12 preferred alternative because it meets purpose and need,
 13 minimizes impacts to the cruise terminal, maritime
 14 industry and the environment. FHWA signed the Draft EIS
 15 on July 22nd, 2014 and we had a public hearing in
 16 September of 2014.
 17 Since the Draft EIS was signed, major
 18 changes to the project have occurred. ALDOT began to
 19 look at different ways to fund the project. We refined
 20 the preferred alternative. We incorporated bike and
 21 pedestrian facilities and we determined that the Bayway
 22 should be replaced rather than widened.
 23 Additional engineering and environmental
 24 studies were performed to address potential impacts that
 25 may result from these changes. Some of the key studies

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1 included roadway interchange design, bike and pedestrian
 2 alternatives, a traffic and revenue study and additional
 3 consultation on historic resources and affected
 4 communities and ways to mitigate adverse effects.
 5 Because of these changes and updated
 6 studies, ALDOT prepared the Supplemental Draft
 7 Environmental Impact Statement which was signed March
 8 26th of this year. The Draft EIS included a commitment
 9 to provide a bike and pedestrian facility across the
 10 Mobile River.
 11 After the Draft EIS, ALDOT looked at a
 12 variety of bike and pedestrian alternatives, met with
 13 stakeholders and focus groups and held a bike and
 14 pedestrian public workshop. Based on the feedback
 15 perceived, people wanted to be able to access the views
 16 from the new bridge and have a safer path across the
 17 Mobile River.
 18 ALDOT's preferred solution is a
 19 combination of facilities to meet the interests of a
 20 variety of user groups based on the feedback. Here is a
 21 map of the Mobile River and the City of Mobile.
 22 ALDOT will construct a bike and
 23 pedestrian path from I-165 traveling along Bay Bridge
 24 Road across the Cochrane-Africatown Bridge. This will
 25 be built by the time the Mobile River Bridge and Bayway

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1 Project is complete. Also ALDOT will work with the City
 2 and NPO to extend the path to downtown Mobile and to
 3 Battleship Park.
 4 As part of the project, ALDOT will
 5 provide an overlook on the Mobile River Bridge on the
 6 west side of the river with elevator and stair access.
 7 In addition to these commitments, ALDOT will evaluate
 8 option one which is to provide a path along the entire
 9 route of the Mobile River Bridge to Battleship Park and
 10 ALDOT will also evaluate option two to provide elevator
 11 and stair access to the east side of the river with a
 12 path that connects onto the overlook on the bridge.
 13 The current typical section of
 14 Cochrane-Africatown Bridge was shown on the top of this
 15 image. And the proposed bike and pedestrian improvement
 16 would add a protected bike and pedestrian path on both
 17 sides of the bridge without reducing the number of lanes
 18 of travel on the bottom of this screen.
 19 Here is a conceptual rendering of what
 20 the overlook that will be provided on the Mobile River
 21 Bridge to give people the opportunity to experience the
 22 views of the bridge.
 23 Consultation on impacts to historic
 24 resources has been ongoing. The project will have
 25 adverse visual effects on the Church Street East and

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1 Lower Dauphin Historic Districts. ALDOT and FHWA have
 2 worked with consulting parties to draft a Section 106
 3 Memorandum of Agreement to document mitigation measures
 4 for historic resources.
 5 Aesthetics is a large component of
 6 mitigation for visual effects along with landscaping,
 7 lighting and treatment of areas under the bridge. We
 8 encourage you to visit the visualization tables on the
 9 other side of this room if you haven't had a chance yet.
 10 And now we will turn over to Matt Ericksen to discuss
 11 project funding and financing.
 12 MR. ERICKSEN: Thank you, Edwin. ALDOT
 13 and the U.S. DOT are looking for ways to fund these
 14 major projects. With the new Mobile River Bridge and
 15 the replacement of the Bayway, the project has an
 16 estimated cost of 2.1 billion dollars. Statewide ALDOT
 17 has a limited budget for capacity projects.
 18 Due to funding shortages, Alabama and
 19 other states around the country are looking for ways to
 20 fund these major projects, and with advanced technology,
 21 there has been a renewed interest in using toll revenue
 22 to fund projects similar to this. After the Draft EIS,
 23 ALDOT evaluated alternative delivery methods to deliver
 24 the project and fill these funding gaps.
 25 With consultation from the Federal

