

APPENDIX A:
CORRESPONDENCE

Appendix A: Table of Contents

1.0 Early Coordination

- 1.1 December 6, 1999 – ALDOT letter requesting Early Coordination
- 1.2 December 6, 1999 – Letter from ALDOT to the Mobile District of the USACE
- 1.3 December 13, 1999 – Letter from FAA to ALDOT
- 1.4 December 16, 1999 – Letter from ADEM to ALDOT
- 1.5 December 17, 1999 – ALDOT Transmittal of Early Coordination Package to Volkert
- 1.6 December 28, 1999 – Letter from AHC to ALDOT
- 1.7 January 5, 2000 – Letter from NMFS to ALDOT
- 1.8 January 14, 2000 – Letter from AFC to ALDOT
- 1.9 January 24, 2000 – Letter from ADECA to ALDOT
- 1.10 February 8, 2000 – Letter from USFWS to ALDOT
- 1.11 June 8, 2000 – Letter from USACE to ALDOT
- 1.12 June 15, 2000 – Letter from SARPC to ALDOT
- 1.13 June 28, 2000, and July 19 & 24, 2001: Report: “Wetland Determination and Submerged Aquatic Vegetation Survey”
- 1.14 July 31, 2001 – Resume of July 26, 2001, coordination meeting with MHDC, Central Texas Street Neighborhood Association and Down the Bay Community Organization
- 1.15 July 31, 2001 – Letter from Volkert to Central Texas Street Neighborhood Association
- 1.16 July 31, 2001 – Letter from Volkert to Down the Bay Community Organization
- 1.17 October 9, 2001 – Invitation from ALDOT to attend a Neighborhood Workshop in the Central Texas Street Neighborhood
- 1.18 November 5, 2001 – ALDOT letter including the resume of October 9, 2001, Central Texas Street Neighborhood Workshop
- 1.19 July 8, 2002 – Letter from ALDOT to City of Mobile
- 1.20 October 20, 2003 – Notice of Intent for Environmental Impact Statement: Mobile and Baldwin Counties, Alabama

2.0 Tribal Coordination

- 2.1 June 7, 2012 – Letter from FHWA to the Alabama-Conshutta Tribe of Texas
- 2.2 August 8, 2012 – Letter from the Choctaw Nation of Oklahoma to ALDOT
- 2.3 September 14, 2012 – Letter from the Chickasaw Nation to ALDOT

3.0 Section 106 Consultation

- 3.1 May 22, 2002 – Letter from AHC to ALDOT
- 3.2 September 27, 2004 – ALDOT Section 106 Package Transmittal
- 3.3 September 30, 2004 – Letter from FHWA to ACHP
- 3.4 October 25, 2004 – Letter from Volkert to MHDC
- 3.5 November 1, 2004 – Letter from Volkert to MHDC
- 3.6 June 9, 2005 – Letter from AHC to ALDOT
- 3.7 September 27, 2005 – Letter from FHWA to MHDC
- 3.8 September 27, 2005 – Letter from FHWA to NTHP
- 3.9 September 27, 2005 – Letter from FHWA to NTHP
- 3.10 October 5, 2005 – Letter from ALDOT to MHDC
- 3.11 October 13, 2005 – Letter from AHC to ALDOT
- 3.12 October 19, 2005 – Letter from MHDC to FHWA
- 3.13 April 17, 2006 – Letter from ALDOT to MHDC
- 3.14 April 17, 2006 – Letter from ALDOT to the NTHP
- 3.15 April 17, 2006 – Letter from ALDOT to the NTHP
- 3.16 April 27, 2006 – Letter from MHDC to ALDOT
- 3.17 May 21, 2006 – Letter from AHC to ALDOT
- 3.18 May 25, 2006 – Letter from the NTHP to ALDOT
- 3.19 July 14, 2006 – Letter from ALDOT to AHC
- 3.20 May 7, 2007 – Letter from ALDOT to AHC
- 3.21 July 3, 2007 – Letter from AHC to ALDOT
- 3.22 July 12, 2007 – Letter from AHC to ALDOT
- 3.23 July 27, 2010 - ALDOT Invitation for a Section 106 Meeting
- 3.24 October 1, 2010 – Letter from ALDOT to Mr. Herndon Inge III
- 3.25 September 13, 2010 – Letter from Mr. Herndon Inge III to ALDOT
- 3.26 September 28, 2010 – Letter from Mr. Herndon Inge III to ALDOT
- 3.27 October 11, 2010 – Resume of August 31, 2010, Section 106 Coordination Meeting
- 3.28 October 11, 2010 - Resume of Section 106 Consulting Parties September 1, 2010, Field Review
- 3.29 June 18, 2012 – ALDOT Invitation for a Section 106 Meeting
- 3.30 July 10, 2012 – Letter from AHC to ALDOT

- 3.31 July 24, 2012 – Letter from Christ Cathedral to ALDOT
- 3.32 August 10, 2012 – Letter from BAE Systems to ALDOT
- 3.33 August 14, 2012 – Email from Volkert transmitting Draft Resume from July 26, 2012, Section 106 Consulting Parties Meeting
- 3.34 August 17, 2012 – Letter from MHDC to ALDOT
- 3.35 August 19, 2012 – Letter from HMPS to ALDOT
- 3.36 August 20, 2012 – Letter from Restore Mobile, Inc. to ALDOT
- 3.37 September 12, 2012 – Letter from FHWA to Restore Mobile, Inc.
- 3.38 November 15, 2012 – Letter from AHC to ALDOT
- 3.39 May 28, 2014 – Letter from ALDOT to AHC
- 3.40 May 28, 2014 – Letter from ALDOT to Section 106 Consulting Parties
- 3.41 June 30, 2014 – Letter from AHC to ALDOT
- 3.42 July 1, 2014 – Letter from Mobile Historic Development Commission to ALDOT
- 3.43 July 7, 2014 – Email from Herndon Inge to ALDOT
- 3.44 July 9, 2014 – Letter from BAE Systems Southeast Shipyards Alabama, LLC to ALDOT
- 3.45 July 17, 2014 – Email from the National Trust for Historic Preservation to ALDOT

4.0 U.S. Fish and Wildlife Service

- 4.1 October 9, 1996 – Letter from USFWS to Volkert
- 4.2 October 2, 1998 – Letter from USFWS to Volkert
- 4.3 November 13, 2001 – Letter from USFWS to FHWA
- 4.4 January 23, 2002 – Resume of Coordination Meeting with USFWS and NMFS
- 4.5 August 28, 2002 – Letter from USFWS to FHWA
- 4.6 May 14, 2003 – Letter from USFWS to FHWA
- 4.7 January 18, 2006 – Resume of Coordination Meeting with USFWS
- 4.8 April 5, 2006 – Summary of Field Review with USFWS
- 4.9 January 11, 2007 – Resume of Coordination Meeting with USFWS
- 4.10 March 7, 2007 – Letter from Volkert to USFWS
- 4.11 March 14, 2007 – Letter from USFWS to Volkert
- 4.12 December 23, 2010 – Letter from FHWA to USFWS
- 4.13 February 2, 2011 – Resume of Interagency Coordination Meeting
- 4.14 September 28, 2012 – Email from USFWS to FHWA

5.0 National Marine Fisheries Service

- 5.1 December 4, 2001 – Letter from ALDOT to NMFS
(Includes EFH Assessment, November 2001)
- 5.2 January 9, 2002 – Letter from NMFS to ALDOT
- 5.3 May 9, 2002 – Letter from NMFS to Volkert
- 5.4 December 21, 2010 – Letter from ALDOT to NMFS

6.0 U.S. Army Corps of Engineers

- 6.1 June 5, 2001 – Letter from ALDOT to USACE
- 6.2 June 29, 2001 – Letter from USACE to ALDOT
- 6.3 February 28, 2002 – Letter from USACE to Volkert

7.0 Federal Aviation Administration

- 7.1 April 24, 2002 – Letter from ALDOT to FAA
- 7.2 April 30, 2002 – Letter from FAA to ALDOT
- 7.3 May 10, 2002 – Letter from ALDOT to FAA
- 7.4 December 21, 2010 – Letter from ALDOT to FAA
- 7.5 January 4, 2011 – Letter from FAA to ALDOT

8.0 U.S. Coast Guard

- 8.1 June 6, 2001 – Letter from ALDOT to USCG
- 8.2 June 20, 2001 – Letter from USCG to ALDOT
- 8.3 October 5, 2005 – Letter from ALDOT to USCG
- 8.4 December 13, 2005 – Resume of Coordination Meeting Teleconference with USCG
- 8.5 May 22, 2008 – Letter from Volkert to USCG

9.0 Alabama Department of Economics and Community Affairs

- 9.1 January 4, 2002 – Letter from ADECA to Volkert

10.0 Alabama House of Representatives

- 10.1 August 24, 2010 – Letter from the Alabama House of Representatives to ALDOT

11.0 Mobile County Health Department

- 11.1 August 16, 2012 – Letter from MCHD to ALDOT

12.0 Keep Mobile Moving

- 12.1 May 9, 2007 – Letter from KMM to ALDOT
- 12.2 May 24, 2007 – Letter from ALDOT to KMM
- 12.3 August 20, 2007 – Letter from KMM to ALDOT

- 12.4 September 28, 2007 – Letter from KMM to ALDOT
- 12.5 October 15, 2007 – Resume of Meeting for Discussion of Northern Alternate Proposed by KMM
- 12.6 February 6, 2008 – Letter from FWHA to ALDOT
- 12.7 March 12, 2008 – Letter from KMM to ALDOT
- 12.8 April 18, 2008 – Letter from ALDOT to KMM
- 12.9 November 14, 2008 – Letter from ALDOT to KMM

13.0 Alabama Department of Environmental Management

- 13.1 December 21, 2000 - Coordination with ADEM Coastal Programs
- 13.2 February 7, 2001 – Interagency Coordination Workshop

14.0 Eastern Shore MPO

- 14.1 July 24, 2013 – Letter from Eastern Shore MPO to ALDOT

15.0 Newsletter

- 15.1 March 2006 - ALDOT Newsletter on EIS

16.0 SARPC Public Involvement

- 16.1 September 27, 2013 – Email from SARPC to Volkert (SARPC Public Involvement for TIP and LRTP 1997-2012)

17.0 General Correspondence Regarding the Proposed Project

- 17.1 June 27, 2014 – Letter from Michael C. Thompson to ALDOT
- 17.2 June 30, 2014 – Letter from Michael C. Thompson to Governor Bentley
- 17.3 July 2, 2014 – Letter from Governor Bentley to Michael C. Thompson
- 17.4 July 7, 2014 – Letter from Carole Huseman to ALDOT
- 17.5 July 8, 2014 – Letter from Governor Bentley to Carole Huseman
- 17.6 June 30, 2014 – Letter from Associated General Contractors of America, Mobile Section to Governor Bentley
- 17.7 July 2, 2014 – Letter from Governor Bentley to Associated General Constructors of America, Mobile Section
- 17.8 July 1, 2014 – Letter from Parks Moore to ALDOT
- 17.9 July 1, 2014 – Letter from Parks Moore to Governor Bentley
- 17.10 July 8, 2014 – Letter from Governor Bentley to Parks Moore
- 17.11 June 30, 2014 – Letter from Thompson Engineering to Governor Bentley
- 17.12 July 8, 2014 – Letter from Governor Bentley to Thompson Engineering



ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050



Don Siegelman
Governor

December 6, 1999

G. M. Roberts
Transportation Director

MEMORANDUM

TO: Dykes Rushing, Engineer
Office Engineer

FROM: Don T. Arkle, Chief
Design Bureau

BY: Alfredo Acoff, Coordinator
Environmental Technical Section

RE: Project: DPI-0030(005)
I-10 Mobile River Bridge
Mobile & Baldwin Counties, Alabama

Dear Sir:

Please find attached a letter requesting views and comments, a map of the project area, and a list of agencies contacted as a part of the early coordination procedures for the subject project.

AA/JPB/mbw

Attachment

pc: Mr. Ronnie Poiroux
Mr. Frank Topping
Mr. William Adams
ETS File



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050



Don Siegelman
Governor

G. M. Roberts
Transportation Director

December 6, 1999

«Title»«FirstName»«LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City» «State» «PostalCode»

RE: Project: DPI-0030(005)
I-10 Mobile River Bridge
Mobile and Baldwin Counties, Alabama

Dear Sir:

The Alabama Department of Transportation is studying a proposal to widen Interstate 10 (I10) from approximately Broad Street in Mobile County to a location east of the existing U.S. Highway 98/I-10 interchange in Baldwin County. The proposed project will include a new bridge over the Mobile River in the vicinity of the existing I-10 Wallace Tunnels, improvements to the I-10 Bayway and interchange improvements as required. Additional rights of way will be required to implement this project. The study area is shown on the enclosed figures.

The purpose of the project is to provide a multi-lane facility with improved level of service for existing and future traffic along the existing Interstate 10 Corridor.

The Alabama Department of Transportation is investigating all aspects of this proposal in order to determine its feasibility. We are very much interested in the views of public officials and agencies concerning this proposed highway facility. The early identification of effects a highway project may have on an area is needed to assure proper planning.


Also, we are interested in your review of this proposal so that we may satisfy the intent of certain Federal Statutes (Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Section 401 of the Intergovernmental Review Act of 1968). Although Federal-Aid Highway Planning, Research, and Construction projects have not been selected for review under Alabama's "Intergovernmental Review of Federal Programs" (Executive Order 12372) process, we must still meet these other requirements. Therefore, your review is requested.

December 6, 1999
Page 2

It would be appreciated if you would inform us of any comments or useful information that you might have regarding the feasibility of this proposal and identify any social, economic or environmental effects relative to the proposal. The comments will be taken under consideration in the development of this project and the appropriate environmental document.

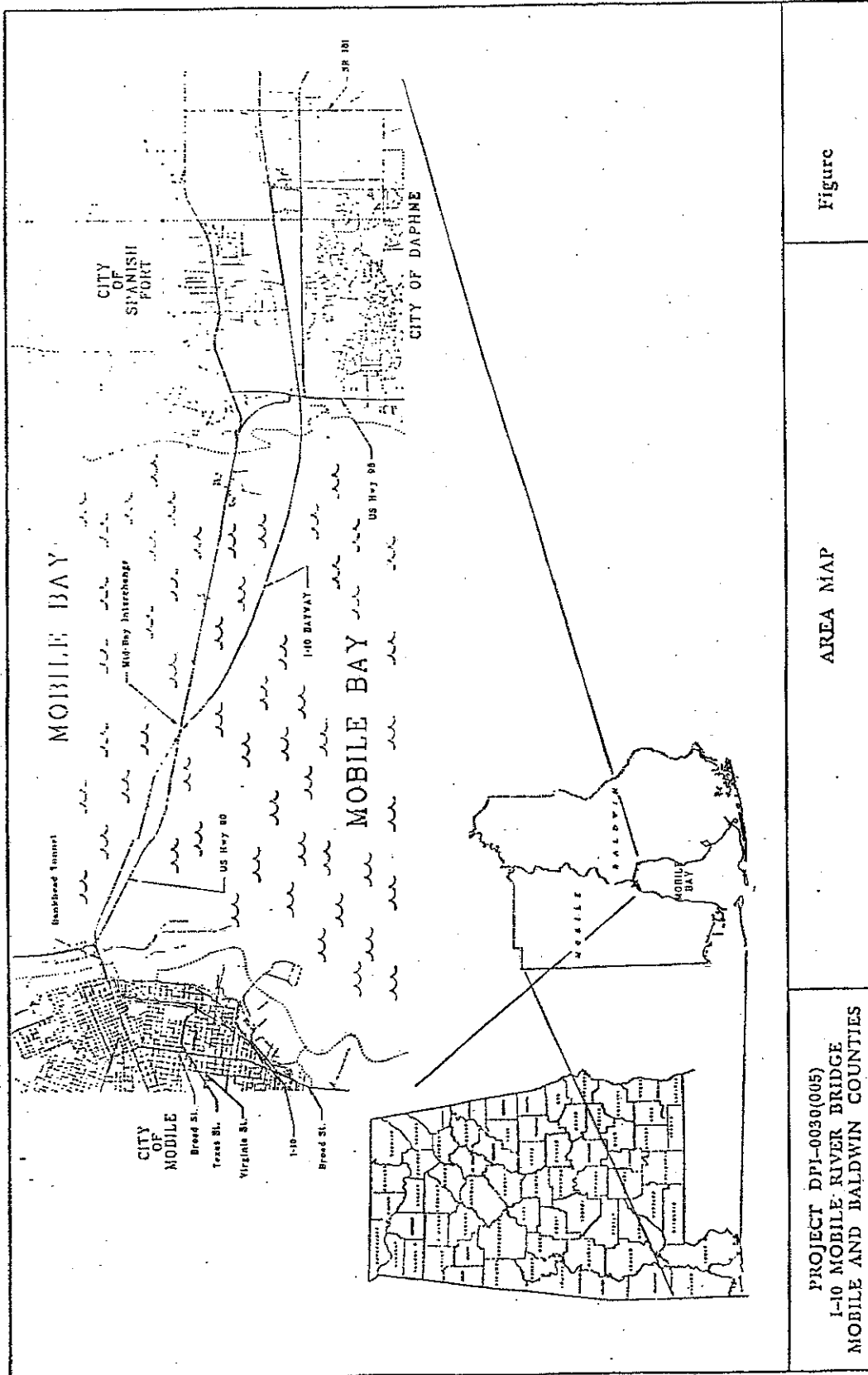
Sincerely,

Don T. Arkle, Chief
Design Bureau

By: 
Alfredo Acuff, Coordinator
Environmental Technical Section

JPB/AA/mbw

C: ETS File



PROJECT DPI-0030(005)
 I-10 MOBILE RIVER BRIDGE
 MOBILE AND BALDWIN COUNTIES

AREA MAP

Figure

USCG-Bridge Section, New Orleans

Attn: David Frank
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans LA 70130-3396

Mr. Larry Goldman
Field Supervisor
U.S. Fish and Wildlife Service
P. O. Box 1190
Daphne AL 36526

Port of Mobile, Harbor Master
Captain D. K. Carey
P. O. Box 1588
Mobile AL 36633

Commissioner Sam Jones
Mobile County Commission
P. O. Box 1443
Mobile AL 36633

Commissioner Gary G. Tanner
Mobile County Commission
P. O. Box 1443
Mobile AL 36633

Honorable Lionel W. Noonan
Probate Judge
Mobile County
P. O. Box 7
Mobile AL 36633

Mayor E. Harry Brown
City of Daphne
P. O. Box 400
Daphne AL 36526

USCG-Marine Safety, Mobile
150 N. Royal Street
Mobile AL 36652

Alabama State Docks, Director
Attn: James K. Lyons
250 North Water Street
Mobile AL 36633-1586

Mayor Mike Dow
City of Mobile
P. O. Box 1827
Mobile AL 36633

Commissioner Freeman E. Jockise
Mobile County Commission
P. O. Box 1443
Mobile AL 36633

Mr. Joe W. Ruffer
County Engineer
P. O. Box 1443
Mobile AL 36633

Mayor W. Ray Carter
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Sheriff Jack Tillman
Mobile County
P. O. Box 113
Mobile AL 36633

* NOTE: Mobile District Corps of Engineers
ATTN: Regulatory Branch OP-SA
Mobile, AL 36628-0001

WAS added to the list
by Joe Beaman AL

Commissioner Frank Burt, Jr.
Baldwin County Commission
P. O. Box 1488
P. O. Box 1488
Bay Minette AL 36507

SARPC, Regional Planning Commission
651 Church Street
Mobile AL 36602

Councilman Thomas Sullivan
City of Mobile
P. O. Box 1827
Mobile AL 36633

Councilman Clinton L. Johnson
City of Mobile
P. O. Box 1827
Mobile AL 36633

The Honorable Sonny Callahan
United States Congressman
2790 Cottage Hill Road
Mobile AL 36606

The Honorable Richard Shelby
United States Senator
438 U. S. Courthouse
Mobile AL 36602

The Honorable Jeff Sessions
United States Senator
113 St. Joseph Street
Mobile AL 36602

Councilman Reggie Copeland, Sr.
City of Mobile
P. O. Box 1827
Mobile AL 36633

Councilman Fred Richardson
City of Mobile
P. O. Box 1827
Mobile AL 36633

Councilman Mabin Hicks
City of Mobile
P. O. Box 1827
Mobile AL 36633

Councilman Bess Rich
City of Mobile
P. O. Box 1827
Mobile AL 36633

Councilman Charles Waller
City of Mobile
P. O. Box 1827
Mobile AL 36633

Commissioner Samuel Jenkins
Baldwin County Commission
District 1
P. O. Box 1488
Bay Minette AL 36507

Commissioner Hilliard "Hilo" Middleton
Baldwin County Commission
District 3
P. O. Box 1488
Bay Minette AL 36507

Commissioner Max M. Foreman
Baldwin County Commission
District 4
P. O. Box 1488
Bay Minette AL 36507

Commissioner Joe Faust, SR.
Baldwin County Commission
District 6
P. O. Box 1488
Bay Minette AL 36507

Mr. Thomas Granger
Baldwin County Engineer
22220 West Blvd.
Silverhill AL 36576

Councilman J. Rhea Silvernail
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman Patrick B. Collins
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman Nell Gustavson
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman Robert E. Pannone
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Commissioner Dean Hansen
Baldwin County Commission
District 5
P. O. Box 1488
Bay Minette AL 36507

Commissioner Allen Perdue
Baldwin County Commission
District 7
P. O. Box 1488
Bay Minette AL 36507

Councilman John H. Montgomery
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman John L. Lake
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman Greg Burnam
City of Daphne
P. O. Box 400
Daphne AL 36526

Councilman Carol Ray Hall
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Councilman William L. Dannenberg
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Councilman Joe W. Thomas
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Councilman Wanda W. Finch
City of Spanish Fort
P. O. Box 7226
Spanish Fort AL 36577

Senator Albert Lipscomb
Senate District 32
P. O. Box 209
Magnolia Springs AL 36555

Senator Vivian Figures
Senate District 33
2054 Clemente Court
Mobile AL 36617

Senator Hap Myers
Senate District 34
3904 Yester Place
Mobile AL 36608

Senator George Callahan
Senate District 35
5531 Dawes Lane
Theodore AL 36582

Rep. Jimmy Warren
House District 64
P. O. Box 207
Destleberry AL 36432

Rep. Walter Penry
House District 94
12040 County Road 54
Daphne AL 36526

Rep. Steve McMillan
House District 95
P. O. Box 337
Bay Minette AL 36507

Rep. Jeanette Green
House District 96
123 N. Autumnwood Dr.
Saraland AL 36571

Rep. Yvonne Kennedy
House District 97
1205 Glennon Ave.
Mobile AL 36603

Rep. William Clark
House District 98
711 Atmore Ave.
Prichard AL 36612

Rep. James Buskey
House District 99
2207 Barretts Lane
Mobile AL 36617

Rep. Victor Gaston
House District 100
864 Parkwood Dr., W.
Mobile AL 36608

Rep. Chris Pringle
House District 101
P.O. Box 8342
Mobile AL 36689

Rep. Joseph Mitchell
House District 103
465 Dexter Avenue
Mobile AL 36604

Rep. Phil Crigler
House District 105
8040 Shannon Dr.
Irvington AL 36544

ADECA, Coastal Programs
Daphne AL

Rep. J. E. Turner
House District 102
20909 Turner Circle
Citronelle AL 36522

Rep. Mike Dean
House District 104
3705 Scenic Dr.
Mobile AL 36605

Superintendent J. Larry Newton
Superintendent of Education
Baldwin County
175 Courthouse Square
Bay Minette AL 36507

U.S. Environmental Protection Agency
Environmental Assessment NEPA Review Staff
100 Alabama Street
Atlanta, GA 30303-3104

Recreation Program
Planning and Economic Division
ADECA
401 Adams Ave.
Montgomery, AL 36130

Director
Office of Environmental Planning and Compliance
U. S. Department of Interior
1849 C Street, N.W. MS-2340
Washington, D.C. 20240

Water Resources Division
USGS
U.S. Department of Interior
2350 Fairlane Dr. Suite 120
Montgomery, AL 36116

Chief
Environmental Impact Assessment Program
USGS
U.S. Department of Interior
Reston, VA 22092

Conservation Chairman
Alabama Chapter, Sierra Club
P. O. Box 395
Double Springs, AL 35553

Environmental Coordinator
Game and Fish Division
Alabama Department of Conservation
64 North Union Street, Room 449
Montgomery, AL 36130

Chief
Traffic Safety Division
ADECA
401 Adams Ave.
Montgomery, AL 36130

Corporate Real Estate
Alabama Power Company
P. O. Box 2641
Birmingham, AL 35291

Assistant to the Director
Council Arts & Humanities
201 Monroe St., Suite 110
Montgomery, AL 36130

Supervisor
U. S. Forest Service
USDA
2946 Chestnut Street
Montgomery, AL 36107

Director
Geological Survey of Alabama
Alabama Oil and Gas Board
P. O. Box 0
Tuscaloosa, AL 35486

Director
Alabama Department of Industrial Relations
49 Monroe Street
Montgomery, AL 36130

Director
Alabama Department of Tourism & Travel
401 Adams Ave., Suite 126
Montgomery, AL 36104

Project Manager
ports District Office
rAA
120 NB Hanger Drive, Suite B
Jackson, MS 39208-2306

Director
Soil Conservation Service
USDA
P. O. Box 311
Auburn, AL 36830

Alabama Forestry Commission
513 Madison Avenue
Montgomery, AL 36130

Superintendent
Alabama Department of Education
50 North Ripley Street
Montgomery, AL 36130-2101

Alabama Historical Commission
468 South Perry Street
Montgomery, AL 36130-0900

Director
Alabama Development Office
401 Adams Avenue, 6th Floor
Montgomery, AL 36130-4106

Director
Alabama Emergency Management
O. Box 2160
Mantion, AL 35046-2160

Chairman
Transportation Committee
The Alabama Conservancy
1920 Rosaqlie Ridge
Huntsville, AL 35811

Director, Eastern States Office
Bureau of Land Management
U. S. Department of Interior
411 Briarwood Dr., #404
Jackson, MS 39206

U.S. Department HUD
Region IV
Beacon Ridge Tower S-30
600 Beacon Parkway West
Birmingham, AL 35209

Attorney General of Alabama
11 South Union Street
Montgomery, AL 36130

Executive Vice President
Alabama Cattlemen's Association
P. O. Box 2499
Montgomery, AL 36102-2499

Commissioner
Alabama Department of Agriculture & Industry
145 Federal Drive
Montgomery, AL 36107

Soil & Water Conservation
100 North Union Street, Suite 334
Montgomery, AL 36104-3702

The Alabama Conservancy
2717 7th Avenue South, Suite 201
Birmingham, AL 35233-3405

ADEM Water Division
Water Quality Program
1751 Cong. W. L. Dickinson Drive
Montgomery, AL 36130

Cahaba River Society
2717 7th Ave., South, Suite 205
Birmingham, AL 35233

National Marine Fish
9721 Executive Center Dr., North
St Petersburg, FL 33702-2449

Mr. James Billie
Chairman
Seminole Tribe of Florida
6300 Stirling Road
Hollywood FL 33024

Ms. Kathie McCoy
Eastern Band of Cherokee Indians
Hwy. 441, North
Sequoyah Trail
Cherokee NC 28719

Mr. Kenneth H. Carleton
Tribal Archaeologist
Mississippi Band of Choctaw Indians
Hwy. 16, West
Philadelphia MS 39350

Mr. Lovelin Poncho
Chairman
Coushatta Tribe
3 Mile North Powell Road
Elton LA 70532

Mr. Tarpie Yargee
Chief
Alabama - Quassarte Tribal Town
111 North 6th
Henrietta OK 74437

Mr. John Ross
Spokesperson
United Keetoowah Band of
Cherokee Indians
2450 South Muskogee Avenue
Tahlequah OK 74465

Ms. Judy Allen
Choctaw Nation of Oklahoma
10th and Locust
Tulsa OK 74701

Mr. Billy Cypress
Chairman Miccosukee Tribe
Mile Marker 70
US Hwy 41
Miami FL 33199

Mr. William Day
Tribal Historian
Poarch Band of Creek Indians
5811 Jack Springs Rd.
Atmore AL 36502

Mr. George J. Captain
Chief
Eastern Shawnee Tribe of Oklahoma
127 West Oneida
Seneca MO 64865

Mr. Elmo Clark
Chairman
Caddo Indian Tribe of Oklahoma
Intersection of 281 & Hwy 156
Binger "T"
Binger OK 73009

Mr. Alan Cook
Creek Nation of Oklahoma
Highway 75 at Loop 56
Okmulgee OK 74447

Mr. Richard L. Allen
Cherokee Nation
Cherokee Nation Complex
Hwy. 62-South of Tahlequah
Tahlequah OK 74465

Ms. Jennifer Makaseah
Tribal Secretary
Absentee - Swawnee Executive Committe
2025 So. Gordon Cooper Dr.
Shawnee OK 74801

Ms. Virginia Nail
Creek Nation
American Building
12th and Broadway
Ada OK 74820

Ms. June Fixico
Mekko
Kialegee Tribal Town
318 South Washita
Wetumka OK 74883

Frances Battise
Chairperson
Alabama - Coushatta Tribe of Texas
Route 3, Box 640
Livingston TX 77351

Mr. Charlie McGertt
Town King
Thlopthlocco Tribal Town
Interstate 40, Exit 227
Clearview Exit
Okemah OK 74859

Mr. Jerry Haney
Principal Chief
Seminole Nation of Oklahoma
NE Corner of Junction 270 and 56
Wewoka OK 74884

Mr. William E. Day
Director
Tunica - Biloxi Office of Cultural and
Historic Preservation
150 Melacon Drive
Marksville LA 71351



Don Siegelman
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050



G. M. Roberts
Transportation Director

December 6, 1999

Mobile District Corps of Engineers
ATTN: Regulatory Branch OP-SA
Mobile AL 36628-0001

RE: Project DPI-0030 (005)
I-10 Mobile River Bridge
Mobile and Baldwin Counties, Alabama

Dear Sir:

The Alabama Department of Transportation is studying a proposal to widen Interstate 10 (I-10) from approximately Broad Street in Mobile County to a location east of the existing U.S. Highway 98/I-10 interchange in Baldwin County. The proposed project will include a new bridge over the Mobile River in the vicinity of the existing I-10 Wallace Tunnels, improvements to the I-10 Bayway and interchange improvements as required. Additional rights of way will be required to implement this project. The study area is shown on the enclosed figures.

The purpose of the project is to provide a multi-lane facility with improved level of service for existing and future traffic along the existing Interstate 10 Corridor.

The Alabama Department of Transportation is investigating all aspects of this proposal in order to determine its feasibility. We are very much interested in the views of public officials and agencies concerning this proposed highway facility. The early identification of effects a highway project may have on an area is needed to assure proper planning.

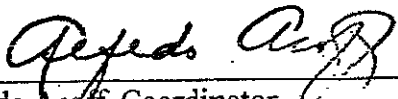
Also, we are interested in your review of this proposal so that we may satisfy the intent of certain Federal Statutes (Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Section 401 of the Intergovernmental Review Act of 1968). Although Federal-Aid Highway Planning, Research, and Construction projects have not been selected for review under Alabama's "Intergovernmental Review of Federal Programs" (Executive Order 12372) process, we must still meet these other requirements. Therefore, your review is requested.

December 6, 1999
Page 2

It would be appreciated if you would inform us of any comments or useful information that you might have regarding the feasibility of this proposal and identify any social, economic or environmental effects relative to the proposal. The comments will be taken under consideration in the development of this project and the appropriate environmental document.

Sincerely,

Don T. Arkle, Chief
Design Bureau

By: 
Alfredo Acoff, Coordinator
Environmental Technical Section

JPB/AA/mbw

C: ETS File



U.S. Department
of Transportation
Federal Aviation
Administration

BA

Airports District Office
120 North Hangar Drive, Suite B
Jackson, MS 39208-2306
(601) 965-4628 FAX: (601) 965-4632
eMail: 9.aso-jan-ado@faa.gov

December 13, 1999

Alfredo Acoff, Coordinator
Environmental Technical Section
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Al 36130-3050

RE: Project DPI-0030(005)
I-10 Mobile River Bridge
Mobile and Baldwin Counties, Alabama

Dear Mr. Acoff:

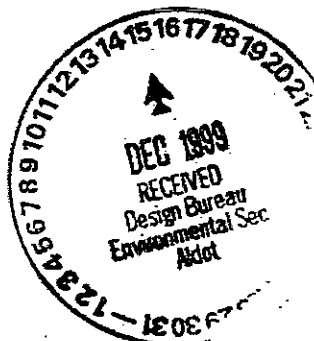
Find attached Federal Aviation Administration (FAA) Form 7460-1. The form instructions include reporting criteria. At a point where design and construction techniques have been established, please review the reporting criteria on FAA Form 7460-1. If applicable, then submit the FAA Form 7460-1 to the Southern Region address shown on the front of the form. Reporting may be required for the permanent structure and/or cranes used during construction.

Call me if you have any questions.

Sincerely,

William J. Schuller, P.E.
Program Manager

Copy to: *gjh*
 Div. Eng.
 Location
 Utilities
 DVA
 ETS



NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if—

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates—

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES

Alaska Region

AK
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West 7th Avenue
Anchorage, AK 99513
Tel: 907-271-5893

Central Region

IA, KS, MO, NE
Central Regional Office
Air Traffic Division, ACE-520
80 East 12th Street
Kansas City, MO 64106
Tel: 816-426-3408 or 3409

Eastern Region

DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region

IL, IN, MI, MN, ND, OH, SD, WI
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7568

New England Region

CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park

Northwest Mountain Region

CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel: 425-227-2520

Southern Region

AL, FL, GA, KY, MS, NC, PR,
SC, TN, VA
Southern Regional Office
Air Traffic Division, ASC-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5585

Southwest Region

AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520
Tel: 817-222-5531

Western Pacific Region

HI, CA, NV, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-6557

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alteration shall be included in **ITEM #21 "Complete Description of Proposal"**.

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21 "Complete Description of Proposal"**.

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. **DO NOT LEAVE BLANK.**

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference". **DO NOT LEAVE BLANK.** NOTE: High intensity lighting shall be used only for structures over 500' AGL. In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and **#10.** Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a hand-held GPS instrument is NOT acceptable. A hand-held GPS is only accurate to within 100 meters (328 feet) 95 per cent of the time. This data, when plotted, should match the site depiction submitted under **ITEM #20.**

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM #13. Enter the full name of the nearest public-use (not private-use) airport (or heliport) or military airport (or heliport) to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17' 3" rounds to 17, 17' 6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20.**

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17' 3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of **ITEM #16 + ITEM #17.**

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "http://mapping.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (Attach the antenna pattern, if available).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (Attach depiction).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA (e.g. corrections, no record of previous study, etc.).

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

Failure To Provide All Requested Information May Delay Processing of Your Notice

FOR FAA USE ONLY
Aeronautical Study Number

Notice of Proposed Construction or Alteration

U.S. Department of Transportation
Federal Aviation Administration

1. Sponsor (person, company, etc. proposing this action):

Attn. of: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

2. Sponsor's Representative (if other than #1):

Attn. of: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

3. Notice of: New Construction Alteration Existing

4. Duration: Permanent Temporary (____ months, ____ days)

5. Work Schedule: Beginning _____ End _____

6. Type: Antenna Tower Crane Building Power Line
 Landfill Water Tank Other _____

7. Marking/Painting and/or Lighting Preferred:

Red Lights and Paint Dual - Red and Medium Intensity White
 White - Medium Intensity Dual - Red and High Intensity White
 White - High Intensity Other _____

8. Antenna Structure Registration Number (if applicable): _____

9. Latitude: _____" _____'

10. Longitude: _____" _____'

11. Datum: NAD 83 NAD 27 Other _____

12. Nearest City: _____ **State:** _____

13. Nearest Public-use (not private-use) or Military Airport or Heliport: _____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation (AMSL): _____ ft.

17. Total Structure Height (AGL): _____ ft.

18. Overall Height (#16. + #17.) (AMSL): _____ ft.

19. Previous FAA Aeronautical Study Number (if applicable): _____ - OE

20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)

21. Complete Description of Proposal:

Frequency/Power (kW)

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark or light the structure in accordance with established marking & lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature
------	---	-----------

ADEM



ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

POST OFFICE BOX 301463 • 1400 COLISEUM BLVD. 36110-2059

MONTGOMERY, ALABAMA 36130-1463

WWW.ADEM.STATE.AL.US

(334) 271-7700

JAMES W. WARR
DIRECTOR

DON SIEGELMAN
GOVERNOR

December 16, 1999

ALFEDO ACOFF
ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY AL 36130-3050

RE: Project: DPI-0030(005), I-10 Mobile River Bridge
Mobile and Baldwin Counties

Dear Ms. Acoff:

The Field Operations Division has received and evaluated the information you sent us regarding the above-referenced project. You had requested that we review this information and provide comments.

Please note that state law and ADEM regulations require that appropriate, effective Best Management Practices (BMPs) for the control of pollutants in stormwater run-off be fully implemented and maintained for all construction and land disturbance activities regardless of permit status or size of the disturbance to prevent/minimize discharges of sediment and other pollutants to waters of the State of Alabama.

A "water of the state" is broadly defined as [§ 22-22-1(b)(2), Code of Alabama 1975, as amended] "All waters of any river, stream, watercourse, pond, lake, coastal, ground, or surface water, wholly or partially within the state, natural or artificial. This does not include waters which are entirely confined and retained completely upon the property of a single individual, partnership, or corporation unless such waters are used in interstate commerce." Discharges of pollutants resulting from failure to implement and maintain effective BMPs are considered unpermitted discharges to state waters.

Appropriate measures to control erosion can include but are not limited to applying hay mulch, seeding with temporary grass mix, hydro-seeding, reducing slopes, netting or mesh, cover with gravel or rock, etc. Long term measures such as proper grading and permanent revegetation should be performed as soon as possible. Immediate measures to control sedimentation can include but are not limited to use of silt fences, staked hay bale rows, netting or mesh, rock filter check dams, etc. If necessary, detention/retention structures should be constructed to effectively prevent/minimize sediment run-off.

Phase I of the federal stormwater regulations (40 CFR Parts 122, 123, & 124) effective October 1, 1992, require an operator to apply for and obtain a permit from ADEM for construction and land disturbance activities and associated areas that exceed five acres or that are part of a larger common plan of development or sale that may eventually exceed five acres. Phase II of the federal stormwater regulations, finalized in October 1999 by EPA, will require smaller construction and land disturbance sites in the future to obtain permit coverage or be more formally regulated by ADEM in the future.

In order to determine whether this project should be covered under an existing CWA Section 404, Nationwide, or General Permit, or Letter of Permission, you should contact the U. S. Army Corps of Engineers, Mobile District by mail at P. O. Box 2288, Mobile, AL 36628-0001 or by phone at (334) 690-2658. Facilities covered under a U.S. Army Corps of Engineers Individual 404 Permit, Nationwide or General Permit, or Letter of Permission must apply for and obtain stormwater General Permit coverage from ADEM, if construction or land disturbance above the Ordinary High Water Mark, or any non-dredge/fill operations below the Ordinary High Water Mark and associated upland dredge disposal sites that will exceed 5 acres or that are part of a larger common plan of development or sale in which disturbed acreage will eventually exceed 5 acres.

copy to:
✓ Div. Eng.
✓ Location
✓ Utilities
✓ DVA
✓ ETS



Facsimiles: (334)
Administration: 271-7950
General Counsel: 394-4332
Air: 279-3044
Land: 279-3050
Water: 279-3051
Groundwater: 270-5631
Field Operations: 272-8131
Laboratory: 277-6718
Mining: 394-4326
Education/Outreach: 394-4383

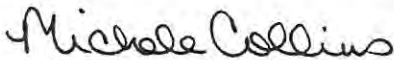


ADEM's Coastal Program manages uses and activities having the potential to significantly impact the coastal portions of Alabama and/or its resources. The Coastal Area is comprised of only a portion of Mobile and Baldwin Counties and is defined as the lands and waters seaward of the continuous ten-foot contour. ADEM Coastal Programs issues Non-Regulated Use Permits for commercial and residential developments greater than 5 acres in size, construction on Gulf-fronting properties intersected by the Construction Control Line, and groundwater wells that exceed 50 gallons per minute of water withdrawal. ADEM also must certify that permits issued by federal and state agencies, and projects conducted by those agencies, are consistent with the Coastal Program. ADEM accomplishes this by reviewing applications for permits submitted to other agencies. Therefore, it is recommended that applicants having development plans, or even considering development in the Coastal Area, consult with ADEM Coastal Program staff as soon as possible in the project development stage so that the applicant can learn of our requirements and other needs. Questions involving projects in the coastal area should be directed to the ADEM Coastal Programs Office in Mobile.

You may also wish to contact: (1) the U.S. Fish & Wildlife Service and the Alabama Department of Conservation & Natural Resources. These are the Federal and State agencies, respectively, that have primacy and statutory authority to address potential impacts to endangered or threatened species, (2) the Alabama Department of Economic and Community Affairs, which is the State agency with primacy and statutory authority to address potential water quantity concerns or issues, (3) the State Fire Marshall and the Alabama Department of Industrial Relations which are the State agencies with primacy and statutory authority to address potential safety considerations regarding blasting, (4) the Alabama Historical Commission which is the State agency with primacy and statutory authority to address preservation or potential impacts to surrounding or onsite historical or archaeological sites, and (5) your local municipal or county government, or local zoning and planning agency, if applicable, for additional approvals that may apply to your project.

If you have any questions concerning this matter, please contact me by e-mail at mnps@adem.state.al.us or by phone at (334) 394-4301.

Sincerely,



Michele Collins
Permits/Compliance Unit
Mining & Nonpoint Source Section
Field Operations Division

Pc: Permits & Services Division, ADEM
Mobile Field Office



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050

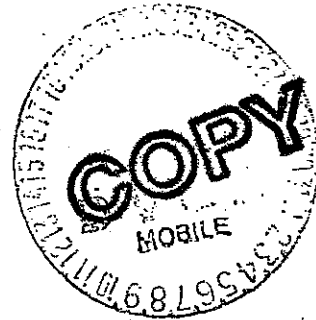


Don Siegelman
Governor

December 17, 1999

G. M. Roberts
Transportation Director

Volkert, David & Associates, Inc.
P. O. Box 7434
Mobile, AL 36670



RE: Project DPI-0030(005)
I-10 Mobile River Bridge
Mobile & Baldwin Counties, Alabama


Dear Sir:

Attached is a copy of our early coordination efforts on the subject project. We will forward a copy of all responses to your office on a regular basis. These comments will be useful in your efforts to study and prepare the appropriate environmental document.

Should we be able to assist further with this matter, please contact Mr. Joe P. Bearrentine of our Environmental Technical Section at (334) 242-6149.

Sincerely,

Don T. Arkle, Chief
Design Bureau

By: 
Alfredo Acoff, Coordinator
Environmental Technical Section



JPB/mbw

Attachment

pc: Mr. Ronnie Poiroux
Mr. William Adams
ETS File



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

LEE H. WARNER
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

December 28, 1999

Alfredo Acoff
Alabama DOT
1409 Coliseum Boulevard
Montgomery, Alabama 36130-3050

Copy to: Div. Eng.
 Location
 Utilities
 DVA
 ETS

Re: AHC 00-0352
DOT DPI-0030 (005)
Widen I-10
Broad Street to US 98/I-10 Interchange
Mobile and Baldwin Counties

Dear Ms. Acoff: *Alfredo*

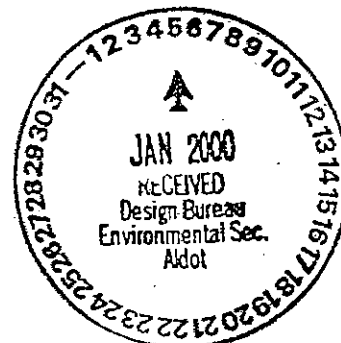
Upon review of the information forwarded by your office, the Alabama Historical Commission has determined that should this project be given favorable consideration, several cultural resource issues would have to be addressed. Site 1 Ba 207 is directly adjacent to the bridge on the Baldwin County side and there are eleven more known archeological sites in the immediate vicinity of the project. On the Mobile County side, there are five known archaeological sites in the immediate vicinity of the project. These sites do not include Battery McIntosh, the Confederate Obstructions, the USS Alabama, and historic structures in Mobile which shall also need to be addressed.

We appreciate your early coordination with our office and we are ready to work with you to resolve any cultural resource issues which may arise. Should you have any questions or comments, please contact Stacye Hathorn or Greg Rhinehart of our office.