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1 Highway Administration, ALDOT decided to pursue an
 2 alternative delivery method in the form of a
 3 public/private partnership. This P3 contract is between
 4 a private entity and ALDOT where the private entity
 5 invests in the project to design, build, operate and
 6 maintain the project while ALDOT retains ownership and
 7 oversight to ensure compliance with commitments.
 8 As part of the P3 process, ALDOT
 9 developed a base plan and conducted studies as part of
 10 the project development. ALDOT issued a request for
 11 qualification and shortlisted three qualified teams to
 12 submit proposals. Since shortlisting these teams in
 13 February of 2018, ALDOT has been working with the teams
 14 to develop the request for proposals.
 15 Following final environmental approval,
 16 the final RFP will be released to the teams. The teams
 17 will then submit proposals and ALDOT will select the
 18 best value proposal. The selected team will design,
 19 build, finance, operate and maintain the project for a
 20 fifty-five year concession period which includes five
 21 years for construction.
 22 With a P3, the four key elements to fund
 23 and finance this project are private activity bonds,
 24 which are tax-exempt bonds, a federal loan, private
 25 equity and a public subsidy which could include grants.

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1 The PAB's, federal loan and private equity will be paid
 2 back via the toll revenue; therefore, without tolling
 3 revenue, we do not have a feasible project.
 4 As shown in the blue, the toll route
 5 would be on I-10 from Virginia Street to the US-90/98
 6 interchange in Daphne. I-10 Business from Canal/Water
 7 Street through the Wallace Tunnel will also be tolled.
 8 ALDOT is committed to maintaining a
 9 toll-free route across the bay. The toll-free route
 10 includes the Causeway, Bankhead Tunnel and the
 11 Cochrane-Africatown Bridge as shown in the green.
 12 ALDOT will cap a maximum opening day toll
 13 rate between three and six dollars for the full route.
 14 The project will use all electronic tolling which means
 15 there will be no toll booths.
 16 Tolls may be collected in a variety of
 17 ways including through transponders in vehicles which
 18 allow drivers to prepay for tolls or a toll-by-plate
 19 program where invoices for toll fees will be mailed
 20 directly to the vehicle owner's address.
 21 A frequent user discount program will be
 22 included. ALDOT is currently proposing a fifteen
 23 percent discount for passenger vehicles totaling twenty
 24 or more trips each month. Toll collection will not
 25 begin until the project is open which is currently

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1 anticipated for the year 2025.
 2 Another feature of the tolling is that
 3 the tolls will be segmented. This means you will only
 4 pay for the toll route that you use or the portion of
 5 it. This map shows the various segments that will be
 6 tolled starting with the longest and ending with the
 7 shortest.
 8 The actual toll rate for each segment is
 9 still under consideration but they must fall within the
 10 limits that will be set by ALDOT. This map is also
 11 shown on the boards at the tolling station in the open
 12 house area.
 13 The build and no build options are still
 14 being considered in the NEPA process and it's important
 15 to understand the difference in traffic conditions under
 16 each scenario. Without the project, I-10, the Bankhead
 17 Tunnel, the Cochrane-Africatown Bridge and the Causeway
 18 will become more congested as traffic volumes increase.
 19 With the project, I-10 will have
 20 additional capacity and will be free flowing. ALDOT
 21 will mitigate congestion on the non-tolled route
 22 including an access management plan to maintain access
 23 to and from destinations along this route.
 24 Now we will turn it back over to Edwin to
 25 discuss the next steps in the project.