Sincerely,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/SGH/GCR



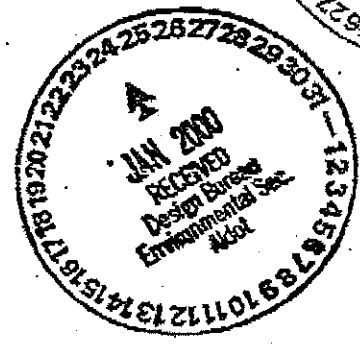
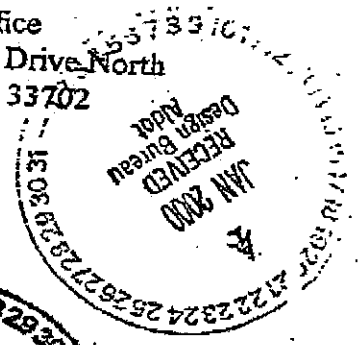


UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Copy to: 9th Div. Eng.
✓ Location
 Union
✓ DVA
✓ ERS

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

January 5, 2000



Don T. Arkle
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36130-3050

Dear Mr. Arkle:

Subject: Project: DPI-0030(005)
I-10 Mobile River Bridge
Mobile County, Alabama

The National Marine Fisheries Service (NMFS) has reviewed the information provided with your letter, dated December 6, 1999, regarding the widening of Interstate 10 (I-10) from approximately Broad Street in Mobile County to a location east of the existing U.S. Highway 98/I-10 interchange in Baldwin County. The proposed project will include a new bridge over the Mobile River in the vicinity of the existing I-10 Wallace Tunnels, roadway improvements, additional right-of-ways, and interchange improvements as required.

A variety of habitats may occur in the project area including estuarine emergent wetlands, sand substrates, and estuarine water column. These aquatic resources are recognized by the NMFS as public trust resources that provide habitat and water quality functions that are essential to maintaining a viable fishery resource. These wetlands, in association with other aquatic habitats serve as nursery, forage, and/or refuge sites for estuarine finfish and invertebrates with commercial, recreational, and ecological importance. In addition to their habitat value, these wetlands provide important water quality and control functions such as pollutant and sediment removal, wave attenuation, and flood water storage. The NMFS recommends all practicable measures to avoid and minimize impacts to aquatic resources be considered during the design phase of the project.

Be advised that the project area wetlands are identified as Essential Fish Habitat (EFH) in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act. Federal agencies which permit, fund, or undertake activities which may adversely impact EFH must undertake an EFH Consultation with the NMFS. In that regard, it may be beneficial for the Alabama Department of Transportation to address EFH in the Wetland Evaluation Report to assist the various Federal funding and regulatory agencies in preparing their EFH Assessments for this project. EFH Assessments must include: 1) a description of the proposed action; 2) an analysis of the effects

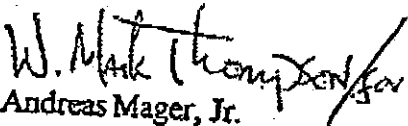


(including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3) the Federal agency's views regarding the effects of the action on EFH; and 4) proposed mitigation, if applicable. Additional information regarding EFH can be found at <http://galveston.ssp.nmfs.gov/>.

In cases where two or more Federal agencies are undertaking, funding, and/or permitting an action one agency may assume the EFH Consultation responsibility for the project provided the NMFS is notified by the lead Federal agency that it is acting on behalf of the other agencies.

We appreciate the opportunity to provide you with our comments. If you have questions, please contact Ms. Jennifer Robinson of our Panama City Office at 850/234-5061.

Sincerely,


Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:

ADEM, Mobile
AL DCNR, Gulf Shores
EPA, Atlanta
FWS, Daphne
F/SER4
F/SER3



Making Alabama Better For People

TIMOTHY C. BOYCE
STATE FORESTER

RICHARD H. CUMBER
ASST. STATE FORESTER

Copy to:

- Div. Eng.
- Location
- Utilities
- DVA
- ETS
-
-

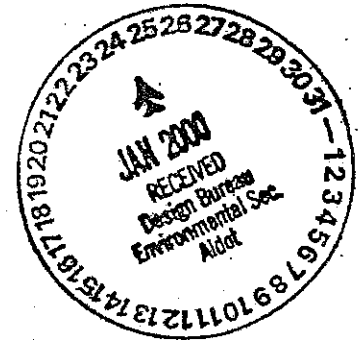
Alabama Forestry Commission

1070 Schillinger Road
Mobile, Alabama 36608

January 14, 2000

Alabama Department of Transportation
1409 Coliseum Blvd.
Montgomery, Alabama 36130

RE: Project: DPI-0030 (005)
I-10 Mobile River Bridge



Dear Sirs:

In response to your letter dated December 6, 1999, I would like to submit the following comments regarding environmental effects:

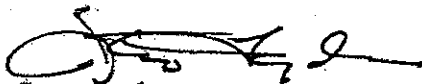
- 1). This expansion area is in a note worthy estuary for fish and shell fish. Nursery production of oysters, shrimp, red fish, and spotted sea trout will be negatively impacted.
- 2). The emergent marsh grasses and submerged aquatic grass beds will receive adverse sediment loads and turbidity from the construction process. The sediment transport will be altered and all dredge material will have to be placed in a spoils area which has not been identified.
- 3). The existing Bayway has increased mortality (due to vehicle volume) for American coots, migrating shore birds, and resulted in a bald eagle death in 1998.
- 4). The Shoals located north and south of the Bayway are a major wintering area for migrating waterfowl due to the abundance of preferred grasses. The construction will disrupt this area for several years.
- 5). The construction of the existing Bayway results in the redirection of Dolee's Creek, which should be flowing north. This can be confirmed by examining topographic maps of the area. Future construction will likely result in the filling of Dolee's Bay. An Army Corp of Engineers survey should be conducted to determine feasibility.

Alabama Department of Transportation
January 14, 2000
Page 2

- 6). The North American Waterfowl Management Act prohibits this type of activity in an identified migration corridor and wintering area. This is administered by the U. S. Fish and Wildlife Service. Officials from the U.S.F.W., Washington Office should be consulted and a mitigation process initiated before the construction draft is written.

If I can be of future assistance in the planning process, please feel free to contact me.

Sincerely,



Steve Lyda
Mobile County Manager
Alabama Forestry Commission

cc: Robert Dismukes



DEWAYNE FREEMAN
DIRECTOR

Alabama Department of Economic And Community Affairs

DON SIEGELMAN
GOVERNOR

January 24, 2000



Don T. Arkle, Chief
Design Bureau
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36130-3050

Dear Mr. Arkle:

Re: Project: DPI-0030(005)
I-10 Mobile River Bridge
Mobile and Baldwin Counties, Alabama

Review of the referenced proposal indicates that it may impact a Land and Water Conservation Fund (LWCF) assisted site located on the Mobile River. Section 6(f)(3) of the LWCF Act of 1965 prohibits the conversion of any Fund assisted property to any use other than outdoor recreation without approval of the Secretary of the U.S. Department of the Interior. A site inspection will be necessary to determine what, if any, impact may result from the proposal.

Should you have any questions regarding this matter, please contact Jon Strickland at 334-242-5483.

Sincerely,

James A. Littleton, Director
Community Services Division

Copy to:	<u>9H</u>	Div. Eng.
	<input checked="" type="checkbox"/>	Location
	<input type="checkbox"/>	Utilities
	<input checked="" type="checkbox"/>	DVA
	<input checked="" type="checkbox"/>	ETS
	<input type="checkbox"/>	
	<input type="checkbox"/>	

JAL:JCS



United States Department of the Interior

FISH AND WILDLIFE SERVICE
P. O. Drawer 1190
Daphne, Alabama 36526

IN REPLY REFER TO:

00-0497a

February 8, 2000



Mr. Don T. Arkle
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36130-3050

Dear Mr. Arkle:

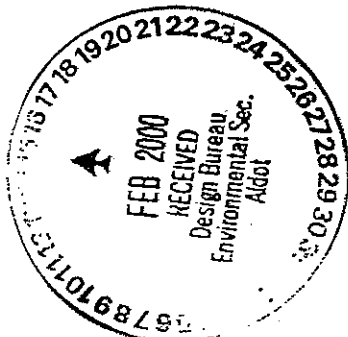
Thank you for your letter of December 6, 1999 requesting comments on the proposal to widen Interstate 10 (110), Project: DPI-0030(005) in Mobile and Baldwin Counties, Alabama. We have reviewed the information you enclosed and are providing the following comments in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. et seq.) and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

The following Federally listed species are known to occur in the project area and would likely be affected by the project:

1. Alabama sturgeon (*Scaphirhynchus suttkusi*)
2. Alabama red-bellied turtle (*Pseudemys alabamensis*)
3. Bald Eagle (*Haliaeetus leucocephalus*)

We recommend that someone from the Alabama Department of Transportation contact this office as soon as possible so that informal consultation may begin. Together we can determine what studies are necessary to assess the impacts that occur and determine ways to minimize those impacts.

If you need any additional information please contact Mr. Bert W. Steen, of my staff, at 334-441-5181 ext. 38 and please refer to the reference number above.



Sincerely,

Larry E. Goldman
Field Supervisor

Copy to: 9th Div. Eng.
 Location
 Utilities
 DVA
 ETS

See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 00-3640 Filed 2-15-00; 8:45 am]

BILLING CODE 6712-01-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[DA No. 00-212, MM Docket No. 00-20, RM-9733]

Radio Broadcasting Services; Paris and Mount Pleasant, TX

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition filed by Carephil Communications requesting the reallocation of Channel 270C2 from Paris, Texas, to Mount Pleasant, Texas, and modification of the license for Station KBUS(FM) to specify Mount Pleasant, Texas, as the community of license. The coordinates for Channel 270C2 at Mount Pleasant are 33-11-47 and 95-06-10. In accordance with Section 1.420(i) of the Commission's Rules, we shall not accept competing expressions of interest in the use of Channel 270C2 at Mount Pleasant.

DATES: Comments must be filed on or before March 27, 2000, and reply comments on or before April 11, 2000.

ADDRESSES: Federal Communications Commission, 445 Twelfth Street, S.W., Washington, D.C. 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner's counsel, as follows: Greg P. Skall, Pepper & Corazzini, L.L.P., 1776 K Street, N.W., Suite 200, Washington, D. C. 20006.

FOR FURTHER INFORMATION CONTACT: Kathleen Scheuerle, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Notice of Proposed Rule Making, MM Docket No. 00-20, adopted January 27, 2000, and released February 4, 2000. The full text of this Commission decision is available for inspection and copying during normal business hours in the

Commission's Reference Center, Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Services, Inc., 1231 20th Street, NW., Washington, DC. 20036, (202) 857-3800, facsimile (202) 857-3805. Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding. Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contact.

For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcast.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 00-3641 Filed 2-15-00; 8:45 am]

BILLING CODE 6712-01-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[DA 00-171; MM Docket No. 00-17; RM-9814]

Radio Broadcasting Services; Andalusia, AL and Holt, FL

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition for rule making filed on behalf of Capstar TX Limited Partnership, licensee of Station WTKE(FM), Channel 251C1, Andalusia, Alabama, requesting the reallocation of Channel 251C1 to Holt, Florida, as that locality's first local aural transmission service, and modification of its authorization accordingly. Coordinates used for Channel 251C1 at Holt, Florida, are 30-59-57 NL and 86-41-20 WL.

DATES: Comments must be filed on or before March 27, 2000, and reply comments on or before April 11, 2000.

ADDRESSES: Secretary, Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the

petitioner's counsel, as follows: Gregory L. Masters and E. Joseph Knoll, III, Esqs., Wiley, Rein & Fielding, 1776 K Street, N.W., Washington, D.C. 20006.

FOR FURTHER INFORMATION CONTACT:

Nancy Joyner, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Notice of Proposed Rule Making, MM Docket No. 00-17, adopted January 19, 2000, and released February 4, 2000. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC's Reference Information Center (Room CY-A257), 445 Twelfth Street, SW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Service, Inc., 1231 20th Street, NW., Washington, DC 20036, (202) 857-3800. Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts. For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR part 73

Radio Broadcasting.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 00-3642 Filed 2-15-00; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

RIN 1018-AF56

Endangered and Threatened Wildlife and Plants; Notice of Reopening of Comment Period on the Proposed Rule To List the Alabama Sturgeon as Endangered

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule; notice of reopening of comment period.

SUMMARY: We, the Fish and Wildlife Service (Service), give notice that the public comment period on the proposed rule to list the Alabama sturgeon (*Scaphirhynchus suttkusi*) as endangered is reopened. We are reopening the comment period in order to obtain comments on a Conservation Agreement and Strategy for the Alabama sturgeon (both documents will be referred to hereafter as the 2000 Strategy), which were signed by the Alabama Department of Conservation and Natural Resources (ADCNR), the Service, the U.S. Army Corps of Engineers (Corps), and the Alabama-Tombigbee Rivers Coalition on February 9, 2000, and on their relevance and significance to the proposed listing of the Alabama sturgeon as endangered. The goal of the 2000 Strategy is ". . . to eliminate or significantly reduce current threats to the Alabama sturgeon and its habitat. . . ." Reopening the comment period will allow all interested parties to submit comments on the 2000 Strategy and its relevance and significance to the proposed listing of the Alabama sturgeon as endangered. The 2000 Strategy is available for review (See the SUPPLEMENTARY INFORMATION section under Comment Procedures for how to obtain these documents).

DATES: We will accept comments until March 17, 2000.

ADDRESSES: If you wish to comment, you may submit your comments by any one of several methods. You may mail or hand-deliver comments to Mitch King, at U.S. Fish and Wildlife Service, 1875 Century Boulevard, Suite 415, Atlanta, Georgia 30345. You may also comment via the Internet to mitch_king@fws.gov. See the SUPPLEMENTARY INFORMATION section for Comment Procedures.

FOR FURTHER INFORMATION CONTACT: Mr. Mitch King, (see "ADDRESSES" section), 404-679-7180 (phone), 404-679-4180 (facsimile).

SUPPLEMENTARY INFORMATION:

Background

On March 26, 1999, we published a rule proposing endangered status for the Alabama sturgeon in the Federal Register (64 FR 14676). On January 11, 2000, we published a notice in the Federal Register (65 FR 1583), reopening the comment period through February 10, 2000. On February 7, 2000, we published a second notice in the Federal Register (65 FR 5848), reopening the comment period through March 8, 2000. With this notice, we are reopening the comment period through March 17, 2000, to obtain comments on the substance of the 2000 Strategy and

on the relevance and significance of the 2000 Strategy for the Alabama sturgeon on the listing decision.

In 1997, a voluntary conservation effort was implemented and coordinated by ADCNR in order to address the primary threats to the Alabama sturgeon, which was identified as its small numbers and its apparent inability to offset mortality rates with reproduction and recruitment rates. The primary focus of this effort was to remedy the small population size through a captive breeding and restocking program. Secondly, the effort provided habitat restoration measures and research to determine life history information essential to effective conservation and management of the species. A variety of public and private entities, including the Service, the Corps, the Rivers Coalition, the Geologic Survey of Alabama, and the Mobile River Basin Coalition participated in the implementation of this effort.

During the three years of this effort, the participants had less success capturing Alabama sturgeon than was initially expected. The capture effort produced five Alabama sturgeon, two of which currently survive at the Marion State Fish Hatchery. The three year effort provided needed experience in the capture of Alabama sturgeon, especially with respect to the best method for collecting, the areas on the river most likely to yield Alabama sturgeon, and the best time of year to collect. The capture effort also resulted in the establishment of protocols for handling, transporting, and propagating Alabama sturgeon. In addition, collection efforts and work on other sturgeon species are producing information that could be valuable regarding the Alabama sturgeon. For example, recent collection efforts on the pallid sturgeon indicate that manipulating flows out of water control structures can increase collection success for that species.

On February 9, 2000, the Service, ADCNR, the Corps, and the Rivers Coalition entered into the 2000 Strategy that expands upon the initial efforts undertaken in 1997. The 2000 Strategy includes a substantial change to the capture program. During the three years that the 1997 effort was underway, a total of 250 field days were spent in the capture effort. Under the 2000 Strategy, a minimum total of 548 field days will be expended each year for the first three years.

The parties to the 2000 Strategy signed the documents on February 9, 2000, because of a desire to have implementation begin immediately while we are in a period of the year that

has the best chance of capturing sturgeon. The 2000 Strategy is subject to amendment by consent of the parties.

The reason the comment period has been reopened through March 17, 2000, is to obtain public comment on the 2000 Strategy's relevance and significance to the upcoming listing decision. How the 2000 Strategy is relevant or significant (i.e., its effect on the underlying analysis of the listing factors in the proposed rule) should be a primary focus of comment during the public comment period. Any comments received concerning the 2000 Strategy will be fully considered by us in our final determination.

Public Comments Solicited

We are seeking comments on the relevance and significance of the 2000 Strategy to the listing decision. Specifically, we are seeking input on whether:

(1) The 2000 Strategy addresses the factors identified in the proposed listing rule to a degree that there is no longer a basis for listing the Alabama sturgeon;

(2) The 2000 Strategy addresses the factors identified in the proposed listing rule to a degree that the listing determination would more appropriately be threatened instead of endangered. The Conservation Strategy could also be linked to a 4(d) rule; or,

(3) The 2000 Strategy fails to address the factors sufficiently to have an effect on the listing determination, but still form the basis for a Section 7(a)(1) program, a Section 7(a)(2) consultation, a Section 10 permit for non-federal entities, and/or the core of a species recovery plan.

We request comments or suggestions from the public, other concerned governmental agencies, the scientific community, industry, or any other interested party concerning the 2000 Strategy and its relevance and significance to the proposed listing of the Alabama sturgeon as endangered.

Comment Procedures

Please submit Internet comments as an ASCII file, avoiding the use of special characters and any form of encryption. Please also include "Attention: [Alabama sturgeon]" and your name and return address in your Internet message. If you do not receive a confirmation from the system that we have received your Internet message, contact us directly at the address given in the ADDRESSES section or by telephone at 404-679-7180. Finally, you may also hand-deliver comments to the address given in the ADDRESSES Section. Our practice is to make comments, including names and home addresses of

respondents, available for public review during regular business hours. Individual respondents may request that we withhold their home address from the rulemaking record, which we will honor to the extent allowable by law. There also may be circumstances in which we would withhold from the rulemaking record a respondent's identity, as allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. However, we will not consider anonymous comments. We will make all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials or organizations or businesses, available for public inspection in their entirety. Comments and materials received will be available for public inspection, by appointment, during normal business hours at the above address. To obtain copies of the 2000 Strategy, you can download or print one from <http://endangered.fws.gov/listing/index.html> (under Announcements) or contact Kelly Bibb at 404/679-7132 (phone) or 404/679-7081 (facsimile) to receive a faxed or mailed copy. All questions related to this notice should be directed to Mr. Mitch King at the address or phone number listed in the ADDRESSES section of this notice.

Author

The primary author of this notice is Mitch King (see ADDRESSES section).

Authority: The authority for this notice is the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*).

Dated: February 11, 2000.

Sam D. Hamilton,
Regional Director, Fish and Wildlife Service.
[FR Doc. 00-3782 Filed 2-14-00; 12:13 pm]
BILLING CODE 4310-15-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 223

[I.D. 081699C, 092199A, 092799G]

Endangered and Threatened Species; Notice of an Additional Public Hearing for Proposed Rules Governing Take of West Coast Chinook, Chum, Coho and Sockeye Salmon and Steelhead Trout

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; notification of public hearing.

SUMMARY: NMFS is announcing an additional public hearing for the following: Proposed Rule Governing Take of Seven Threatened Evolutionarily Significant Units (ESUs) of West Coast Salmonids; Proposed Rule Governing Take of Threatened Snake River, Central California Coast, South/Central California Coast, Lower Columbia River, Central Valley California, Middle Columbia River, and Upper Willamette River Evolutionarily Significant Units (ESUs) of West Coast Steelhead; and Limitation on Section 9 Protections Applicable to Salmon Listed as Threatened under the Endangered Species Act (ESA), for Actions Under Tribal Resource Management Plans. NMFS is holding this additional public hearing for all three rules to facilitate public participation in this regulatory process.

DATES: The meeting date is February 22, 2000, 6:00 p.m.-9:00 p.m.

ADDRESSES: The meeting will be held at Whitman College, Cordiner Hall, 345 Boyer Avenue, Walla Walla, WA.

FOR FURTHER INFORMATION CONTACT: Garth Griffin, (503) 231-2005; Craig Wingert, (562) 980-4021; or Chris Mobley, (301) 713-1401. Copies of the Federal Register documents cited herein and additional salmon-related materials are available via the Internet at www.nwr.noaa.gov.

SUPPLEMENTARY INFORMATION:

Background

Under section 4(d) of the Endangered Species Act (ESA), the Secretary of Commerce (Secretary) is required to adopt such regulations as he deems necessary and advisable for the conservation of species listed as threatened. On December 30, 1999 (64 FR 73479), NMFS issued a proposed rule under section 4(d) of the ESA which contains the regulations that it believes, are necessary and advisable to conserve threatened Snake River, Central California Coast, South/Central California Coast, Lower Columbia River, Central Valley California, Middle Columbia River, and Upper Willamette River ESUs of West Coast Steelhead. The proposed rule applies ESA section 9(a)(1) prohibitions to the previously mentioned steelhead ESUs, but proposes not to apply the take prohibitions to 13 specific programs which limit impacts on listed steelhead to an extent that makes added protection through Federal regulation not necessary and advisable for the

conservation of these ESUs (see 64 FR 73479).

On January 3, 2000 (65 FR 170), NMFS issued a proposed rule under section 4(d) of the ESA which was nearly identical to the December 30, 1999, proposal except that it applied to the following species of salmon: Oregon Coast Coho, Puget Sound, Lower Columbia and Upper Willamette Chinook, Hood Canal Summer-run and Columbia River Chum, and Ozette Lake Sockeye.

Also on January 3, 2000 (65 FR 108), NMFS issued a proposed rule under section 4(d) of the ESA that would not impose the section 9(a)(1) prohibitions on take when impacts on threatened salmonids result from implementation of a tribal resource management plan, where the Secretary has determined that implementing that Tribal Plan will not appreciably reduce the likelihood of survival and recovery for the listed species. This proposal applies to threatened salmonids that are currently subject to ESA section 9(a)(1) take prohibitions: Snake River spring/summer chinook salmon; Snake River fall chinook salmon; Central California Coast (CCC) coho salmon; and Southern Oregon/Northern California Coast (SONCC) coho salmon. This proposed limitation on take prohibitions would also be available for all other threatened salmonid ESUs whenever final ESA section 9(a) prohibitions are made applicable to those ESUs.

On February 14, 2000, NMFS published a Federal Register document under the Proposed Rules section which extended the public comment periods for all 3 proposed rules and announced additional public hearings in Washington and Idaho. Because these closely related rules had public comment periods that ended on different dates (February 22, 2000, for the steelhead proposal and March 3, 2000, for the other 2 proposals, respectively), NMFS extended the comment period for all three rules to March 6, 2000, to avoid confusion and to facilitate public participation.

NMFS has received a request for an additional public hearing to allow further opportunity for the public to participate in the exchange of information and opinion among interested parties and to provide oral and written testimony. NMFS finds that the request is reasonable and has scheduled the meeting accordingly (see DATES and ADDRESSES).

NMFS is soliciting specific information, comments, data, and/or recommendations on any aspect of the December 30, 1999, and January 3, 2000, proposals from all interested parties.



DEPARTMENT OF THE ARMY
 MOBILE DISTRICT, CORPS OF ENGINEERS
 P.O. BOX 2288
 MOBILE, ALABAMA 36628-0001



REPLY TO
 ATTENTION OF:

June 8, 2000

Regulatory Branch
 Operations Division

Subject: Pre-application Consultation and Review of Alabama Department of Transportation Proposed Project, I-10, Mobile and Baldwin Counties, Alabama

Alabama Department of Transportation
 Attention: Ms. Alfredo Acoff, Coordinator
 Environmental Technical Section
 1409 Coliseum Boulevard
 Montgomery, Alabama 36130-3050

Dear Ms. Acoff:

This is in reply to your letter dated January 5, 2000, requesting our review and comments to your Department's proposal DPI-0030 (005) to widen Interstate 10 from approximately Broad Street in Mobile County to east of the U.S. Highway 98 interchange in Baldwin County, Alabama.

If "waters of the United States", including wetlands, are filled or mechanically cleared for this project, a Department of the Army (DOA) permit, pursuant to Section 404 of the Clean Water Act, will be required prior to construction. Bridges over navigable waters are subject to U.S. Coast Guard jurisdiction; therefore, you should also coordinate your request with that agency. If any work other than bridge construction, including poured footings, approach fills, temporary structures, etc., is conducted below the mean high tide line of navigable "waters of the United States", a DOA permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 will be required.

We look forward to working with your Department on this project should a DOA permit be required.

Sincerely,

Chuck Sumner

Chuck Sumner
 Project Manager
 Permit Evaluation Section

Copy to:

- Div. Eng.
- Location
- Utilities
- ETS
- DVA



South Alabama Regional Planning Commission

James P. Nix, Chairman • Samuel L. Jones, Vice-Chairman
William J. Lovett, Secretary • Larry W. White, Treasurer • Russell J. Wimberly, Executive Director

June 15, 2000

Mr. Ron Poiroux
Ninth Division Engineer
Alabama Department of Transportation
1701 N. Beltline Highway
Mobile, AL 36618

SECTION	INFO	ACTION	FILE
DIV ENGINEER			
ADMINISTRATION			
CONSTRUCTION			
COUNTY TRANS			
DISTRICT ENGRS			
EQUIPMENT			
MAINTENANCE			
MATERIALS			
PLANNING			
SPECIAL PROJ			

Dear Mr. Poiroux:

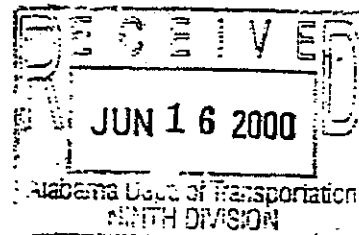
I received a letter from Dr. George Crozier today relaying his thoughts on the way the I-10 Bridge/Bayway project is proceeding. His letter makes three main points — two of which have been touched on by the local newspaper and the third being a potential environmental issue that I think he is well qualified to address. It would not be correct or fair to say that Dr. Crozier is against the projects, but rather he, as have others, questions some aspects of the way the studies are being handled. First, there appears to be little in the way of public information or opportunity for public input. I think in the end this will do nothing but hurt the projects, because the foundation of public support just will not be there. In the same vein, Dr. Crozier questions the lack of public discussion of alternatives to Bayway widening. I'm not sure there are any viable alternatives, but if we don't explain why, much of the public will not accept that conclusion. These are issues I know you are already aware of from a general perspective, but the public's perception of a project can be substantially impacted by the opinions of a man with Dr. Crozier's community recognition and credibility.

The third point Dr. Crozier made is that these projects will impact Mobile Bay through roadway runoff. He specifically mentions tire dust and heavy metal molecules contained in the runoff, which he contends could be significant. I am enclosing an article he sent me (the source is not cited) which describes an experimental system being developed in Louisiana that appears promising and should be worth looking into. At the very least, the studies being conducted by Volkert Engineering should address the need for some type of runoff filtration and/or containment system on the bridge and Bayway.

Let me know what you think after you read the article. I appreciate your consideration of these suggestions; call if you have questions or need additional information.

Sincerely,

Bill Morgan
Director, Transportation Planning



c: Mr. Paul Griggs, DVA (w/ enclosure)

One Solution to Roadway Pollution

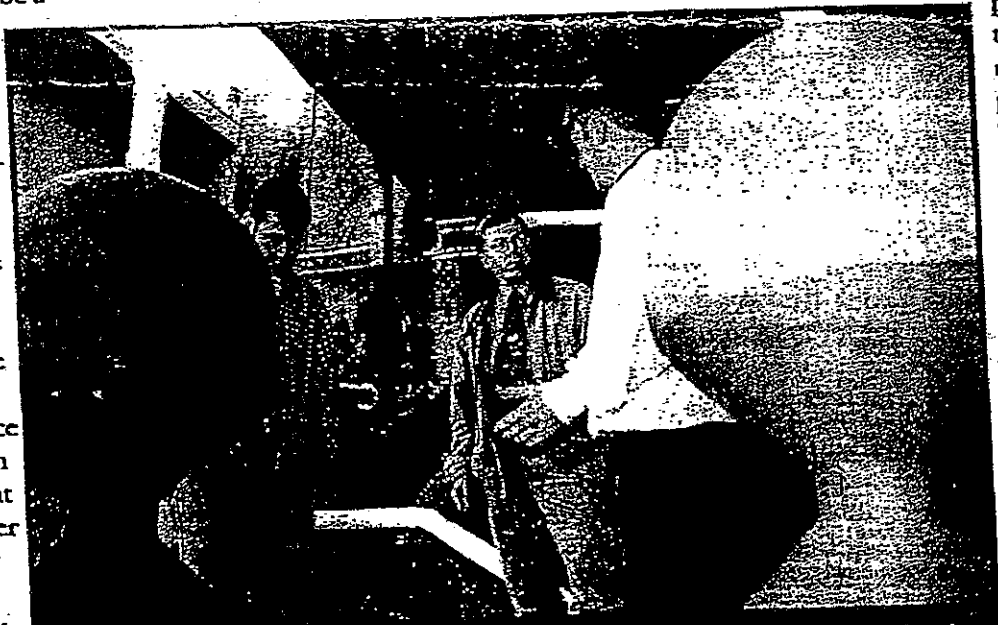
By Marilyn Barrett

If asked for a method to control air pollution, most people would describe a

filter or chemical to trap or change the fouling agent. Describing a method for controlling water pollution is not as simple because it is caused by contaminants from many sources. Experts will say the best management practice is to reduce pollutants and then to contain and treat contaminated water or channel it away from aquifers and waterbodies. They may also ask, "What kind of polluted water?" Controlling pollution in roadway stormwater runoff, for example, is

challenging because rain is erratic and the composition of roadway pollutants varied. Runoff comes from a broad area and accumulates more pollutants as it moves. Besides, it contains heavy metals, one of the major contributors to water pollution throughout the world.

In some parts of the US, roadway runoff is controlled at grade by plants that absorb pollutants as water passes through or by retention



Roadway bridge runoff, a potential source of heavy metals for Louisiana's estuaries, has been diverted into bead filters (foreground) for cleaning before being released into the estuary below. Dr. John Sansalone and research associates Brent Duet and Jonathan Hurd are testing this method to filter the runoff and reduce the level of pollution flowing into the estuaries. Photo by Robert Ray.

parts of the US, it is controlled by filtration through pavement or channeling to a wastewater treatment facility, but none of these effectively removes heavy metals from water pouring directly from an elevated roadway into a waterbody. For Louisiana, this circumstance is significant because the state has more elevated roadways than any other and many are constructed over fish nurseries — wetlands and estuaries. Dr. John Sansalone of the Louisiana State

Environmental Engineering Department is studying a method for filtering runoff from these roadways before it enters an estuary.

"Roadway runoff is the most significant source of heavy metal in the environment today," he said. "Vehicles contain components full of lead, cadmium, zinc, nickel, copper, and chromium — all potentially toxic." In fact, the annual level of pollution from roadway storm water runoff actually exceeds that

industrial wastewater combined. Roadway runoff contains significant

pollutants, such as these heavy metal molecules that may be partially filtered by se beside inland roadway. From elevated roads, flows directly into estuaries. The direct discharge of this pollution into the wetlands can be toxic to many aquatic species, especially to invertebrates like oysters or juvenile shrimp.

Sansalone's solution is to filter the storm water runoff before enters the estuary. "First we created a bench-scale filter system in the lab," Sansalone said. "No

we are field testing and monitoring its performance on a roadway over an estuary."

He chose a biofilter sorptive floating bead clarifier — developed for aquaculture systems by Ron Malone, also of LSU Department of Civil and Environmental Engineering. The hourglass shape of the three working zones of the bead clarifier — a filtration chamber, a wa throat, and an expansive chamber. Water enters

**WETLAND DETERMINATION AND SUBMERGED
AQUATIC VEGETATION SURVEY**

**Proposed Mobile River Bridge
Area from Mobile to Daphne between the
Two Existing Interstate 10 Bridges
Spanning Mobile Bay (Bayway)
Mobile and Baldwin Counties, Alabama
ALDOT Contract No. DPI-0030 (005)
Volkert Contract No. 911600.12**

Prepared for:

Alabama Department of Transportation

DRAFT

Prepared by:

**Volkert & Associates, Inc.
3809 Moffett Road
Mobile, Alabama 36618
(334) 342-1070**

On June 28, 2000, Skeeter McClure and Brett Gaar, of Volkert Environmental Group, Inc. (Volkert), inspected the area between the Bayway structures that was used as a construction canal for erection of the Bayway in the 1970s. The inspection, conducted by boat, began at 8:30 a.m. at high tide. Equipment utilized included a depth finder, loran, and a digital camera. Locations along the Bayway were approximate and the presence of submerged aquatic vegetation was based on visual observation. The inspection was completed at 2:30 p.m.

On July 19, 2001 and July 24, 2001, field investigations were performed by Brett Gaar and Troy Newton of Volkert for the presence of submerged aquatic vegetation (SAV) from Mobile to Daphne between the two existing Interstate 10 bridges (east bound and west bound) spanning the northern end of Mobile Bay. This inspection was also conducted during high tide. The purpose of the second assessment was to delineate the boundaries of jurisdictional areas and complete wetland field data forms. Delineation procedures follow the guidelines as set forth in the 1987 Corps of Engineers Wetland Delineation Manual.

Photographs of emergent wetlands were taken. Photographs of the SAV were not taken due to poor visibility of the water at the time of this evaluation. The water was turbid and visibility was less than two feet.

Volkert used a boat for access between the bridges. Depths were recorded at various locations along the corridor. A hand-held GPS III Plus Global Positioning System (GPS) unit was used to plot the locations of SAV, as well as emergent wetlands.

A significant decrease in the amount of Submerged Aquatic Vegetation (SAV) was witnessed between June 28, 2000 and July 24, 2001. Based on discussions with Ms. Patricia Spitzer of Dauphin Island Sea Lab, the salinity in the northern end of Mobile Bay is typically 4 or 5 parts per thousand (ppt). However, due to a significant lack of rainfall during this time period the salinity of Mobile Bay ranged from 12 to 15 ppt.

According to Ms. Spitzer, *Vallisneria americana*, which is the dominant SAV in the project area, cannot withstand salinity levels this high for extended periods of time. The result was that a majority of the SAV has died back. The observations of SAV on June 28, 2000, were of a more qualitative nature as contrasted by the more quantitative measurements in July 2001. Nevertheless, there was less abundance of SAVs in 2001. Based on our estimates from this study there was an 85 percent reduction in the presence of SAV from June 2000 to July 2001 in the project corridor.

Submerged Aquatic Vegetation is very sensitive to changes in environmental conditions. It is not uncommon for SAV stands to die back when changes occur and then reappear when conditions allow.

Vallisneria americana rootstock is nevertheless present in the substrate. Therefore, for the purposes of this study, jurisdictional limits were delineated using a combination of

information. Information obtained from the June 2000 and July 2001, field investigations were incorporated into this report.

The following discussion, table, photographs, maps, coordinate data, and wetland data forms are numbered and cross-referenced to help the reader understand the location and wetland type. Also enclosed is a profile of the corridor depicting recorded water depths.

The information obtained from the inspections affords a good overview of the canal depths and the wetland resources observed. There is no knowledge that the construction canal has been maintained since the Bayway was completed in 1973, a period of twenty-seven years. For descriptive purposes, the canal is described in two segments.

- a. The 2.4-mile reach west of the Mid Bay Interchange (West Reach)
- b. The 4.8-mile reach east of the Mid Bay Interchange (East Reach)

The following is a summary of the depths and wetland findings encountered in the two reaches during the 2000 and 2001 season:

West Reach

**July 19, 2001 – 12,600 feet
(High tide was +1.5' at 2:03 p.m.)**

Water Depth	Length	Remarks
Less than 3 feet	100 feet	<i>Vallisneria americana</i> present
3-5 feet	1,550 feet	
Greater than 5 feet	10,950 feet	

**June 28, 2000 – 12,600 feet
(High tide was +.5' at 6:00 a.m.)**

Water Depth	Length	Remarks
Less than 3 feet	1,800 feet	<i>Vallisneria americana</i> present in places
3-5 feet	1,400 feet	
Greater than 5 feet	9,400 feet	

East Reach
July 24, 2001
 (High tide was +1.5' at 2:03 p.m.)

Water Depth	Length	Remarks
Less than 3 feet	650 feet	Emergent wetlands and submerged grassbeds in this area.
3-5 feet	8,850 feet	Submerged grassbeds in this area.
Greater than 5 feet	15,300 feet	N/A

June 28, 2000
 (High tide was +.5' at 6:00 a.m.)

Water Depth	Length	Remarks
Less than 3 feet	7,000 feet	Submerged grassbeds and emergent marsh in this area.
3-5 feet	4,400 feet	Submerged grassbeds in this area.
Greater than 5 feet	13,400 feet	N/A

* Changes in depths between 2000 and 2001 are primarily a result of a one-foot tidal change during the time when each assessment was performed.

West Reach
Total Acreage of Wetlands in the Study Corridor

Wetland Type	2000	2001
Emergent	0.32	0.32
Fringe	--	0.03
Submerged Aquatic Vegetation	8.50	--
Total	8.82	0.35

East Reach
Total Acreage of Wetlands in Study Corridor

Wetland Type	2000	2001
Emergent	2.50	2.50
Fringe	--	--
Submerged Aquatic Vegetation	24.88	2.49
Total	27.13	4.99

**Acres of Wetland Impacts by Wetland Type
West Reach**

Wetland Type	Year 2000	Year 2001
Emergent	0.28	0.28
Submerged Aquatic Vegetation	5.51	--
Fringe	--	0.03

**Areas of Wetland Impacts by Wetland Type
East Reach**

Wetland Type	Year 2000	Year 2001
Emergent	1.16	1.16
Submerged Aquatic Vegetation	11.60	1.16
Fringe	--	--

**Total Wetland Impacts (Acres)
June 2000 Study**

Wetland Type	Acres
Emergent	1.44
Submerged Aquatic Vegetation	17.11
Fringe	--
Total	18.55

* Impact estimate are based on 70 feet of additional bridge structure (shading effects).

**Total Wetland Impacts (Acres)
July 2001 Study**

Wetland Type	Acres
Emergent	1.44
Submerged Aquatic Vegetation	1.16
Fringe	0.03
Total	2.63

* Impact estimate are based on 70 feet of additional bridge structure (shading effects).

Three wetland types were identified during this study. They are Forested, Emergent, and Submerged Aquatic.

1. Forested Wetlands occur along a very small portion of the corridor near the eastern project limits. These forested wetlands contain mature obligate and facultative species such as, *Liquidambar styraciflua*, *Nyssa sylvatica* and *Pinus elloittii*. Provided all work occurs to the inside of the two (2) bridges forested wetlands will not be affected.
2. Emergent Wetlands occur sporadically throughout the corridor. Emergent Wetlands normally occur at locations below the elevation of high tides but above the elevation of low tides. These wetland types are classified as estuarine, Intertidal, emergent with persistent narrow and broad-leaved species. Emergent wetlands (including fringe wetlands) in the corridor contained species such as *Phragmites australis*, *Peltandra virginica*, *Juncus*, *Spartina alterniflora* and *Typha*.
3. Submerged Aquatic Vegetation (SAV) grass beds are the most abundant wetland in the project corridor. SAV is also considered by many scientists and regulatory agencies to be the most valuable of all wetland types in this area. SAVs identified in the corridor include *Vallisneria americana*, *Ruppia maritima* and *Hydrilla verticillata*. These are three of the six SAV species known to occur in the Mobile Bay area. In addition to protection by the Clean Water Act (CWA) as jurisdictional wetlands, SAVs are also considered Essential Fish Habitat (EFH) and have additional protection under the Magnuson Stevens Fishery and Conservation and Management Act.

The following is a description of each wetland identified in the corridor:

Wetland # 1A is located on the eastern bank of the Mobile River. This 10-foot fringe wetland consists of *Phragmites australis* and *Spartina alterniflora*.

Wetland # 1B is located on the western side of Pole Cat Bay. This is approximately a 100-foot emergent wetland consisting of *Phragmites australis* and *Typha spp.* in up to 18 inches of water at high tide.

Wetland # 2 is located approximately 400 feet west of the Tensaw River. This wetland consists of *Vallisneria americana*, which is a Submerged Aquatic Vegetation (SAV) wetland. The average depth of the water at this wetland was 5.5 feet at the time the field investigations were performed. This SAV is present for approximately 2,000 feet.

Wetland # 3 is located east of the Tensaw River and west of the Chacaloochee Bay. This is a SAV wetland consisting of *Vallisneria americana* and *Ruppia maritima* for a length of approximately 500 feet in an average depth of 2.5 feet of water.

Wetland # 4 is located east of the Mid-Bay interchange. This is a SAV wetland consisting of *Vallisneria Americana*. Filamentous algae was also present. The grassbed occurs for a length of approximately 3,500 feet in an average depth of 4 feet of water.

Wetland # 5 is located west of the Apalachee River in Mobile Bay. SAV is present consisting of *Vallisneria americana*. An emergent wetland is present here as well and exists for approximately 150 feet. The emergent wetland consists of *Typha spp.*, *Peltandra virginica*, *Sagittaria latifolia*, *Spartina alterniflora*, and *Juncus roemerianus*. The average depth of water at this location was 2.0 feet, and the SAV existed for approximately 2,000 feet.

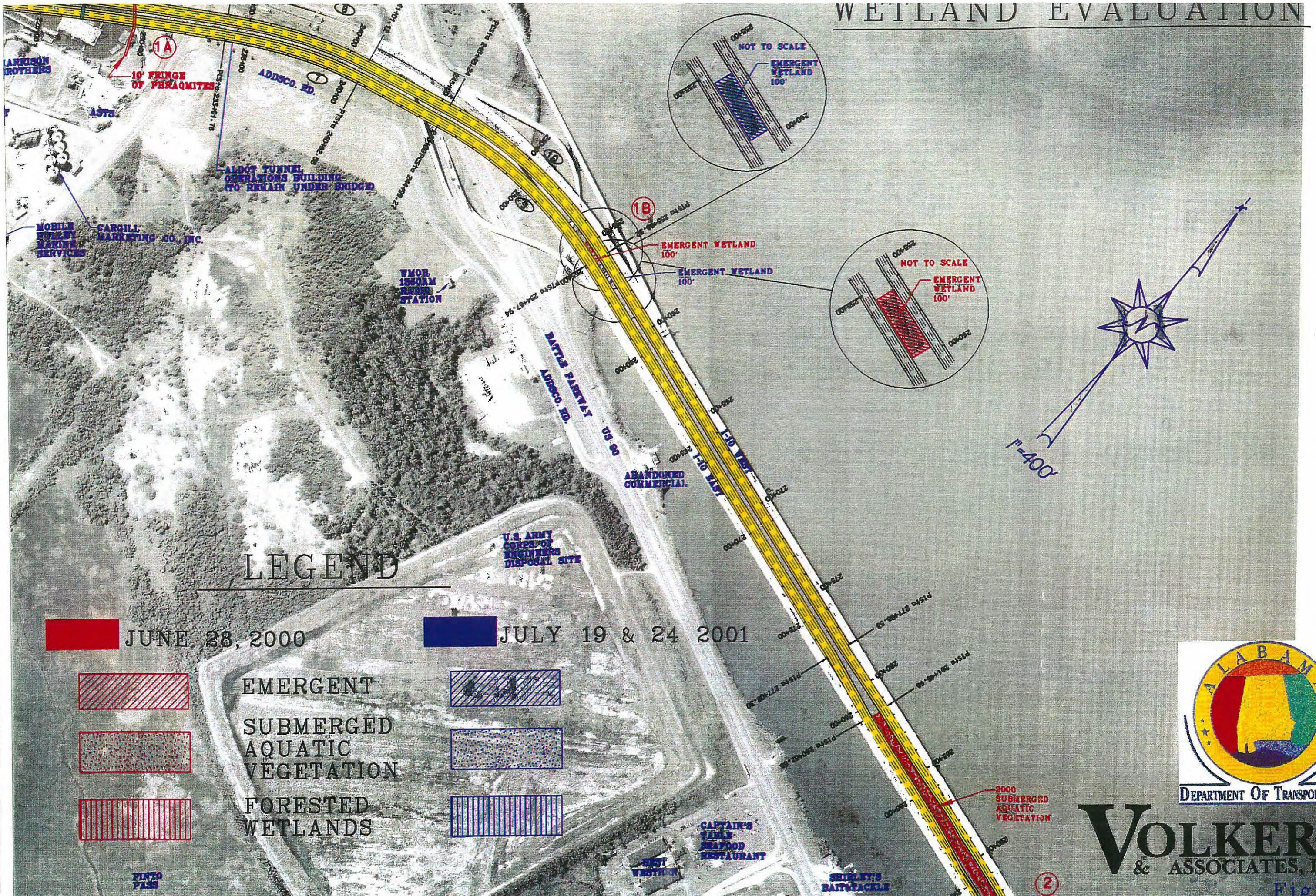
Wetland # 6 is located on the east side of Justin Bay and on the west side of Bay John. This is a SAV and emergent wetland. The SAV observed at this location was *Vallisneria americana*, *Ruppia maritima*, and filamentous algae. The emergent wetland consisted of *Peltandra virginica*, *Juncus spp.*, and *Sagittaria spp.* The average depth of water at this location was 1.5 feet. In 2000, this location contained 2,000 feet of wetlands; 1,500 feet consisted of SAVs, and 500 feet consisted of emergent wetlands. In July 2001, this location contained 750 feet of wetlands; 250 feet consisted of SAVs and 500 feet consisted of emergent wetlands.

Wetland # 7 is located on the western edge of the Blakeley River. This is a SAV and emergent wetland. The SAV observed at this location was *Ruppia maritima* and exists for approximately 225 feet. The emergent wetland consisted of *Juncus spp.*, and *Sagittaria spp.* and exists for approximately 75 feet. The average depth of water at this location was 2.6 feet.



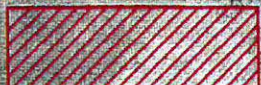

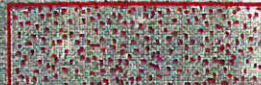



Wetland # 8 is located east of D'Olive Creek on the north side of the Bayway. This is a forested wetland with bottomland hardwoods consisting of *Nyssa sylvatica*, *Pinus elloittii*, *Liquidambar styraciflua*, *Osmunda spp.*, *Phragmites australis*, *Magnolia virginiana*, and *Taxodium distichum*. This wetland currently not impacted by the proposed project.

This wetland assessment was performed at the request of the Coastal Section of the Alabama Department of Environmental Management and the National Marine Fisheries Service. Until the wetland limits identified in this study have been verified by the U.S. Army Corps of Engineers, it is unofficial and should not be relied upon solely.

WETLAND EVALUATION



LEGEND

	JUNE 28, 2000		JULY 19 & 24 2001
	EMERGENT		
	SUBMERGED AQUATIC VEGETATION		
	FORESTED WETLANDS		

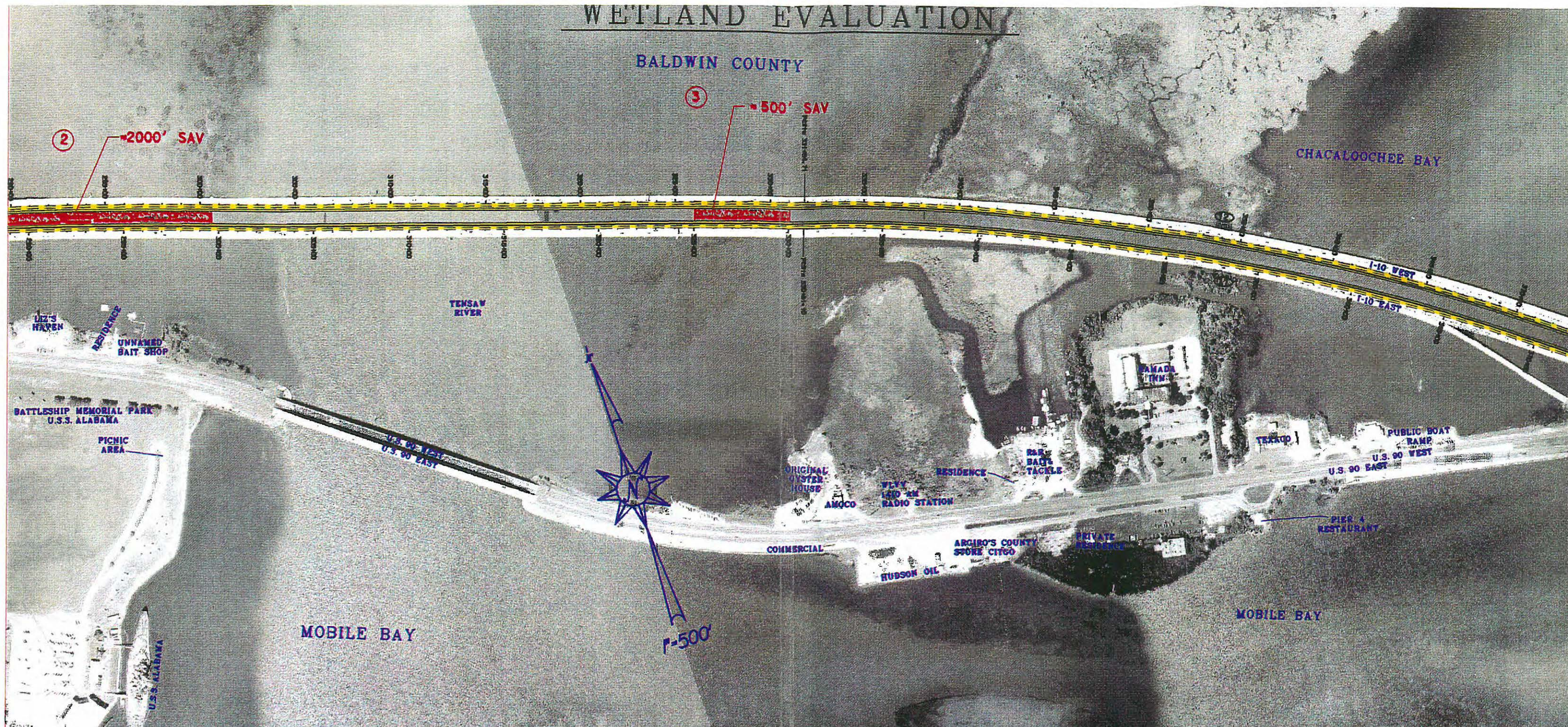


DEPARTMENT OF TRANSPORTATION

VOLKERT
& ASSOCIATES, INC.

WETLAND EVALUATION

BALDWIN COUNTY



LEGEND

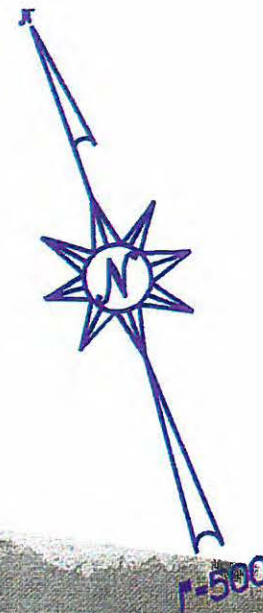
	JUNE 28, 2000		JULY 19 & 24, 2001
	EMERGENT		
	SUBMERGED AQUATIC VEGETATION		
	FORESTED WETLANDS		



VOLKERT & ASSOCIATES, INC

Figure 2

WETLAND EVALUATION



W.L. HOLLAND WILDLIFE
MANAGEMENT AREA

CHACALOCHEE BAY

U.S. 90 EAST U.S. 90 WEST



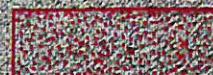



MID BAY
INTERCHANGE

MOBILE BAY

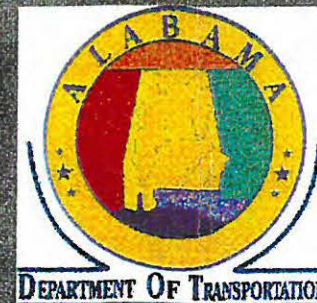
3500' SAV

LEGEND

JUNE 28, 2000 JULY 19 & 24, 2001

	EMERGENT	
	SUBMERGED AQUATIC VEGETATION	
	FORESTED WETLANDS	

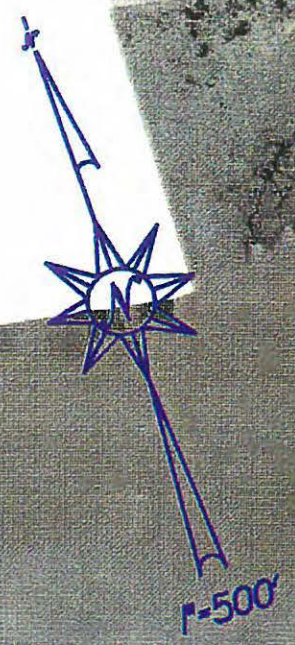
MOBILE BAY



VOLKERT
& ASSOCIATES, INC.

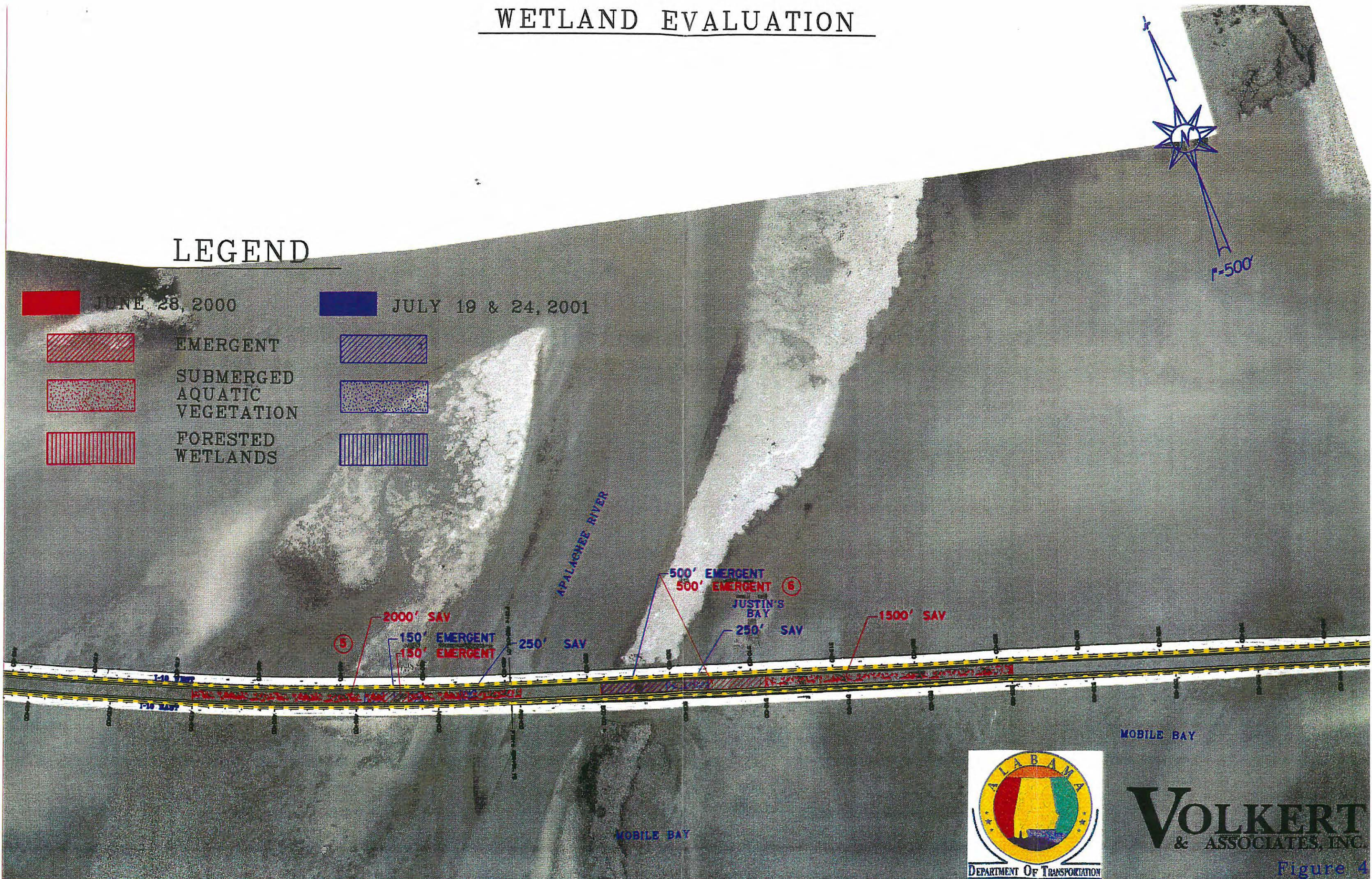
Figure 5

WETLAND EVALUATION



LEGEND

	JUNE 28, 2000		JULY 19 & 24, 2001
	EMERGENT		
	SUBMERGED AQUATIC VEGETATION		
	FORESTED WETLANDS		



VOLKERT
& ASSOCIATES, INC.

Figure 4

WETLAND EVALUATION

LEGEND

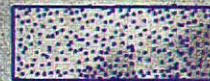
■ JUNE 28, 2000 **■** JULY 19 & 24, 2001



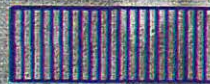
EMERGENT



SUBMERGED
AQUATIC
VEGETATION

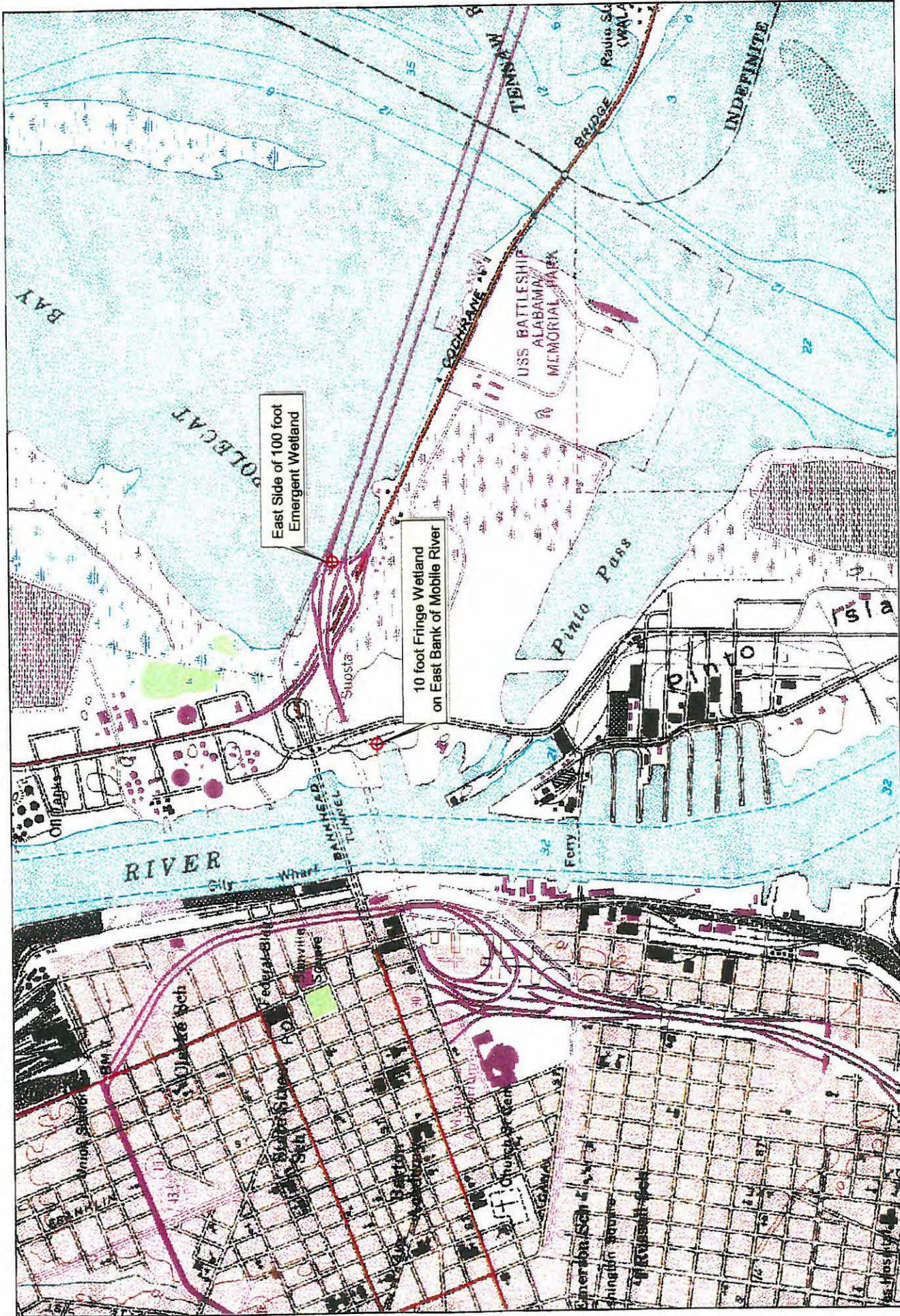


FORESTED
WETLANDS



VOLKERT
& ASSOCIATES, INC.

Figure 5



East Side of 100 foot Emergent Wetland

10 foot Fringe Wetland on East Bank of Mobile River

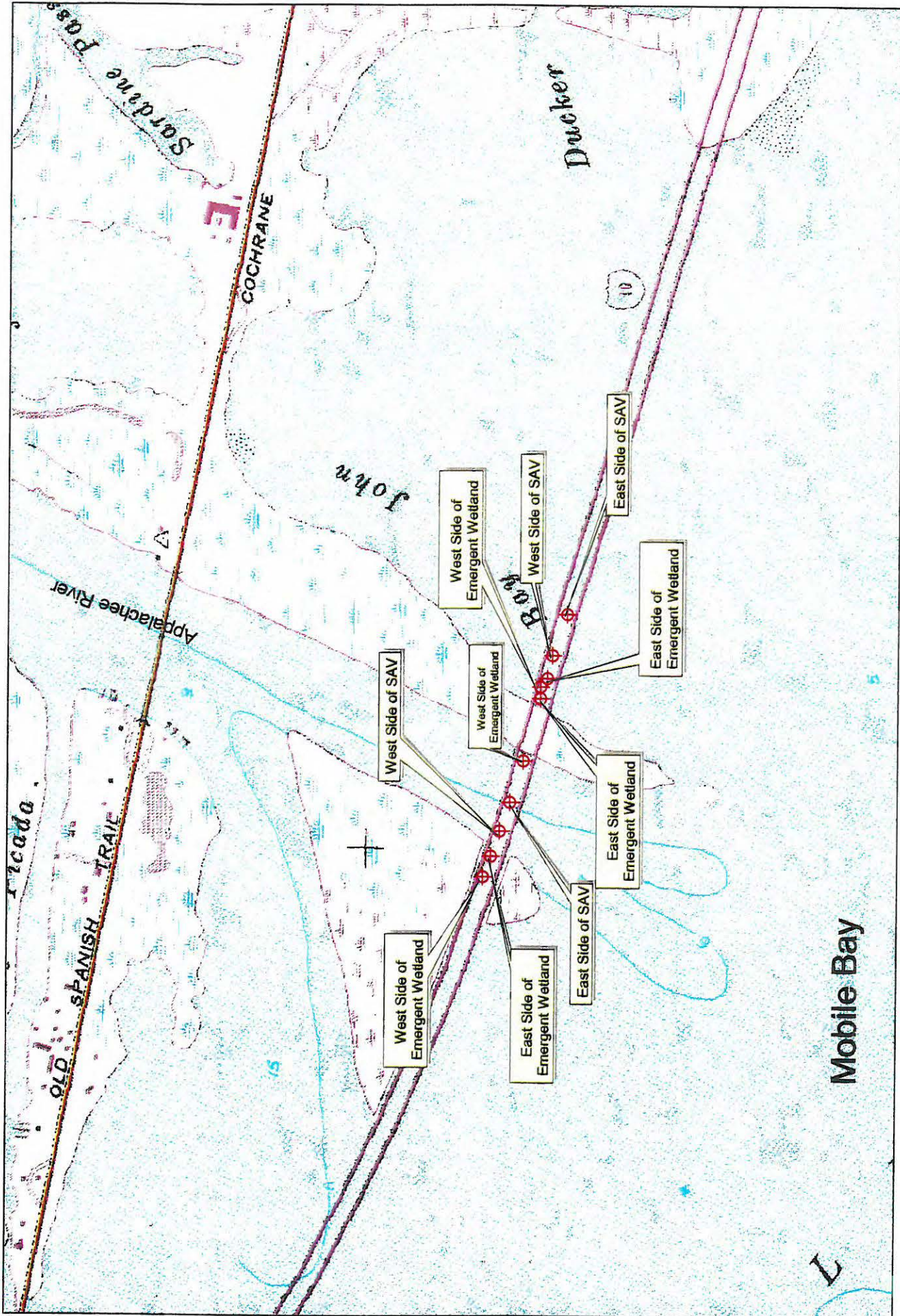
Wetland Survey July 2001
Map 1

Survey Points

Map Produced by Volkert & Associates, Inc.



VOLKERT
& ASSOCIATES, INC.

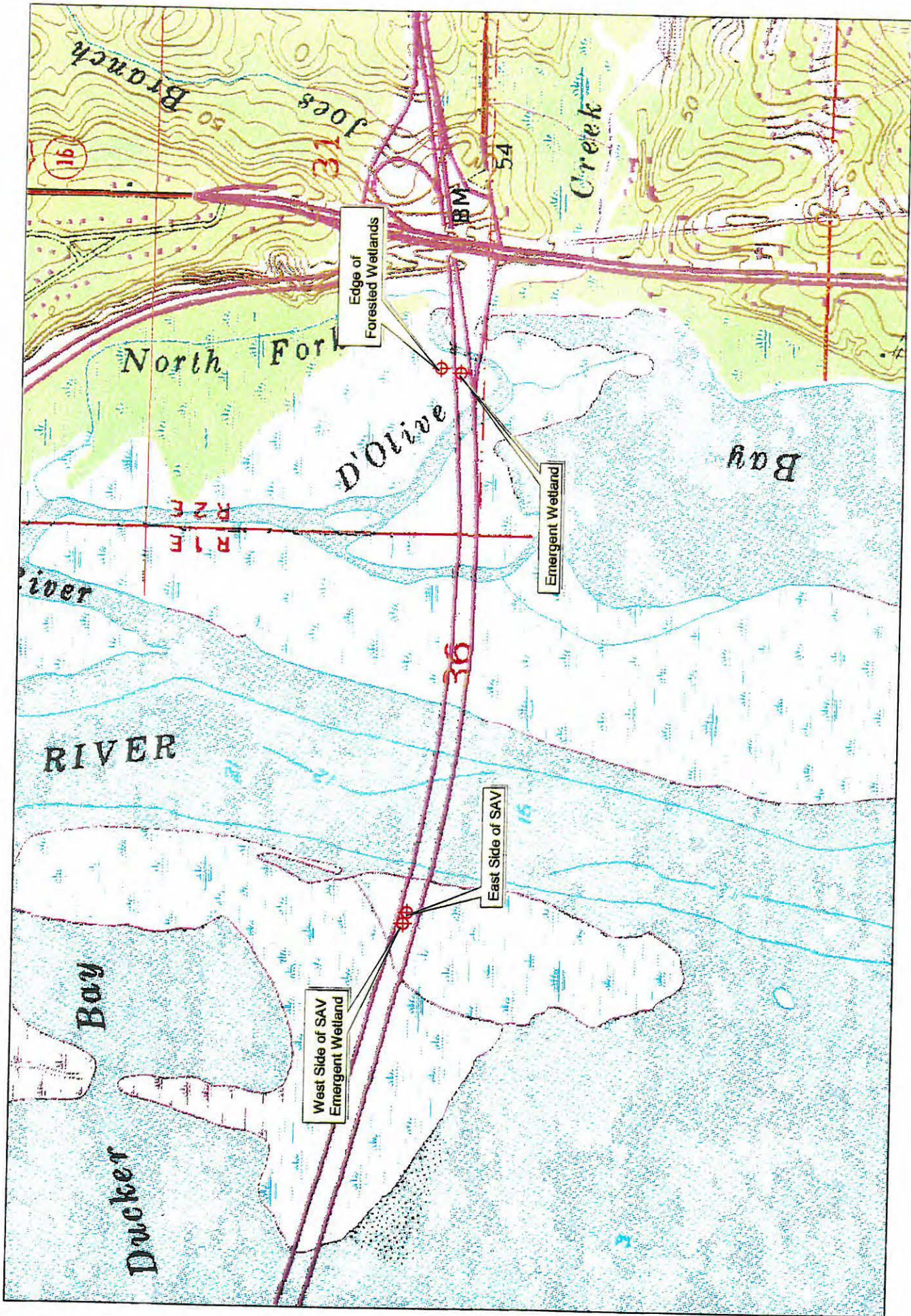


Wetland Survey July 2001
 Map 2
 Survey Points



VOLKERT
 & ASSOCIATES, INC.

Map Produced by Michael Taylor 06-02-01



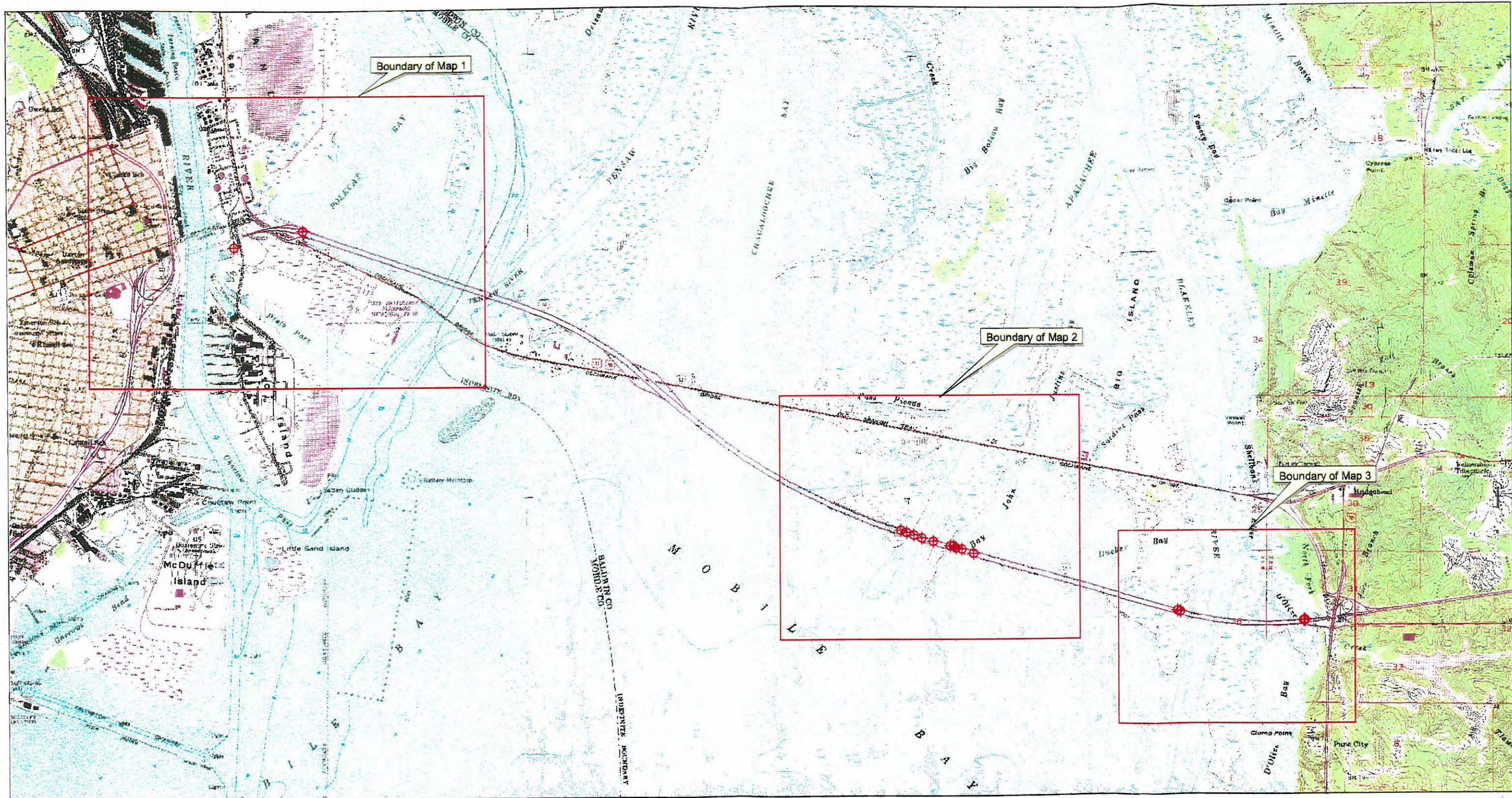
Wetland Survey July 2001
Map 3

Survey Points

Map Produced by Michael Taylor 08-08-01



Volkert
& ASSOCIATES, INC.

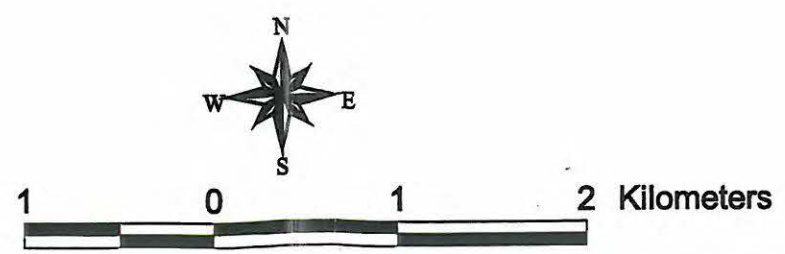


Map 1

Map 2

Map 3

VOLKERT
 & ASSOCIATES, INC.

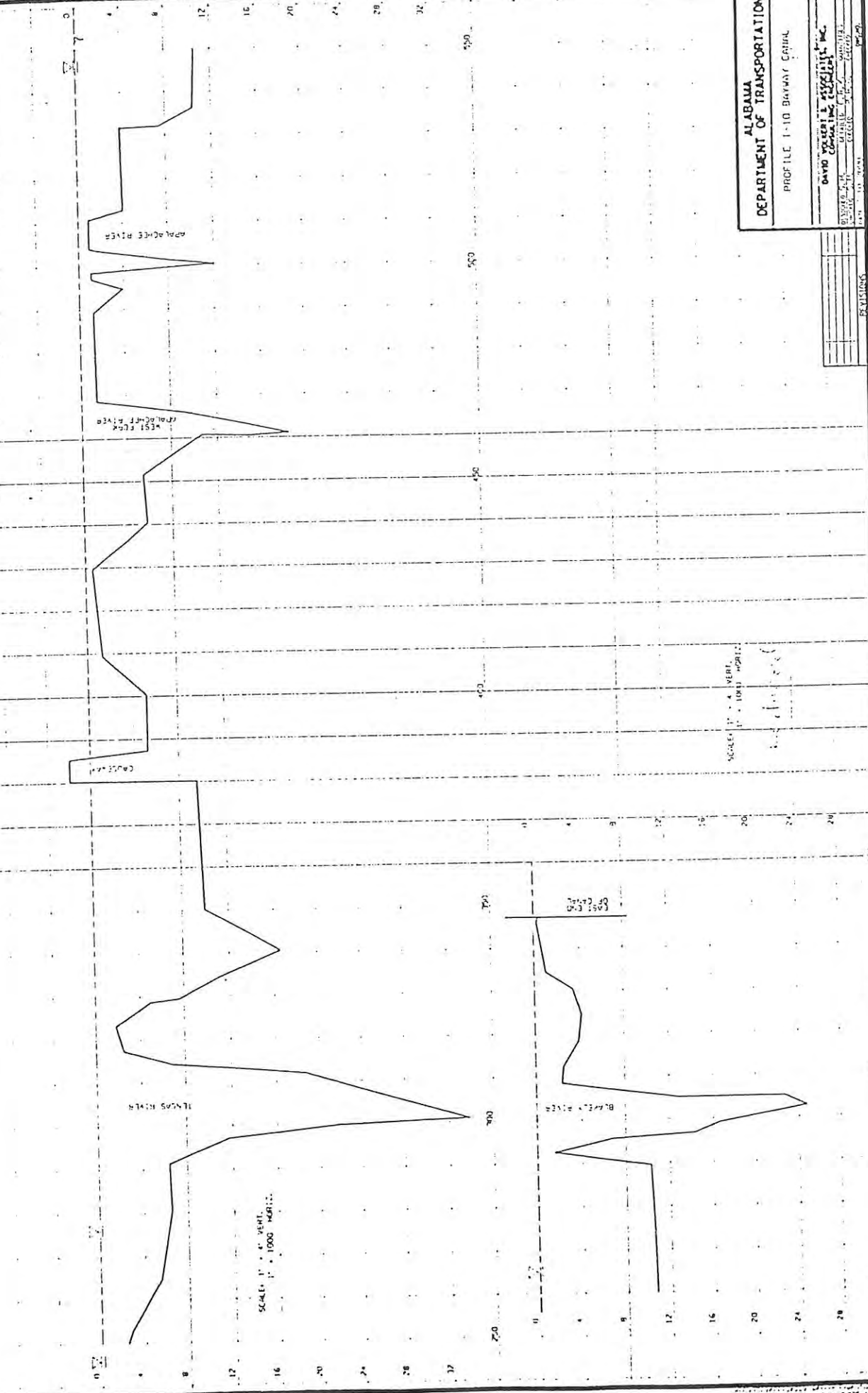


Wetland Survey July 2001
 Study Area

⊕ Survey Points

Map Produced By Michael Taylor 08-06-01

STATE	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
AL			2000	1



ALABAMA
 DEPARTMENT OF TRANSPORTATION
 PROFILE 1-10 BYPASS CRINAL

DAVID W. ROBERTS & ASSOCIATES, INC.
 CIVIL ENGINEERS
 1000 ...
 ...

REVISIONS

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250

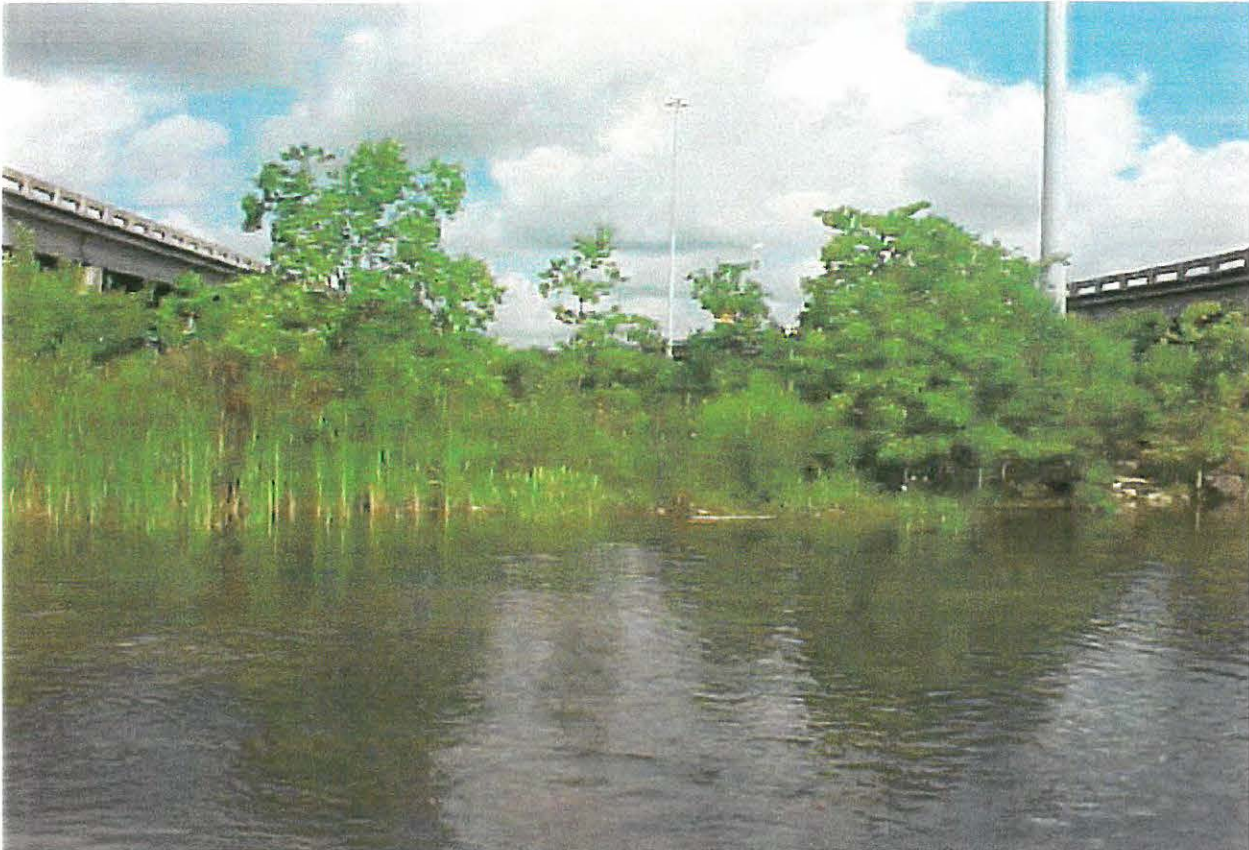


Photo 1: Eastern bank of Mobile Bay in Daphne, Alabama.



Photo 2: Facing west towards Mobile from the eastern bank of Mobile Bay.



Photo3: East side of Mid Bay Interchange.



Photo 4: Western side of Mid Bay Interchange facing towards Mobile, Alabama.

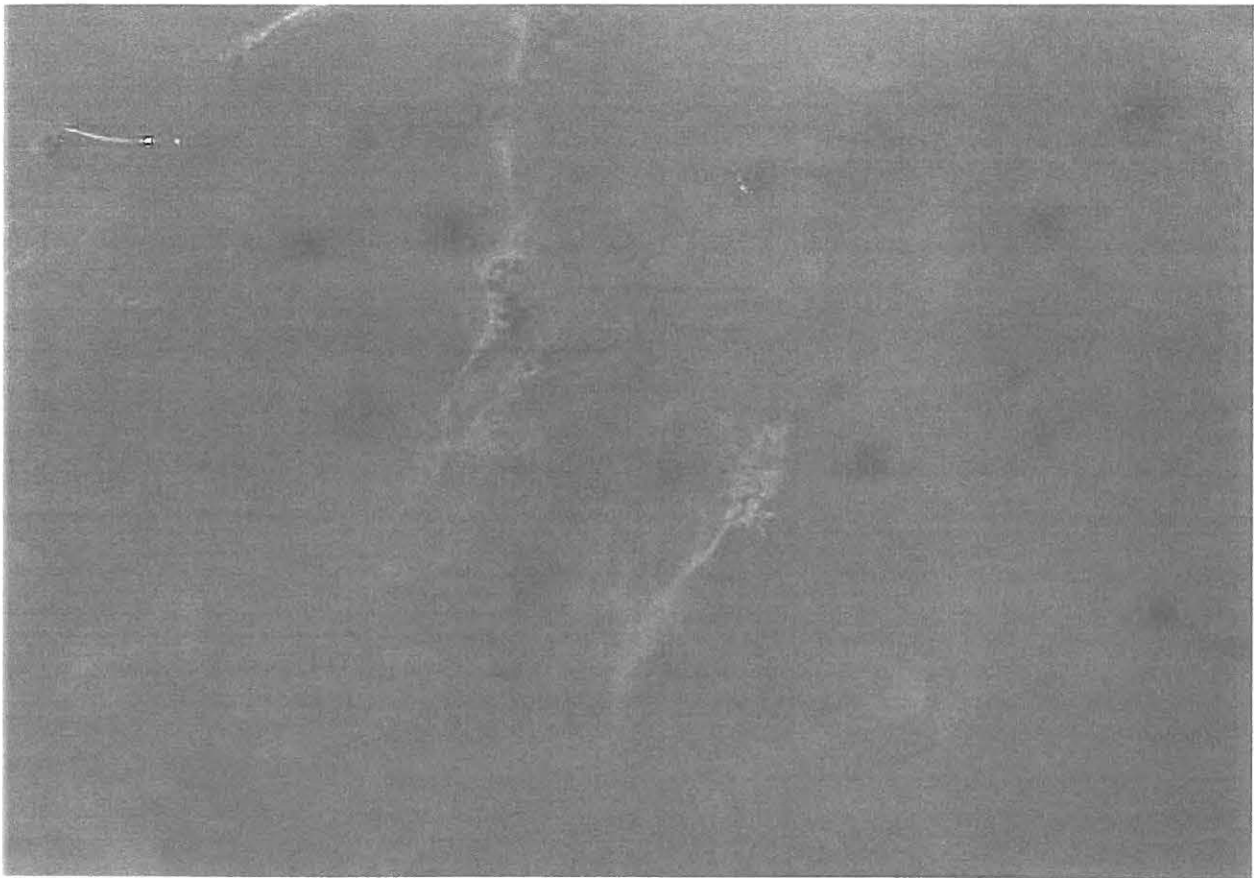


Photo 5: Filamentous algae along with *Ruppia maritima*.

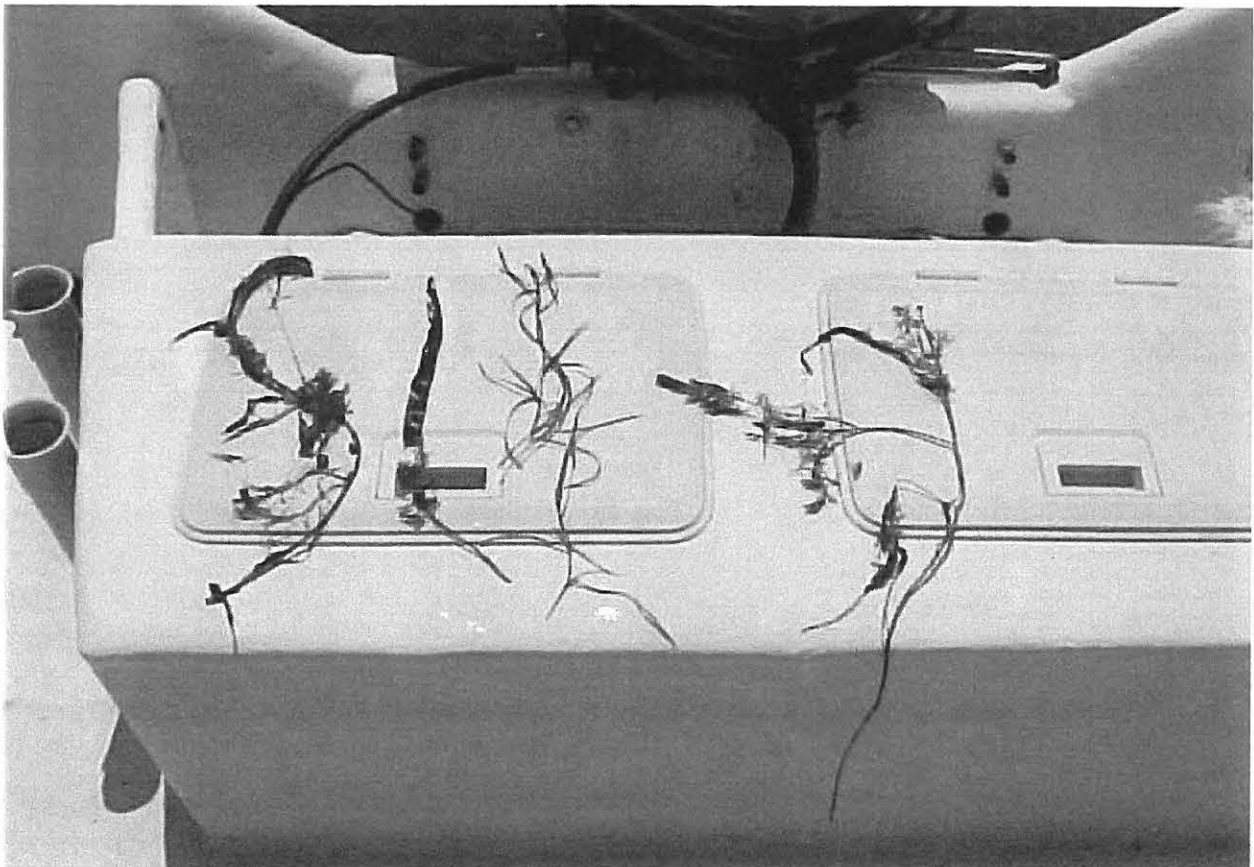


Photo 6: *Hydrilla verticillata*, *Vallisneria americana*, and *Ruppia maritima*.



Photo 7: Submerged aquatic vegetation. A grassbed of *Vallisneria americana*.



Photo 8: An emergent wetland consisting of *Typha* spp. and *Juncus roemerianus*.



Photo 9: An emergent wetland consisting of *Peltandra virginica*, *Juncus roemeranus*, and *Typha* spp.



Photo 10: An emergent wetland consisting of *Typha* spp., *Juncus roemeranus*, and *Peltandra virginica*.



Photo 11: Photo of eastern bank of Mobile Bay, Alabama.