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1 MR. PERRY: Thank you, Matt. So to
 2 recap, we have spent time since the last public hearings
 3 conducting additional environmental and engineering
 4 studies and preparing the Supplemental Draft EIS to
 5 document the results from those studies and update the
 6 potential impacts.
 7 The Supplemental Draft EIS identifies
 8 mitigation measures to address adverse impacts and
 9 comments that must be -- commitments that must be
 10 carried forward through design and construction to avoid
 11 or minimize those impacts where possible.
 12 Now through May 23rd, we are gathering
 13 public and agency comments on the project. After May
 14 23rd, we will review and evaluate the comments and
 15 address them in the Final EIS and Record of Decision.
 16 A Final EIS and Record of Decision will
 17 also document the selected alternative, final mitigation
 18 measures and the final Section 106 Memorandum of
 19 Agreement for historic resources. We anticipate the
 20 approval of the Final EIS and ROD in early August of
 21 this year.
 22 Pending the Final EIS and ROD approval,
 23 our next steps in the P3 process are receiving proposals
 24 from the three shortlisted teams in December, selecting
 25 a team in March 2020 and beginning construction shortly

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1 thereafter.

2 Materials from tonight's meeting are

3 available online at our project website,

4 www.mobileriverbridge.com. You can click on the banner

5 on the top of the home page to view the boards and other

6 materials from this meeting. You can also submit

7 comment forms online as well.

8 We are going to take a short break before

9 we begin the public hearing portion of this meeting.

10 You are welcome to stay here and listen to the comments

11 or you can view the displays we have outside this room

12 in the open house area.

13 (Brief recess.)

14 MR. PERRY: Okay. We will now start the

15 public forum. For those wishing to speak, you should

16 have signed up in the welcome area just in front of this

17 room and speakers will be called up by number.

18 Our public forum is designed to give you

19 an opportunity to share comments for review and

20 consideration by ALDOT. We encourage you even if you

21 share your comments during this public forum that you

22 put your comments down on one of our comment sheets that

23 we have available tonight.

24 Because your time is limited to two

25 minutes, the comment forum allows for greater

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1 elaboration and detail and provide -- you can provide

2 additional pages to fully express your comments.

3 This public forum is not a question and

4 answer session, and if you still have questions or need

5 additional information, ALDOT representatives remain

6 available now and after the public forum for one-on-one

7 discussions with you.

8 Tonight's public forum will be

9 transcribed by a court reporter and our timekeeper will

10 use a traffic signal to provide a visual queue to

11 speakers. The light will turn green when your two

12 minutes begin. The light will turn yellow when you have

13 thirty seconds remaining and the light will turn red

14 when your time has expired.

15 When you get your queue -- when you get

16 your queue for thirty seconds, please begin to wrap up

17 your comments. When your time expires, we will then

18 move on to the next speaker. Please hold your applause

19 between speakers and other noise from the audience so we

20 can make use of everybody's time available.

21 When you begin your comments, please

22 first state your name and any group affiliation that you

23 represent if you are representing a group. And now we

24 will begin with our first speaker. Speaker number 1.

25 SPEAKER NUMBER 1: Hello. My name is

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1 Kevin Spriggs. I'm a resident of Spanish Fort and a

2 business owner in Daphne and I've looked over the

3 materials that you have out here and I believe it's a

4 very excellent design. Technically I have no issues

5 with the project.

6 I will make a few comments about changes

7 that are, you know, directly relative to one of my

8 businesses but I believe that the engineering and the

9 design is very good and I think we needed it about ten

10 years ago. So one hundred percent for the project but

11 also one hundred percent against the tolls.

12 Right now, ALDOT is replacing a bridge in

13 Birmingham, one mile, seven hundred and fifty million

14 dollars. Where's the toll scanners? I haven't seen any

15 reports of toll scanners on that highway yet.

16 Okay. When Hurricane Katrina destroyed

17 I-10 across Lake Pontchartrain, we had an eight hundred

18 million dollar project to replace that bridge. Very

19 nice. God bless the people of Louisiana but I don't see

20 any toll scanners. I was on that highway about six

21 months ago.

22 Same thing, everybody is familiar with

23 the I-10 across Pensacola Bay. You know, knocked down,

24 susceptible to storm surge, got a new bridge. Where's

25 the toll scanners?

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1 The problem I see is if these projects

2 had toll scanners on them, then I would be very

3 receptive to having toll scanners on ours, and also

4 because of that, the funding would be more available and

5 the tolls would be less instead of being concentrated, I

6 believe, on a very high amount on the local people that

7 are here that actually will depend on this bridge.