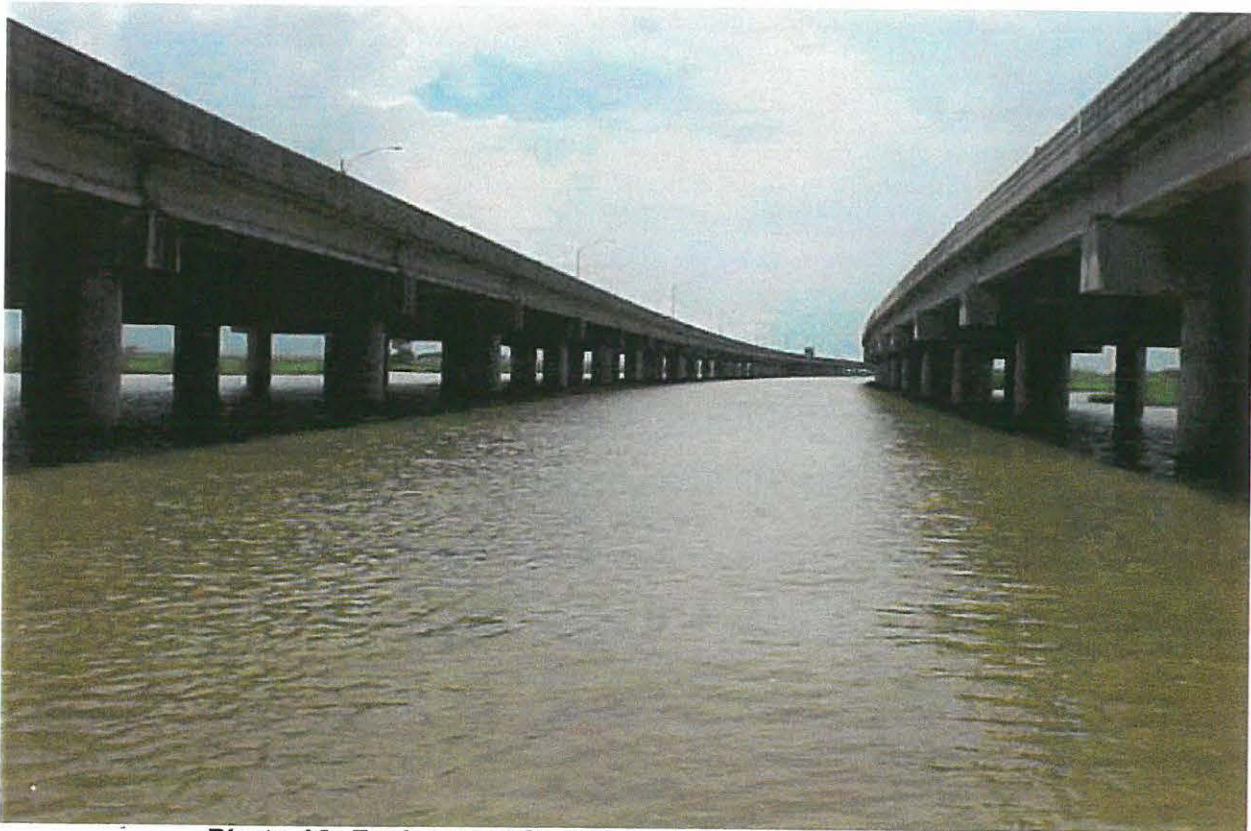


Photo 12: Facing east from the western bank of Mobile Bay.

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, Troy Newton</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL</u>
Do Normal Circumstances exist on the site? <input checked="" type="radio"/> Yes <input type="radio"/> No Is the site significantly disturbed (Atypical Situation)? Yes <input checked="" type="radio"/> No Is the area a potential Problem Area? Yes <input checked="" type="radio"/> No (If needed, explain on reverse.)	Community ID: _____ Transect ID: _____ Plot ID: <u>1A</u>

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Phragmites</u>	<u>HERB</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Spartina alterniflora</u>	<u>HERB</u>	<u>OBL</u>	11. _____	_____	_____
4. _____	_____	_____	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input checked="" type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>NA</u> (in.) Depth to Free Water in Pits: <u>6</u> (in.) Depth to Saturated Soil: <u>4</u> (in.)	Remarks: _____

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mob.</u> State: <u>AL.</u>
Do Normal Circumstances exist on the site? <input checked="" type="radio"/> Yes <input type="radio"/> No Is the site significantly disturbed (Atypical Situation)? Yes <input type="radio"/> <input checked="" type="radio"/> No Is the area a potential Problem Area? Yes <input type="radio"/> <input checked="" type="radio"/> No (If needed, explain on reverse.)	Community ID: _____ Transect ID: _____ Plot ID: <u>1B</u>

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Phragmites australis</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Typha spp.</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. _____	_____	_____	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): _____

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>18'</u> (in.) Depth to Free Water in Pit: <u>N/A</u> (in.) Depth to Saturated Soil: <u>N/A</u> (in.)	
Remarks: _____	

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge AND Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>
Do Normal Circumstances exist on the site? <input checked="" type="radio"/> Yes <input type="radio"/> No Is the site significantly disturbed (Atypical Situation)? Yes <input type="radio"/> <input checked="" type="radio"/> No Is the area a potential Problem Area? Yes <input type="radio"/> <input checked="" type="radio"/> No (If needed, explain on reverse.)	Community ID: _____ Transect ID: _____ Plot ID: <u>2</u>

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Vallisneria spiralis</u>	<u>HERB</u>	<u>OBL</u>	10. _____	_____	_____
3. _____	_____	_____	11. _____	_____	_____
4. _____	_____	_____	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>66</u> (in.) Depth to Free Water in Pit: <u>NA</u> (in.) Depth to Saturated Soil: <u>NA</u> (in.)	Remarks: _____

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>						
Do Normal Circumstances exist on the site? Is the site significantly disturbed (Atypical Situation)? Is the area a potential Problem Area? (If needed, explain on reverse.)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"> <input checked="" type="radio"/> Yes <input type="radio"/> No </td> <td style="border: none;"></td> </tr> <tr> <td style="text-align: center;"> <input type="radio"/> Yes <input checked="" type="radio"/> No </td> <td style="border: none;"></td> </tr> <tr> <td style="text-align: center;"> <input type="radio"/> Yes <input checked="" type="radio"/> No </td> <td style="border: none;"></td> </tr> </table>	<input checked="" type="radio"/> Yes <input type="radio"/> No		<input type="radio"/> Yes <input checked="" type="radio"/> No		<input type="radio"/> Yes <input checked="" type="radio"/> No	
<input checked="" type="radio"/> Yes <input type="radio"/> No							
<input type="radio"/> Yes <input checked="" type="radio"/> No							
<input type="radio"/> Yes <input checked="" type="radio"/> No							
	Community ID: _____ Transect ID: _____ Plot ID: <u>3</u>						

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Vallisneria Americana</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Ruppia maritima</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. _____	_____	_____	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC): 100%

Remarks:

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>30</u> (in.) Depth to Free Water in Pitt: <u>N/A</u> (in.) Depth to Saturated Soil: <u>N/A</u> (in.)	
Remarks:	

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge AND Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, Troy Newton</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>						
Do Normal Circumstances exist on the site? Is the site significantly disturbed (Atypical Situation)? Is the area a potential Problem Area? (If needed, explain on reverse.)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"><input checked="" type="radio"/> Yes</td> <td style="text-align: center;"><input type="radio"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="radio"/> Yes</td> <td style="text-align: center;"><input checked="" type="radio"/> No</td> </tr> <tr> <td style="text-align: center;"><input type="radio"/> Yes</td> <td style="text-align: center;"><input checked="" type="radio"/> No</td> </tr> </table>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<input checked="" type="radio"/> Yes	<input type="radio"/> No						
<input type="radio"/> Yes	<input checked="" type="radio"/> No						
<input type="radio"/> Yes	<input checked="" type="radio"/> No						
Community ID: _____ Transect ID: _____ Plot ID: <u>4</u>							

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Filamentous Algae</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Vallisneria amer.</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. _____	_____	_____	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks:

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>48</u> (in.) Depth to Free Water in Pitt: <u>NA</u> (in.) Depth to Saturated Soil: <u>NA</u> (in.)	
Remarks:	

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>MOBILE RIVER BRIDGE AND BAYWAY EXP.</u> Applicant/Owner: <u>ALDOT - JOHN SCHILL</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin & Mobile</u> State: <u>AL</u>
Do Normal Circumstances exist on the site? <input checked="" type="radio"/> Yes <input type="radio"/> No Is the site significantly disturbed (Atypical Situation)? <input type="radio"/> Yes <input checked="" type="radio"/> No Is the area a potential Problem Area? <input type="radio"/> Yes <input checked="" type="radio"/> No (If needed, explain on reverse.)	Community ID: _____ Transect ID: _____ Plot ID: <u>5</u>

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Sagittaria latifolia</u>	<u>Herb</u>	<u>OBL</u>	9. _____	_____	_____
2. <u>Thypha sp.</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>SPARTINA Alterniflora</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. <u>Peltandra</u>	<u>Herb</u>	<u>OBL</u>	12. _____	_____	_____
5. <u>Juncus roemerianus</u>	<u>Herb</u>	<u>OBL</u>	13. _____	_____	_____
6. <u>Valisneria spiralis</u>	<u>Herb</u>	<u>na</u>	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input checked="" type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>24</u> (in.) Depth to Free Water in Ft: <u>N/A</u> (in.) Depth to Saturated Soil: <u>N/A</u> (in.)	Remarks: _____

2925

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, Troy Newton</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>						
Do Normal Circumstances exist on the site? Is the site significantly disturbed (Atypical Situation)? Is the area a potential Problem Area? (If needed, explain on reverse.)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Yes <input checked="" type="radio"/> No <input type="radio"/></td> <td style="text-align: center;">Community ID: _____</td> </tr> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="text-align: center;">Transect ID: _____</td> </tr> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="text-align: center;">Plot ID: <u>6</u></td> </tr> </table>	Yes <input checked="" type="radio"/> No <input type="radio"/>	Community ID: _____	Yes <input type="radio"/> No <input checked="" type="radio"/>	Transect ID: _____	Yes <input type="radio"/> No <input checked="" type="radio"/>	Plot ID: <u>6</u>
Yes <input checked="" type="radio"/> No <input type="radio"/>	Community ID: _____						
Yes <input type="radio"/> No <input checked="" type="radio"/>	Transect ID: _____						
Yes <input type="radio"/> No <input checked="" type="radio"/>	Plot ID: <u>6</u>						

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Juncus roemerianus</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Scirpus spp.</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. <u>Sagittaria latifolia</u>	<u>Herb</u>	<u>OBL</u>	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): _____

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input checked="" type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>18</u> (in.) Depth to Free Water in Pit: <u>N/A</u> (in.) Depth to Saturated Soil: <u>N/A</u> (in.)	Remarks: _____

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>						
Do Normal Circumstances exist on the site? Is the site significantly disturbed (Atypical Situation)? Is the area a potential Problem Area? (If needed, explain on reverse.)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="padding-left: 20px;">Community ID: _____</td> </tr> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="padding-left: 20px;">Transect ID: _____</td> </tr> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="padding-left: 20px;">Plot ID: <u>7</u></td> </tr> </table>	Yes <input type="radio"/> No <input checked="" type="radio"/>	Community ID: _____	Yes <input type="radio"/> No <input checked="" type="radio"/>	Transect ID: _____	Yes <input type="radio"/> No <input checked="" type="radio"/>	Plot ID: <u>7</u>
Yes <input type="radio"/> No <input checked="" type="radio"/>	Community ID: _____						
Yes <input type="radio"/> No <input checked="" type="radio"/>	Transect ID: _____						
Yes <input type="radio"/> No <input checked="" type="radio"/>	Plot ID: <u>7</u>						

VEGETATION

Dominant Plant Species	Stratum	Indicator	
1. _____	_____	_____	9. _____
2. <u>Vallisneria americana</u>	<u>Herb</u>	<u>OBL</u>	10. _____
3. <u>Filamentous algae</u>	<u>Herb</u>	<u>OBL</u>	11. _____
4. <u>Ruppia maritima</u>	<u>Herb</u>	<u>OBL</u>	12. _____
5. <u>Peltandra virginica</u>	<u>Herb</u>	<u>OBL</u>	13. _____
6. <u>Juncus spp</u>	<u>Herb</u>	<u>OBL</u>	14. _____
7. <u>Scirpus spp</u>	<u>Herb</u>	<u>OBL</u>	15. _____
8. _____	_____	_____	16. _____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<p>Recorded Data (Describe in Remarks):</p> <p><input type="checkbox"/> Stream, Lake, or Tide Gauge</p> <p><input type="checkbox"/> Aerial Photographs</p> <p><input type="checkbox"/> Other</p> <p><input type="checkbox"/> No Recorded Data Available</p> <hr/> <p>Field Observations:</p> <p>Depth of Surface Water: <u>18</u> (in.)</p> <p>Depth to Free Water in Feet: <u>NA</u> (in.)</p> <p>Depth to Saturated Soil: <u>NA</u> (in.)</p>	<p>Wetland Hydrology Indicators:</p> <p>Primary Indicators:</p> <p><input checked="" type="checkbox"/> Inundated</p> <p><input type="checkbox"/> Saturated in Upper 12 Inches</p> <p><input type="checkbox"/> Water Marks</p> <p><input type="checkbox"/> Drift Lines</p> <p><input type="checkbox"/> Sediment Deposits</p> <p><input type="checkbox"/> Drainage Patterns in Wetlands</p> <p>Secondary Indicators (2 or more required):</p> <p><input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches</p> <p><input type="checkbox"/> Water-Stained Leaves</p> <p><input type="checkbox"/> Local Soil Survey Data</p> <p><input type="checkbox"/> FAC-Neutral Test</p> <p><input type="checkbox"/> Other (Explain in Remarks)</p>
<p>Remarks: _____</p>	

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge AND Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>			
Do Normal Circumstances exist on the site? Is the site significantly disturbed (Atypical Situation)? Is the area a potential Problem Area? (If needed, explain on reverse.)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> <td style="text-align: center;">Yes <input checked="" type="radio"/> No <input type="radio"/></td> <td style="text-align: center;">Yes <input type="radio"/> No <input checked="" type="radio"/></td> </tr> </table>	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>		
Community ID: _____ Transect ID: _____ Plot ID: <u>8</u>				

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. _____	_____	_____	9. _____	_____	_____
2. <u>Typha</u>	<u>Herb</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Sagittarius</u>	<u>Herb</u>	<u>OBL</u>	11. _____	_____	_____
4. <u>Ruppia maritima</u>	<u>Herb</u>	<u>OBL</u>	12. _____	_____	_____
5. _____	_____	_____	13. _____	_____	_____
6. _____	_____	_____	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 Inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>30</u> (in.) Depth to Free Water in Pit: <u>NA</u> (in.) Depth to Saturated Soil: <u>NA</u> (in.)	Remarks: _____

DATA FORM
 ROUTINE WETLAND DETERMINATION
 (1987 COE Wetlands Delineation Manual)

Project/Site: <u>Mobile River Bridge and Bayway Exp.</u> Applicant/Owner: <u>ALDOT - John Schill</u> Investigator: <u>BRETT GAAR, TROY NEWTON</u>	Date: <u>19 July 01</u> County: <u>Baldwin + Mobile</u> State: <u>AL.</u>
Do Normal Circumstances exist on the site? <input checked="" type="radio"/> Yes <input type="radio"/> No Is the site significantly disturbed (Atypical Situation)? Yes <input type="radio"/> <input checked="" type="radio"/> No Is the area a potential Problem Area? Yes <input type="radio"/> <input checked="" type="radio"/> No (If needed, explain on reverse.)	Community ID: _____ Transect ID: _____ Plot ID: <u>9</u>

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
1. <u>Pinus ellottii</u>	<u>T</u>	<u>OBL</u>	9. _____	_____	_____
2. <u>Nyssa sylvatica</u>	<u>T</u>	<u>OBL</u>	10. _____	_____	_____
3. <u>Taxodium dis.</u>	<u>T</u>	<u>OBL</u>	11. _____	_____	_____
4. <u>Liquidambar styraciflua</u>	<u>T</u>	<u>OBL</u>	12. _____	_____	_____
5. <u>Osmunda sp.</u>	<u>HERB</u>	<u>OBL</u>	13. _____	_____	_____
6. <u>Phragmites</u>	<u>HERB</u>	<u>OBL</u>	14. _____	_____	_____
7. _____	_____	_____	15. _____	_____	_____
8. _____	_____	_____	16. _____	_____	_____

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-): 100%

Remarks: _____

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 Inches <input checked="" type="checkbox"/> Water Marks <input checked="" type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators (2 or more required): <input type="checkbox"/> Oxidized Root Channels in Upper 12 Inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water: <u>NA</u> (in.) Depth to Free Water in Pit: <u>6</u> (in.) Depth to Saturated Soil: <u>3</u> (in.)	Remarks: _____

Grid Lat/Lon hddd.ddddd°
Datum WGS 84

Header Display	Name Mode	Description Color	Type Symbol	Facility	Position	City	Altitude State	Country	Depth	Proximity
Waypoint		001	CRTD	11:34	19-JUL-01	User	Waypoint	N30.65591	W87.92692	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		002	CRTD	12:01	19-JUL-01	User	Waypoint	N30.65556	W87.91382	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>Edge of forested wetlands.</i>
Waypoint		003	CRTD	12:05	19-JUL-01	User	Waypoint	N30.65549	W87.91509	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>Edge of forested wetlands. Beginning of Emergent.</i>
Waypoint		004	CRTD	12:05	19-JUL-01	User	Waypoint	N30.65553	W87.91505	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>East side of SAV</i>
Waypoint		005	CRTD	12:20	19-JUL-01	User	Waypoint	N30.65540	W87.92368	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		006	CRTD	12:33	19-JUL-01	User	Waypoint	N30.65629	W87.92842	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		007	CRTD	12:36	19-JUL-01	User	Waypoint	N30.65611	W87.92828	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		008	CRTD	12:38	19-JUL-01	User	Waypoint	N30.65629	W87.92869	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>West side of SAV Emergent wetland</i>
Waypoint		009	CRTD	12:40	19-JUL-01	User	Waypoint	N30.65630	W87.92871	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		010	CRTD	12:41	19-JUL-01	User	Waypoint	N30.65629	W87.92862	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>East side of SAV</i>
Waypoint		011	CRTD	12:52	19-JUL-01	User	Waypoint	N30.65800	W87.93657	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>West side of SAV</i>
Waypoint		012	CRTD	13:09	19-JUL-01	User	Waypoint	N30.66173	W87.95107	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		013	CRTD	13:14	19-JUL-01	User	Waypoint	N30.66211	W87.95234	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>East side of Emergent</i>
Waypoint		014	CRTD	13:19	19-JUL-01	User	Waypoint	N30.66223	W87.95303	
Waypoint		Symbol & Name	Unknown	Waypoint						
Waypoint		015	CRTD	13:22	19-JUL-01	User	Waypoint	N30.66247	W87.95322	
Waypoint		Symbol & Name	Unknown	Waypoint						<i>West side of Emergent</i>

Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.66250	W87.95350	<i>East side of Emergent wetland</i>
Waypoint	016	CRTD 13:22 19-JUL-01	User	Waypoint	N30.66292	W87.95544	<i>west side of Emergent wetland</i>
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.66305	W87.95701	
Waypoint	017	CRTD 13:35 19-JUL-01	User	Waypoint	N30.66303	W87.95686	<i>East side of SAV</i>
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.66349	W87.95770	<i>west side of SAV</i>
Waypoint	018	CRTD 13:39 19-JUL-01	User	Waypoint	N30.66368	W87.95832	<i>East side of Emergent wetland</i>
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.66388	W87.95906	<i>west side of Emergent wetland</i>
Waypoint	019	CRTD 13:40 19-JUL-01	User	Waypoint	N30.67784	W87.98669	
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.67857	W87.98765	
Waypoint	020	CRTD 13:46 19-JUL-01	User	Waypoint	N30.69140	W88.02357	
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint	N30.69043	W88.03198	
Waypoint	021	CRTD 13:48 19-JUL-01	User	Waypoint	N30.69524	W88.03387	
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	022	CRTD 13:49 19-JUL-01	User	Waypoint			
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	023	CRTD 14:18 19-JUL-01	User	Waypoint			
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	024	CRTD 12:26 24-JUL-01	User	Waypoint			
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	025	CRTD 12:52 24-JUL-01	User	Waypoint			
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	026	CRTD 13:26 24-JUL-01	User	Waypoint			
Waypoint	Symbol & Name	Unknown Waypoint	User	Waypoint			
Waypoint	MAP	CRTD 09:29 24-JUL-01	User	Waypoint			
Waypoint	Symbol	Unknown Waypoint					

July 31, 2001

Contract No. 911600.10/12

Project DPI-0030(005)
 Mobile River Bridge, I-10 Crossing
 Mobile and Baldwin Counties, Alabama

RESUME OF MEETING

DATE: July 26, 2001
PURPOSE: Discuss Potential Impacts to Historic Resources and Adjacent Neighborhoods

<u>ATTENDANCE:</u>	<u>AFFILIATION:</u>	<u>TELEPHONE:</u>
Alfedo Acoff	ALDOT- ETS	334-242-6143
Joe Bearrentine	ALDOT- ETS	334-242-6149
Pat McCloud	ALDOT- ETS	334-242-6633
Devereaux Bemis	MHDC	251-208-7281
Anne Crutcher	MHDC	251-208-7281
Rudy Hertz	MHDC	251-208-7714
Violetta Simpson	Central Texas Street Neighborhood Association	251-473-1060 x. 3164
John T. Burroughs	Down the Bay Community Organization	251-438-3061
Aubrey Harris	Resident	251-432-2121
Bob Smith	Resident/Pastor	251-690-9352
Kyle Parker	Volkert	251-342-1070
Paul Griggs	Volkert	251-342-1070
N.D. "Skeeter" McClure	Volkert	251-342-1070
Eugene Wilson	Pensacola Archaeology Lab	251-342-9169

DISCUSSION:

Skeeter McClure welcomed everyone and expressed appreciation to Devereaux Bemis for arranging the meeting. Each participant introduced himself/herself and described his/her role or interest in the subject project.

Paul Griggs presented a report on the status of the project. Only one build alternative is under consideration. No-build is also an option, but traffic congestion is expected to continue to worsen without improvements. Another tunnel is not practicable and more southern routes were eliminated because of impacts to wetlands, cultural resources, and adverse effects to the maritime industry. Renderings were shown to illustrate how a cable-stayed bridge would appear from Atlantic Marine on the eastern river bank and from Eslava Street in the Church Street East Historic District.

Skeeter McClure stated the purpose of the meeting was threefold:

- Obtain input from the Central Texas Street neighborhood
- Obtain input from the Mobile Historic Development Commission (MHDC)
- Discuss the Area of Potential Effects (APE) and potential impacts to Historic Districts and Structures.

Representatives of the Central Texas Street Neighborhood Association and the Down the Bay Community Organization expressed concern that they had not been contacted about the proposed improvements. These organizations both represent the neighborhood which is bound by Broad Street, Canal Street, and I-10. They addressed the following concerns related to the neighborhood:

- The I-10 improvements would directly affect their neighborhood.
- They believed they were slighted by not being approached during the study process.
- They believed they may have been discriminated against on a racial basis and had considered raising their concerns to the Department of Justice.
- They were not opposed to the bridge per se, but were concerned with the location of the bridge and the adequacy of the public involvement process.
- They were concerned about the following impacts to their neighborhood:
 - Noise
 - Traffic
 - Lighting pollution
 - Aesthetics
 - Visual impacts
 - Traffic in the neighborhood
 - Locations of interchanges
 - Stormwater runoff (exacerbation of local flooding)

The public involvement process of the project was explained. It was regretted that they were not aware of the public meetings, but certainly they were not ignored on purpose. A letter from the Mobile City Council concerning the project, along with ALDOT's reply explaining why the current alignment was selected, was shared with the participants.

Alfredo Acoff stated that a special workshop would be held in the neighborhood and a Community Impact Assessment would be conducted. The best time for a workshop would be 6:00 on a weekday evening. The results of the noise study should be presented at the workshop along with other information on the project and its potential impacts.

A copy of the handout utilized for the project's Cultural Resource Field Review will be provided to Ms. Simpson and Mr. Burroughs as background information on the project.

Pat McCloud described a meeting involving ALDOT, Federal Highway Administration (FHWA), and the State Historic Preservation Officer (SHPO) staff concerning definition of the APE for Historic Districts and Structures. It was agreed at the meeting that the effects of the project on historic resources would be addressed based on potential impacts to the following resources:

- National Historic Landmarks (USS Battleship Alabama, Old City Hall, and Government Street Presbyterian Church)
- Historic Districts
- Individual National Historic Register Properties (listed or eligible) that are not within a Historic District, but are in close proximity to the project.

The SHPO requested that the MHDC be utilized as a resource in developing the impact assessment process. This meeting served as an opportunity for MHDC to provide input and express concerns. Devereaux Bemis stated the MHDC was opposed to the present alignment of the bridge because of its impacts to historic resources and to revitalization efforts underway in the Central Business District (CBD) of Downtown Mobile. He stated the following concerns:

- Impacts to Historic Districts (There are currently seven in Mobile with another being proposed in the midtown area).
- Impacts to historic resources are anticipated from visual intrusion, noise, lighting, and vibration associated with construction.
- Revitalization efforts will be impacted by the bridge blocking the view of the bay.
- Impacts to Fort Conde Village (Five restored historic buildings, with other restoration underway or planned, are in very close proximity to the proposed bridge).
- Impacts to the City Hall National Historic Landmark due to visual intrusion and blocking view of the bay from the second floor.
- Concern about visual impacts to view from porch of Oakleigh Mansion.
- Potential visual impacts to the Historic GM&O Terminal (under restoration).
- Potential visual impacts to Springhill area should be addressed.
- MHDC is proposing a thematic listing of several churches for listing on the National Register of Historic Places. They will provide Volkert a copy of the proposal.

In response to a question regarding a proposed 35-story RSA Business tower in the CBD, (it would be the tallest building in Alabama and approximately the same height as the proposed bridge pylons) Mr. Bemis stated that MHDC met with the architects to discuss the building. Agreement was reached that Water Street was already destroyed from a historic perspective. The MHDC would not oppose the building if the architect respected the other streets adjacent to the building and the neighborhood where it is located.

Joe Bearrentine discussed the approach that would be used to address cultural resource impacts.

- The potential impacts will be presented in the Environmental Assessment with possible mitigation measures.
- If impacts associated with Section 106 of the National Historic Preservation Act (NHPA) are identified, potential mitigation measures will be coordinated with SHPO.
- Based upon the coordination effort, a Memorandum of Agreement (MOA) will be executed between FHWA and the Advisory Council on Historic Preservation specifying agreed upon mitigation measures. These measurements would be included in the Finding of No Significant Impact (FONSI) for the project.

In summary, the following commitments were made:

- There will be a special public involvement workshop conducted for the Central Texas Street Neighborhood.
- The MHDC is willing to meet further to discuss the proposed bridge and its potential impacts.

Appreciation was expressed to all participants for their involvement, interest, and input.

NDM

VOLKERT & ASSOCIATES, INC.



www.volkert.com

3809 Moffett Road (36618)
P.O. Box 7434
Mobile, Alabama 36670-0434
334.342.1070
Fax 334.342.7962
volkert@volkert.com

July 31, 2001

Volkert Contract No. 911600.12

**ALDOT Project Number DPI-0030(005)
Contract ID #205
I-10 Mobile River Crossing and Bayway Widening
Mobile and Baldwin Counties, Alabama**

Ms. Violetta Simpson
Central Texas Street Neighborhood Association
603 Delaware Street
Mobile, Alabama 36603

Dear Ms. Simpson:

It was a pleasure meeting with you on July 26, 2001, to discuss the proposed I-10 Mobile River Bridge and Bayway widening project. I appreciate your interest and heard your concerns regarding the project and potential impacts to your neighborhood.

During the meeting, you requested a copy of the handout used during a field review with cultural resource agencies (archaeological and historic resources). This field review was conducted in August 2000. Therefore, some of the information and drawings do not reflect current design concepts. Nevertheless, with that understanding, a copy is enclosed for your information and use. If you have any questions, please call me at 342-1070.

Sincerely,

A handwritten signature in black ink, appearing to read "Skeeter".

N.D. "Skeeter" McClure, IV, P.E.
Environmental Manager

mdm
Enclosure

c: Ms. Alfredo Acoff (without enclosure)
Mr. Terry Robinson (without enclosure)
Paul Griggs

E:\PROJECTS\900\911600\LETTERS\7-31-01 field review trans ltr simpson.doc

Office Locations:

Mobile, Birmingham, Gulf Shores, Alabama • New Orleans, Louisiana • Ft. Walton Beach, Miami, Tampa, Florida • Dalton, Georgia
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.

VOLKERT

& ASSOCIATES, INC.



www.volkert.com

July 31, 2001

3809 Moffett Road (36618)
P.O. Box 7434
Mobile, Alabama 36670-0434
334.342.1070
Fax 334.342.7962
volkert@volkert.com

Volkert Contract No. 911600.12

ALDOT Project Number DPI-0030(005)

Contract ID #205

**I-10 Mobile River Crossing and Bayway Widening
Mobile and Baldwin Counties, Alabama**

Mr. John Burroughs
Down the Bay Community Organization
751 South Warren Street
Mobile, Alabama 36603

Dear Mr. Burroughs:

It was a pleasure meeting with you on July 26, 2001, to discuss the proposed I-10 Mobile River Bridge and Bayway widening project. I appreciate your interest and heard your concerns regarding the project and potential impacts to your neighborhood.

During the meeting, you requested a copy of the handout used during a field review with cultural resource agencies (archaeological and historic resources). This field review was conducted in August 2000. Therefore, some of the information and drawings do not reflect current design concepts. Nevertheless, with that understanding, a copy is enclosed for your information and use. If you have any questions, please call me at 342-1070.

Sincerely,

N.D. "Skeeter" McClure, IV, P.E.
Environmental Manager

mdm
Enclosure

c: Ms. Alfredo Acoff (without enclosure)
Mr. Terry Robinson (without enclosure)
Paul Griggs

E:\PROJECTS\900\911600\LETTERS\7-31-01 field review trans ltr Burroughs.doc

Office Locations:

Mobile, Birmingham, Gulf Shores, Alabama • New Orleans, Louisiana • Ft. Walton Beach, Miami, Tampa, Florida • Dalton, Georgia
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



DON SIEGELMAN
GOVERNOR

October 9, 2001

ALABAMA DEPARTMENT OF TRANSPORTATION

NINTH DIVISION
OFFICE OF DIVISION ENGINEER
1701 NORTH BELTLINE HWY.
MOBILE, ALABAMA 36618-1109
Telephone: (251) 470-8200
Fax: (251) 473-3624



PAUL BOWLIN
TRANSPORTATION DIRECTOR

Dear Citizen:

Welcome to this neighborhood workshop for proposed Project No. DPI-0030(005). This project will consist of constructing a new bridge over the Mobile River and widening the I-10 Bayway. Your attendance is greatly appreciated and your comments are welcomed.

A brief presentation about the project will begin shortly after 7:30 p.m. This presentation will describe the purpose and need for the project, describe the proposed work, and explain the various exhibits that have been prepared for your viewing. This presentation will also address the various concerns that we have been made aware of during a prior meeting with representatives of the Central Texas Street Neighborhood Association. At the conclusion of the presentation, you are welcomed to come up and view the exhibits. ALDOT and consultant personnel are available to answer individual questions and further discuss the project with you.

We encourage you to fill out and return the comment sheet attached to this letter. You may fill it out here tonight and turn it in before you leave, or you may mail it within ten days to:

Mr. R. F. Poiroux, P.E., Division Engineer
Alabama Department of Transportation
1701 North Beltline Highway
Mobile, Alabama 36618-1109

Comments may also be faxed at (251) 478-5792 or e-mailed to
the following address: goodmant@dot.state.al.us

A *Neighborhood Workshop Report* will be compiled from the comments received from this meeting. All comments received will be given serious consideration in the development of this project.

Thank you for attendance, and for your interest in Alabama's transportation system.

Sincerely,

R. F. Poiroux, P.E.
Division Engineer

**You are invited to a
Neighborhood Workshop
in the
Central Texas Street Neighborhood**

**Sponsored by:
Alabama Department of
Transportation**

**Topic: Project No. DPI-0030(005)
Mobile River I-10 Crossing
and Bayway Widening**

WHERE: Texas Street Recreation Center

WHEN: Tuesday, October 9, 2001

TIME: 7:30 – 9:00 p.m.

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: _____

ADDRESS: _____
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No []

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?

East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

(CONTINUE ON BACK IF NECESSARY)

SIGNED _____

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISON ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodmant@dot.state.al.us



DON SIEGELMAN
GOVERNOR

November 5, 2001

ALABAMA DEPARTMENT OF TRANSPORTATION

NINTH DIVISION
OFFICE OF DIVISION ENGINEER
1701 NORTH BELTLINE HWY.
MOBILE, ALABAMA 36618-1109
Telephone: (251) 470-8200
Fax: (251) 473-3624



PAUL BOWLIN
TRANSPORTATION DIRECTOR

Mr. Don T. Arkle
Chief Design Engineer
Alabama Department of Transportation
P.O. Box 303050
Montgomery, Alabama 36130-3050

RECEIVED

VOLKERT, INC.

Dear Mr. Arkle:

Re: **Project No. DPI-0030(005)**
New Bridge on I-10 over Mobile River
and Bayway Widening
Mobile and Baldwin Counties

A neighborhood workshop was conducted on the above-referenced project with the Central Texas Street Neighborhood Association. This workshop was conducted on October 9, 2001, from 7:30 p.m. to 9 p.m. at the Texas Street Recreational Center. All guest attendees were asked to register and complete the comment forms furnished them.

The attached *Neighborhood Workshop Report* includes the original and three copies and is for your review and further handling. If you have any questions, please contact this office.

Sincerely,

R. F. Poiroux, P.E.
Division Engineer

TWG/

Attachment

c: Mr. William Adams w/ Attachment
File w/ Attachment

CONTENTS

LETTER OF TRANSMITTAL

SECTION A: PRE-WORKSHOP ACTIVITIES

SECTION B: NEIGHBORHOOD WORKSHOP

SECTION C: SUMMARY

SECTION D: OMIT

SECTION E: ATTACHMENTS

SECTION A

PRE-WORKSHOP ACTIVITIES

As a result of a request by the Texas Street Neighborhood Association, the Alabama Department of Transportation agreed to conduct a Neighborhood Workshop in order to give residents an opportunity to express their views and comments regarding Project No. DPI-0030(005). The planning for the Neighborhood Workshop began in September, 2001. A tentative schedule for the meeting was set for October and was later confirmed for October 9, 2001. The Texas Street Recreational Center was chosen as the location for the meeting. This location was considered excellent since it is located within the neighborhood.

Approximately a week before the meeting, Volkert & Associates delivered four hundred flyers to Ms. Violetta Simpson of the Texas Street Neighborhood Association. The association agreed to distribute the flyers throughout the neighborhood. A copy of the flyer is included in Section E, Attachments.

SECTION B

NEIGHBORHOOD WORKSHOP

Neighborhood Workshop activities began at 6:00 p.m. on October 9, 2001 with a pre-meeting gathering in the gym of the Teas Street Recreational Center. The purpose of the pre-meeting was to arrange the exhibits and brief and familiarize ALDOT and consultant personnel with the exhibits and scope of the proposed work. It was also used to discuss potential problem areas of the proposed project.

Facts Sheets were prepared and given to the ALDOT and consultant personnel who participated in the meeting. The Facts Sheet contained pertinent information about the project such as project description, cost estimates, proposed letting date, etc. A copy of the Facts Sheet is included in Section E, Attachments.

The gym provided ample space, was well-lit and ideally located for this Neighborhood Workshop. The weather was clear and warm. A registration table was set up at the entrance to the gym.

The Neighborhood Workshop began at 7:30 p.m. with a brief presentation by the consultant, Volkert & Associates. The presentation explained the purpose and need for the project, described the proposed work, described the proposed modifications to the Texas Street and Virginia Street interchanges and described the noise and lighting impacts expected after the project is constructed. At the conclusion of the presentation, the attendees were asked to walk up to the exhibits that were used during the presentation in order to discuss the project with ALDOT and consultant personnel. An outline of the presentation is included in Section E, Attachments.

The exhibits consisted of an aerial photograph (of the portion of the project located within the City of Mobile) with the proposed work superimposed, renderings of the proposed bridge across Mobile River, sketches of Texas Street and Virginia Street interchanges with traffic counts shown, a noise contour map, and a lighting cross section.

Registration began at approximately 7 p.m. There were a total of 49 registrants, 15 of whom were ALDOT and consultant personnel. Copies of the registration sheets are included in Section E, Attachments.

A welcome/introduction letter and comment sheet were prepared and given to all guest registrants. A copy of the welcome/introduction letter and blank comment sheet is included in Section E, Attachments.

SECTION C

SUMMARY

The Neighborhood Workshop generated moderate interest in the project area. Twenty comment sheets were received either at the workshop or within the ten-day period after the workshop.

A summary of the comment sheet responses is as follows:

Are you in favor of the proposed project?

Yes	-	4
No	-	15

How often do you use the I-10 Wallace Tunnel?

Daily	2	Weekly	6
Monthly	3	Other	6

What is your primary direction of travel when using I-10?

East	2	West	7	Both Directions	6
------	---	------	---	-----------------	---

Written comments include the following:

- Various safety concerns such as health risks, air pollution, highway being too close to property and concerned about hazardous material. (mentioned 9 times)
- Concerned about heavy traffic in school zone and nursing home area; increased traffic on Virginia Street. (mentioned 8 times)
- Property value will decrease. (mentioned 6 times)
- Concerned about noise. (mentioned 6 times)
- Concerned about flooding. (mentioned 6 times)
- Wants to keep neighborhood the way it is; don't want bridge in neighborhood; minority community will be affected. (mentioned 5 times)
- Wants project moved to Brookley Field area; wants other options. (mentioned 5 times)
- No need for bridge; other existing alternative routes available; questions whether new bridge will solve problem. (mentioned 5 times)

- Concerned about lighting impacts. (mentioned 3 times)
- Opposed removing Texas Street ramps. (mentioned 2 times)
- Concerned about structural damage to home foundations. (mentioned 2 times)
- Concerned if environmental report will be available to public. (mentioned 1 time)
- Not opposed to new bridge (mentioned 1 time)

Copies of the comment sheets are made a part of this report and are included in Section E, Attachments.

SECTION E
ATTACHMENTS

<u>SHEETS</u>	<u>DESCRIPTION</u>
1	Flyer
2	Facts Sheet
3	Presentation Outline
4-4C	Registration Sheets
5-5A	Welcome/Introduction Letter and Blank Comment Sheet
6-6S	Comment Sheets

**You are invited to a
Neighborhood Workshop
in the
Central Texas Street Neighborhood**

**Sponsored by:
Alabama Department of
Transportation**

**Topic: Project No. DPI-0030(005)
Mobile River I-10 Crossing
and Bayway Widening**

WHERE: Texas Street Recreation Center

WHEN: Tuesday, October 9, 2001

TIME: 7:30 – 9:00 p.m.

FACTS SHEET

PROJECT NO. DPI-0030(005)

GENERAL

DESCRIPTION: New bridge over Mobile River and I-10 Bayway widening.
LOCATION: On I-10 from Broad Street to just east of U.S. 98 Interchange in Daphne.
COUNTIES: Mobile and Baldwin
PROJECT LENGTH: 11 Miles
DESIGN SPEED: 70 mph

BRIDGE INFORMATION: Proposed Bridge over Mobile River

Main Span Length: 1250 ft.
 Approach Span Lengths: 500 ft (approx.)
 Number of Lanes: 3 lanes in each direction
 Vertical Clearance: 190 ft.

Bayway Widening

Each bridge of the Bayway will be widened on the inside to provide 4 lanes in each direction.

TRAFFIC COUNT (AADT)

2000 (I-10 Wallace Tunnel):	57,970	vehicles per day
2025 (I-10 Wallace Tunnel):	35,720	vehicles per day
2025 (I-10 Bridge):	60,270	vehicles per day
2025 (Total):	95,990	vehicles per day

SCHEDULE & COST

TARGET START DATES: R/W -Fall 2002
 CN- Fall 2004

COST ESTIMATE (R/W & CN): \$200 Million (I-10 Bridge)
 \$150 Million (Bayway Widening)
 \$350 Million (Total)

ENVIRONMENTAL DOCUMENT

Environmental Assessment to be completed by Volkert & Associates.

ELECTED OFFICIALS

U.S. SENATORS:	Jeff Sessions, Richard Shelby
U.S. REPRESENTATIVE:	Sonny Callahan
STATE SENATOR:	Vivian Davis Figures
STATE REPRESENTATIVE:	Yvonne Kennedy
Mayor:	Mike Dow
Councilman:	Thomas Sullivan

PRESENTATION OUTLINE

Sheet 3

MOBILE RIVER I-10 BRIDGE AND BAYWAY WIDENING PRESENTATION FOR TEXAS STREET NEIGHBORHOOD WORKSHOP Project No. DPI-0030 (005)

October 9, 2001

1. Purpose and Need – Projected Traffic
2. Project Description – Plan and Profile
3. Type of Main Span – Two (2) color images – Elevation and Section
4. Traffic – Volumes at Virginia Street and Texas Street Interchanges
5. Noise – Contour Map
6. Lighting – Cross Section
7. Adjourn for one-on-one questions, answers and comments

- REGISTRATION -

NAME	ADDRESS	ORGANIZATION (IF APPLICABLE)	TELEPHONE
Maclis K. Glasgow	1701 Bell Line Hwy. Mobile AL 36618	ALDOT	470-8220
PAT Mc CLOUD	1409 Coliseum Blvd Mont	ALDOT ETS	242-6633
John T. BARRON	751 So. Warren St. Mobile		438-3061
James B. Galt	5 Cole Texas St.	Resident	(138) 2001
Anna B. Galt	5 Cole Texas St.	Resident	
P. F. Fournier	1701 BELL LINE HWY N. MOBILE, AL 36618	ALDOT	470-8204
Tommy Goodman	1701 Bell Line Hwy N. Mobile AL 36618	ALDOT	470-8334
PAUL GRIGGS	12597 DAUPHIN ISL PRYD CODEN 36523	VOLKERT	342-1010
Alfredo Ayala	ALDOT	ALDOT	342-6143
Charly Marklin	645 So Warren St		438-1080
N.D. Hoester, "MOCure"	3809 Moffett Rd Mobile 36618	Volkert	342-1070
George B. Williams	654 So Warren St Mobile 36603		432-7185
Larry Hylton	450 Delaware St		433-3003
Katherine Yonne Myles	649 New Jersey St #79	South Bay Apartment Houses	432-3519
Phil K. Jones	653 So Cedar St. 36603		432-8156
National Guard	Done as above		432-8156
Charles E. Eaton	508 Type Street		
Charles Eaton	1409 S. Warren St	Leaves St	1132-5401
Charles Eaton	251A Cedar St. 36603		438-5022
Cheryl Harris	550 D. Lawrence St. 36603		432-2121

NAME	ADDRESS	ORGANIZATION (IF APPLICABLE)	TELEPHONE
Beth Smith	750 So. Cedar St. Mobile, AL 36603	Central Texas	251-473-1070
Malcolm Best	5500 Overlook Rd Mobile 36618	Volkert & Assoc	251-342-1070
Nelson Russell	3809 Midland Rd Mobile 36615	Volkert & Assoc	251-342-1070
Violetta Simpson	603 Delaware St. 36606	Central Tex. St	251-473-1067
Scott Jackson	3809 Midland Rd Mobile	Volkert & Assoc	251-342-1070
Ann Phelan	665 So. Warren St	Central Texas	433-1082
Maryann O'Hanna	410 So. Jefferson St.	Central Texas	433-7646
Lenny Robinson	ALDOT - Mgm	ALDOT	-
Dan Turman	ALDOT - Montgomery	ALDOT	-
Margaret Lewis	613 Texas St.	-	433-6781
Margery Wilson	305 Laurel Dr	-	476-6030
Elizabeth Jordan	2106 St. Leon St.	-	478-3753
Paula Gray Eaton	409 S. Warren St.	Texas Rec. Co.	432-5401
Kyle Parker	Volkert Assoc	Volkert Assoc	342-1000
Marilyn W. Utico	450 New Jersey Ct. Mobile, AL 36603	Horneman	432-6366
Wm. McSwain	P.O. Box 1827 36633	City of Mobile	208-7820
Clifford Y. Hall	351 S. Denmark 36603	Mobile	632-7013
RAY D. RICHARDSON	451 S. JEFFERSON ST 36603	-	433-1357
Barbara Page	M.H.C. City of Mobile	-	208-7820
Aneet Phelan	521 Midway	-	432-7168

Neighborhood Workshop

New Bridge on I-10 over Mobile River and Bayway Widening
 Proj. No. DPI-0030(005)

10/9/01

- REGISTRATION -

NAME	ADDRESS	ORGANIZATION (IF APPLICABLE)	TELEPHONE
Marva Anderson	2256 Clinton St.		452-0911
Kimberly Holt	651 S. Warren St. Mobile AL 36603		433 9331
Melba Burton	537 Delaware St Mobile 36603		132-7164
Gloria Kelly	650 S. Cedar Street Mobile AL 36603		438-2218
Joe Lawrence	1409 Coliseum Blvd. Mobile	ALDOT	
Anne Robinson	653 S. Cedar St		435-5094
Jasmya Babb	551 Gulywa St. Mobile AL		433-5620
Dygeta Blackly	605 Wilkerson St. Mobile AL		433-7092
RUSSELL HOWARD		VOLKERT	342-1070

- REGISTRATION -

NAME	ADDRESS	ORGANIZATION (IF APPLICABLE)	TELEPHONE
Marie Kelly	650 S. Cedar St		438-2218
Barbara Burks	651 Elm St		438-5574
Bette Bryan	555 Selma St		432-1978



DON SIEGEL, MAJ.
GOVERNOR

October 9, 2001

ALABAMA
DEPARTMENT OF TRANSPORTATION

NINTH DIVISION
OFFICE OF DIVISION ENGINEER
1701 NORTH BELTLINE HWY
MOBILE, ALABAMA 36618-1109
Telephone: (251) 470-8200
Fax: (251) 473-3624



PAUL BOWLIN
TRANSPORTATION DIRECTOR

Dear Citizen,

Welcome to this neighborhood workshop for proposed Project No. DPI-0030(005). This project will consist of constructing a new bridge over the Mobile River and widening the I-10 Bayway. Your attendance is greatly appreciated and your comments are welcomed.