8 Yeah, there's alternative routes. It

9 will be difficult, you know, and slow the local people

10 down. Okay. That's their choice, I guess, to do that,

11 but to me, why are we being the first ones to pay toll.

12 The last comment I will make is we

13 destroyed a lot of bridges in Iraq and Afghanistan.

14 I've seen where American contractors are building those

15 back. The question for you guys to go think about is

16 how many toll scanners are there on those bridges before

17 you come and ask me to pay toll. Thank you.

18 MR. PERRY: All right. Thank you. All

19 right. Next, speaker number 2.

20 SPEAKER NUMBER 2: Is the microphone on?

21 Is it on?

22 MR. PERRY: Down on the bottom.

23 SPEAKER NUMBER 2: Is it on? Can

24 everybody hear me? All right. Good afternoon or early

25 evening. My name is Patrick McWilliams and I live at

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1 31065 State Highway 225 here in Spanish Fort. I also do
2 business development for a small company that moved from
3 Fairhope, Alabama to Spanish Fort and it's been in
4 business for over thirty-eight years.
5 Part of the reason why we moved is so we
6 could have I-10 access, that basically because we're a
7 service-oriented business that deals with hardware and
8 software solutions and therefore we need to basically
9 get to everywhere from the Ft. Walton Beach on the I-10
10 corridor all the way to the Mississippi/Louisiana state
11 line and as far north as Hattiesburg and Evergreen.
12 So basically as far as my statement is
13 concerned, I've lived in this area for about eight years
14 now. I'm retired Navy. I've moved twenty-two times
15 between my naval career, my father's naval career. This
16 is the longest place I have ever lived in my life, okay.
17 So this is home. All right.
18 Now being a businessman, one of the
19 things -- we were very excited to hear about the
20 project, okay, years ago and -- you know, because of the
21 congestion. All right.
22 But one of the things that I wanted to
23 bring up is that we were very disappointed in June of
24 last year, okay, when the word surfaced out of
25 Washington, D.C. that application for a grant wasn't

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1 going to get -- wasn't going to get approved.
2 So there's a couple of things here, all
3 right. What I would like to know is that you have
4 several projects out there equaling over a billion
5 dollars. All right. You have the I-65 project. You
6 have the project up north and -- hold on a second.
7 Looking for it. Project up north in Huntsville.
8 Basically none of those projects are tolled. Why do you
9 feel you need to toll this project down here?
10 And secondly, what I'd like to know is
11 also we have a senator in Washington, Senator Shelby,
12 who is the chairman of the Appropriations Committee. I
13 find it hard to believe that we cannot come up with a
14 hundred and fifty million dollars to get this INFRA
15 grant going so we can have the bridge. Thank you.
16 MR. PERRY: All right. Thank you for
17 your comment. Next, speaker number 3.
18 SPEAKER NUMBER 3: Cliff McCollum on
19 behalf of the Baldwin County Legislative Delegation. I
20 will be reading a letter from Senator Elliott.
21 We must increase the public subsidy prior
22 to the final Request for Proposal in order to increase
23 the frequent user discount for the people of this region
24 that stand to be the most affected by the tolling plan.
25 The current plan, which would see a

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1 possible maximum charge of six dollars, is overly
2 burdensome and would lead to an almost two hundred
3 dollar per month increase in costs for a daily commuter.
4 That amount would be even higher for the trucking
5 industry with possible costs of twenty-four or even
6 thirty-six dollars in toll charges.
7 The proposed changes could also lead to
8 unprecedented traffic and issues not only on the
9 alternate routes but the roads leading to those routes.
10 Traffic in Daphne and Spanish Fort near the current
11 bridge is already problematic on a good day. Adding
12 thousands of additional vehicles daily to the Causeway
13 due to issues of toll avoidance could easily create a
14 nightmare traffic scenario on secondary and tertiary
15 routes.
16 Additionally a buy-down clause must be
17 incorporated into any potential RFP for the tolling of
18 this project. A buy-down clause is crucial and gives
19 the State the ability to bring down future toll costs as
20 the State is able.
21 Looking at similar projects around the
22 country, the State of North Carolina failed to include
23 such a buy-down clause in its agreement and has
24 continued to have problems for its state government, its
25 DOT and the residents of the state.

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1 We must increase the ALDOT investment in
2 this project to make sure that the people of this region
3 are getting their fair share of state transportation
4 dollars. Other projects in different parts of the state
5 have had similarly elevated costs without having to be
6 tolled.
7 ATRIP I project costs are in excess of
8 around -- will be around one billion. The Birmingham
9 project is around seven hundred million. Pike Road
10 Exchange Montgomery, two hundred million. Huntsville
11 projects are around a hundred million. No tolls were
12 asked for these projects.
13 While we share ALDOT's frustration with
14 the lack of federal funding, two things are abundantly
15 clear. This is our only opportunity to secure this
16 project and our one chance for a viable P3.
17 Unfortunately the current level of public
18 subsidy and corresponding tolling scheme are a
19 non-starter for Coastal Alabama commuters who simply
20 cannot afford to disproportionately bear the cost of
21 such a monumental project. ALDOT should not move
22 forward with the RFP's until the public subsidy can be
23 increased significantly thereby reducing the cost of the
24 tolls for daily commuters. Thank you.
25 MR. PERRY: All right. Thank you. Speak

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1 number 4.
 2 SPEAKER NUMBER 4: Can you guess which
 3 portion I'm here to talk about for the project? The
 4 tolling would be right. My name is Joe Thompson. I'm
 5 here as a citizen of Spanish Fort who commutes into
 6 Mobile every day for work. We heard earlier that the
 7 Bankhead and the Africatown Cochrane Bridge were going
 8 to remain toll-free.
 9 However I have the impact study in my
 10 hand right here, and under the tolling section, nowhere
 11 in there can I find the words Bankhead Tunnel or
 12 Africatown Cochrane Bridge. It says on page 69 that
 13 ALDOT is committed to maintaining a non-toll route
 14 across the bay and the river but it says nowhere in here
 15 under the tolling section that I can find that those two
 16 routes are going to remain toll free.
 17 Now I'm not anti-bridge. I think we need
 18 the bridge. I'm not necessarily against a toll that's
 19 reasonable. When you're talking a six-dollar-a-trip
 20 toll, that impact that's going to have on people that
 21 live in this community I think hasn't been fully
 22 studied, hasn't been vetted.
 23 And that brings me to another issue. So
 24 we talked on -- let's see what page is this within the
 25 impact study. On page 72, we talk about retail and

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1 tourism and the impact that having it would be.
 2 Now on the beginning on page 66 for the
 3 tolling, we say that the impact study does not evaluate
 4 the potential impacts of tolling as tolling was not
 5 proposed at the time the impact statement was prepared.
 6 However then we say that potential impact statements
 7 retail and tourism have been evaluated and you reference
 8 in this document Section 4.3.1 as saying that it would
 9 have no effect essentially -- the tolling or that the
 10 construction of the bridge -- not constructing the
 11 bridge will have an impact. However Section 4.3 of this
 12 document deals with hazardous materials. It doesn't
 13 even deal with the impact for the economy.
 14 So I drove through the Malbis shopping
 15 center prior to coming here just to do my own little
 16 study. Half of those cars were from outside of Baldwin
 17 County. That means they didn't have Baldwin County tags
 18 on them.
 19 How is this toll that's going to be so
 20 high -- you're talking about potentially two thousand
 21 dollars a year -- going to impact our economy? So it
 22 seems like we are potentially on the cusp of having a
 23 bridge that's paid for disproportionately by our local
 24 community at our expense. Two thousand dollars a year
 25 in tolls is two thousand dollars a year that's not