A brief presentation about the project will begin shortly after 7:30 p.m. This presentation will describe the purpose and need for the project, describe the proposed work, and explain the various exhibits that have been prepared for your viewing. This presentation will also address the various concerns that we have been made aware of during a prior meeting with representatives of the Central Texas Street Neighborhood Association. At the conclusion of the presentation, you are welcomed to come up and view the exhibits. ALDOT and consultant personnel are available to answer individual questions and further discuss the project with you.

We encourage you to fill out and return the comment sheet attached to this letter. You may fill it out here tonight and turn it in before you leave, or you may mail it within ten days to:

Mr. R. F. Poiroux, P.E., Division Engineer
Alabama Department of Transportation
1701 North Beltline Highway
Mobile, Alabama 36618-1109

Comments may also be faxed at (251) 478-5792 or e-mailed to the following address: goodmant@dot.state.al.us

A *Neighborhood Workshop Report* will be compiled from the comments received from this meeting. All comments received will be given serious consideration in the development of this project.

Thank you for attendance, and for your interest in Alabama's transportation system.

Sincerely,

R. F. Poiroux, P.E.
Division Engineer

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP FOR PROJECT NO. DPI-0030(005) NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING MOBILE AND BALDWIN COUNTIES

NAME: _____

ADDRESS: _____
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No []

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?

East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

(CONTINUE ON BACK IF NECESSARY)

SIGNED _____

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISON ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS.

FAX: (334) 478-5792 E-MAIL: goodmant@dot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME:

Laura Reed

ADDRESS:

508 Texas Street

Mobile

Al.

36606

Street or P. O. Box

City

State

Zip Code

Are you in favor of the proposed project?

Yes []

No

How often do you use the I-10 Wallace Tunnel?

Daily []

Weekly []

Monthly []

Other _____

What is your primary direction of travel when using I-10?

East []

West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

*During the construction of the Wallace Tunnel
there wasn't the increase in traffic considered. What's the
purpose of the Green Walk Bridge in Plaquemine.*

(CONTINUE ON BACK IF NECESSARY)

SIGNED

Laura Reed

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodmant@dot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0039(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Shirley Washington
ADDRESS: 6651 So Warren St Mobile Ala 36605
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No []

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?

East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

I am definitely against the
project. Every thing seems to
be directed to this area. Carry
the project down Brother Hill
Bay!

(CONTINUE ON BACK IF NECESSARY)

SIGNED Shirley Washington

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRCUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 475-8792 E-MAIL: goodmant@dot.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: Katherine Worm Taylor
 ADDRESS: 649 New Jersey Fd 9 Mobile AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
 Yes [] No [X]

How often do you use the I-10 Wallace Tunnel?
 Daily [] Weekly [] Monthly [] Other NC

What is your primary direction of travel when using I-10?
 East [] West [] NE. It really doesn't matter if I travel in I-10 which in the

Please provide comments on any social, economic or environmental impacts associated with the proposed project. neighborhood

Not in favor of the expansion because of increased traffic. This concern involves access to health care and food service of the property. Please consider the location to Brookley field. How will this affect the widening of streets due to increased traffic flow.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Katherine Taylor

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 473-5792 E-MAIL: goodmant@got.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: Aubrey Harris
 ADDRESS: 550 Delaware St Mobile AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
 Yes No

How often do you use the I-10 Wallace Tunnel?
 Daily Weekly Monthly Other _____

What is your primary direction of travel when using I-10?
 East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

I am wondering about the heavy
traffic in the school ^{zone} and the increase
in pollution and noise.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Aubrey Harris

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS.

FAX: (334) 478-6792 E-MAIL: goodmant@dct.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME:

Smith Washington

ADDRESS:

665 So Warren St Mobile Ala 36608

Street or P.O. Box

City

State

Zip Code

Are you in favor of the proposed project?

Yes []

No []

How often do you use the I-10 Wallace Tunnel?

Daily []

Weekly []

Monthly []

Other _____

What is your primary direction of travel when using I-10?

East []

West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

I don't want the project it will deface the neighborhood the noise factor will be to great they want to keep our neighborhood the way it is

(CONTINUE ON BACK IF NECESSARY)

SIGNED

Smith Washington

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodmant@dot.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR

PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: MARGARET HARRIS

ADDRESS: 613 TEXAS ST. MOBILE AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No [] UNDECIDED [X]

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other X

What is your primary direction of travel when using I-10?

East [] West [X]

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

My concern is flooding. How much more will this paving add to flooding in the area. (the 1 run off)

Where is the alternative sight. Why here?

How will this affect my property value? (due to noise, run off, etc.)

(CONTINUE ON BACK IF NECESSARY)

SIGNED Margaret Harris

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS.

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS

FAX: (334) 478-5792 E-MAIL: ccocomant@dot.state.al.us

10/9/2007

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Barbara Burt
ADDRESS: 151 Glenwood St 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
Yes [] No []

How often do you use the I-10 Wallace Tunnel?
Daily [] Weekly [] Monthly [] Other occ.

What is your primary direction of travel when using I-10?
East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

Concerned about pollution
& the school bus stop flooding?
what other options?

(CONTINUE ON BACK IF NECESSARY)

SIGNED Barbara Burt

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRCUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 473-5752 E-MAIL: goodmant@dct.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Violetta Simpson
ADDRESS: 603 Delaware St. Mobile AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes No

How often do you use the I-10 Wallace Tunnel?

Daily Weekly Monthly Other _____

What is your primary direction of travel when using I-10?

East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

I object to this project because:
• traffic flow on Virginia St
• traffic officer + bottlenecking at Council School
• noise and light pollution
Why can't the bridge's exit further south
on J. Brooke Field?
Myrtle Marshall, editor Register Paper, stated that
the communities on the other side of the bridge would
be virtually "dead."

(CONTINUE ON BACK IF NECESSARY)

We, as a minority community, object to this bridge and
our voice should be
counted as our community would suffer the greatest impact.

SIGNED _____

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS.

FAX: (334) 478-5752 E-MAIL: gocomment@dot.state.al.us

Others:

- (1) Why allocate the Texas St. exit?
- (2) What's going to happen to lanes once the bridge gets to

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: MR. & MRS. HORACE S. ALTICE
 ADDRESS: 450 NEW JERSEY CT, MOBILE AL 36603
Street or P. O. Box City State Zip Code

Are you in favor of the proposed project?
 Yes [] No []

How often do you use the I-10 Wallace Tunnel?
 Daily [] Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?
 East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

NOISE POLLUTION & AIR POLLUTION
MAGNET SCHOOL / I-10 CONGESTION ALREADY AT VIRGINIA
NO NEED FOR BRIDGE WHEN CAUSEWAY, TUNNELS (WALLACE + BANKHEAD)
ARE WAYS OF GOING EAST, ALSO COCHRAN BRIDGE,
THERE SHOULD BE A RETAINING WALL WHERE HOMES ARE ALONG I-10
NOW, NEW BRIDGE WOULD ALIENATE THE MOBILE DOWNTOWN
AREA WHEN THE COMMUNITY & CITY ARE TRYING TO REVIVE IT,
A THREAT OF HAZARDOUS MATERIAL TO THE AREA BEING
TRANSPORTED VIA I-10

(CONTINUE ON BACK IF NECESSARY)

SIGNED Mr. Horace (Shirley) Altice

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
 OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRCUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS.

FAX: (334) 478-5792 E-MAIL: goodmani@dot.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: Albert Eaton

ADDRESS: 400 S. Warren St Mobile AL 36688
Street or P. O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No []

How often do you use the I-10 Wallace Tunnel?

Daily Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?

East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

My concern are the children at Council School at the end of Virginia Street. The traffic is already congested there in morning and evening. This would create a danger to the children & parents.
 (2) This is already a flooding area. I believe this would add to our already serious problems of sewer and drainage in this area.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Albert Eaton

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRCUX P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (304) 478-5792 E-MAIL: goodmant@dot.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: Barbara J. Eator

ADDRESS: 419 S. Warren St Mobile AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No

How often do you use the I-10 Wallace Tunnel?

Daily Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?

East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

1. Council School - The Traffic is already congested in Morning & Evening. This would create more ~~anger~~ for the parents & children

2. This Area is having serious sewer and drainage problems this would surely add to them.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Barbara J. Eator

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodmant@dcl.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR

PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Other L. Hall
ADDRESS: 351 L. Denham St Mobile Ala 36603
Street or P. O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other Seldom

What is your primary direction of travel when using I-10?

East [] West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

How will the incident area be affected? I am 78 years old and although it may not be completed in my life time, I am concerned about the housing of families with young children. We have been displaced once with urban renewal. Urban hasn't the sewage problem been solved in 20 years.

(CONTINUE ON BACK IF NECESSARY)

What water problems? Water leaks up now when it rains hard.
SIGNED Other L. Hall

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRCUX, P. E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodman@dot.state.al.us

10/19/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR

PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Richard + Jessie OSBORN

ADDRESS: 600 SAVANNAH ST MOBILE AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes No

How often do you use the I-10 Wallace Tunnel?

Daily Weekly Monthly Other _____

What is your primary direction of travel when using I-10?

East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

I AM NOT OPPOSE TO THE NEW
BRIDGE BUT I AM OPPOSE TO CLOSING OFF
TEXAS ST WHICH IS MY CLOSE NEAREST WAY GOING
EAST TO GET ON I-10

(CONTINUE ON BACK IF NECESSARY)

SIGNED Richard Osborn

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS.

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodman@dot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Annie L. Blakley

ADDRESS: 566 Texas Street Mobile Alabama 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No [x]

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other Not at all

What is your primary direction of travel when using I-10?

East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project

I am an owner of a home in the down the bay area, as well as my daughter. I am not in favor of the construction of the new bridge over the Mobile River due the following adverse effects this project will have on the safety/health/well-being of my family, property and the community.

The Social disadvantages would be the increased traffic flow to the already narrow Virginia Street area, where Council Magnet School and Allen Memorial Nursing Home is located. The number of cars exiting the ramps will make it very dangerous for the children/residents crossing the streets, and patients who live at the nursing home. Is the Department of Transportation and Volker prepared to place new traffic signage as well as a mechanical school crossing in the area?

The Economic disadvantages would include property depreciation because of the bridge itself, the suspension beams that will probably be constructed near and/or in the back resident yards, and property loss due to the possible seizure of land to widen lanes near the Virginia Street Exit. Is Dot prepared to compensate the residents for a fair value of the land they may lose due to lane widening at Virginia Street, because the current easement will not be enough? Is DOT prepared to reimburse the residents due to their property depreciation their homes will be subject to because of this bridge? (see attached page)

SIGNED Annie L. Blakley

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OF MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRoux, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodman@dot.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(005)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: Thosell & Sydney Laine
 ADDRESS: 751 S. Cedar St Mobile, AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
 Yes [] No [X]

How often do you use the I-10 Wallace Tunnel?
 Daily [] Weekly [X] Monthly [] Other _____

What is your primary direction of travel when using I-10?
 East [X] West []

I travel both frequently

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

We do not wish to see the construction of this bridge in our neighborhood as it is not necessary. I also wish to see us continue to use I-10 East Wallace Tunnel, Bonheur Tunnel, & Cahoon Bridge. There are occasional backups but mostly because of accidents in the tunnel because it was poorly constructed in this tunneling.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Thosell & Sydney Laine

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodman@dot.state.al.us

RECEIVED

OCT 16 2001

OCT 17 2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-003D(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: MERCIE PHILON
ADDRESS: 551 DELEWARE ST MOBILE AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
Yes No

How often do you use the I-10 Wallace Tunnel?
Daily Weekly Monthly Other _____

What is your primary direction of travel when using I-10?
East West

Please provide comments on any social, economic or environmental impacts associated with this proposed project.

CONTINUE ON BACK IF NECESSARY.

SIGNED Mercie Philon

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS.

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (254) 478-5752 E-MAIL goodman1@cot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Anaela B. Lasky

ADDRESS: 805 Wilkinson St Mobile AL 36663
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No [X]

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [X] Monthly [] Other _____

What is your primary direction of travel when using I-10?

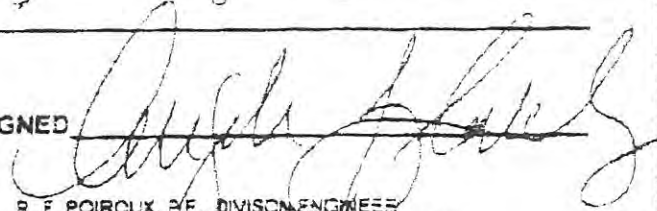
East [] West [X]

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

This high-rise project (interstate) is too close to our business. The noise and traffic is going to be tremendous. I fear for the safety of my child and other children in the neighborhood. The excess traffic is an extreme threat to the safety of our kids. Please take this into consideration for our lives and way of living will greatly be affected by this project.

(CONTINUE ON BACK IF NECESSARY)

SIGNED



PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS.

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1105

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodman@dot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
 FOR
 PROJECT NO. DPI-0030(D05)
 NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
 MOBILE AND BALDWIN COUNTIES

NAME: LARRY AYLER

ADDRESS: 4050 DELAWARE CT MOBILE AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?
 Yes [] No []

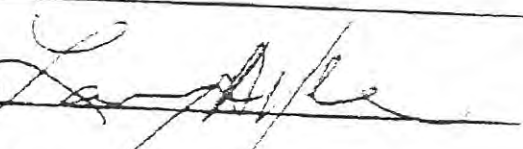
How often do you use the I-10 Wallace Tunnel?
 Daily [] Weekly [] Monthly [] Other _____

What is your primary direction of travel when using I-10?
 East [] West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

IN MY OPINION THE HWY WILL BE TO CLOSE TO MY PROPERTY
AND A DANGER TO MY FAMILY; A NUMBER OF ACCIDENTS HAS HAPPENED IN
THE PASS AND I AM SURE MORE WILL FOLLOW ON THAT PART OF THE HWY
THE APPRAISED VALUE OF MY HOME WILL DECLINE BECAUSE OF
INCREASE NOISE AS WELL AS THE ADDITION OF NEW LANES OF HWY.

(CONTINUE ON BACK IF NECESSARY)

SIGNED 

PLEASE DROP IN COMMENT SHEET BOX AT MEETING OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS.

R. F. POIROUX, P.E., CIVIL ENGINEER
 ALABAMA DEPARTMENT OF TRANSPORTATION
 1701 NORTH BELTLINE HIGHWAY
 MOBILE, ALABAMA 36618-1105

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 476-5752 E-MAIL: goodment@oct.state.al.us

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Ernest Philson
ADDRESS: 551 DETAWANE ST Mobile ALA 36503
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes No

How often do you use the I-10 Wallace Tunnel?

Daily Weekly Monthly Other _____

What is your primary direction of travel when using I-10?

East West

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

(CONTINUE ON BACK IF NECESSARY)

SIGNET Ernest Philson

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIROUX, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodmanr@dot.state.al.us

10/9/2001

CENTRAL TEXAS STREET NEIGHBORHOOD ASSOCIATION WORKSHOP
FOR
PROJECT NO. DPI-0030(005)
NEW BRIDGE ON I-10 OVER MOBILE RIVER AND I-10 BAYWAY WIDENING
MOBILE AND BALDWIN COUNTIES

NAME: Kimberly Holt
ADDRESS: 651 S WARREN ST. Mobile, AL 36603
Street or P.O. Box City State Zip Code

Are you in favor of the proposed project?

Yes [] No

How often do you use the I-10 Wallace Tunnel?

Daily [] Weekly [] Monthly [] Other: Bi-Monthly

What is your primary direction of travel when using I-10?

East West []

Please provide comments on any social, economic or environmental impacts associated with the proposed project.

My main concern is the structural damage to my property's
foundation. The other issues/concerns are:
(1) Traffic in school zone area; (2) Lighting; (3) Pollutants
(4) Whether a copy of the environmental report will be made
available to the public.

(CONTINUE ON BACK IF NECESSARY)

SIGNED Kimberly Holt

PLEASE DROP IN COMMENT SHEET BOX AT MEETING
OR MAIL WITHIN 10 DAYS TO THE FOLLOWING ADDRESS:

R. F. POIRoux, P.E., DIVISION ENGINEER
ALABAMA DEPARTMENT OF TRANSPORTATION
1701 NORTH BELTLINE HIGHWAY
MOBILE, ALABAMA 36618-1109

YOU MAY ALSO FAX OR E-MAIL US YOUR COMMENTS:

FAX: (334) 478-5792 E-MAIL: goodment@dot.state.al.us

July 8, 2002

**Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening
Alabama Department of Transportation
Mobile and Baldwin Counties, Alabama**

Mr. Victor McSwain
Transportation Director
City of Mobile
Post Office Box 1827
Mobile, Alabama 36633

Dear Mr. McSwain:

The potential implications to local traffic conditions, within the City of Mobile, associated with proposed transportation improvements in the I-10 Corridor have been discussed during previous coordination activities. The purpose of this letter is to reiterate the proposed interchange modifications and to offer assistance to you in order to manage traffic conditions and minimize inconveniences to the public.

The I-10/Texas Street interchange will be closed to accommodate the high-rise I-10 Bridge crossing the Mobile River. The closing of this interchange will promote traffic safety and facilitate trucks traversing the four (4) percent grade of the bridge.

The I-10/Virginia Street interchange will be reconfigured to a more conventional diamond interchange. The I-10 westbound exit ramp at this interchange will be dedicated to traffic utilizing the bridge. The eastbound entrance ramp at Virginia Street will also be dedicated to traffic that will use the bridge.

An additional eastbound lane will be added to the eastbound entrance ramp of the I-10/Broad Street interchange. With the closing of the I-10/Texas Street interchange and the westbound exit and eastbound entrance ramps at the I-10/Virginia Street interchange being dedicated to bridge traffic, the I-10/Broad Street interchange will play a more prominent role in accommodating local traffic.

Because the above interchange modifications will alter local traffic patterns, I recommend that we maintain close coordination during the design and construction phases of the proposed transportation improvements. I also want to offer the assistance of the Alabama Department of Transportation (ALDOT) as you address the implications to local traffic conditions.

I believe that by working together, the City of Mobile and ALDOT can promote public safety, improve traffic flow, minimize disruptions and alleviate inconveniences to the public. Please contact me if you have any questions.

Thank you for your cooperation in this important transportation improvement project.

Sincerely,

R.F. Poiroux, P.E.
Division Engineer

c: Mayor Dow
Joe Wilkerson
Terry Robinson
Alfredo Acoff
Bill Morgan



U.S. Environmental Protection Agency
Federal Register Environmental Documents

Recent Additions | Contact Us | Search:

EPA Home > Federal Register > FR Years > FR Months > FR Days > FR Daily > Environmental Impact Statement
 Mobile and Baldwin Counties, AL

911600.12

Environmental Impact Statement: Mobile and Baldwin Counties, AL

[Federal Register: October 20, 2003 (Volume 68, Number 202)]

[Notices]

[Page 59980-59981]

From the Federal Register Online via GPO Access [wais.access.gpo.gov]

[DOCID:fr20oc03-78]

DEPARTMENT OF TRANSPORTATION
 Federal Highway Administration

Environmental Impact Statement: Mobile and Baldwin Counties, AL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Mobile and Baldwin Counties, Alabama.

FOR FURTHER INFORMATION CONTACT: Mr. Joe D. Wilkerson, Division Administrator, Federal Highway Administration, 500 Eastern Blvd., Suite 200, Montgomery, Alabama 36177, Telephone: (334) 223-7370.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Alabama Department of Transportation (ALDOT) will prepare an environment impact statement on a proposal to increase the capacity of Interstate Route 10 at Mobile by constructing a new six-lane bridge across the Mobile River at Mobile and

[[Page 59981]]

widening the existing bridges across Mobile Bay from four to eight lanes.

Interstate Route 10 now goes under the Mobile River in a four-lane tunnel and crosses Mobile Bay on two, two-lane bridges, each seven mile long bridges. Existing and predicted traffic volumes require that additional capacity on I-10 across the Mobile River and Mobile Bay be added. Currently, vehicles transporting flammables, corrosives, and explosives are prohibited from using the I-10 tunnel, which requires these hazardous materials to be transported along a circuitous route along a surface street, part of I-165, a bridge over the Mobile River, and a segment of a noncontrolled-access State route.

An Environmental Assessment (EA) has been prepared for the project which essentially evaluated a single alignment. The alignment evaluated in the EA emerged from a Feasibility Study for a Mobile River I-10 Bridge, which was completed in 1997 for the South Alabama Regional Planning Commission. The proposed design for the new bridge provides

190 feet of vertical clearance with a 1,250-foot span over the Mobile River ship channel.

Because of concerns relating to visual impacts of the bridge on historic properties, including a National Register Landmark structure (Old City Hall), it has been decided to prepare an EIS which will include reevaluation of all three alignments included in the feasibility study.

Alternatives under consideration are no build and adding capacity by constructing a six-lane bridge across the Mobile River, which will tie or merge with the existing I-10 bridges across Mobile Bay, and widening the current Mobile Bay bridges from four to eight lanes. Three build alternates were considered in a feasibility study performed for the project. All three alternates will be further evaluated in the development of the EIS.

The prior EA process included two public involvement meetings, meetings with local historic interests, resource agencies, a Bridge Aesthetic Design Workshop, a neighborhood workshop, and two public hearings. Early coordination letters were sent to resource agencies, tribes, and interested parties. The EA was also distributed to interested parties.

Cooperating agencies include the U.S. Coast Guard and U.S. Army Corps of Engineers.

New early coordination letters, two additional public involvement meetings, and two public hearings are proposed at this time. The existing, cooperating agencies will be requested to maintain that status for the EIS.

During the evaluation of effect on historic properties, an adverse effect was determined for several properties including the Old City Hall. Therefore, coordination with the Department of Interior, the Advisory Council on Historic Preservation, and the State Historic Preservation Officer (Alabama Historic Commission) is required. Also, the National Trust on Historic Preservation and the Mobile Historic Commission requested to be consulting parties during the EA process. That coordination will continue during the EIS process.

To ensure that the full range of issues related to this project are addressed and that all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Joe D. Wilkerson,
Division Administrator, Montgomery, Alabama.
[FR Doc. 03-26342 Filed 10-17-03; 8:45 am]
BILLING CODE 4910-22-M

[EPA Home](#) | [Privacy and Security Notice](#) | [Contact Us](#)

This page was generated on Thursday, October 23, 2003

View the graphical version of this page at: <http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/October/Day-20/i26342.htm>



U.S. Department
of Transportation
Federal Highway
Administration

Alabama Division

June 7, 2012

9500 Wynlakes Place
Montgomery, AL 36117
334-274-6350
334-274-6352
Alabama.FHWA@dot.gov

In Reply Refer To:
HDA-AL

Mr. Bryant Celestine
Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, TX 77351

Subject: Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening
Mobile and Baldwin Counties, Alabama

Dear Mr. Celestine:

The Federal Highway Administration Alabama Division (FHWA), in cooperation with the Alabama Department of Transportation (ALDOT), is preparing an Environmental Impact Statement (EIS) per the National Environmental Policy Act (NEPA) to address an identified transportation need in Mobile and Baldwin Counties, Alabama. There is inadequate roadway capacity to accommodate the traffic need on I-10 across the Mobile River and Bay.

The proposed project involves construction of a bridge to Interstate highway standards over the Mobile River near the Central Business District (CBD) of Mobile, Alabama, in order to alleviate congestion in the I-10 Wallace Tunnels. The existing I-10 Mobile River crossing consists of twin two-lane tunnels. At present, these tunnels experience congestion-related problems, and current projections indicate that the problems will become even more critical in the future. The proposed project is evaluating bridge alternatives from I-10 in the vicinity of Virginia Street on the west side of the river to east of the existing tunnel interchange on the east side of the river. The proposed project also includes widening the existing I-10 Bayway across Mobile Bay from four to eight lanes. Four Build Alternatives are under consideration (see enclosed map). The existing tunnels are to remain in place as a spur or connector to the Mobile CBD. The proposed I-10 Mobile River Bridge and Bayway Widening project is consistent with local and statewide planning for Mobile and Baldwin Counties, Alabama. Some additional right-of-way will be required.

FHWA and ALDOT would like to initiate government-to-government consultation with the Alabama-Coushatta Tribe of Texas for the subject Federal-aid project. We respectfully request this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800). We request your comments on the Area of Potential Effect (APE) for this project, and any historic properties present to include Traditional Cultural Properties (TCPs). A map showing the APE

is enclosed. Also, we invite your comments regarding any other tribal concerns regarding the proposed project. Your response acknowledging your interest in participating as a consulting party for this undertaking is greatly appreciated.

We respectfully request a response by July 11, 2012. Should you have any questions about this project, you may contact Ms. Lynne Urquhart at (334) 274-6371 or email address at lynne.urquhart@dot.gov.

Sincerely,

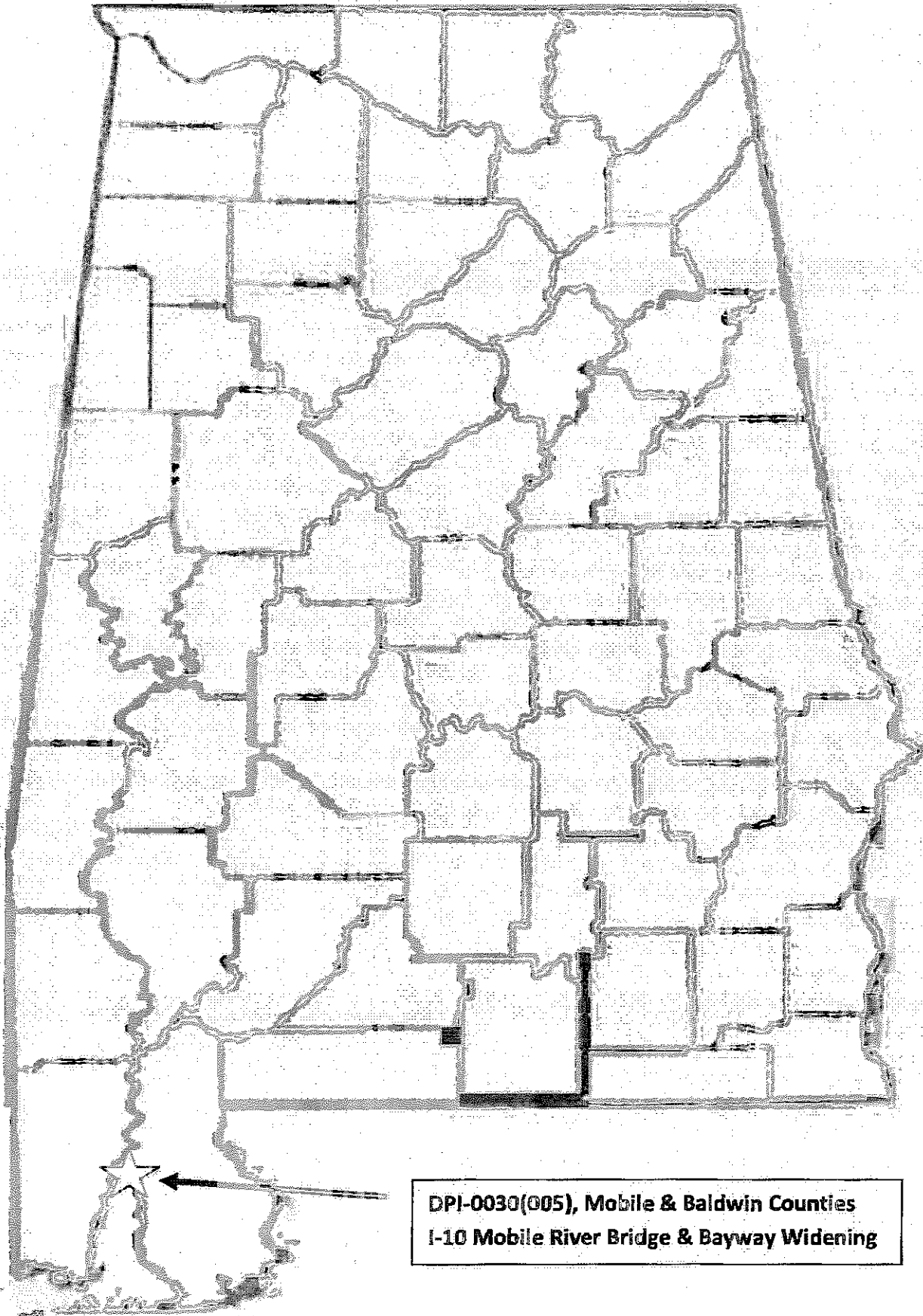
/s/Lynne Urquhart

For: Mark D. Bartlett, P. E.
Division Administrator

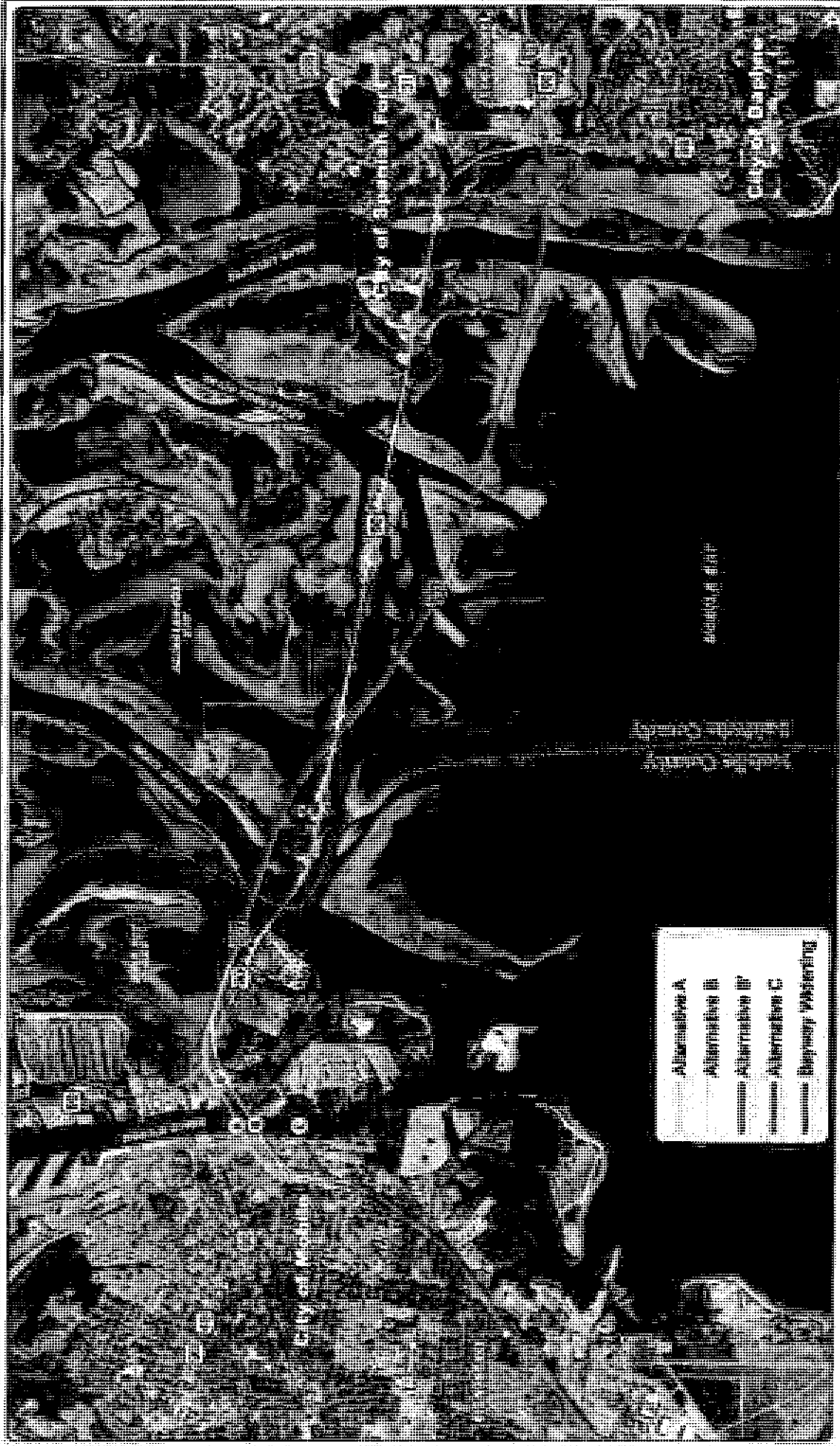
Enclosures

cc:

Alfredo Acoff ALDOT, w/ attachments



**DPI-0030(005), Mobile & Baldwin Counties
I-10 Mobile River Bridge & Bayway Widening**



Alternative A
 Alternative B
 Alternative C
 Bypass Parking



I - 10 Mobile River Bridge EIS
 Build Alternatives
 Project DPI - 0030(005)

VOLKERT



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----



Project: [Illegible]
[Illegible]
[Illegible]



VOLKERT

Mr. Bryant Celestine
Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, TX 77351

Mr. Kevin Scrivner
Historic Preservation and Repatriation
Manager
The Chickasaw Nation
P.O. Box 1548
Ada, OK 74820

Honorable Kevin Sickey
Chairman
Coushatta Tribe
P.O. Box 818
Elton, LA 70532

Mr. Kenneth H. Carleton
THPO/Archaeologist
Mississippi Band of Choctaw Indians
P.O. Box 6257
Choctaw, MS 39350

Mr. Leonard Harjo
Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1493
Wewoka, OK 74884

Mr. Earl Barbry, Jr., Director
Tunica- Biloxi Office of Cultural &
Historic Preservation
P.O. Box 331
Marksville, LA 71351

Honorable Tarpie Yargee
Town Chief, EPA
Alabama-Quassarte Tribal Town
P.O. Box 187
Wetumka, OK 74883

Mr. Tyler B. Howe
Eastern Band of the Cherokee Nation
P.O. Box 455
Cherokee, NC 28719

Honorable Glenna J. Wallace, Chief
Eastern Shawnee Tribe of Oklahoma
P.O. Box 350
127 West Oneida
Seneca, MO 64865

Mr. Emman Spain
Cultural Preservation Manager
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

Dr. Paul N. Backhouse
Tribal Historic Preservation Office
Seminole Tribe of Florida
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440

Ms. Lisa LaRue, Preservation Office
United Keetoowah Band of Cherokee
Indians in Oklahoma
P.O. Box 746
Tahlequah, OK 74465

Dr. Richard L. Allen
Cherokee Nation
P.O. Box 948
Tahlequah, OK 74465

Honorable Bill Anoatubby
Governor
The Chickasaw Nation
P.O. Box 1548
Ada, OK 74820

Mr. Tiger Hobia, Mekko
Kialegee Tribal Town
P.O. Box 332
Wetumka, OK 74883

Mr. Robert Thrower
THPO
Poarch Band of Creek Indian
5811 Jack Springs Road
Atmore, AL 36502

Mr. George Scott, Town Kin
c/o Charles Coleman, NAGF
Contact
Thlopthlocco Tribal Town
P.O. Box 188
Okemah, OK 74859

Ms. Karen Kaniatobe Tribal Historic Preservation Officer Absentee Shawnee Tribe 2025 S. Gordon Cooper Shawnee, OK 74801	Dr. Ian Thompson, Director Choctaw Nation of Oklahoma P.O. Drawer 1210 16 th & Locust Durant, OK 74702	
---	---	--



Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle
Chief

Gary Batton
Assistant Chief

August 8, 2012

Mark Bartlett
AL DOT
Federal Highway Administration
9500 Wynlakes Place
Montgomery, AL 36117

RE: DPI-0030(005), I-10 Mobile River Bridge and Bayway Widening, Mobile and Baldwin Counties, Alabama.

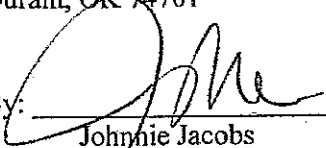
Dear Mr. Bartlett,

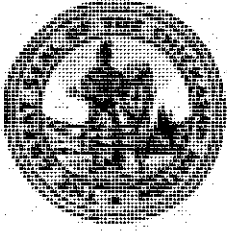
Thank you for your correspondence regarding the above referenced project. Baldwin and Mobile counties are located within the historic area of interest to the Choctaw Nation of Oklahoma. Before we can comment on the likelihood of this project affecting Choctaw historic or sacred sites, we request a letter from the SHPO, indicating that there are no known archaeological sites located within the project area and that the project area has low archaeological potential.

Please contact me with any question or concerns. Thank you.

Sincerely,

Dr. Ian Thompson
Director, Historic Preservation Department
THPO, Tribal Archaeologist, NAGPRA Specialist
Choctaw Nation of Oklahoma
PO Drawer 1210
Durant, OK 74701

By: 
Johnnie Jacobs
Section 106 Coordinator
jjacobs@choctawnation.com



the
Chickasaw
Nation HEADQUARTERS

Arlington at Mississippi / Box 1548 / Ada, OK 74821-1548 / (580) 436-2603

Bill Anoatubby
Governor

Jefferson Keel
Lieutenant
Governor

September 14, 2012

Mr. Mark D. Bartlett, P.E.
Division Administrator
AL Division, Federal Highway Administration
9500 Wynlakes Place
Montgomery, AL 36117

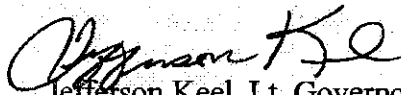
Dear Mr. Bartlett:

Thank you for the letters regarding the projects delineated on the enclosed list for St. Clair, Crenshaw, Tuscaloosa, Baldwin, and Mobile Counties, AL. We accept the invitation to consult under Section 106.

We are in support of the proposed undertaking and are not presently aware of any specific historic properties or properties of significant religious or sacred value in the project area. However, in the event the agency becomes aware of the need to enforce other statutes we request to be notified under ARPA, AIRFA, NEPA, NAGPRA, NHPA and Professional Standards.

If you have any questions, please contact Ms. Amber Jarrett, preservation and repatriation manager, at (580)559-0825, amber.jarrett@chickasaw.net or Ms. LaDonna Brown, historic preservation officer, at (580)272-5593, ladonna.brown@chickasaw.net.

Sincerely,


Jefferson Keel, Lt. Governor
The Chickasaw Nation

Enclosure



God Bless America!

**FHWA
Project List**

US-231 Improvements from CR-516 (Cropwell Drive) to SR-34. Project No. STPAA-0053 (565)	St. Clair County, AL
US-331 from 4-lane South of the City of Luverne to CR-50 (Fuller's Crossroads). Project No. NHF-0009 (506)	Crenshaw County, AL
I-59/I-20, Additional Lanes from SR-6 (US-82)/McFarland Blvd to West CR-32. Project No. NHF-I059 (302).	Tuscaloosa County, AL
BRZ-6300 (), TCP 63-01-11 Bridge Replacement on Old Jasper Road over Tyro Creek; TCP 63-01-11 Bridge Replacement on Upper Tyro Creek; TCP 63-04-11 Bridge Replacement on Hosmer Road over Rockcastle Creek.	Tuscaloosa County, AL
I-10 Mobile River Bridge and Bayway Widening. Project No. DPI-0030 (005).	Mobile and Baldwin Counties, AL



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

May 22, 2002

TEL: 334-242-3184
FAX: 334-240-3477

LEE H. WARNER
EXECUTIVE DIRECTOR

Ms. Alfredo Acoff, Coordinator
Environmental Technical Section
Alabama Dept. of Transportation
1409 Coliseum Blvd.
Montgomery, AL 36130-3050

Re: AHC 2000-0352 & 2000-1934
ALDoT Project DPI-0030(005)
Underwater Resource Survey for Proposed I-10 Bridge
Mobile Co.

Dear Ms. Acoff,

The Alabama Historical Commission has reviewed *Appendix 2: A Submerged Cultural Resource Remote Sensing Survey of the I-10 Bridge Corridor across the Mobile River at Mobile, Alabama* By Gordon Watts via sub-contract with Archaeology Inc. We agree with the conclusion of this report that there are no known significant cultural resources within the submerged portion of this APE through the Mobile River. Should any submerged cultural resources be discovered during the course of this project please cease work and contact this office immediately. We cannot sign the enclosed letter from you dated April 24, 2002 as it implies that we concur with this entire project. As you know we still have many facets of this project to review before we can make any final decisions. If you have any questions contact Amanda McBride or Stacye Hathorn of this office.

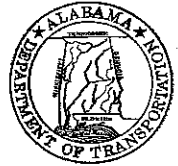
Yours truly,

Thomas O. Maher, Ph.D., RPA
State Archaeologist
FOR: Elizabeth Ann Brown
Deputy State Historic Preservation Officer





ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36130-3050



Bob Riley
Governor

Joe McInnes
Transportation Director

September 27, 2004

VOLKERT-MOBILE
SEP 29 2004

Subject: Project no. DPI-0030 (005)
I-10 Mobile River Bridge
Mobile and Baldwin Counties

Dear Interested Party:

The Federal Highway Administration (FHWA) published a Notice of Intent (NOI) in the Federal Register, October 20, 2003, to prepare an Environmental Impact Statement (EIS) on a proposal to increase the capacity of Interstate Route 10 (I-10) at Mobile, Alabama. The Alabama Department of Transportation (ALDOT) and FHWA are currently evaluating alternatives as a component of the EIS process.

The following activities were conducted to solicit input on the proposed transportation improvements for I-10 and to obtain suggestions on potential alternatives to be evaluated in the EIS:

December 8, 2003	Coordination with Section 106 Consulting Parties
December 8, 2003	Agency Scoping Meeting
December 9, 2003	Public Involvement Meeting

Based on input received as a result of the above activities and other information, fourteen alternatives have been identified. A map depicting the general location of these alternatives is enclosed.

These alternatives will be screened and evaluated to determine which of these alternatives, or possibly others, are reasonable alternatives to be addressed in the draft EIS. To be determined a reasonable alternative; it must meet the purpose and need for the project which is to reduce congestion (increase capacity) along the I-10 corridor between Mobile and the eastern shore of Baldwin County. A preliminary cost estimate of alternates will be developed during the first level of screening to determine if other alternatives might be dropped based on cost. Because this cost estimate will be very preliminary and because the environmental impacts have not been fully explored, only

Page 2
I-10 Mobile River Bridge
September 27, 2004

those alternatives, where the magnitude of the cost difference leaves no doubt that the alternative cannot successfully compete with the others, will be dropped from further consideration.

Following the alternatives screening process, a public involvement meeting will be conducted to present the reasonable alternatives that are identified for further evaluation in more detail. Comments will be solicited on the identified reasonable alternatives as well as other aspects of the proposed transportation improvements during the public involvement process.

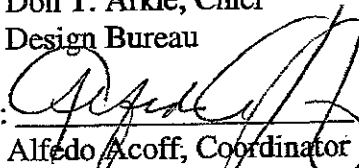
Any questions or comments concerning this process or this project may be mailed to

Alfredo Acoff
Environmental Coordinator
Alabama Department of Transportation
Post Office Box 303050
Montgomery, Alabama 36130-3050.

Your comments will be taken under consideration in the development of this project and in the preparation of the EIS. Thank you for your interest in this important project.

Sincerely:

Don T. Arkle, Chief
Design Bureau

/s/ 
Alfredo Acoff, Coordinator
Environmental Section

DTA/AA/JLS

Enclosure

/c: FHWA
Mr. R. F. Poiroux
Mr. William Adams

District Engineer
Corps of Engineers, Mobile District
Regulatory Functions Branch
P. O. 2288
Mobile, Alabama 36628-0001

Attention: Mr. Chuck Sumner

Mr. Larry Goldman
Field Supervisor
US Fish and Wildlife Service
PO Drawer 1190
Daphne, AL 36526

Ms. Elizabeth Brown
Deputy State Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, AL 36130-0900

Mr. Andreas Mager Jr
Assistant Regional Administrator
National Marine Fisheries Service
9721 Executive Center Drive, North
St. Petersburg, FL 33702

USS Battleship Commission
Attention: Mr. John Schmidt, Chairman
PO Box 65
Mobile, AL 36601

Commander (obc)
Eighth Coast Guard District
501 Magazine Street
New Orleans, LA 70130-3396

Attention: Mr. Marcus Redford, P.E.

Alabama Department of Environmental Management
4171 Commanders Drive
Mobile, AL 36615-1421

Mr. Jon Hornsby
Environmental Coordinator
Alabama Department of Conservation
And Natural Resources
Montgomery, AL 36130

Mr. Heinz Mueller, Chief
Office of Environmental Assessment
USEPA, Region 4
100 Alabama St SW
Atlanta, AL 30303-3104



Spanish Fort

Daphne

Fairhope

Foley

Gulf Shores

Mobile Bay

Mobile Bay Channel

Mobile

Mobile Bay

5

6

8

7

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100



U.S. Department of Transportation

Federal Highway Administration

Alabama Division

500 Eastern Boulevard, Suite 200
Montgomery, Alabama 36117-2018

Acott

VOLKERT-MOBILE

NOV - 3 2004

September 30, 2004

Refer to: HDA-AL

Ms. Carol Legard
Advisory Council on Historic Preservation
12136 W Bayaud Ave, Suite 330
Lakewood, CO 80228



Dear Ms Legard:

The Federal Highway Administration (FHWA) published a Notice of Intent (NOI) in the Federal Register, October 20, 2003, to prepare an Environmental Impact Statement (EIS) on a proposal to increase the capacity of Interstate Route 10 (I-10) at Mobile, Alabama, project DPI-0030(005). The Alabama Department of Transportation (ALDOT) and FHWA are currently evaluating alternatives as a component of the EIS process.

The following activities were conducted to solicit input on the proposed transportation improvements for I-10 and to obtain suggestions on potential alternatives to be evaluated in the EIS:

- December 8, 2003 Coordination with Section 106 Consulting Parties
- December 8, 2003 Agency Scoping Meeting
- December 9, 2003 Public Involvement Meeting

Based on input received as a result of the above activities and other information, 14 alternatives have been identified. A map depicting the general location of these alternatives is enclosed.

These alternatives will be screened and evaluated to determine which are reasonable alternatives to be addressed in the draft EIS. A reasonable alternative must meet the purpose and need for the project; to reduce congestion (increase capacity) along the I-10 corridor between Mobile and the eastern shore of Baldwin County. A preliminary cost estimate will be developed to determine if other alternatives might be dropped. Only where the magnitude of the cost difference leaves no doubt that alternatives are unreasonable, will they be dropped from consideration.

A public involvement meeting will be conducted to present the alternatives identified for further evaluation. Comments will be solicited on the reasonable alternatives as well as other aspects of the proposed transportation improvements.

Any questions or comments concerning this process or this project may be mailed to Mr. Joe Wilkerson, 500 Eastern Blvd., Suite 200, Montgomery, AL 36117. Your comments will be taken under consideration in the development of this project and in the preparation of the EIS. Thank you for your interest in this important project.

Sincerely,

/s/Bill Van Luchene

Joe D. Wilkerson
Division Administrator

Enclosure

cc:

ALDOT

Letters also sent to:

Mr. Devereaux Bemis
Mobile Historic Development Commission
205 Government Street, 2nd Floor S. Tower
Mobile, AL 36644

Ms. Elizabeth Merritt
National Trust for Historic Preservation
1785 Massachusetts Ave., NW
Washington, DC 20036-2117

VOLKERT & ASSOCIATES, INC.

www.volkert.com

3809 Moffett Road (36618)
P.O. Box 7434
Mobile, Alabama 36670-0434
251.342.1070
Fax 251.342.7962
volkert@volkert.com

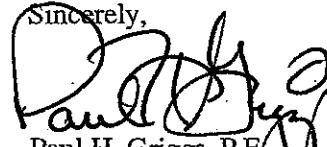
October 25, 2004

Volkert Contract No. 911602.12
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Alabama Department of Transportation
Mobile and Baldwin Counties, Alabama

Mr. Devereaux Bemis
Mobile Historic Development Commission
Post Office Box 1827
Mobile, AL 36633-1827

Dear Mr. Bemis:

Please reference your request to the Federal Highway Administration for a larger scale map showing the 14 alternatives that are currently being screened for reasonableness for the I-10 Mobile River Bridge project. A map showing these alternatives was originally transmitted to you by the Federal Highway Administration on September 27, 2004. Your request for a larger map was forwarded to us by the Alabama Department of Transportation. In response, enclosed is a larger map showing the 14 alternatives. If you have any questions or need additional information, please contact Skeeter McClure at (251) 342-1070.

Sincerely,

Paul H. Griggs, P.E.
Assistant Vice President

/mms
Enclosure

c: Mr. John Shill (without enclosure)
Mr. Bill Van Luchene (without enclosure)

Office Locations:

Mobile, Birmingham, Foley, Alabama • New Orleans, Louisiana • Gainesville, Orlando, Pensacola, Tampa, Florida
Dalton, Georgia • Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.

VOLKERT & ASSOCIATES, INC.

www.volkert.com

3809 Moffett Road (36618)
P.O. Box 7434
Mobile, Alabama 36670-0434
251.342.1070
Fax 251.342.7962
volkert@volkert.com

November 1, 2004

Volkert Contract No. 911602.12
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Alabama Department of Transportation
Mobile and Baldwin Counties, Alabama

Mr. Devereaux Bemis
Mobile Historic Development Commission
Post Office Box 1827
Mobile, AL 36633-1827

Devereaux
Dear Mr. Bemis:

Per your request to me on October 28, 2004, enclosed is a map showing four of the fourteen alternatives that are being considered in the alternatives screening process for the I-10 Mobile River Bridge project. No decision has been reached regarding which alternatives are considered to be reasonable. Please contact me if you have any questions or need additional information.

Sincerely,



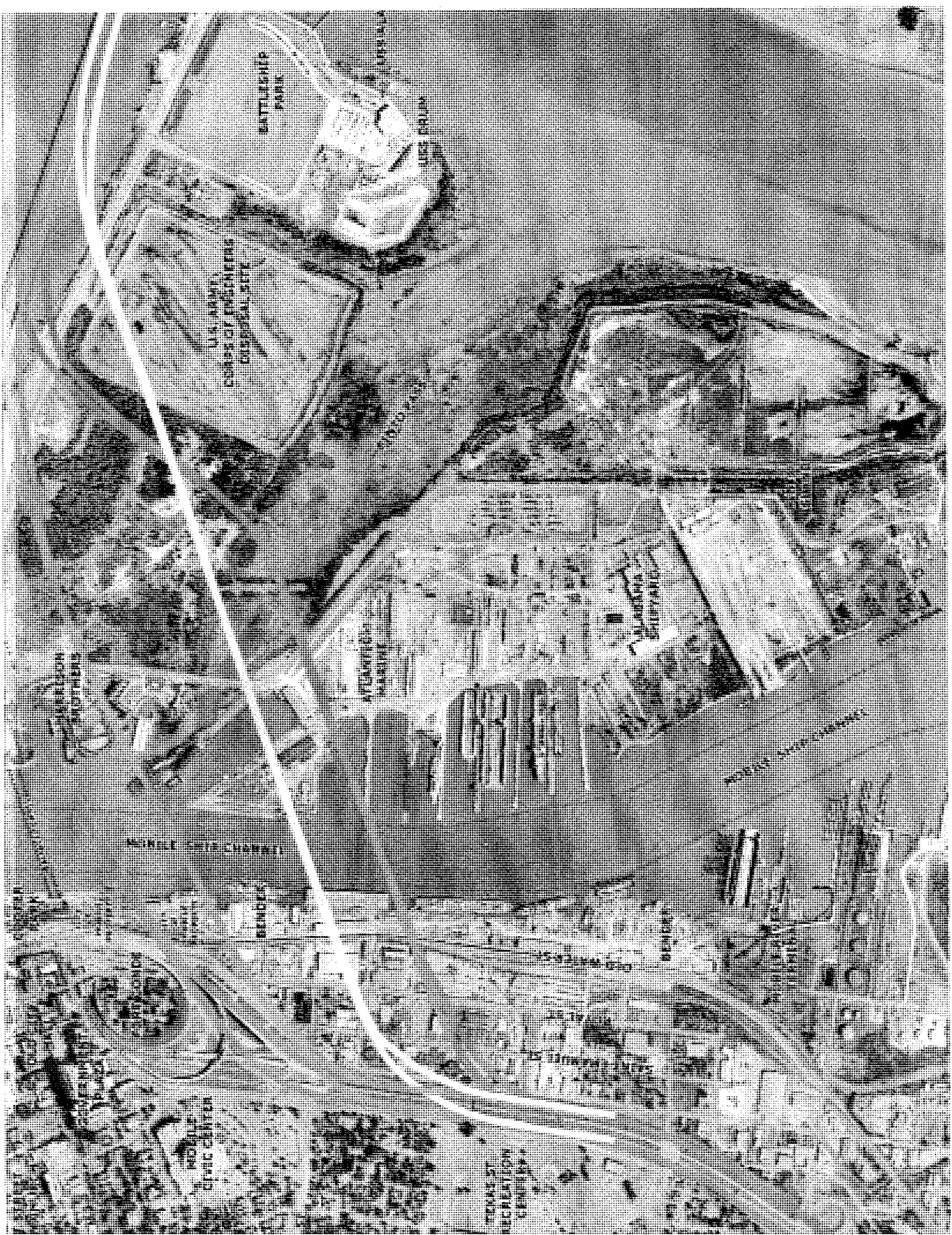
N.D. "Skeeter" McClure, IV, P.E.
Environmental Project Manager

/mms
Enclosure

c: Mr. John Shill (with enclosure)
Mr. Ronnie Poiroux (with enclosure)
Mr. Bill Van Luchene (with enclosure)

Office Locations:

Mobile, Birmingham, Foley, Alabama • New Orleans, Louisiana • Gainesville, Orlando, Pensacola, Tampa, Florida
Dalton, Georgia • Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



BATTLESHIP
PARK

LISSIE COLONY

U.S. ARMY
COMPS OF ENGINEERS
CORPORAL SITE

SHARPE
ENGINEERS

APLINGTON
MACHINE

ALANSON
SHERMAN

MINNIE
CHURCH

BENNETT

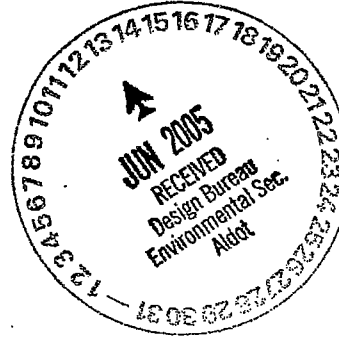
BENNETT

THE
MIDDLE
CIFIC CENTER

DEAN ST
RECREATION
CENTER

June 9, 2005

Alfedo Acoff
Environmental Technical Section
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36130-3050



Re: AHC 2000-0352
I-10 Bridge
Baldwin & Mobile Counties

LEE H. WARNER
Executive Director

468 South Perry Street
Montgomery, Alabama
36130-0900

tel 334 242-3184
fax 334 240-3477

Dear ~~Ms. Acoff~~: *Alfedo*

The Alabama Historical Commission held a staff meeting to discuss the fourteen alternatives for the above referenced project. After careful deliberation our office concluded that Alternative #11 is our preferred option, overall, as it seems to be a good long-term solution. Alternative #14 is also a reasonable choice. If, however, an in-town route is necessary the Alabama Historical Commission considers alternative #1 to have the least potential to profoundly effect historic properties. Further, Alternatives #4, #5, #6 & #7 may be acceptable. Finally our office can neither support alternatives #2, #3, #8, #9, #10, #12 nor #13 due to their potential to severely effect historic properties.

We appreciate your continued efforts to help us in preserving Alabama's non-renewable cultural resources. If you have questions or comments or if we may be of additional service, please contact Stacye Hathorn of our office and include the AHC project number referenced above.

Very truly yours,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/sgh



U.S. Department
of Transportation

Federal Highway
Administration

Alabama Division

500 Eastern Boulevard, Suite 200
Montgomery, Alabama 36117-2018

September 27, 2005

VOLKERT-MOBILE
OCT 19 2005

Mr. John W. Coleman
Mobile Historic Development Commission
P. O. Box 1827
Mobile, AL 36633-1827

Dear Mr. Coleman:

This is to inform you of the status of the Draft Environmental Impact Statement (EIS) for Federal-aid Project Number DPI-0030(005), the I-10 Mobile River Bridge in Baldwin and Mobile Counties. The purpose and need of this project is to increase capacity of I-10 at the Mobile River and across Mobile Bay. After reviewing both the purpose and need of the project; the reasonableness of the 14 proposed build alternatives (map enclosed); and comments from the general public, elected officials, and others, it has been determined that 3 build alternatives will be further studied in developing the EIS. Enclosed is Table 7 from the Final Phase I Screening Evaluation Report, August 2005, prepared by Volkert and Associates, listing each of the 14 proposed build alternatives and the results of the screening process. The three reasonable build alternatives are #3, #9, and a combination alternative composed of alternatives #1 and #2. These alternatives will be designated as A, B, and C in the EIS (map enclosed) and the no-build alternative will also be included. As a Section 106 Consulting Party per 36 CFR 800 Protection of Historic Properties, your organization is being notified in order to seek your input into the further development of the environmental studies for the project.

Sincerely,

/s/Joe D. Wilkerson

Joe D. Wilkerson
Division Administrator

Enclosures

cc:

ALDOT

File Reading

Lurquhart/jwilkerson/ls 9/27/05

G:\USER\LURQUHAR\WP\2005\EIS\I-10 Mobile Historic Dev Comm.doc





U.S. Department
of Transportation

Federal Highway
Administration

Alabama Division

500 Eastern Boulevard, Suite 200
Montgomery, Alabama 36117-2018

September 27, 2005

Mr. John Hildreth
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Dear Mr. Hildreth:

This is to inform you of the status of the Draft Environmental Impact Statement (EIS) for Federal-aid Project Number DPI-0030(005), the I-10 Mobile River Bridge in Baldwin and Mobile Counties. The purpose and need of this project is to increase capacity of I-10 at the Mobile River and across Mobile Bay. After reviewing both the purpose and need of the project; the reasonableness of the 14 proposed build alternatives (map enclosed); and comments from the general public, elected officials, and others, it has been determined that 3 build alternatives will be further studied in developing the EIS. Enclosed is Table 7 from the Final Phase I Screening Evaluation Report, August 2005, prepared by Volkert and Associates, listing each of the 14 proposed build alternatives and the results of the screening process. The three reasonable build alternatives are #3, #9, and a combination alternative composed of alternatives #1 and #2. These alternatives will be designated as A, B, and C in the EIS (map enclosed) and the no-build alternative will also be included. As a Section 106 Consulting Party per 36 CFR 800 Protection of Historic Properties, your organization is being notified in order to seek your input into the further development of the environmental studies for the project.

Sincerely,

/s/Joe D. Wilkerson

Joe D. Wilkerson
Division Administrator

Enclosures

cc:

ALDOT

File Reading

Lurquhart/jwilkerson/lr 9/27/05

G:\USER\LURQUHAR\WP\2005\EIS\I-10 Mobile Historic Dev Comm.doc





U.S. Department
of Transportation

Federal Highway
Administration

Alabama Division

500 Eastern Boulevard, Suite 200
Montgomery, Alabama 36117-2018

September 27, 2005

Ms. Elizabeth Merritt
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Dear Ms. Merritt:

This is to inform you of the status of the Draft Environmental Impact Statement (EIS) for Federal-aid Project Number DPI-0030(005), the I-10 Mobile River Bridge in Baldwin and Mobile Counties. The purpose and need of this project is to increase capacity of I-10 at the Mobile River and across Mobile Bay. After reviewing both the purpose and need of the project; the reasonableness of the 14 proposed build alternatives (map enclosed); and comments from the general public, elected officials, and others, it has been determined that 3 build alternatives will be further studied in developing the EIS. Enclosed is Table 7 from the Final Phase I Screening Evaluation Report, August 2005, prepared by Volkert and Associates, listing each of the 14 proposed build alternatives and the results of the screening process. The three reasonable build alternatives are #3, #9, and a combination alternative composed of alternatives #1 and #2. These alternatives will be designated as A, B, and C in the EIS (map enclosed) and the no-build alternative will also be included. As a Section 106 Consulting Party per 36 CFR 800 Protection of Historic Properties, your organization is being notified in order to seek your input into the further development of the environmental studies for the project.

Sincerely,

/s/Joe D. Wilkerson

Joe D. Wilkerson
Division Administrator

Enclosures

cc:

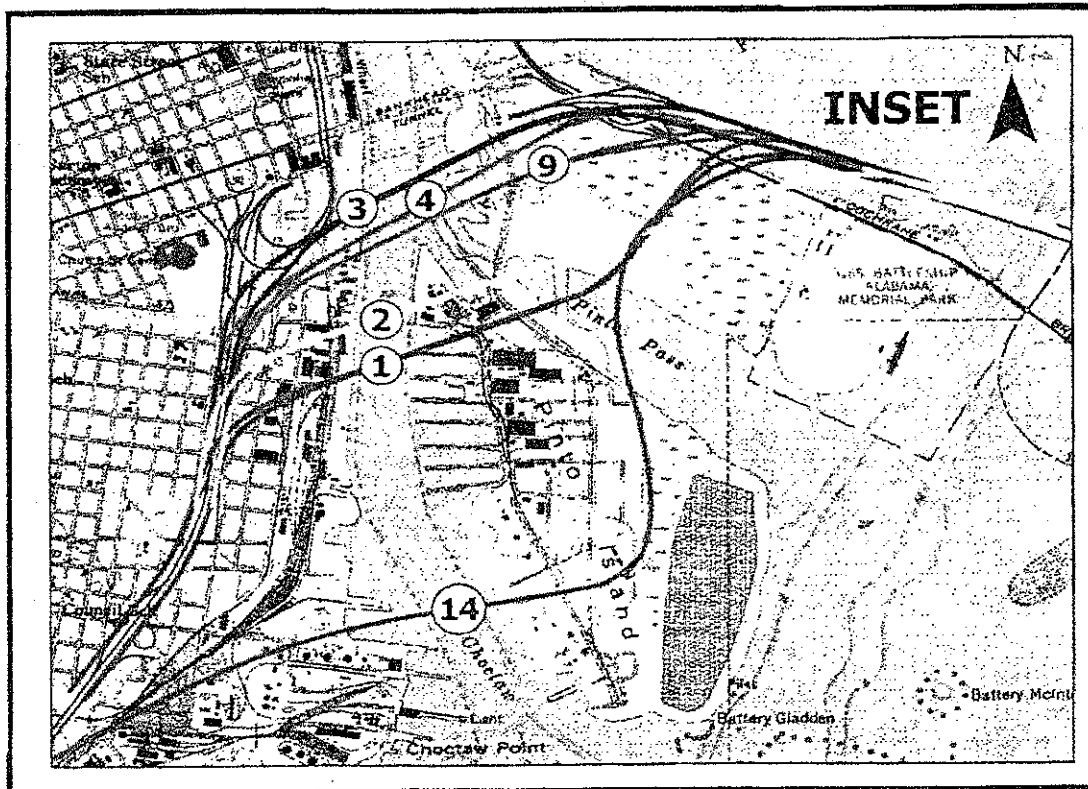
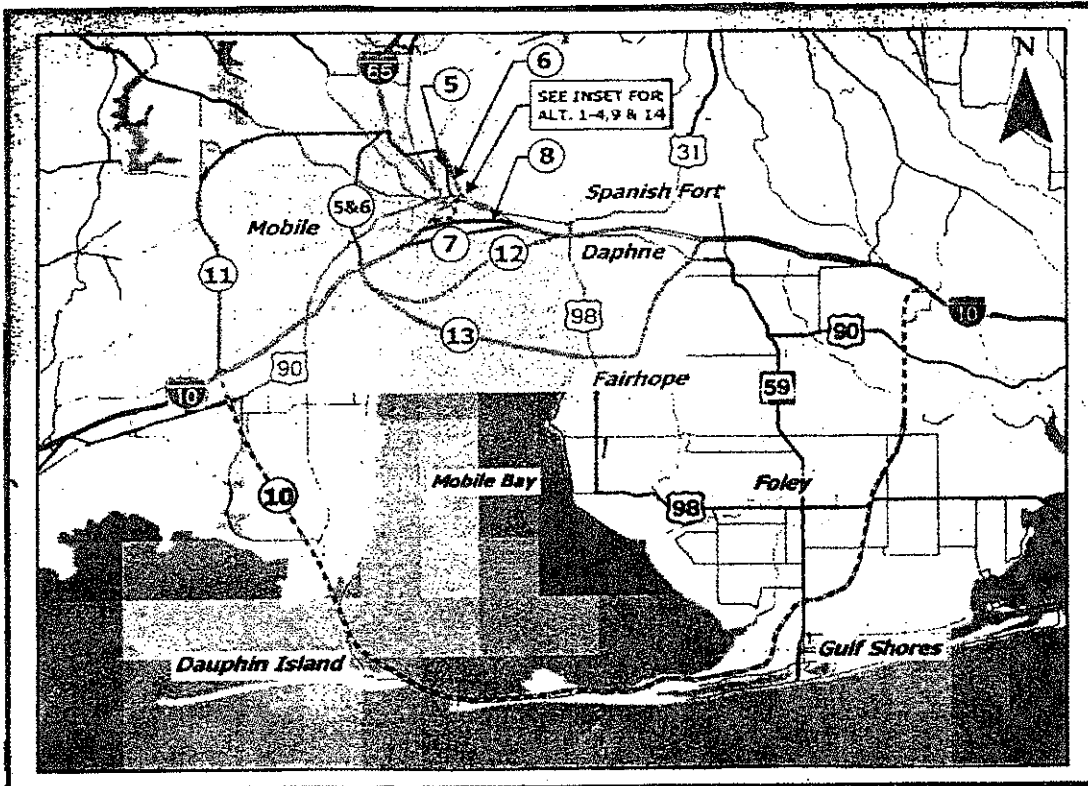
ALDOT

File Reading

Lurquhart/jwilkerson/lr 9/27/05

G:\USER\LURQUHAR\WP\2005\EIS\I-10 Mobile Historic Dev Comm.doc





**I-10 MOBILE RIVER CROSSING
 14 ALTERNATE LOCATIONS
 ALDOT PROJECT NO DPI-0030(005)
 MOBILE AND BALDWIN COUNTIES**

Legend

Alternative A (Formerly Alt. 3)

Alternative B (Formerly Alt. 6)

Alternative C (Formerly Alt. 10)

Existing Roadway

Proposed Channel

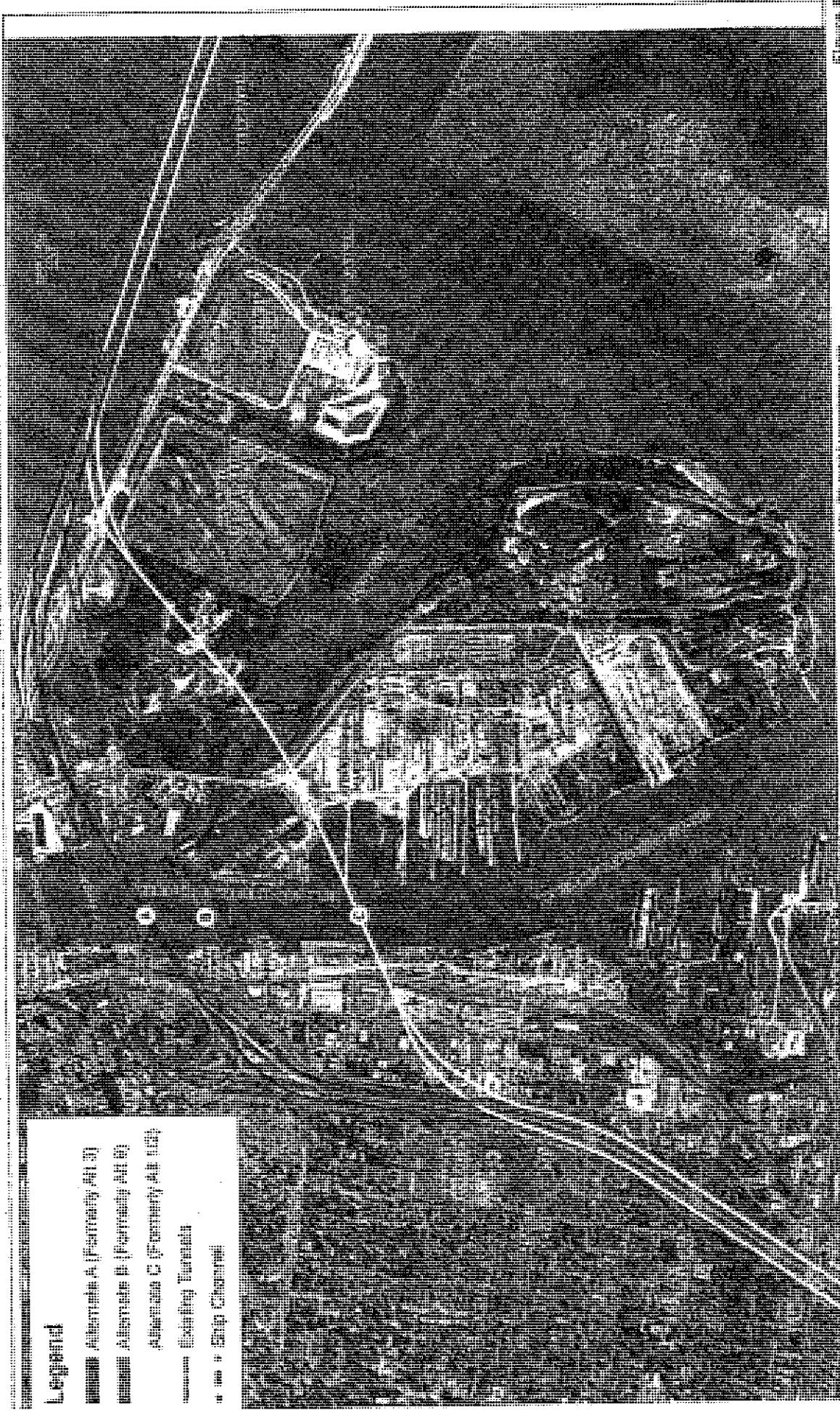


Figure #
Mobile River I-10 Bridge
Reasonable Alternatives
PROJECT DPI-0030(005)

Scale: 1 inch equals 1,000 feet. All dimensions are in feet unless otherwise indicated.



0 500 1,000 Feet
 1 inch equals 1,000 feet

VOLKERT
 & ASSOCIATES, INC.

TABLE 7: SUMMARY MATRIX OF ALTERNATIVES SCREENING PROCESS

Alternative	Brief Description of Alternative	Step One	Step Two	Step Three	Step Four	Step Five			
		Purpose & Need	Technical/Practical Reasonableness	Economic Costs/(Savings) in Smillion per 10,000 ADT	Total Construction Cost in Smillion	Overall Comparison/Additional Considerations			
						Potential for Environmental Impacts	Wallace Tunnel LOS 2030	Maritime Interests	
								Direct Physical Impacts	Bridge Height Restrictions*
1	I-10 bridge south of Wallace Tunnel across portions of Bender and Atlantic Marine	Yes	Yes	(0.85)	603	Medium	B or C	Yes	Yes
2	I-10 bridge south of Wallace Tunnel, over Metro County Jail	Yes	Yes	(0.91)	660	Medium	B or C	Yes	Yes
3	I-10 bridge south of Wallace Tunnel over Mobile Landing across Harrison Brothers	Yes	Yes	(0.35)	617	Low	B or C	Yes	Yes
4	New tunnel 0.24 mile south of Wallace Tunnel	Partial	No	(0.54)	1,550	Medium	B or C ¹	Yes ²	No
5	I-10 Bayway to Cochrane Bridge route (parallel to US 90) to I-165 to I-65 to I-10	Partial	No	17.62	973	High	F	No	No
6	I-10 Bayway to Cochrane Bridge route over Blakeley Island to I-165 to I-65 to I-10	Partial	No	16.65	972	High	F	No	No
7	I-10 bridge south of McDuffie Coal Terminal to new bayway to I-10 Bayway east of Mid-Bay interchange	Yes	No	(3.87)	1,407	High	B or C ¹	Yes	Yes
8	I-10 bridge north of proposed Choctaw Point Terminal to new bayway to I-10 Bayway east of Mid-Bay interchange	Yes	Yes	(3.38)	973	High	B or C ¹	Yes	Yes
9	I-10 bridge south of Mobile Landing	Yes	Yes	(0.76)	620	Medium	B or C	Yes	Yes
10	I-65 to Dauphin Island to Fort Morgan through Baldwin County to I-10	No	No	46.86	2,926	High	F ¹	No	Yes
11	I-10 to Cochrane Bridge Route to I-165 to proposed Mobile Western Loop	No	No	25.88	1,149	High	F ¹	No	No
12	I-65 to I-10 bridge south of Brookley Field across Mobile Bay to I-10 west of I-10/ US 98 interchange	Yes	No	0.98	1,049	High	D ¹	No	Yes
13	I-10/I-65 interchange across Dog River, to I-10 bridge to new bayway to Baldwin County to I-10	No	No	6.58	1,297	High	F ¹	No	Yes
14	I-10 bridge from Broad Street to Pinto Island north through Atlantic Marine to I-10 Bayway	Yes	Yes	(0.29)	760	Medium	B or C ¹	Yes	Yes

* A minimum vertical clearance of 190 feet would result in bridge height restrictions which would prevent vessels with heights greater than 190 feet from calling at the facilities along the port and from utilizing the turning basin south of the Cochrane Bridge

¹ Tunnel LOS estimated. Not based upon traffic model.

² Interim impacts to maritime navigation and direct impacts to some maritime facilities would result during construction of a new tunnel.



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36110



Joe McInnes
Transportation Director

October 5, 2005

Mr. Devereaux Demis
Mobile Historic Development Commission
205 Government St. 2nd Floor S Tower
Mobile AL 36644

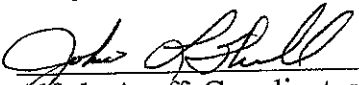
Dear Mr. Demis:

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

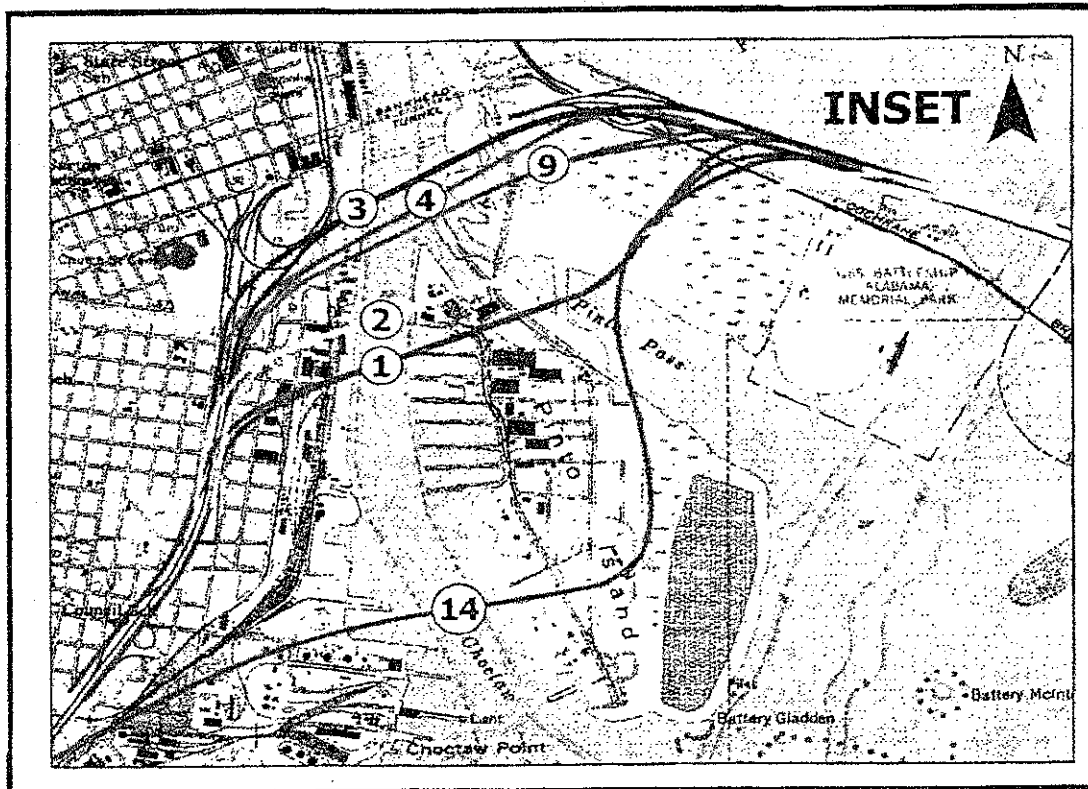
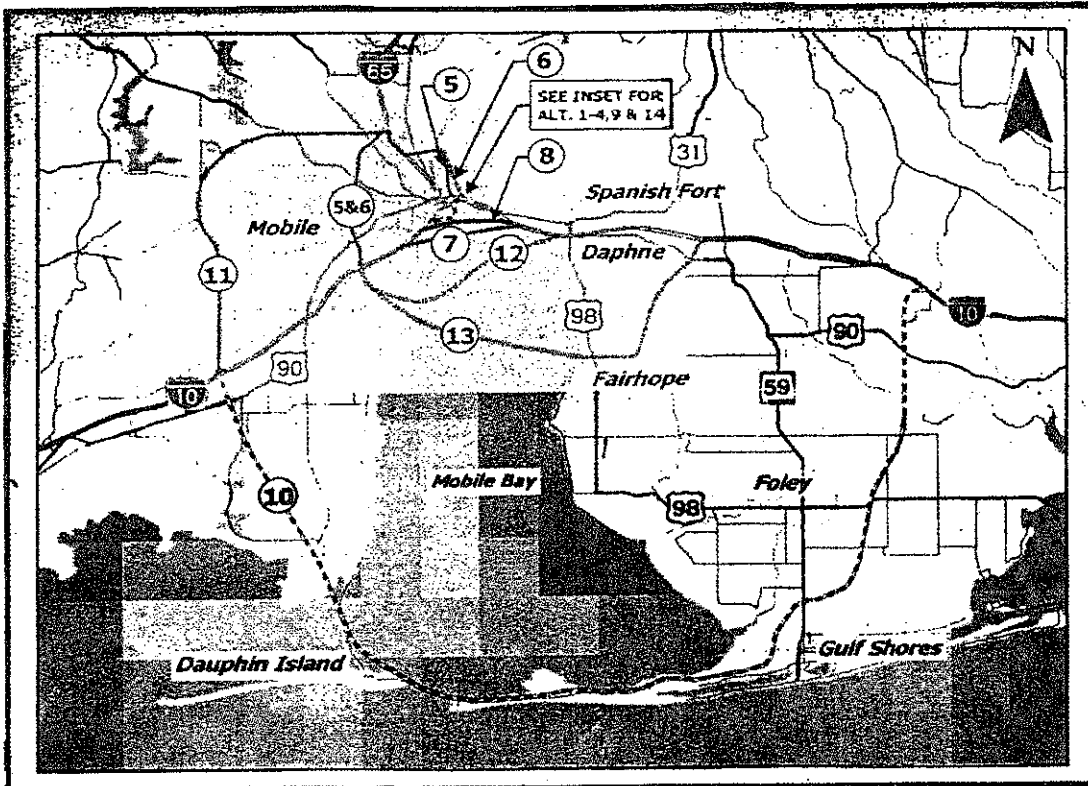
This is to inform you of the status of the Draft Environmental Impact Statement (EIS) for the referenced project. The purpose and need of this project is to increase capacity of I-10 at the Mobile River and across Mobile Bay. After reviewing both the purpose and need of the project; the reasonableness of the 14 proposed build alternatives (map enclosed); and comments from the general public, elected officials and others, it has been determined that 3 build alternatives will be further studied in developing the EIS. Enclosed is Table 7 from the Final Phase I Screening Evaluation Report, August 2005, prepared by Volkert and Associates, listing each of the 14 proposed build alternatives and the results of the screening process. The three reasonable build alternatives are #3, #9, and combination alternative composed of alternatives #1 and #2. These alternatives will be designated as A, B, and C in the EIS (map enclosed) and the no-build alternative will also be included. As an interested party, your agency is being notified in order to seek your input into the further development of the environmental studies for the project.

Sincerely:

Don Arkle, Chief
Design Bureau


By: Alfredo Acoff, Coordinator
Environmental Technical Section

/c: Federal Highway Administration
Volkert and Associates
Mr. R. F. Poiroux
Mr. William Adams
file



**I-10 MOBILE RIVER CROSSING
 14 ALTERNATE LOCATIONS
 ALDOT PROJECT NO DPI-0030(005)
 MOBILE AND BALDWIN COUNTIES**

Legend

Alternative A (Formerly Alt. 3)

Alternative B (Formerly Alt. 6)

Alternative C (Formerly Alt. 10)

Existing Roadway

Proposed Channel

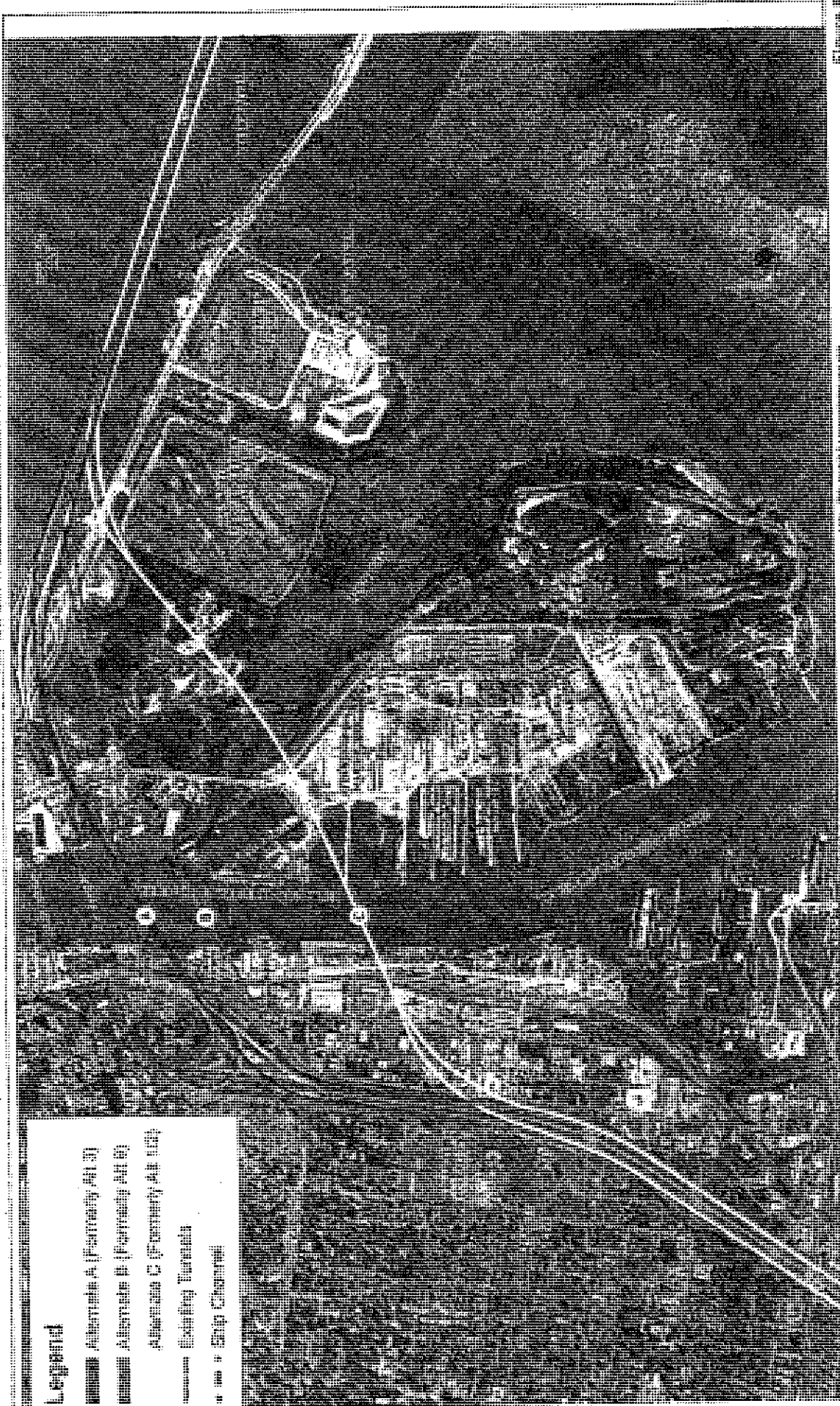


Figure #
Mobile River I-10 Bridge
Reasonable Alternatives
PROJECT DPI-0030(005)

Scale: 1 inch equals 1,000 feet
This map is for informational purposes only.
It does not constitute a contract or a warranty of any kind.



0 500 1,000 Feet
1 inch equals 1,000 feet

VOLKERT
& ASSOCIATES, INC.

TABLE 7: SUMMARY MATRIX OF ALTERNATIVES SCREENING PROCESS

Alternative	Brief Description of Alternative	Step One	Step Two	Step Three	Step Four	Step Five			
		Purpose & Need	Technical/Practical Reasonableness	Economic Costs/(Savings) in \$million per 10,000 ADT	Total Construction Cost in \$million	Overall Comparison/Additional Considerations			
						Potential for Environmental Impacts	Wallace Tunnel LOS 2030	Maritime Interests	
								Direct Physical Impacts	Bridge Height Restrictions*
1	I-10 bridge south of Wallace Tunnel across portions of Bender and Atlantic Marine	Yes	Yes	(0.85)	603	Medium	B or C	Yes	Yes
2	I-10 bridge south of Wallace Tunnel, over Metro County Jail	Yes	Yes	(0.91)	660	Medium	B or C	Yes	Yes
3	I-10 bridge south of Wallace Tunnel over Mobile Landing across Harrison Brothers	Yes	Yes	(0.35)	617	Low	B or C	Yes	Yes
4	New tunnel 0.24 mile south of Wallace Tunnel	Partial	No	(0.54)	1,550	Medium	B or C ¹	Yes ²	No
5	I-10 Bayway to Cochrane Bridge route (parallel to US 90) to I-165 to I-65 to I-10	Partial	No	17.62	973	High	F	No	No
6	I-10 Bayway to Cochrane Bridge route over Blakeley Island to I-165 to I-65 to I-10	Partial	No	16.65	972	High	F	No	No
7	I-10 bridge south of McDuffie Coal Terminal to new bayway to I-10 Bayway east of Mid-Bay interchange	Yes	No	(3.87)	1,407	High	B or C ¹	Yes	Yes
8	I-10 bridge north of proposed Choctaw Point Terminal to new bayway to I-10 Bayway east of Mid-Bay interchange	Yes	Yes	(3.38)	973	High	B or C ¹	Yes	Yes
9	I-10 bridge south of Mobile Landing	Yes	Yes	(0.76)	620	Medium	B or C	Yes	Yes
10	I-65 to Dauphin Island to Fort Morgan through Baldwin County to I-10	No	No	46.86	2,926	High	F ¹	No	Yes
11	I-10 to Cochrane Bridge Route to I-165 to proposed Mobile Western Loop	No	No	25.88	1,149	High	F ¹	No	No
12	I-65 to I-10 bridge south of Brookley Field across Mobile Bay to I-10 west of I-10/ US 98 interchange	Yes	No	0.98	1,049	High	D ¹	No	Yes
13	I-10/I-65 interchange across Dog River, to I-10 bridge to new bayway to Baldwin County to I-10	No	No	6.58	1,297	High	F ¹	No	Yes
14	I-10 bridge from Broad Street to Pinto Island north through Atlantic Marine to I-10 Bayway	Yes	Yes	(0.29)	760	Medium	B or C ¹	Yes	Yes

* A minimum vertical clearance of 190 feet would result in bridge height restrictions which would prevent vessels with heights greater than 190 feet from calling at the facilities along the port and from utilizing the turning basin south of the Cochrane Bridge

¹ Tunnel LOS estimated. Not based upon traffic model.

² Interim impacts to maritime navigation and direct impacts to some maritime facilities would result during construction of a new tunnel.

preserveALA

ALABAMA HISTORICAL COMMISSION



October 13, 2005 October 13

Alfredo Acoff
Environmental Technical Section
ALDoT
1409 Coliseum Boulevard
P.O. Box 303050
Montgomery, Alabama 36110

Re: AHC 2000-0352; ALDOT Project DPI-0030 (005) I-10 Mobile River Bridge
and Byway Widening, Alternatives Screening Evaluation, Mobile and Baldwin Counties

Dear Ms. Acoff:

The Alabama Historical Commission is in receipt of the above referenced document. Thank you for forwarding this notice; we will add it to our files. Please keep us informed of any changes in this project.

We appreciate your commitment to helping us preserve Alabama's non-renewable resources. Should you have any questions, please contact Amanda McBride of this office and include the AHC tracking number referenced above.

Very truly yours,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/ALM/alm

468 South Perry Street
Montgomery, Alabama
36130-0900

tel 334 242-3184
fax 334 240-3477

MOBILE HISTORIC DEVELOPMENT COMMISSION

OCTOBER 19, 2005

Mr. J. D. Wilkerson
Division Administrator
U.S. Department of Transportation
Federal Highway Alabama Division
500 Eastern Boulevard, Suite 200
Montgomery, AL 36117-2018

VOLKERT-MOBILE
OCT 24 2005

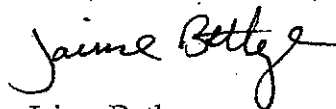
Dear Mr. Wilkerson:

The Mobile Historic Development Commission has examined the four alternatives outlined in your letter of September 27th. The Commission believes that the only acceptable plan is the no build alternative. It is the opinion of the Commission that build alternatives A, B, and C would irreparably damage the historic character of the City of Mobile. In addition to the consensus of the Commission, we have received several letters from the members in support of the no build alternative. It is the opinion of the Commission that the potential for environmental impact neglected to give adequate weight to the historic impact.