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1 getting spent in Mobile and Baldwin County. Thank you.
 2 MR. PERRY: Thank you. Speaker Number 5.
 3 SPEAKER NUMBER 5: My name is Ricky
 4 Richardson here in Spanish Fort. I'm a little bit
 5 appalled finding out that private funding is the avenue
 6 that we're going after to fund this bridge.
 7 And also with the new people we have in
 8 Washington, D.C. and the discussions in the last couple
 9 of weeks that there's between two and three trillion
 10 dollars going to be available in the near future
 11 potentially -- that's what the President is talking
 12 about. So I think it's something that you guys need to
 13 at least put a halt on and review this and make sure
 14 because we have twenty-five hundred -- twenty-four
 15 hundred and sixty miles of I-10. Jacksonville.
 16 California.
 17 The way I look at it, I can only find one
 18 toll booth on I-10. It's in El Monte, California. And
 19 looking at the rates, twenty-five cents per mile,
 20 fourteen mile travel through that zone, what they charge
 21 there. But this being the bottleneck of I-10 throughout
 22 the United States from east to west in the southern
 23 United States, I just cannot believe that the federal
 24 government wouldn't be responsible for this federal
 25 highway instead of coming back to the people that travel

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1 it every day when we're already paying taxes beyond
 2 comprehension for fuel as well as taxes in each state.
 3 So I think you ought to go back and take
 4 another look at what may be available right here in the
 5 near future with the three trillion budget for roads and
 6 bridges maybe available soon. Thank you.
 7 MR. PERRY: Thank you. Speaker number 6.
 8 SPEAKER NUMBER 6: Dr. Lou Campomenosi.
 9 I'm president of the of Common Sense Campaign Tea Party.
 10 I want to say I support all the previous speakers. I
 11 think that particularly number four offered you some
 12 insights about things that perhaps haven't been
 13 discussed previously.
 14 Let me just say that the Tea Party folks
 15 that I'm involved with are not knee jerk against tolls
 16 and taxes. We have supported some of these things in
 17 the past.
 18 We are particularly opposed to those
 19 taxes that are levied particularly in light of the
 20 problems associated that we have seen in Baldwin County
 21 with lack of accountability, lack of transparency.
 22 I would also say when you look at what
 23 has gone on in Baldwin County, we have already passed a
 24 constitutional amendment that basically said no to but a
 25 constitutional amendment about tolling. We don't

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1 particularly care for it.
2 I would argue that when you take the
3 total project you are looking at and start looking at
4 the sales taxes that are already here and are probably
5 going to go up and you look at the gas taxes already
6 here that's definitely going up in September because of
7 what, you know, the Legislature just did and more than
8 likely you are going to have another sales tax -- a gas
9 tax rather because of the Feds and then we are
10 anticipating property taxes to go up here. Spanish Fort
11 and Fairhope are entertaining resolutions to do school
12 property taxes.
13 Now taking into account all of those
14 things that are happening, it seems to me that we need
15 to be prudent and careful about how far you are going
16 with this toll.
17 I would also suggest that the lack of any
18 kind of a sunset provision is important. We've seen
19 that in New Orleans where they did sunset the tolls
20 there. And I also think that we need to be very careful
21 about this issue of the frequent user having a much
22 less -- you know, let's put it this way. Fifteen
23 percent of that is just too high and I think that what
24 Cliff McCollum basically said is an important part of
25 bringing that down so that these folks here who are

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1 traveling frequently have a much better opportunity to
2 just not be, you know, taken to the cleaners over tolls.
3 It just doesn't make sense to me and I don't think it's
4 fair at all. Thank you very much.
5 MR. PERRY: All right. Thank you.
6 Speaker number 7.
7 SPEAKER NUMBER 7: Hello. I'm Deborah
8 Hunter. I live in Daphne and my husband and I have a
9 business in Mobile so we are frequent travelers to
10 Mobile and would be using this new bridge also.
11 I agree with many of the things that have
12 been brought up, but more than that, I would like for
13 you to consider ways that you can keep travelers on the
14 present Bayway safe. And there is one way you can do
15 this and it doesn't cost anything and that is to lower
16 the speed limit.
17 You mentioned, sir, an overturned truck
18 recently causing miles and miles of congestion. This is
19 very, very stressful and dangerous. It is harmful to
20 both Mobile County and Baldwin County. This is
21 something that can easily be done. Slow the traffic
22 down on the I-10 Bayway and enforce it.
23 It could be something as simple -- and
24 you wouldn't have access to the troopers but they could
25 just go on the Bayway with the lights flashing and slow