Further, several members of the Commission who represent various business interests in the City, noted that all of the three build alternatives would forever halt the possibility of larger ships ever entering the port of Mobile. It was also noted that the plan to increase the height of the Bridge had not been adequately detailed. Is there an increase in the steepness of the bridge or a lengthening of the approaches? Either of these might have an even greater impact on our historic City. However, these points are minor in considering the overall impact of the Bridge on the historic resources of the City of Mobile. I urge you to seriously consider the no build option.

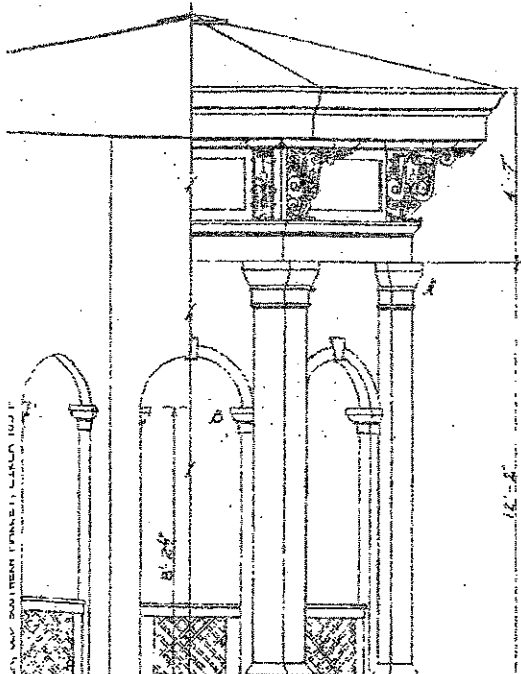
For your information, though John Coleman is still a member of the Mobile Historic Development Commission, I became the president in June of 2004. Please address all correspondence to me until June of 2006 when a new president will be elected.

Sincerely,



Jaime Betbeze
President

C: MNB
RWS
TKK
PHL
B.C.
S.M.C.
PHK call





ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110



April 17, 2006

Bob Riley
Governor

Mr. Jaime Betbeze, President
Mobile Historic Development Commission
City of Mobile
Post Office Box 1827
Mobile, AL 36633-1827

Joe McInnes
Transportation Director

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

VOLKERT-MOBILE
MAY 15 2006

Dear Mr. Betbeze:

The purpose of this letter is to provide you, as a consulting party on the subject project, proposed Areas of Potential Effect (APE) for the three (3) alternatives being addressed, along with the no build alternative, in the Draft Environmental Impact Statement for the proposed project. By a letter dated October 8, 2002, Elizabeth Ann Brown, Deputy State Historic Preservation Officer (SHPO), provided an APE for Alternative A. Alternate A (formerly Alternate 3) was the only build alternative addressed in an Environmental Assessment (EA) for the proposed project. The EA was approved by Federal Highway Administration on June 9, 2003.

Utilizing the APE for Alternative A as a basis, APEs have been developed for Alternatives B and C. The northern and northwestern boundaries are common for all three of the proposed APE's. The remaining boundaries have been expanded commensurate with the location of the proposed bridges for Alternatives B and C. A map showing the three (3) alternatives and their respective APEs is attached.

The APEs will be utilized to analyze and address viewshed issues related to the National Historic Landmarks (NHL) and National Register of Historic Places (NRHP) designated Historic Districts. The proposed project also includes widening of the I-10 Bayway from four (4) lanes to eight (8) lanes along with the proposed high rise bridge over the Mobile River. The Bayway widening would be constructed to the inside of the existing lanes. Based upon prior coordination with the SHPO, we do not expect the Bayway widening to create any viewshed issues. Furthermore, as we developed the EA the ALDOT, FHWA and the AHC had determined that viewshed effects are not likely for the NHLs, Battleship *U.S.S. Alabama* and the Submarine *U.S.S. Drum*.

Please provide any comments on the proposed APE's within thirty days of receipt of this letter. I look forward to your views and comments.

Sincerely,

Steven E. Walker, P.E.
Acting Design Bureau Chief

Attachment

cc: FHWA

Advisory Council on Historic Places
National Park Service
Mr. Devereaux Bemis, Director (Mobile Historic Development Commission)
Mr. Paul Griggs



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36110



Joe McInnes
Transportation Director

April 17, 2006

Ms. Elizabeth Merritt
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

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

Dear Ms. Merritt:

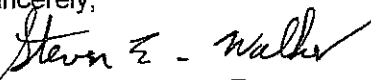
The purpose of this letter is to provide you, as a consulting party on the subject project, proposed Areas of Potential Effect (APE) for the three (3) alternatives being addressed, along with the no build alternative, in the Draft Environmental Impact Statement for the proposed project. By a letter dated October 8, 2002, Elizabeth Ann Brown, Deputy State Historic Preservation Officer (SHPO), provided an APE for Alternative A. Alternate A (formerly Alternate 3) was the only build alternative addressed in an Environmental Assessment (EA) for the proposed project. The EA was approved by Federal Highway Administration on June 9, 2003.

Utilizing the APE for Alternative A as a basis, APEs have been developed for Alternatives B and C. The northern and northwestern boundaries are common for all three of the proposed APE's. The remaining boundaries have been expanded commensurate with the location of the proposed bridges for Alternatives B and C. A map showing the three (3) alternatives and their respective APEs is attached.

The APEs will be utilized to analyze and address viewshed issues related to the National Historic Landmarks (NHL) and National Register of Historic Places (NRHP) designated Historic Districts. The proposed project also includes widening of the I-10 Bayway from four (4) lanes to eight (8) lanes along with the proposed high rise bridge over the Mobile River. The Bayway widening would be constructed to the inside of the existing lanes. Based upon prior coordination with the SHPO, we do not expect the Bayway widening to create any viewshed issues. Furthermore, as we developed the EA the ALDOT, FHWA and the AHC had determined that viewshed effects are not likely for the NHLs, Battleship *U.S.S. Alabama* and the Submarine *U.S.S. Drum*.

Please provide any comments on the proposed APE's within thirty days of receipt of this letter. I look forward to your views and comments.

Sincerely,


Steven E. Walker, P.E.
Acting Design Bureau Chief

Attachment
cc: FHWA
Advisory Council on Historic Places
National Park Service
Mr. Paul Griggs



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110



Joe McInnes
Transportation Director

April 17, 2006

Mr. John Hildreth
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

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

Dear Mr. Hildreth:

The purpose of this letter is to provide you, as a consulting party on the subject project, proposed Areas of Potential Effect (APE) for the three (3) alternatives being addressed, along with the no build alternative, in the Draft Environmental Impact Statement for the proposed project. By a letter dated October 8, 2002, Elizabeth Ann Brown, Deputy State Historic Preservation Officer (SHPO), provided an APE for Alternative A. Alternate A (formerly Alternate 3) was the only build alternative addressed in an Environmental Assessment (EA) for the proposed project. The EA was approved by Federal Highway Administration on June 9, 2003.

Utilizing the APE for Alternative A as a basis, APEs have been developed for Alternatives B and C. The northern and northwestern boundaries are common for all three of the proposed APE's. The remaining boundaries have been expanded commensurate with the location of the proposed bridges for Alternatives B and C. A map showing the three (3) alternatives and their respective APEs is attached.

The APEs will be utilized to analyze and address viewshed issues related to the National Historic Landmarks (NHL) and National Register of Historic Places (NRHP) designated Historic Districts. The proposed project also includes widening of the I-10 Bayway from four (4) lanes to eight (8) lanes along with the proposed high rise bridge over the Mobile River. The Bayway widening would be constructed to the inside of the existing lanes. Based upon prior coordination with the SHPO, we do not expect the Bayway widening to create any viewshed issues. Furthermore, as we developed the EA the ALDOT, FHWA and the AHC had determined that viewshed effects are not likely for the NHLs, Battleship *U.S.S. Alabama* and the Submarine *U.S.S. Drum*.

Please provide any comments on the proposed APE's within thirty days of receipt of this letter. I look forward to your views and comments.

Sincerely,

Steven Walker, P.E.
Acting Design Bureau Chief

Attachment

cc: FHWA
Advisory Council on Historic Places
National Park Service
Mr. Paul Griggs



Legend

- Albertville A
- Albertville B
- Albertville C
- Tule
- Ship Channel

- Area of Potential Effect (APE)
- Area of Potential Effect (APE)
- Area of Potential Effect (APE)

Project Data: APE Calculated by
 Highway Historical Commission, 10/10/05

Note: This map is for informational use only.
 It is not to be used for navigation purposes.



1 inch equals 1,500 feet

VOLKERT
 & ASSOCIATES, INC.

Proposed Areas Of Potential Effect
PROJECT DPI-0030(005)

Prepared by: VOLKERT & ASSOCIATES, INC. 11111 Highway 60, Suite 100, Houston, TX 77036



CITY OF MOBILE

OFFICE OF THE CITY COUNCIL
COUNCIL MEMBERS

REGGIE COPELAND, SR.
PRESIDENT-DISTRICT 5

FREDRICK D. RICHARDSON, JR.
VICE PRESIDENT-DISTRICT 1

WILLIAM C. CARROLL, JR.
DISTRICT 2

CLINTON L. JOHNSON
DISTRICT 3

BEN BROOKS
DISTRICT 4

CONNIE HUDSON
DISTRICT 6

GINA GREGORY
DISTRICT 7

CITY CLERK
GLENDA A. MORGAN

SAMUEL L. JONES
MAYOR

April 27, 2006

Mr. Steven E. Walker, P.E.
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36110

Dear Mr. Walker:

The Mobile Historic Development Commission objects to all three build alternatives due to their impairment on historic Mobile. Therefore, we recommend the no build alternative. Alternative A, B and C are all within the view shed of two of Mobile's National Historic Landmarks: the Old Southern Market and the Battleship U.S.S. Alabama. In addition, the border of the view shed touches the third National Historic Landmark, the Government Street Presbyterian church.

All three view sheds impact the Church Street East Historic District. In addition, the noise and light from the bridge will affect the district. The City has worked long and hard to renovate the Fort Conde Village area of Church Street East. Alternative A physically abuts the border of the district at this locale. Alternative B is also in close proximity to the Church Street East Historic District.

Though the view shed is restricted on the map, it will have a visual impact on a number of other properties, particularly, those in the Lower Dauphin Street Commercial District and the Oakleigh Garden Historic District. Specifically, it will be visible from the front porch of the Oakleigh House Museum. There is no doubt that the proposed bridge will have an impact on the visual character of Mobile for centuries to come. At this time, it can not be allowed to impair the historic character of Mobile.

Sincerely,

Jaime W. Betbeze
MHDC President

WA

May 21, 2006



Mr. William Adams, Design Bureau Chief
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36110



Re: Project DPI-0030(005), AHC 00-0352
I-10 Mobile River Bridge
Mobile and Baldwin Counties



468 South Perry Street
Montgomery, Alabama
36130-0900

Dear William:

tel 334 242-3184
fax 334 240-3477

Thank you for the opportunity to comment on this important project. First, I think we can agree that the widening of the Bayway will have no adverse effect on properties listed on the NRHP. Nor should activities have an adverse effect on the **USS Alabama** nor the **USS Drum**, unless the design of the road limits physical access in some way not now foreseen.

The APE agreed to by our office for Alternative A in October of 2002 should be accurate for visual effects, although it may not include indirect effects. Since the height of the bridge has changed several times, I would like for you to confirm that the now-proposed bridge is the same height as the one approved for the APE in 2002.

Using the developed APE to develop the others is probably reasonable, but since the map provided does not have NRHP district boundaries, making sure that the APE boundaries are correct is difficult. Could we request such a map?

Thanking you in advance for your cooperation, I am,

Yours truly,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer



May 25, 2006

SECTION	INFO	AG	FILE
DIV ENGINEER			<input checked="" type="checkbox"/>
ADMINISTRATION			
CONSTRUCTION			
COUNTY TRANS			
DISTRICT ENGRS			
EQUIPMENT			
MAINTENANCE			
MATERIALS			
PLANNING		<input checked="" type="checkbox"/>	
SPECIAL PROJ			

I-10 BR
C-1-P

C: Ham
Pawc
Ret- File

Steven E. Walker, PE
Acting Design Bureau Chief
Alabama Dep't of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36110

Re: I-10 Mobile River Bridge, Proposed Area of Potential Effects (APE)
Project No. DPI-0030(005)

Dear Mr. Walker:

On behalf of the National Trust for Historic Preservation, I am submitting the following comments on the proposed Area of Potential Effects (APE) for visual impacts associated with the I-10 Mobile River Bridge and Bayway Widening project. These comments respond to the information in your letter dated April 17, 2006, which we received on April 25, 2006.

We appreciate your seeking our comments on the proposed APE. It is difficult to provide meaningful comments, however, given the minimal documentation included with the proposal. The regulations implementing Section 106 of the National Historic Preservation Act require that determinations such as this must be "supported by sufficient documentation to enable any reviewing parties to understand its basis." 36 C.F.R. § 800.11(a). The map attached to your letter lacks sufficient detail to ascertain with clarity which historic properties are included within the proposed APE.

It appears (but is difficult to confirm) that a portion of the Church Street East Historic District, north of Government Street, has been improperly excluded from the APE. The historic district includes two National Historic Landmarks – the Old Southern Market (City Hall), and the Government Street Presbyterian Church. Since the Church is on the north side of Government Street, it would also be improperly excluded from the APE if Government Street were used as the boundary of the APE. It is not appropriate to sever the historic district for purposes of assessing the visual effects of a massive project such as this. The effect of the project on the historic district as a whole needs to be assessed. Government Street would be an arbitrary boundary for the APE.

In addition, it appears (though again, it is difficult to confirm) that the Oakleigh Garden Historic District and the Lower Dauphin Street Commercial Historic District have been excluded from the APE. We strongly object to these exclusions as well. The Mobile Historic Development Commission has already commented that the project will have adverse visual impacts within these two historic districts, in addition to the Church Street East Historic District. Since the federal agency itself must make the final determination regarding the APE, *id.* §

Protecting the Irreplaceable



Steven E. Walker, P.E.
May 26, 2006
Page 2

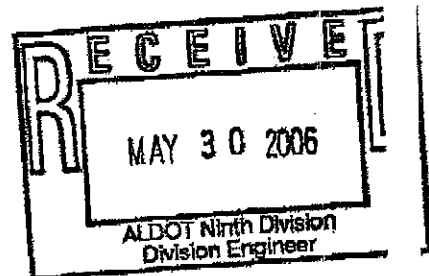
800.4(a)(1), we encourage the Federal Highway Administration (FHWA), by copy of this letter, to correct these omissions by expanding the boundaries of the APE to include all three historic districts (Church Street East, Oakleigh, and Lower Dauphin Street), in their entirety.

Thank you again for seeking our comments on the proposed APE. We look forward to consulting with you as the Section 106 review process moves forward.

Sincerely,

Elizabeth S. Merritt
Deputy General Counsel

- Cc: Mary Ann Naber, Federal Preservation Officer, FHWA
- Catherine A. Batey, Ass't Division Administrator for Alabama, FHWA
- William Van Luchene, Environmental Engineer, Alabama Division, FHWA
- Carol Legard, Advisory Council on Historic Preservation
- Paul Hartwig, National Historic Landmarks program,
National Park Service, Southeast Region
- Elizabeth Ann Brown, Deputy SHPO, Alabama
- Ronnie Poiroux, Division Engineer, Alabama DOT
- Devereaux Bemis, Executive Director, Mobile Historic Development Commission
- Patricia A. Hildebrand, Executive Director, Alabama Trust for Historic Preservation
- Marilyn Culpepper, Executive Director, Historic Mobile Preservation Society
- Joseph McGill, Southern Office, National Trust





ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard, Montgomery, Alabama 36110



Bob Riley
Governor

Joe McInnes
Transportation Director

July 14, 2006



Ms. Elizabeth A. Brown
Deputy Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, Alabama 36130

RE: Remote Sensing Survey for Submerged Cultural Resources Associated
with Alternates for the Proposed I-10 Bridge Corridor ALDoT Project
DPI-0030(005), Mobile County, Alabama
AHC 00-0352

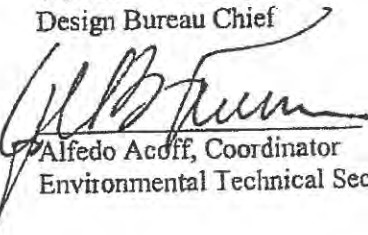
Dear Ms. Brown:

Please find enclosed for your review and concurrence two copies of the above referenced report. This report covers additional alternates added to the corridor study. As covered in the report, no submerged cultural resources considered National Register-eligible were detected for any proposed alternate.

We respectfully request concurrence that submerged cultural resources have been adequately considered and that no underwater cultural resources on or eligible for listing on the National Register of Historic Places are with the proposed project APE. Thank you for your prompt attention to this matter.

Sincerely,

William F. Adams, P.E.
Design Bureau Chief

By: 
Alfredo Acoff, Coordinator
Environmental Technical Section

WBT
enclosure

cc: John Shill, ETS
Bill Van Luchene, FHWA
Paul Griggs, Volkert & Associates
file

Concur 

Date August 9, 2006



ALABAMA DEPARTMENT OF TRANSPORTATION

Design Bureau

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050
Phone: 334-242-6178 FAX: 334-269-0826



Bob Riley
Governor

Joe McInnes
Transportation Director

May 7, 2007

VOLKERT-MORRIS

MAY 1 2007

Elizabeth Ann Brown
State Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, Alabama 36130-0900

RE: AHC #00-1934 Cultural Resources Assessment ALDOT Project: DPI-0030 (005) I-10 Mobile River Bridge and Byway Widening Mobile and Baldwin Counties

Dear Ms. Brown:

Please find enclosed two copies of the Final Cultural Resources Reports for the referenced project. The Reports consist of three volumes:

Volume I – Historical Background on the Port of Mobile During the Twentieth Century and Standing Structure Survey and Viewshed Impact Assessment of Atlantic Marine Inc., Shipyard, and Bender Shipbuilding & Repair Company, Inc.;

Volume II – Historical Background, Phase I Archaeological Survey, and Phase I Standing Structure Survey and

Volume III – Viewshed Impact Assessment.

These documents were revised as per comments within SHPO's letter dated February 12, 2007. The following are those comments and responses from our office. Please note that the page numbers you referenced are from the **Draft** Report of *Volume I*.

1) *The contractor should use standard AHC survey forms in the future.*

RESPONSE: The University of South Alabama, Center for Archaeological Studies, is now using AHC survey forms.

2) *Height for buildings should be estimated in feet rather than storeys. In this context, some "five storey" buildings may be 50 feet tall, but have only one storey.*

RESPONSE: Estimated heights are provided in storeys and feet.

3) *There need to be maps showing proposed individual structure or historic district boundaries, with contributing and non-contributing buildings indicated.*

RESPONSE: The boundary of the proposed Atlantic Marine Historic District is shown on Figure 1, page 27, and Figure 7, page 33. Structures documented in this study are shown on Figure 7, page 33. All of the structures identified on Figure 7 are considered contributing resources to the proposed Atlantic Marine Historic District.

4) Page 5, paragraph 2 – Minor Detail: *“Prior to the First World War, ADDSCO continually grew larger . . .”* Could benefit from slight clarification, for the purpose of establishing chronology. The company was founded only at the beginning of 1917, and the US entered in 1918, so this might change to, *“Prior to the US involvement in the First World War . . .”* or *“During the year between ADDSCO’s founding and US involvement in the First World War . . .”* or simply, *“During the First World War . . .”*

RESPONSE: Sentence has been revised to, *“Prior to and during the First World War, ADDSCO grew larger through the purchase of smaller companies.”*

5) Page 9, paragraph 1 – Unclear: *“following a nationwide plea from President Nixon, ADDSCO (1970) launched a scrap metal recycling company named “Pinto Island Metals Corporation.”* The sentence does not make it clear what the President made a plea for.

RESPONSE: Sentence has been changed to, *“Following a nationwide plea from President Nixon to develop alternate means of disposing of unsightly waste metal objects, . . .”*

6) Page 42 – *It is assumed there is no cornerstone for this building or it would have been mentioned, but it appears plausible the office building was architect designed. Are there any other possible untapped sources that might reveal the architect or firm responsible for the building’s design?*

RESPONSE: The following has been added, *“According to Luther Linton . . . , a cornerstone was placed on the structure during World War II, but it has since been removed.”*

7) Page 68 – *What is the source of the information about Dry Dock #17 being the last surviving dry dock in the US from the World War II area? Similarly, the source for the information on the Plymouth diesel switcher? Although the dry dock contributes to the significance, integrity, and presumed eligibility of the ADDSCO site, it also seems that the Dry Dock #17 is potentially very significant in its own right, especially if it the last of its type. As such, it may be considered individually eligible at a national level of significance. This further analysis may be planned for a Phase II report.*

RESPONSE: The source of information regarding Dry Dock #17 was personal communication with Hal Jones, March 6, 2007. Dry Dock #17 could be considered individually potentially eligible for the NRHP, and a Phase II study on this resource is recommended if Alternate C is chosen.

The source of information for the Plymouth diesel switcher was personal communication with Hal Jones, March 6, 2007. This source was added to the text.

8) Page 75-132 – *Further research needs to be conducted before we can concur that Bender is eligible for the NRHP. It is a local institution and well-known landmark, and is only one of a few shipbuilding entities in Alabama. However, it post-dates World War II, and has barely achieved the 50 year criterion threshold. For this reason, it did not have the same enormous effect on Mobile’s growth and development as ADDSCO. Additionally, it seems to be largely comprised of buildings from other, prior, seemingly unrelated and unaffiliated businesses acquired within the most recent 50 years. What building would be eligible? What would be appropriate boundaries, and how would they be justified? What is the significance of Bender to Mobile?*

RESPONSE: Based on additional research and discussions with knowledgeable individuals, the Bender complex as a whole, is no longer recommended potentially eligible as a district. Structure 17, the Union Hall, as well Structures 7a, 7b, 14 and 19 are recommended individually potentially eligible.

9) Page 80-83 – *The photographs on these pages would be more helpful if the location and massing of the bridge pylons being discussed were drawn in on the photographs.*

RESPONSE: Reasonable approximations of the proposed I-10 bridge features were superimposed on photographs of Atlantic Marine and Bender. The perspective views are not to scale. Please see figures 5-12 on pages 79-82 of *Volume 1* of the enclosed Reports.

10) Page 89 – *Structure 1: What is the basis that this particular Quonset Hut was a double or triple bay structure?*

RESPONSE: This statement has been removed from the discussion of Structure 1.

11) Page 116, Figures 57 and 58 – *These photographs show a structure or fragment which no longer appears to be a building.*

RESPONSE: Structure 13 is the remains of a once larger structure.

12) Page 123, Structure 17 (Union Hall) – *The Union Hall could benefit from more historical documentation, although perhaps this is planned for a Phase II survey. The paragraph hints that the building had a relationship to both Bender and ADDSCO. If so, the significance may be more relevant as a stand-alone, individual resource rather than part of a proposed Bender District.*

RESPONSE: Structure 17 is recommended individually potentially eligible under Criterion A. Additional architectural and historical documentation of this structure, particularly of its use as a union meeting hall, its role, if any, during World War II, and its association with ADDSCO and Bender shipyard, is recommended in a Phase II Study **if the Alternate B bridge route is chosen.**

No structures over 50 years old were found within Alternate A. A total of five (5) structures were found to be potentially eligible for the NRHP within Alternate B and C. Should Alternate B or C be chosen ALDOT will enter into consultation with the Alabama SHPO and the Federal Highway Administration pursuant to Section 106 to mitigate possible effects.

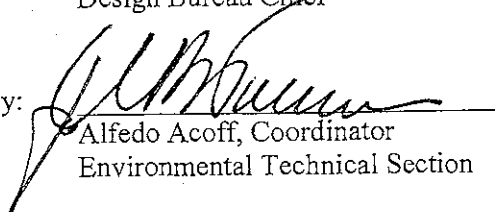
As is often the case in Mobile, complete assessment of the archaeological resources was not possible due to existing buildings, parking lots, historic overburden, and access limitations. As chronicled in the report, there is a high probability that intact historic-period features are preserved beneath these impediments to examination. Consequently, following an alternate selection, a meeting should be scheduled to establish a detailed approach for Phase II evaluation of currently masked resources, and a schedule for their examination should be established.

At this time we respectfully request concurrence that there are no structures found eligible for the NR within Alternate A; that the submitted five structures within Alternates B and C are possibly eligible for the NR; and that Phase II Archaeological evaluations are performed upon an alternate selection. Please review this information. Should SHPO agree please sign and return a copy to the Design Bureau. Thank you for your attention to this matter.

Sincerely,

William F. Adams, P.E.
Design Bureau Chief

By:


Alfredo Acoff, Coordinator
Environmental Technical Section

enclosures

AA/WBT/pmp

cc: FHWA
Volkert & Associates
9th Division
John Shill, ETS Project Manager
Cultural Resources File

CONCUR: _____ DATE: _____

Consultant Copy



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
408 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900



COLONEL (RET.) JOHN A. NEUBAUER
EXECUTIVE DIRECTOR

July 3, 2007

TEL: 334-242-3184
FAX: 334-240-3477

Ms. Alfredo Acoff
Environmental Technical Section
Alabama Department of Transportation
P.O. box 303050
Montgomery, AL 36130-3050

Re: AHC 00-0352, ALDOT DPI-0030 (005), I-10 Bridge and bayway widening

Dear Ms Acoff:

We very much appreciate the additional time to review the documentation for this project. The analysis provided by the University of South Alabama added to our knowledge about historic resources, especially those related to shipbuilding. We can concur with you that historic structures within the routes of the various alternatives have been identified. We do not yet occur on the visual effects as presented in the report.

This report has greatly enlarged our view of the bridge and the effects on adjacent historic buildings and districts. As a general comment for the whole document, it is important to note how significant a factor the tree canopy is in mitigating what would be adverse effects to historic structures. Also generally, many multi-story buildings were not evaluated from upper stories.

We have attached a list of specific comments on the report. As always, we appreciate your efforts and those of your agency to consider the effects of your actions on cultural resources.

Sincerely,

Colonel (Ret.) John A. Neubauer
State Historic Preservation Officer



SPECIFIC COMMENTS TO HISTORIC RESOURCES AND VIEWSHED
ASSESSMENT FOR I-10 BRIDGE
JULY 2007

1. The diagram on page eight, showing the bridge in relation to the height of other buildings and structures was especially helpful. The relative height of the pylons and deck to the surroundings has been the subject of discussion in every meeting on this project, and this diagram puts the information into a graphic which is easy to understand. It would be useful to add the Old Southern Market/City Hall building to this graphic, and a residential structure from the Church Street East District.
2. We do not find your case for dismissing the adverse visual effect at the Old City Hall because the context is already degraded compelling. It is because the context (and that of nearby "Ft. Conde Village," not included in the sampling) is so degraded that this overpowering visual effect is so damaging. Certainly at the location of Alternative A, the specter of the bridge is so overwhelming to the Old City Hall that no other adverse effect is noticed. It is an error in logic to think that just because something is bad, one other bad thing won't make it worse.
3. The emphasis in the viewshed assessment seemed to be on the visibility of the pylons of the bridge from historic properties. It does not seem that visual effect of the elevation of the approaches was considered in Church Street/Church Street East.
4. The effects of the bridge on residential structures and industrial areas are different both because of the scale of the structures and the difference in the nature of the activities which take place there. Shipbuilding is, by its nature, a noisy business in a large and somewhat chaotic environment. Residential structures house people's lives, away from the work-a-day world, and to be successful require a context which is more ordered, and quiet. Even if the bridge is over the shipyard, the effects will not be as intense because of the difference in the nature of the work that goes on there.



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900
July 12, 2007



TEL: 334-242-3184
FAX: 334-240-3477

COLONEL (RET.) JOHN A. NEUBAUER
EXECUTIVE DIRECTOR

Ms. Alfredo Acoff
Environmental Technical Section
Alabama Department of Transportation
P.O. box 303050
Montgomery, AL 36130-3050

Re: AHC 00-0352, ALDOT DPI-0030 (005), I-10 Bridge and bayway widening

Dear Ms Acoff:

As a clarification to our letter of July 3, 2007 about the above-referenced project, we concur with the eligibility of the structures identified in the most recent report.

Sincerely,

Colonel (Ret.) John A. Neubauer
State Historic Preservation Officer

ETS Copy



ALABAMA DEPARTMENT OF TRANSPORTATION

Design Bureau, Environmental Technical Section
1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-1050
Phone: 334-242-6176 FAX: 334-269-0826



Bob Riley
Governor

Joe McInnes
Transportation Director

July 27, 2010

«Title» «First_Name» «Last_Name»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

RE: Project DPI-0030(005)
Section 106 Consulting Parties
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

Dear Sir or Madam:

The Federal Highway Administration, in cooperation with the Alabama Department of Transportation (ALDOT), is preparing an Environmental Impact Statement (EIS) for the proposed I-10 Mobile River Bridge and Bayway widening. The proposed project would consist of a new, six-lane bridge across the Mobile River and the widening of the existing I-10 bridges across Mobile Bay from four to eight lanes. The purpose of the proposed project is to: 1) alleviate existing and projected traffic congestion on I-10, including the I-10 Wallace Tunnels; 2) increase capacity across the Mobile River; 3) improve highway safety and driving conditions; 3) reduce the number of hazardous materials trucks traversing downtown Mobile; and 4) provide transportation improvements that meet Interstate standards. The Build Alternatives and the No Build Alternative will be evaluated in the EIS. The FHWA issued a Notice of Intent to Prepare an EIS for the proposed project on October 20, 2003 (copy enclosed).

With this letter, we extend to your organization an invitation to become a Section 106 Consulting Party with the FHWA and ALDOT in the development of the environmental document for the proposed project. (If your organization is already a Consulting Party, we appreciate your continued participation.)

We are requesting your attendance in order to continue our coordination on this proposed project as it precludes the Section 106 process. The meeting is scheduled for **August 31, 2010 at 9:00 a.m., in Conference Room N at ALDOT's 9th Division office located at 1701 I-65 West Service Road N, Mobile, Alabama 36618. An on-site field review in conjunction with the viewshed analysis/consultation will be held the following day, September 1, 2010 at 9:00 a.m.**

The acceptance of this invitation does not imply that your agency either supports the proposed project or has any special expertise with respect to the evaluation of the EIS. Consulting parties are defined as "groups or individuals who have demonstrated interest in historic properties that may be affected by a proposed project." These groups or individuals have the opportunity to comment on identification and evaluation of historic properties as well as provide their views on effects to these properties and proposed strategies to avoid, minimize, and mitigate adverse effects.

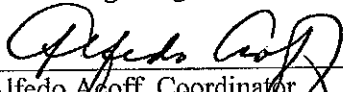
Please respond to Attn: Ms. Alfredo Acoff, in writing, with an acceptance or denial of the invitation. Your response can be mailed to the Alabama Department of Transportation; Environmental Technical Section; 1409 Coliseum Boulevard; Montgomery, AL 36110. Also, if you have any questions, please feel free to email those to dunnh@dot.state.al.us.

Thank you for your cooperation and interest in this project.

Sincerely,

William F. Adams, P.E.
State Design Engineer

By:


Alfredo Acoff, Coordinator
Environmental Technical Section

WFA/AA/hmd

Attachment

c: Mr. Mark Bartlett, FHWA
Mr. Vince Calametti, 9th Division Engineer
Mr. Buddy Covington, Volkert & Associates
DB File
ETS File

Agencies/Organizations that are already Consulting Parties

Mr. Rennie Brabner
President, Mobile Historic Development Commission
City of Mobile
PO Box 1827
Mobile, AL 36633-1827

Ms. Elizabeth Merritt
Deputy General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue NW
Washington, D.C. 20036-2117

Mr. John Hildreth
Director, Southern Office
National Trust for Historic Preservation
William Aiken House
456 King Street – 3rd Floor
Charleston, SC 29403

Agencies/Organizations included in previous Section 106 Coordination/Consultation

Ms. Elizabeth Ann Brown
Deputy State Historic Preservation Officer
Alabama Historic Commission
468 South Perry Street
Montgomery, AL 36130

Ms. Carol Legard
FHWA Liaison
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW
Suite 803
Washington, D.C. 20004

Municipalities (to be invited)

The Honorable Samuel L. Jones
Mayor, City of Mobile
PO Box 1827
Mobile, AL 36633-1827

Commissioner Mike Dean
President, Mobile County Commission
205 Government Street
Mobile, AL 36644-1001

The Honorable Fred Small
Mayor, City of Daphne
PO Box 400
Daphne, AL 36526

The Honorable Joseph C. Bonner
Mayor, City of Spanish Fort
PO Box 7226
Spanish Fort, AL 36527

The Honorable Charles "Skip" Gruber
Chairman, Baldwin County Commission
Baldwin County (Foley) Satellite Courthouse
201 East Section Street
Foley, AL 36535

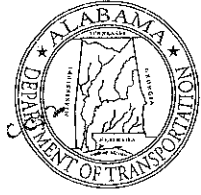
Maritime Property Owners with Potential for Direct Impacts to Eligible Historic Structure(s) and/or District

Mr. Walter Meigs
General Counsel
Atlantic Marine Alabama
PO Box 3202
Mobile, AL 36652

Mr. Tom Bender
President
Bender Shipbuilding & Repair Co.
265 South Water Street
Mobile, AL 36603



**ALABAMA
DEPARTMENT OF TRANSPORTATION**



NINTH DIVISION
OFFICE OF DIVISION ENGINEER
1701 I-65 WEST SERVICE ROAD N
MOBILE, ALABAMA 36618-1109
TELEPHONE: (251) 470-8200
FAX: (251) 473-3624

*To: file
9/16/00
Buddy
Skeets
Missi
Keamy*

BOB RILEY
GOVERNOR

JOE MCINNES
TRANSPORTATION DIRECTOR

October 1, 2010

Mr. Herndon Inge III
P.O. Box 40188
Mobile, Alabama 36640-0188

RECEIVED

10/1

VOLKERT, INC.

RE: Mobile River Crossing

Dear Mr. Inge:

This letter serves as confirmation that your letters dated September 13, 2010 and September 28, 2010(attached) will be included in the Section 4(f) Review and taken into consideration of the draft Environmental Impact Study.

Sincerely,

Vincent E. Calametti, P.E.
Division Engineer

VEC/DCP/ELP/ant
Attachment

cc: Alfredo Acoff, ALDOT ETS w/a
William Adams, ALDOT Design Bereau w/a
Donald Powell, ALDOT w/a
David Weber, Volkert w/a
File w/a

HERNDON INGE III, L.L.C.
ATTORNEY AT LAW

200 SOUTH CEDAR STREET
MOBILE, ALABAMA 36602
e-mail: hinge@herndoninge.com
www.herndoninge.com

MAILING ADDRESS:
P. O. BOX 40188
MOBILE, ALABAMA 36640-0188

TELEPHONE (251) 432-1444
FACSIMILE (251) 432-6941
TOLL FREE (800) 363-4265

September 13, 2010

FACSIMILE ALSO TRANSMITTED - (251) 473-3624
Mr. Vincent E. Calametti, Division Engineer
Alabama Department of Transportation
1701 I-65 West Service Road, North
Mobile, AL 36618-1109

SECTION	INFO	ACTION	FILE
DIV ENGINEER			
ADMINISTRATION			
CONSTRUCTION			
COUNTY TRANS			
DISTRICT ENGRS			
EQUIPMENT			
MAINTENANCE			
MATERIALS			
PLANNING			
SPECIAL PROJ			

RE: *Mobile River Crossing*

Mr. Calametti:

Please submit these comments to be considered in the Section 4(f) review and the draft Environmental Impact Study.

In this morning's paper, there was a notice that the Alabama Department of Transportation is proposing to spend \$700 million to "sink an interstate highway that runs through Birmingham below street level".

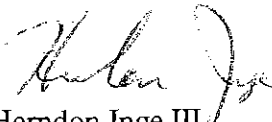
I remember in the 1970's when the "high speed interstate [was proposed] through a Central Business District". I remember how the construction and the noise pollution and dust pollution affected downtown Birmingham. I remember how the noise pollution affected the new Hyatt Hotel so that the rooms facing the "high speed interstate through a Central Business District" were unusable, as the noise and vibration were too disrupting to the hotel guests.

Now, the Alabama Department of Transportation and the Federal Highway Administration can save \$700 million by not having to re-think a bridge over downtown Mobile. Highway engineers can save the \$700 million and spend it instead on Route C, or the "Northern route" including the African Town Bridge, or spend it elsewhere in the State where the citizens want it.

I hope present ALDOT engineers learn a lesson from the 30 years of experience in the Central Business District of downtown Birmingham, and from Boston, Seattle, Portland, San Francisco, Ft. Worth, Washington, D.C., New Orleans and proposed I-210 connector.

Please confirm that this has been included in the Section 4(f) review and the consideration of the draft Environmental Impact Study.

Sincerely,



Hemdon Inge III

HIII/mes

cc: hammamis@dot.state.al.us
biddicks@dot.state.al.us
acoffa@dot.state.al.us
powelldo@dot.state.al.us
lynne.urquhart@dot.gov
ebrown@preserveala.org
betsy_merritt@nthp.org
eturner406@aol.com
kcfrangos@aol.com
rhondapdavis@comcast.net
smthrst@bellsouth.net
chunter@downtownmobile.org
mwallace@mobilebaykeeper.org
posnerdave@hotmail.com
boballen9@yahoo.com

HERNDON INGE III, L.L.C.
ATTORNEY AT LAW

200 SOUTH CEDAR STREET
MOBILE, ALABAMA 36602
e-mail: hinge@herndoninge.com
www.herndoninge.com

MAILING ADDRESS:
P. O. BOX 40188
MOBILE, ALABAMA 36640-0188

TELEPHONE (251) 432-1444
FACSIMILE (251) 432-6941
TOLL FREE (800) 363-4265

September 28, 2010

Mr. Vincent E. Calametti, Division Engineer
Alabama Department of Transportation
1701 I-65 West Service Road, North
Mobile, AL 36618-1109

SECTION	INFO	ACTION	FILE
DIV ENGINEER			
ADMINISTRATION			
CONSTRUCTION			
COUNTY TRANS			
DISTRICT ENGRS			
EQUIPMENT			
MAINTENANCE			
MATERIALS			
PLANNING			
SPECIAL PROJ			

RE: Mobile River Crossing

Mr. Calametti:

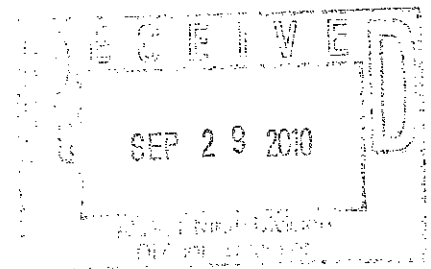
Please submit these comments to be considered in the Section 4(f) review and the draft Environmental Impact Study.

I previously wrote to you on September 13, 2010 regarding the I-20/I-59 raised expressway proposal to "sink an interstate highway that runs through Birmingham below street level." Enclosed are 2 pages from the Concept Feasibility Review for Lowering I-20/I-59 dated January, 2009 and paragraph 2.0 mentions that Birmingham City Center Master Plan 2004 recommended the lowering of the raised expressway to reduce air, noise and vibration impacts.

Paragraph 4 of the Feasibility Review similarly states that the removal of the raised I-20/I-59 raised expressway would add economic development and meet community goals as recommended in the Birmingham City Center Master Plan to "reduce noise and vibration impacts currently felt by the adjacent businesses and neighborhoods."

Rather than building a bridge over Downtown Mobile, and then having to pay to remove it, "I hope present ALDOT engineers learn a lesson from the 30 years of experience in the Central Business District of Downtown Birmingham, and from Boston, Seattle, Portland, San Francisco, Fort Worth, Washington, D.C., New Orleans and proposed I-210 connector."

Please confirm that this has been included in the Section 4(f) Review and in consideration of the draft Environmental Impact Study.



Sincerely,


Herndon Inge III

HIII/mes

cc: hammamis@dot.state.al.us
biddicks@dot.state.al.us
acoffa@dot.state.al.us
powelldo@dot.state.al.us
lynne.urquhart@dot.gov
ebrown@preserveala.org
betsy_merritt@nthp.org
eturner406@aol.com
kcfrangos@aol.com
rhondapdavis@comcast.net
smthtrst@bellsouth.net
chunter@downtownmobile.org
mwallace@mobilebaykeeper.org
posnerdave@hotmail.com
boballen9@yahoo.com

BUILDING COMMUNITIES PROGRAM – CONCEPT FEASIBILITY FOR I-20/59 LOWERING PROJECT

1.0 RPCGB Building Communities Program

The **RPCGB** Building Communities Program is intended to provide grants for projects, strategies and services that support SAFETEA-LU planning factors, including transportation and land use integration, economic vitality, safety and security, accessibility and mobility, environment including air quality, and system preservation. The FY 2010 Unified Planning Work Program adopted by the Birmingham Metropolitan Planning Organization includes a task for Building Communities Program activities, including Corridor Transportation Plans such as the I-20/59 Lowering Project.

As documented in the Purpose and Need (Section 3), the I-20/59 Lowering Project would be consistent in support of the SAFETEA-LU planning factors and the RPCGB Building Communities Program.

2.0 Background

A Concept Feasibility for Lowering I-20/59 in January 2009 was completed under the sponsorship of Operation New Birmingham by a third-party transportation planning consultant. The engineering concept design, construction, and cost feasibility were evaluated for lowering a section of I-20/59 that runs through the north part of downtown Birmingham, between the 31st Street Interchange (Exit 126B) to the east and the Arkadelphia Interchange (Exit 123) to the west.

This analysis was conducted in response to the Birmingham City Center Master Plan, 2004, that recommended the lowering of the portion of the interstate currently on elevated structure. The community benefits cited in the Master Plan include connectivity benefits between the expanding Civic Center District and downtown Birmingham, safety and capacity improvements, and air, noise and vibration impact reductions.

3.0 Purpose and Need

The Conceptual Feasibility Report resulted in the following preliminary Purpose and Need Statement, required to meet the National Environmental Policy Act (NEPA) requirements for all Federal Highway Administration projects including the interstate system:

- The project demonstrates significant safety and operational benefits in the corridor. The crash rate greatly exceeds the statewide rate, and the proposed design will eliminate many of the current design deficiencies and operational bottlenecks in the corridor, including providing a shoulder breakdown lane.
- The project will also provide significant congestion relief and travel time benefits compared to future non-build corridor operations. As the proposed concept provides additional freeway lanes, braiding of critical ramps to eliminate weaving issues, adds additional east-west frontage capacity through the corridor, and improved way finding. Significant improvements in safety, capacity and operations are expected.

- The project will aid economic development and meet community goals as recommended in the Birmingham City Center Master Plan. The proposed expansions of the Birmingham-Jefferson County Civic Center and the Museum of Art will be better served by improved interstate and surface street infrastructure. The project will also reduce noise and vibration impacts currently felt by the adjacent businesses and neighborhoods. Proposed interchange improvements could allow 20 plus acres of land to be reclaimed in an area with expanding development opportunities.
- The project is listed as a community goal in the Birmingham City Center Master Plan, and additional stakeholder and public meetings will strengthen local and business community support for the project. The project fulfills a City Center Master Plan objective of providing improved connectivity between the Civic Center and Downtown Districts and for the development of "green streets" and improved pedestrian amenities.

4.0 Contract Tasks

The objective of this contract between the **RPCGB** and the **CONSULTANT** is to conduct next step tasks for the Concept Feasibility for Lowering I-20/59 in the downtown Birmingham Area until a formal project development process can be undertaken in which adequate preliminary engineering funds are programmed to address all issues from planning through construction and result in a construction ready project.

The Study Area shall include the section of I-20/59 that runs through the northern part of downtown Birmingham, between the 31st Street Interchange (Exit 126B) to the east and the Arkadelphia Interchange (Exit 123) to the west, as well as the I-20/59 Interchange with the Elton B. Stephens Express (U.S. 280). A map of the generalized study area is included as Attachment 1.