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1 the traffic down. Ticketing could be done off the
2 Bayway to eliminate the danger of pulling someone over
3 but this is -- this should have been done years ago and
4 it is not difficult. It's not rocket science.
5 That truck that overturned probably had
6 speed as a factor, either speed, tailgating or rapid
7 lane change. This problem can be fixed. Lives can be
8 saved and less property damage and less damage to both
9 counties. Thank you very much.
10 MR. PERRY: Thank you. Speaker number 8.
11 SPEAKER NUMBER 8: Hello. My name is
12 Steve Lorato. I live here in Spanish Fort. We moved
13 here in 2009. I drive back and forth across the bay
14 every day. I can tell you when Spring Break starts. I
15 can tell you when summer vacation starts. I can tell
16 you when school starts.
17 All of the people live and die and work
18 in Mobile and Baldwin County. That's not our problem.
19 That's all the people come from Texas, Louisiana,
20 Mississippi and Florida clogging up the way.
21 I'm in favor of a toll. If it keeps me
22 from sitting in that traffic jam every morning and
23 afternoon, I will pay a toll but I'm not going to pay
24 for all those citizens of those other states to go back
25 and forth through my state and causing the congestion.

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1 I think it's a great idea. Like I say,
2 I'm willing to pay a toll but it needs to be fair for
3 the people that live here. There are people that work
4 in Spanish Fort, Daphne and those places, that live in
5 Mobile, minimum wage jobs. They are not going to be
6 able to keep those jobs and the same goes for the people
7 in Mobile.
8 Maybe that's a good idea, keeping those
9 people in their own communities and not tracking back
10 and forth but people want to go where the jobs are and
11 where they feel productive.
12 We need a minimum requirement on the toll
13 and again I'm not opposed to that but I don't want to
14 pay a hundred, two hundred, whatever that money is to go
15 back and forth for my job every day. Thank you.
16 MR. PERRY: Thank you. All right.
17 Speaker number 9.
18 SPEAKER NUMBER 9: Thank you. I do
19 appreciate you having a public hearing like this. My
20 name is Roger Nelson. I've been a resident of Daphne
21 along with my spouse and my family now since 1989.
22 I work in downtown Mobile and have ever
23 since then. The commute takes me from my house in south
24 Daphne in the mornings twenty-five to thirty minutes,
25 many times in the afternoon thirty-five, forty,

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1 forty-five minutes.
 2 I'm not opposed to progress, never have
 3 been and I think it's a good idea to build the bridge
 4 and I'm not even opposed to all the tolls, but when you
 5 talk about a toll running between three to six dollars
 6 one way for someone that say is working forty-eight
 7 weeks out of the year and traveling as much as I would
 8 be, that's two thousand one hundred sixty dollars a year
 9 using the midpoint of four dollars and fifty cents per
 10 toll each way. That's about nine dollars a day. That's
 11 not chump change when you look at the larger scheme of
 12 things.
 13 With a fifteen percent discount, that
 14 gets my annual cost to one thousand eight hundred and
 15 thirty-six dollars. That is a lot of money. That's a
 16 lot of tolls and fees to be considering imposing. A
 17 fifteen percent discount isn't going to touch the amount
 18 that one would need to defray the expenses.
 19 I worry about the cost being passed on
 20 through small businessmen; say a pest exterminator is a
 21 classic example or construction workers or roofers
 22 making the daily trip from Mobile to Baldwin County.
 23 Well, you are going to keep perhaps a non-toll route set
 24 through plateau across the Cochrane Bridge and across
 25 the Causeway. I submit to you that that is going to be

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1 a huge, tremendous choke point of traffic congestion.
 2 People will look at their little traffic
 3 apps and use that as a means to bypass the toll
 4 altogether. There are going to be thousands
 5 particularly after Spring Break all the way through
 6 Labor Day of people that are going to be on the no toll
 7 route and that's fine but how long can somebody wait in
 8 traffic trying to get where they need to go particularly
 9 if it's business related.
 10 I wonder how I can afford the extra time
 11 in traffic that that perhaps might cost me. I think
 12 that that really needs to be thought through much more
 13 carefully. That is a huge expense. It will be passed
 14 on. I think of a classic example in my mind --
 15 MR. PERRY: Thank you. Can you please
 16 wrap up?
 17 SPEAKER NUMBER 9: I will finish it up.
 18 MR. PERRY: Thank you.
 19 SPEAKER NUMBER 9: This is an example.
 20 Let's say I wanted to go eat at one of the very fine
 21 restaurants on the Causeway on Friday evening. How can
 22 I get there? Traffic is going to be backed up on the
 23 Causeway. I sure don't want to pay four fifty, six
 24 bucks to go across the toll Bayway to get there.
 25 And those businesses on the Causeway will

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1 actually suffer when you think that they wouldn't
 2 because of the congestion and the traffic. That's all I
 3 wanted to say. Thank you for giving me this
 4 opportunity.
 5 MR. PERRY: Thank you. Speaker number
 6 10. Please remember to state your name and your address
 7 before you give your comment.
 8 SPEAKER NUMBER 10: Hello. My name is
 9 David Dueitt. I live in Daphne, 104 D'Olive Boulevard.
 10 I didn't come with prepared remarks but I did want to
 11 come and voice my opposition to this to as many people
 12 as I could and I appreciate y'all having this
 13 opportunity for us. I just wish that we would have had
 14 some options other than a toll road.
 15 Everybody says, well, you know, if it
 16 would have been a property tax, it would have been so
 17 high that it would have been terrible. How do we know
 18 that? We have the lowest property tax in the country
 19 and maybe it would be a lot cheaper for the average guys
 20 out here to pay a property tax.
 21 It might hurt ten percent of the
 22 population a little bit more than everybody else that
 23 have hundreds of acres but maybe there's a provision we
 24 could have for farmers or whatever but I just think this
 25 doing a toll road that our children, our children's

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1 children, our children's children's children, on and on
 2 and on for the rest of time is going to be paying for
 3 the right to drive on a road.
 4 It seems to me that travel should be
 5 free. I don't want to become Florida. I don't travel
 6 in Florida much because I don't like the toll roads. I
 7 think people will start feeling the same way about the
 8 bay bridge just as the previous speaker said. Some
 9 people are just going to avoid traveling, and when you
 10 avoid traveling, you avoid spending.
 11 When people spend, we make tax dollars.
 12 So we might be getting some money from a few, the
 13 out-of-towners that are going to Florida or whatever but
 14 we are going to be paying the bulk of it, all us locals
 15 and I don't think we should do that to our children. I
 16 don't want another Fob James bridge that we pay for
 17 forever.
 18 I think we ought to do it today with our
 19 own tax money and be grown-ups about it instead of
 20 charging our children. We shouldn't be charging our
 21 children for what we don't have the guts to do.
 22 MR. PERRY: All right. Thank you. All
 23 right. Ladies and gentlemen, that concludes the public
 24 forum portion of tonight's meeting. I want to thank all
 25 of you for attending and a special thank you for those

1 who provided public comments. We value your input.
2 Remember the deadline to submitting all
3 comments is Thursday, May 23rd. Your comments must be
4 received by that deadline to be included in the
5 environmental document. Thank you again. Have a good
6 night.

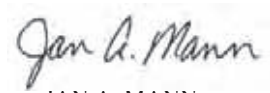
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8 END OF PROCEEDINGS
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1 CERTIFICATE
2
3

4 STATE OF ALABAMA)
5 MOBILE COUNTY)
6

7 I hereby certify that the above
8 proceedings were taken down by me and transcribed by me
9 and that the above is a true and correct transcript of
10 the said proceedings.

11 I further certify that I am neither of
12 counsel nor of kin to the parties nor in anywise
13 financially interested in the outcome of this case.
14
15
16

17 

18 JAN A. MANN
19 COMMISSIONER - NOTARY PUBLIC
20 ACCR NO. 321
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ATTACHMENT E:

Written Comments Received

(Available upon request to ALDOT)