Specific tasks to be conducted by the **CONSULTANT** include the following:

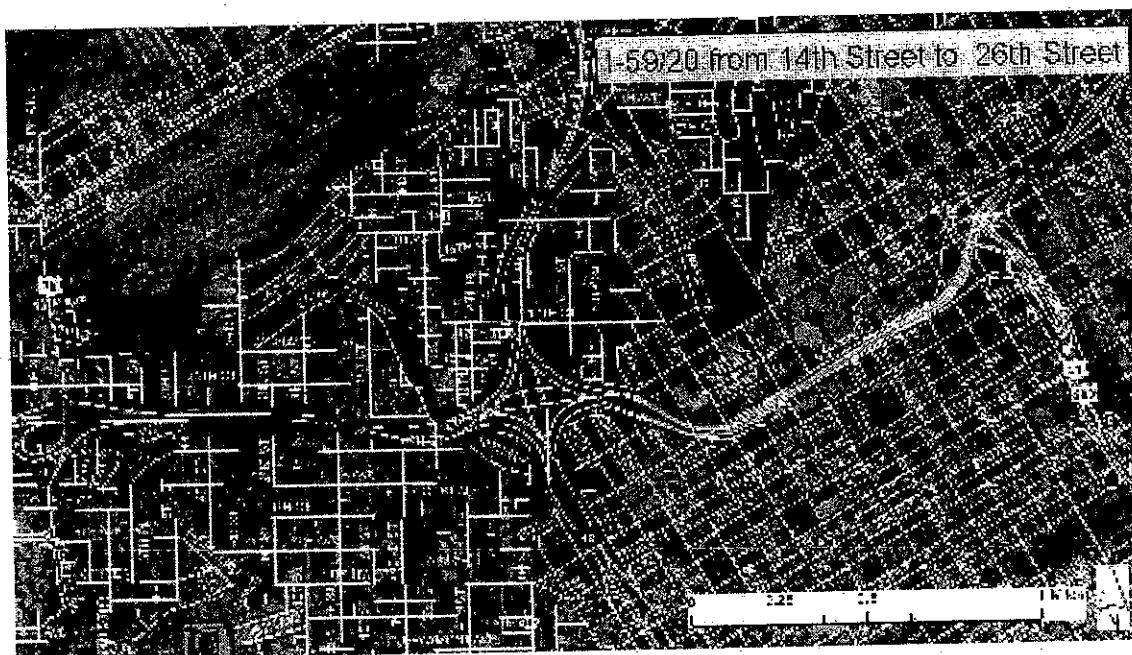
Task 1: Conduct Traffic Simulation Modeling using the VISSIM micro- simulation platform for four scenarios: (1) existing AM peak, (2) future AM peak, (3) future PM peak, and (4) future special event (i.e. stadium). Measures of effectiveness will be compared and summarized for factors to include capacity, safety and operations. **Pedestrian Operations** will be incorporated into the model to see how the project would impact or improve pedestrian movements in key pedestrian corridors, during a typical day and during special event operations such as at the Birmingham-Jefferson County Civic Center. Pedestrian recommendations shall be consistent with the U.S. DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. A 3-D visual simulation of vehicle and pedestrian movements will be prepared by the sub-consultant. The sub-consultant shall assist the **CONSULTANT** by providing quality control review.

Task 2: Develop Photo Simulations (two) of key areas along the project corridor, including key pedestrian corridors. Additional renderings will be prepared of before and after highway and pedestrian areas to better define the contextual, pedestrian and connectivity features of the project. This task will be conducted by the sub-consultant.

Task 3: Assist the RPCGB in any Stakeholder and Public Outreach Meetings necessary to address specific project concept issues, build community consensus and identify the potential benefits and impact resolutions before engaging in the NEPA environmental process. Provide summaries of the micro-simulation modeling for use in public outreach. Information gathered should improve understanding of the community needs and goals of the corridor in an assessment of the need for additional studies or activities.

Task 4: Develop Final Report to include the results of the micro-simulation.

Generalized Study Area – I-20/59 Lowering Project



4. Preliminary Project Purpose and Need

4.1. Development of a Project Purpose and Need

The development of a project purpose and need is an important part of meeting the National Environmental Policy Act (NEPA) requirements for all Federal Highway Administration (FHWA) projects. FHWA controls all aspects of the interstate system and any modification thereof requires clear documentation of the purpose and need to do so.

Depending on the level of project impacts, some degree of alternative network analysis and mode evaluation will have to be done in the formal NEPA process. If the right-of-way and/or community impacts are great, then a Draft and Final Environmental Impact Statement (EIS) will have to be prepared, which documents project impacts (right-of-way, environmental, historical, ecological, community, etc) and includes comparative analysis to other highway and transit alternatives. However, if the project can be accomplished within existing rights-of-way and can document minimal or positive impact to the community, then the NEPA process requires an "Environmental Assessment (EA)" or "Categorical Exclusion" (CE) which requires a lesser evaluation of impacts and alternatives.

Given that the corridor would likely fall within existing rights-of-way and have mostly positive community, safety and capacity impacts, the later NEPA requirements are expected; however, further study would be required to determine the process required. In either case, a project Purpose or Need statement needs to be developed, and while not required to be formalized at this time, it will be helpful to gather data and public input pertaining to the following draft Purpose and Need list as part of the process:

- The project demonstrates significant safety and operational benefits in the corridor. As noted in section 2.1, the corridor crash rate greatly exceeds the statewide rate, and the proposed design will eliminate many of the current design deficiencies (section 2.3) and operational bottlenecks in the corridor, including providing a shoulder break-down lane.
- The project will also provide significant congestion reduction and travel time benefits compared to future year no-build corridor operations. As the proposed concept provides additional freeway lanes, braiding of critical ramps to eliminate weaving issues, adds additional east-west frontage road capacity through the corridor and improved wayfinding, significant improvements in safety, capacity and operations are expected. The magnitude of improvement will be documented in later phases of the NEPA study process.
- The project will add economic development and meet community goals of the project as recommended in the Master Plan. The proposed expansions of the BJCC and Museum of Arts that will be better served by improved interstate and surface street infrastructure and the project will also reduce noise and vibration impacts currently felt by the adjacent businesses and neighborhoods. Proposed interchange improvements could allow 20-plus acres of land to be reclaimed in an area with expanding development opportunities.
- The project is listed as a community goal in the Birmingham Center City Master Plan, and additional stakeholder and public meeting efforts are planned to strengthen the local and business community support for the project. The project fulfills a Master Plan objective of providing improved connectivity between the Civic Center and Downtown Districts and for the development of "green streets" and improved pedestrian amenities.

Our guidance to Operation New Birmingham is to focus further studies and efforts towards gathering community and business input and consensus, along with conducting additional targeted planning and engineering studies. These efforts should be geared toward defining and reinforcing a stated corridor Purpose and Need required later in the NEPA process.

October 11, 2010

Contract No. 911602.12
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

FINAL
RESUME OF MEETING

DATE: August 31, 2010
PURPOSE: Section 106 Consulting Parties Coordination Meeting – Update on the Subject Project, in accordance with 36 CFR Part 800 Section 800.2 part (c)

ATTENDANCE:

Lynne Urquhart
David Frank
Walter Meigs
Kelly McElhenney
Steve Reid
Duane Poiroux
Elizabeth Ann Brown
Rennie Brabner
Rhonda Davis
Dora Finley
Robert Edington
George F. Rush
Joseph Glazar
Devereaux Bemis
Herndon Inge
Mary Cousar
Vaughn Morrisette
Sally Morrisette
Bill Tunnell
Don Mroczko
Caroline Etherton

Mike Dean
Anne Blake Brooks
Joy Earp
Harwell Coale, Jr.
Ann Bedsole

Patricia Edington
Katherine Frangos
Carol Hunter
Elizabeth Turner

Elizabeth Merritt
Alfredo Acoff

REPRESENTING:

Federal Highway Administration (FHWA)
U.S. Coast Guard (USCG)
BAE and Navy League
U.S. Army Corps of Engineers (USACE)
USACE
USACE
Alabama Historical Commission (AHC)
Mobile Historic Development Commission (MHDC)
Historic Mobile Preservation Society
MHDC
USS Alabama
USACE
AHC
MHDC
“Stop the Bridge”
MHDC and Architectural Review Board
Colonial Dames
Colonial Dames/Conde-Charlotte Museum House
Battleship USS Alabama
USACE
Gulf Coast Exploreum Science Center and
Conde-Charlotte Museum House
Mobile County
Conde-Charlotte Museum House
USACE
Christ Church Cathedral
National Trust for Historic Preservation (NTHP) and
AHC
History Museum Board
Friends of the Museum
Preserve our Waterfront
Conde-Charlotte Museum House and
Friends of the Museum
NTHP
ALDOT – ETS

E-MAIL:

lynne.urquhart@dot.gov
david.m.frank@uscg.mil
walter.meigs@baesystems.com
kelly.n.mcelhenney@usace.army.mil
stephen.h.reid@usace.army.mil
duane.b.poiroux@usace.army.mil
elizabeth.brown@preserveala.org
renniebrabner@bellsouth.net
rhondapdavis@comcast.net
doradaexplorer@bellsouth.net
rpedington@aol.com
george.f.rush@usace.army.mil
joseph.glazar@preserveala.org
bemis@cityofmobile.org
hinge@herndoninge.com
smthtrst@bellsouth.net
vim3tay@aol.com

btunnell@ussalabama.com
donald.e.mroczko@usace.army.mil

cetherton@exploreum.com
mdean@mobile.cty.net
anneblakebrook@gmail.com
joy.b.earp@usace.army.mil
hcoale@cdklaw.com

smthtrst@bellsouth.net
rpedington@aol.com
kcfrangos@aol.com
chunter@downtownmobile.org

eturner406@aol.com
betsy_merritt@nthp.org
acoffa@dot.state.al.us

Natasha Clay	ALDOT – ETS	clayn@dot.state.al.us
Pat Patterson	ALDOT – ETS	pattersonp@dot.state.al.us
Heather Dunn	ALDOT – ETS	dunnh@dot.state.al.us
Brian Ingram	ALDOT – Location	ingramb@dot.state.al.us
Wade Henry	ALDOT – Location	henryw@dot.state.al.us
Vince Calametti	ALDOT – Ninth Division	calamettiv@dot.state.al.us
Don Powell	ALDOT – Ninth Division	powelldo@dot.state.al.us
Edwin Perry	ALDOT – Ninth Division	perrye@dot.state.al.us
Allie Tucker	ALDOT – Ninth Division	tuckera@dot.state.al.us
David Webber	Volkert, Inc.	dwebber@volkert.com
Buddy Covington	Volkert, Inc.	bcovington@volkert.com
Skeeter McClure	Volkert, Inc.	smcclure@volkert.com
Missi Shumer	Volkert, Inc.	mshumer@volkert.com
Kenneth Nichols	Volkert, Inc.	knichols@volkert.com
Rick Hillman	Volkert, Inc.	rhillman@volkert.com
Bonnie Gums	University of South Alabama	bgums@jaguar1.usouthal.edu

HANDOUTS:

- Agenda for the meeting
- DVD containing cultural resources reports
- Map showing historic districts, viewshed locations, and Alternatives A, B, B', and C
- Hard copies of previous correspondence (letters)
- Hard copies of resumes of previous Section 106 Coordination Meetings/Activities

DISCUSSION:

I. Welcome and Opening Remarks

Mr. Vince Calametti, ALDOT Ninth Division, opened the meeting by welcoming the attendees. He then turned the meeting over to Buddy Covington, Volkert.

II. Consulting Parties Under Section 106

Mr. Buddy Covington explained that the purpose of the meeting was to coordinate with Section 106 Consulting Parties on the subject project. He listed the organizations and individuals who are currently serving as Consulting Parties. He also requested that anyone with an interest in the project who believes they should be included as a Consulting Party should write a letter to the FHWA.

III. Presentation

Mr. Covington began the presentation portion of the meeting by utilizing a map showing Alternatives A, B, B', and C, which will be evaluated in the Draft Environmental Impact Statement (DEIS). Mr. Covington also noted that there have been changes since the latest coordination activities. These changes include an increase in vertical clearance from 190 feet to 215 feet and the development and addition of Alternative B'.

Mr. Covington explained that a Viewshed Impact Assessment and other cultural resources reports were previously prepared by the University of South Alabama – Center for Archaeological Studies in 2007. The State Historic Preservation Officer (SHPO) has concurred with the eligibility determinations for standing structures and archaeology on the proposed project and concurred with the maritime archaeology reports. In addition, a proposed historic district that encompasses portions of Atlantic Marine/BAE Systems property on the eastern side of the Mobile River is under consideration and is considered eligible for listing on the National Register of Historic Places (NRHP). It was noted that several buildings that were included in the proposed historic district have been torn down since the 2007 studies.

The Viewshed Assessment was conducted for Alternatives A, B, and C at a vertical clearance of 190 feet. Revisions and supplements are required to evaluate the increased vertical clearance for all four Build Alternatives and to evaluate the potential visual impacts of Alternative B'. Revisions are also required to address comments received from the SHPO and other Section 106 Consulting Parties. Since the Viewshed Assessment was completed, new technology is available to allow us to conduct georeferenced 3D modeling. Volkert utilized this modeling to update visuals for potential viewshed impacts. The pictures showing the 40 locations evaluated in USA's original Viewshed Impact Assessment were imported into the model, and the 3D model of the proposed bridge was imported into the picture to present what the bridge would look like from the various locations. In addition, new photographs from Battleship Park, the Tensaw River, Texas Street Recreation Facility, and Daphne Bayfront Park were included.

Mr. Covington began the PowerPoint presentation (copy attached). He asked that attendees hold their questions until the end of the presentation. The presentation gave a brief background of the project's purpose and need and previous coordination activities. Following the background information, the renderings from the locations where the bridge would be visible were shown. Mr. Covington explained the shadow study/model. The shadow study/model was conducted for December 21, the shortest day of the year, which casts the longest shadows.

IV. Question and Answer Session

The following is a summary of the question/answer session that took place following the presentation:

- 1) Robert Edington – Do the rendering show the tops of the pylons at 500 feet?
 - Response: Yes, the model shows the tops of the pylons at 490 feet.
- 2) Robert Edington – What are the peak hours for traffic? I came through the Wallace Tunnels at 7:00 a.m. and had to slow down to 60 miles per hour (mph) to make the curve at the entrance of the tunnels. Afternoons are the same way. There is no need for this bridge.
 - Response: 4:00 to 6:00 p.m. and 7:00 to 9:00 a.m. are considered peak traffic hours.
- 3) Robert Edington – Why not use Intelligent Transportation Systems (ITS) signs to get people traveling from Mississippi to take I-65 around the Wallace Tunnels?
 - Response: ITS can be used to alert drivers about traffic conditions, but it will not always make people use a longer route. In addition, ITS would not meet the purpose and need of the project, which is to add capacity across the Mobile River.
- 4) Robert Edington – How close is the model to the actual mass of the bridge?
 - Response: The 3D model is developed using the actual dimensions of the bridge, as currently designed.
- 5) Devereaux Bemis – Software/model is great and very helpful. There are some locations that we missed in the 2007 assessment. Since 2007, the MHDC has been working on two new proposed historic districts. The Oakdale Historic District is almost finished, and its application should be submitted by the end of September. The proposed boundaries would be south of Virginia Street as far as Ann Street. Next year, the Maysville Historic District is expected to be completed.

We need to add other historic standing structures to the Viewshed Impact Assessment, including Prince of Peace Catholic Church, Council Elementary School, the Conde-Charlotte House, and more views from Old City Hall.

- Response: The field review (conducted on September 1) will be used to identify additional locations from which the potential viewshed impacts should be assessed.

- 6) SHPO – We need to assess the potential impacts to the Conde area.
 - Response: Same response as comment #5.

- 7) Devereaux Bemis – The MHDC has not surveyed the east side of the Mobile River, and we do not know what is over there that could be eligible for the National Register of Historic Places (NRHP). What has been torn down since 2007?
 - Response: USA will be updating their reports to account for changes that have occurred in the viewshed since 2007.

- 8) Devereaux Bemis – Be sure to show the approach ramps, piers, pylons, etc.
 - Response: The approach ramps, approximate locations of the support piers, pylons, cables, and bridge deck are all modeled to scale as currently designed. It is likely that the support piers may shift in some locations. Right now they are shown at approximately 140 feet apart.

- 9) Herndon Inge – What is the format of this meeting. I was led to believe it was a round table discussion.
 - Response: The format is an open discussion. We only ask that you keep the subject matter related to Section 106 issues since this is a Section 106 Consulting Party coordination meeting. Your comments on other issues are welcome at the public involvement meetings.

- 10) Herndon Inge – Can we submit additional written comments?
 - Response: Yes.

- 11) Herndon Inge – My office is located on South Cedar Street. From the end of my driveway, you will see two of the three towers for the bridge. There will be substantial impacts, although not direct impacts. I am very concerned about vibrations, tourist interruptions, disruption of access, and noise.

As part of the I-210 raised expressway litigation, FHWA stated that noise pollution impacts would exist up to eight city blocks away. You would need triple-pane glass windows to mitigate the noise. The proposed I-210 bridge would have been a much less substantial bridge than the proposed I-10 Mobile River Bridge.

My father helped with the condemnation associated with the Wallace Tunnels. The excavation vibrations cracked the brick on the Goldstein’s building near the Battle House Hotel, resulting in permanent damage.

The dewatering associated with construction of the parking garage at Mobile Metro Plaza took water from as far away as Catherine Street.

I was involved in the litigation regarding Barber vs. State of Alabama over the Dog River Bridge. The court found that vibrations in fragile soils are a serious taking, even if actual construction is not outside of the construction corridor.

What are vibrations during pile driving going to do to historic structures in downtown Mobile, especially those built on slabs? The vibrations will have serious impacts on the foundations of structures.

- Response: The DEIS will include a detailed noise analysis, including potential abatement measures. Construction methods and ways to evaluate potential vibration impacts will be evaluated and included in the DEIS.

- 12) Herndon Inge – An engineer with the USACE, Mobile District, told me that he was working on a project at Brookley that involved soils work. A dozer operator left a dozer on while he was not using it, and it dropped four feet due to compaction or liquefaction. The same thing happens when you are driving piles.
- Response: Thank you for the information. The DEIS will evaluate construction methods and measures to evaluation potential vibration impacts.
- 13) Harwell Coale – Are the impact studies complete?
- Response: No. We did preliminary studies on Alternatives A, B, and C at 190-foot vertical clearance, and we are now updating the studies to include Alternatives A, B, B', and C at a vertical clearance of 215 feet.
- 14) Harwell Coale – Previous construction in Mobile did significant damage to the cathedral, and we only got compensation after a lawsuit.
- Response: The DEIS will include a discussion of vibrations, construction impacts, and measures to mitigation potential damages that may occur.
- 15) Elizabeth Turner – We have data on wall damage that resulted during construction of the Wallace Tunnels. We will be happy to provide it to you for your use and information.
- Response: Thank you.
- 16) Ann Bedsole – If you find the project will have significant damage after the impacts are assessed, do you have another plan?
- Response: Our charge is to work with the Consulting Parties to develop a plan that results in a finding of no adverse effect.
- 17) Ann Bedsole – What is the only way to have a no adverse effect finding is the No Build Alternative? Will you fix the West Tunnel Interchange that created the bottleneck?
- Response: The West Tunnel Interchange is an issue. Historically, approximately 10 to 12 accidents occur per year at this location. This year, we have already seen 13 accidents. As a project completely independent from the proposed I-10 Mobile River Bridge, we are looking at options to reconfigure the interchange. Right now, we are working with the City to develop a plan for the best way to maintain traffic while reconfiguring the interchange.
- 18) Elizabeth Ann Brown – Are we talking about the curve at Fort Conde?
- Response: Yes.
- 19) Dora Finley – I am very concerned about the effects of vibrations on Council School. It is over 100 years old. I am also concerned about the effects of noise on Council School, especially during construction, as well as noise impacts on the Down the Bay neighborhood. I think viewpoints should be shown from Council School, the Down the Bay neighborhood, and the area near Virginia Street and Dearborn. I would also like to see an analysis of the psychological effects of noise impacts, especially during construction, and the psychological effects of living so close to a bridge. I am also concerned about runoff from the bridge, especially in the Down the Bay area that already floods. While the lighting may help in some aspects, it may result in psychological impacts to residents.
- Response: We will look at noise and potential noise abatement measures in the DEIS. In addition, vibrations and construction methodologies will also be discussed in the DEIS. ALDOT is looking into sand filter systems that collect and filter water. Lighting impacts will be discussed in the DEIS.

- 20) Robert Edington – How long will construction take? I am very concerned about noise, water, and air pollution.
- Response: The DEIS will include an entire section on construction impacts. This will not be a tremendous earth-moving project; it will mostly consist of bridge construction. The duration of construction depends on funding. If we obtain funding all at one time, then construction will likely take four to five years. If we obtain funding through normal appropriations for phases of construction, it will likely take eight years, including right-of-way acquisition. The project would probably be split so that the approaches would be built as one phase, the main span would be built as one phase, and the Bayway would be constructed as another phase.
- 21) Carol Hunter – Heritage tourism is up. Can you model economic impacts on the tourism industry? Lots of places are moving interstates away from their downtowns, and we are adding to ours.
- Response: We can look into modeling tourism impacts.
- 22) Robert Edington – FHWA has been wrong before: I-40 in Memphis, San Francisco over Fisherman’s Wharf, elevated expressway in French Quarter. You should look at these examples for lessons learned.
- Response: Thank you for your comment.
- 23) Robert Edington – You need to evaluate air quality impacts because they are going to be substantial.
- Response: Air quality impacts will be modeled using specific air quality models mandated by the Environmental Protection Agency (EPA). The air quality analysis will be included in the DEIS.
- 24) Herndon Inge – In 2008, I gave some transportation documents to Vince Calametti. They include the USDOT’s *Highway Improvements to Support Downtown Revitalization*. This document did not draw positive conclusions about locating an interstate near downtowns, such as Boston, Washington D.C., Portland, Seattle, and San Francisco. The proposed bridge would be repeating mistakes if we don’t look at the history of building interstates in downtown areas. Please review these documents.
- Response: Thank you for your comment.
- 25) Elizabeth Merritt – Do you not have the proposed effect determination yet?
- Response: SHPO has concurred with our determinations of eligibility (including Atlantic Marine Historic District and Bender Union Hall). We do not have determinations of effect. SHPO provided comments on the Viewshed Impact Assessment, which we are now updating for new conditions (additional Build Alternative and increased vertical clearance).
- 26) Elizabeth Merritt – Is the only unresolved issue the new Historic District?
- Response: No. The other unresolved issues include physical effects of vibrations and agreement on potential impacts for all four Build Alternatives at the 215-foot vertical clearance.
- 27) Devereaux Bemis – We would also like to add more locations from which viewshed impacts should be considered. These locations include more views from Old City Hall, the proposed Oakdale Historic District, Council School, and the Conde area. We would also like to have an assessment of how each historic district will be affected as a whole. The 2007 reports recognized visual effects on individual historic standing structures, not by historic districts.
- Response: Same response as Comment #5. Potential impacts to historic districts will be included in the revised report.

- 28) Elizabeth Merritt – Please bring paper copies of the renderings shown in the presentation to the field review. It is difficult to tell how high the bridge would be from the locations without the renderings.
- Response: We will have them in the field and will use them to determine if the limits of the area of potential effect should be revised.
- 29) Elizabeth Merritt – What is the timetable for the Draft EIS?
- Response: We expect to have the Draft EIS ready in early 2011.
- 30) Vaughn Morrisette – What will the impact be on fragile buildings? Why is Alternative C not the Preferred Alternative over Alternative B'? Alternative C would have less impact on historic Mobile.
- Response: All four Build Alternatives and the No Build Alternative are viable alternatives and are being studied at an equal level of detail. Environmental impacts will be evaluated equally for all of the alternatives. We do not have a preference at this time. The City of Mobile has stated that it supports Alternative B'. Ultimately, FHWA and ALDOT make the decision on which alternative to construct.
- 31) Ann Bedsole – Is it possible to have models showing from looking up at the bridge from ground level?
- Response: We have modeled some of the buildings in the downtown area, but not all of them. [Note: The 3D model was pulled up and shown on the projector screen. The attendees looked at Alternative B' from elevation 20' at Virginia Street near Council School. It was noted that the model does not include all of the trees and buildings that would shield some of the view of the bridge.]
- 32) Devereaux Bemis – Due to the vertical clearance, did you have to move the begin point of the project further west?
- Response: Yes. The begin point moved approximately 100 feet to accommodate a 4% grade.
- 33) Ann Bedsole – We do not want to look at the same thing under this bridge that you see under the bridges in New Orleans. We do not want to have a lot of abandoned buildings that deteriorate. What aesthetic treatments will we have? What will you see if you are under the bridge?
- Response: We are planning to buy everything under the bridge. We do not want to construct the bridge over active businesses.
- 34) Ann Bedsole – What do you do with the abandoned buildings? Can you lease buildings from owners under the bridge during construction and give them back to the owners after construction?
- Response: That is an option.
- 35) Rhonda Davis – How much right-of-way will be acquired?
- Response: The nominal right-of-way is approximately 150 feet wide for all of the alternatives. Alternative C at Virginia Street has residential relocations. Alternatives A, B, and B' would not have residential relocations.
- 36) Mary Cousar – How many projects have been scrapped because of historic impacts? These alternatives will destroy the history of Mobile. We should leave the interstates for commerce and make the local people use local roads.
- Response: We do not know the number. However, I-759 in Gadsden was redesigned from an interstate to a context sensitive design to minimize historic impacts.

- 37) Elizabeth Ann Brown – Section 106 is a negotiation process. The process is designed for us to get something more in line with what we want – something better than the original plan. The point of Section 106 is not to kill transportation projects. If you look at the National Environmental Policy Act (NEPA), it is all about balancing the effects of damage to the environment and resources while accommodating traffic.
- 38) Alfredo Acoff – Who plans to attend the field review on Wednesday? It will leave from the front of this building.
- Response: 23 people plan to attend.
- 39) Devereaux Bemis – Please provide notes for where you want us to go so we can be sure we cover all of the locations.
- 40) Elizabeth Merritt – What is the ballpark cost for the project?
- Response: All of the Build Alternatives are estimated to be around \$650 million, with Alternative C being a little higher at \$700. Alternative C is higher because of right-of-way costs and acquisitions around the Virginia Street interchange.
- 41) Walter Meigs – Are you including costs for having to tear down or raise bridges in the future to accommodate higher air draft vessels? They are currently doing this in Los Angeles and New Jersey.
- Response: No. Our maritime economic consultant will be updating data on vessels calling on the Port of Mobile and update economic effects of the proposed project. Some people believe that Alternatives A, B, and B' would accommodate most vessels. Based on prior studies, Alternative C would have the most adverse impacts on the maritime industries.
- 42) Water Meigs – Are you designing the towers so that they could be raised in the future?
- Response: No.
- 43) Herndon Inge – I received ALDOT's newsletter from March 2006. Why has the cost only slightly changed since 2006?
- Response: Prices/unit costs have actually gone down since 2006 with the economic downturn. The unit costs used in our estimates are actually pre-recession.
- 44) Elizabeth Merritt – What is the advantage of Alternatives A, B, and B', generally speaking?
- Response: Alternatives A, B, and B' would have less impacts on the maritime industries.
- 45) David Frank – Alternatives A, B, and B' would have less impacts on navigation.
- 46) Elizabeth Merritt – What is the rule of thumb with vibration impacts? What is the baseline you use? Do you have a maximum peak particle velocity, or do you use distance from buildings? How will you evaluate unusual soil characteristics? Is a special baseline required?
- Response: We know unusual soil issues exist near the Mobile River. We are going to have to look at a range of geotechnical issues and have geotechnical or structural engineers to evaluate potential impacts. We may also be able to use other methodologies rather than pile driving.
- 47) Elizabeth Merritt – For the Section 106 process, the effects of vibrations and how you will evaluate them should be a central issue.
- Response: This issue has been discussed since the initiation of the proposed project and will continue to be discussed and evaluated.
- 48) Ann Bedsole – Will we reconvene in the future when the studies have been conducted and have more notice prior to the meeting?

- Response: We apologize for the short notice for the meeting. We wanted to meet with you all before the public involvement meetings took place. We will reconvene with longer notice in the future. We welcome all of your comments at any point during the NEPA process.

49) David Frank – What is the timetable?

- Response: Best case scenario – Draft EIS in the Spring of 2011, but it is likely that it may be the Fall of 2011.

50) Elizabeth Merritt – Where will we be in the Section 106 process when the Draft EIS is completed?

- Response: We hope to be at a point where we have given you all enough information for you to respond to the results of our studies and then we can come to a compromise. We have to follow the NEPA process. Everyone is not going to be happy, but we have to consider all of the effects on various resources.

51) Elizabeth Ann Brown – Where is the presentation?

- Response: We can provide you with a hard copy or an electronic copy. [Note: An electronic copy was provided to the SHPO prior to the field review on Wednesday, September 1.]

V. Closing

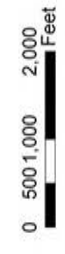
Ms. Acoff thanked everyone for attending the meeting and providing comments. Mr. Covington asked that anyone who wanted a copy of the handouts or the presentation contact Volkert or ALDOT.



Locations Of Cultural Resources
 #1-36 In The City Of Mobile
 Examined During The 2007 Viewshed Impact Assessment
 911602.12 Mobile River I-10 Bridge



VOLKERT



October 11, 2010

Contract No. 911602.12
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

Final
RESUME OF MEETING

DATE: September 1, 2010
PURPOSE: Section 106 Consulting Parties Field Review

ATTENDANCE:

Lynne Urquhart
Elizabeth Ann Brown
Rhonda Davis
Dora Finley**
Joseph Glazar
Devereaux Bemis
Janic Terry
Aimee Williams
Herndon Inge**
Elizabeth Merritt
Alfredo Acoff
Natasha Clay
Pat Patterson
Heather Dunn
Brian Ingram
Wade Henry
Don Powell
Edwin Perry
Allie Tucker
Buddy Covington
Skeeter McClure
Missi Shumer
Kenneth Nichols
Bonnie Gums

**Indicates partial attendance

REPRESENTING:

Federal Highway Administration (FHWA)
Alabama Historical Commission (AHC)
Historic Mobile Preservation Society
MHDC
AHC
MHDC
City of Mobile
City of Mobile
"Stop the Bridge"
NTHP
ALDOT – ETS
ALDOT – ETS
ALDOT – ETS
ALDOT – ETS
ALDOT – Location
ALDOT – Location
ALDOT – Ninth Division
ALDOT – Ninth Division
ALDOT – Ninth Division
Volkert, Inc.
Volkert, Inc.
Volkert, Inc.
Volkert, Inc.
University of South Alabama

E-MAIL:

lynne.urquhart@dot.gov
elizabeth.brown@preserveala.org
rhondapdavis@comcast.net
doradaexplorer@bellsouth.net
joseph.glazar@preserveala.org
bemis@cityofmobile.org
terryj@ci.mobile.al.us
williamsa@ci.mobile.al.us
hinge@herndoninge.com
betsy_merritt@nthp.org
acoffa@dot.state.al.us
clayn@dot.state.al.us
pattersonp@dot.state.al.us
dunnh@dot.state.al.us
ingramb@dot.state.al.us
henryw@dot.state.al.us
powelldo@dot.state.al.us
perrye@dot.state.al.us
tuckera@dot.state.al.us
bcovington@volkert.com
smcclure@volkert.com
mshumer@volkert.com
knichols@volkert.com
bgums@jaguar1.usouthal.edu

DISCUSSION:

Attendees gathered at the ALDOT Ninth Division office at 9:00 a.m. and boarded two vans to begin the tour of locations from the prior Viewshed Impact Assessment and to field review potential locations to evaluate in future revisions to the cultural resources studies.

The driving tour traversed areas of Mobile near Council Elementary School, Prince of Peace Catholic Church, Church Street East, Admiral Semmes, Phoenix Fire Museum, Christ Church, Old City Hall,

Fort Conde Village, Bender Union Hall, Oakdale, Virginia Street, Maysville, Oakleigh, Water Street, and St. Francis Street.

The driving tour stopped at the Conde – Charlotte House in Fort Conde Village. Attendees were provided access to the Conde – Charlotte House and walked throughout Fort Conde Village noting several houses that have been restored or are in the process of being restored along St. Emanuel, Monroe, and S. Royal Streets.

The driving tour stopped at the existing I-10/Virginia Street interchange and reviewed the proposed impacts associated with Alternative C at this location.

The driving tour briefly visited the offices of the Mobile Historic Development Commission to acquire a map of the proposed Oakdale Historic District.

The following locations were identified as points that need to be added to the revised Viewshed Impact Assessment for the addition of Alternative B' and raising the vertical clearance of all alternatives to 215':

1. Council Elementary School
2. Prince of Peace Catholic Church
3. Admiral Semmes Hotel (from an upper story)
4. Canal Street (additional views)
5. Lawrence Street (additional views)
6. Phoenix Fire Museum
7. Christ Church
8. A residence on Broad Street at Canal Street (from an upper story, if possible)
9. Fort Conde Village/Conde-Charlotte House/Conde-Charlotte House balcony
10. Union Hall
11. Museum of Mobile/Old City Hall (additional views and a panoramic view would be helpful)
12. Update changes in the visual setting near the La Vert House and La Clede Hotel
13. Mobile Convention Center looking south over Cooper Riverside Park/Maritime Museum/Cruise Terminal
14. Proposed Oakdale District (locations where the project might be visible)
15. Proposed Maysville District (locations where the project might be visible)
16. St. Matthew's Catholic Church

Volkert and the AHC discussed that the 16 sites noted above add detail to the forthcoming revisions to the Viewshed Impact Assessment, but did not change the Area of Potential Effect (APE) delineated in the 2007 Viewshed Impact Assessment. The AHC agreed that the prior APE will not change for the revised Viewshed Impact Assessment.

The revised Viewshed Impact Assessment will include an assessment of changes to structures contributing to the proposed Maritime Historic District at Atlantic Marine (now owned by BAE Systems), an assessment of potential impacts at the National Historic Landmarks at Battleship Park (the USS Alabama and the USS Drum), and also include an assessment of potential impacts to Mobile historic districts within the APE.



ALABAMA DEPARTMENT OF TRANSPORTATION
Design Bureau, Location Section
1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-1050
Phone: 334-242-6178 FAX: 334-353-6513



Robert Bentley
Governor

John Cooper
Transportation
Director

June 18, 2012

Title, First Name, Last Name
Agency/Organization
Address Line 1
Address Line 2
City, State, Zip

RE: Project DPI-0030(005)
Section 106 Consulting Parties
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

Dear Sir or Madam:

As you know, an Environmental Impact Statement (EIS) is being prepared for the above-referenced project. The proposed project consists of constructing a new, six-lane bridge across the Mobile River and widening the existing I-10 Bayway from four to eight lanes.

The purpose of this letter is threefold:

- 1) To make sure you are aware of the Section 106 Process activities that have occurred to date;
- 2) To provide you with the cultural resources reports for review; and
- 3) To invite you to participate in the upcoming Section 106 Consulting Party coordination meeting.

The Section 106 Consulting Party coordination meeting will be held on Thursday, July 26, 2012, at 9:00 a.m. The meeting will be conducted in the conference room of Building N at the ALDOT, Ninth Division office, located at 1701 I-65 West Service Road North, Mobile, Alabama 36618.

Various Section 106 Consulting Party coordination activities have occurred to date. These coordination activities are described on the attached list. The most recent coordination activities include a coordination meeting on August 31, 2010, and a field review on September 1, 2010. On August 31, 2010, the Consulting Parties who attended the meeting were provided the following items:

- 1) DVD containing cultural resources reports prepared to date;

meeting states, "Volkert and the AHC discussed that the 16 sites noted above add detail to the forthcoming revisions to the Viewshed Impact Assessment, but did not change the APE delineated in the 2007 Viewshed Impact Assessment. The AHC agreed that the prior APE will not change for the revised Viewshed Impact Assessment."

Issues regarding the proposed project's potential effects on historic properties were identified in the August 2010 coordination meeting. ALDOT is working to address these issues. Some have been included in the cultural resources reports included on the enclosed CD; others will be discussed at the upcoming coordination meeting; and others will be addressed as the NEPA process and development of the EIS continues.

Electronic copies of the updated cultural resources reports are enclosed. The cultural resources reports have been updated based on comments received from the Consulting Parties to evaluate the potential effects of the new Build Alternative (Alternative B'), to evaluate the potential effects of all four Build Alternatives on the additional historic resources identified during the August and September coordination activities, and to analyze the potential effects of the increased vertical clearance for all four Build Alternatives. In addition, computer modeling was used to develop geo-referenced renderings to assist in the analysis of potential viewshed impacts. In accordance with 36 CFR 800.5, the revised reports are enclosed for your review and comment. We believe that we, with the assistance of the Consulting Parties, have identified the appropriate APE, historic properties of concern, and the eligibility of those historic properties. The cultural resources reports include an updated assessment of effects on the historic properties included in the original Viewshed Impact Assessment, as well as the additional resources identified in August and September of 2010.

In accordance with 36 CFR 800.4, the Consulting Parties on this project have been provided the opportunity to provide information regarding historic properties in the area, identify issues related to the proposed project's potential effects on historic properties, and provide input on the limits of the APE and historic properties that should be included within the APE.

At this time, we extend the opportunity to you, as a Consulting Party, to provide any comments on the information you have been provided to date, including the enclosed reports. As the NEPA process proceeds, you will be provided future opportunities to provide input regarding the resolution of potential adverse effects, in accordance with 36 CFR 800.6.

Please provide your comments to us by **August 20, 2012**. Your comments may be mailed to:

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, Alabama 36110.

Questions, comments, or requests for hard copies of the enclosed reports may also be e-mailed to dunnh@dot.state.al.us. Thank you for your cooperation and interest in this project.

Sincerely,

William F. Adams, P.E.
State Design Engineer

By:



Alfredo Acoff, Coordinator
Environmental Technical Section

WFA/AA/ hmd

Attachment

c: Mr. Mark Bartlett, FHWA
Mr. Vince Calametti, 9th Division Engineer
Mr. Bill Turner, ETS
DB File
ETS File
Volkert, Inc.

Project DPI-0030(005)
 I-10 Mobile River Bridge and Bayway Widening EIS
 Mobile and Baldwin Counties, Alabama
 Volkert Contract 911602.12

Index of Items Contained on Section 106 Consulting Party Coordination CD

Date	Description
April 2002	<i>A Submerged Cultural Resources Remote Sensing Survey of the I-10 Bridge Corridor across the Mobile River at Mobile, Alabama, prepared by Archaeology, Inc., for Alternative A</i>
May 22, 2002	SHPO concurrence letter on underwater archaeology survey for Alternative A
December 8, 2003	Resume of Section 106 Coordination Meeting in Mobile
September 27, 2004	Letter from FHWA transmitting map of 14 potential alternatives to MHDC
September 30, 2004	Letter from FHWA transmitting map of 14 potential alternatives to ACHP
October 25, 2004	Letter transmitting map showing 14 potential alternatives to MHDC
November 1, 2004	Letter transmitting map showing more detail regarding potential alternatives in the vicinity of downtown Mobile to MHDC
June 9, 2005	AHC letter regarding preference of alternatives from 14 potential alternatives
September 23, 2005	Resume of cultural resources meeting with AHC, ALDOT, USA, and Volkert to review three alternatives to be studied in the DEIS and the cultural resources scope of work
September 27, 2005	FHWA letter to MHDC and NTHP providing summary of the results of Alternatives Screening Evaluation Report and the three alternatives to be studied in the DEIS
October 5, 2005	ALDOT letter to MHDC providing summary of results of Alternatives Screening Evaluation Report and the three alternatives to be studied in the DEIS
October 13, 2005	AHC letter to ALDOT stating they received copy of the Alternatives Screening Evaluation Report
October 19, 2005	Letter from MHDC to FHWA regarding three alternatives to be studied in DEIS
December 14, 2005	Resume of meeting with USA and MHDC regarding revisions to Area of Potential Effect (APE)
April 17, 2006	Letter transmitting APE for Alternatives A, B, and C to consulting parties for comment
April 27, 2006	MHDC response letter regarding APE for Alternatives A, B, and C
May 21, 2006	AHC response letter regarding APE for Alternatives A, B, and C
May 25, 2006	NTHP response letter regarding Alternatives A, B, and C
July 14, 2006	Resume of APE coordination meeting conducted with NTHP, ACHP, AHC, MHDC, Historic Mobile Preservation Society, ALDOT, and Volkert
July 14, 2006	<i>Remote Sensing Survey for Submerged Cultural Resources Associated with Alternates for the Proposed I-10 Mobile River Bridge Corridor report prepared by USA to AHC</i>
July 24, 2006	Resume of APE windshield survey conducted by MHDC and Volkert
August 9, 2006	SHPO concurrence on <i>Remote Sensing Survey for Submerged Cultural Resources</i>
May 7, 2007	SHPO letter concurring with eligibility of structures described in May 2007 cultural resources reports
July 27, 2010	Letter inviting interested parties to serve as Consulting Parties and to attend meeting and field review
August 31, 2010	Resume of Meeting held with Consulting Parties and other interested parties regarding cultural resources
August 31, 2010	Presentation given at Consulting Party Coordination Meeting
September 1, 2010	Resume of field review to evaluate APE
July 2011	<i>Volume I – Historical Background on the Port of Mobile during the Twentieth Century and Standing Structure Survey and Viewshed Impact Assessment of BAE Systems Southeast Shipyard, Inc., and Former Bender Shipbuilding & Repair Company, Inc.</i>
July 2011	<i>Volume II – Historical Background, Phase I Archaeological Survey, and Phase I Standing Structure Survey</i>
July 2011	<i>Volume III – Viewshed Impact Assessment</i>
	List of Viewshed Impact Assessment Locations
	Final APE Map
	Section 106 Consulting Parties List

Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama
Volkert Contract 911602.12

Index of Submittals and Coordination Activities Regarding Cultural Resources

Date	Description
April 2002	<i>A Submerged Cultural Resources Remote Sensing Survey of the I-10 Bridge Corridor across the Mobile River at Mobile, Alabama</i> , prepared by Archaeology, Inc., for Alternative A
May 22, 2002	SHPO concurrence letter on underwater archaeology survey for Alternative A
December 8, 2003	Section 106 Coordination Meeting in Mobile
September 27, 2004	FHWA transmitted map of 14 potential alternatives to MHDC
September 30, 2004	FHWA transmitted map of 14 potential alternatives to ACHP
October 25, 2004	Map showing 14 potential alternatives re-transmitted to MHDC
November 1, 2004	Map showing more detail regarding potential alternatives in the vicinity of downtown Mobile transmitted to MHDC
June 9, 2005	AHC letter regarding preference of alternatives from 14 potential alternatives
September 23, 2005	Cultural resources meeting with AHC, ALDOT, USA, and Volkert to review three alternatives to be studied in the DEIS and the cultural resources scope of work
September 27, 2005	FHWA letter to MHDC and NTHP providing summary of the results of Alternatives Screening Evaluation Report and the three alternatives to be studied in the DEIS
October 5, 2005	ALDOT letter to MHDC providing summary of results of Alternatives Screening Evaluation Report and the three alternatives to be studied in the DEIS
October 13, 2005	AHC letter to ALDOT stating they received copy of the Alternatives Screening Evaluation Report
October 19, 2005	Letter from MHDC to FHWA regarding three alternatives to be studied in DEIS
December 14, 2005	Meeting with USA and MHDC regarding revisions to Area of Potential Effect (APE)
April 17, 2006	APE for Alternatives A, B, and C submitted to consulting parties for comment
April 27, 2006	MHDC response regarding APE for Alternatives A, B, and C
May 21, 2006	AHC response to APE for Alternatives A, B, and C
May 25, 2006	NTHP response to Alternatives A, B, and C
July 14, 2006	APE coordination meeting conducted with NTHP, ACHP, AHC, MHDC, Historic Mobile Preservation Society, ALDOT, and Volkert
July 14, 2006	ALDOT transmits <i>Remote Sensing Survey for Submerged Cultural Resources Associated with Alternates for the Proposed I-10 Mobile River Bridge Corridor</i> report prepared by USA to AHC
July 24, 2006	APE windshield survey conducted by MHDC and Volkert
August 9, 2006	Received SHPO concurrence on <i>Remote Sensing Survey for Submerged Cultural Resources</i>
May 7, 2007	ALDOT transmitted to SHPO and MHDC <i>Volume I – Historical Background on the Port of Mobile during the Twentieth Century and Standing Structure Survey and Viewshed Impact Assessment of Atlantic Marine, Inc., Shipyard, and Bender Shipbuilding & Repair Company, Inc.</i>
May 7, 2007	ALDOT transmitted to SHPO and MHDC <i>Volume II – Historical Background, Phase I Archaeological Survey, and Phase I Standing Structure Survey</i>
May 7, 2007	ALDOT transmitted to SHPO and MHDC <i>Volume III – Viewshed Impact Assessment</i>
June 5, 2007	MHDC letter with comments on the cultural resources reports transmitted
July 3, 2007	SHPO letter transmitting comments on cultural resources reports
July 12, 2007	SHPO letter concurring with eligibility of structures described in cultural resources reports
August 31, 2010	Resume of Meeting held with Consulting Parties and other interested parties regarding cultural resources
September 1, 2010	Resume of field review to evaluate APE

Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama
Volkert Contract No. 911602.12

List of Section 106 Consulting Parties

Advisory Council on Historic Preservation
Alabama Historical Commission
BAE Systems
Baldwin County Commission
Christ Church Cathedral
City of Daphne
City of Mobile
City of Spanish Fort
Conde-Charlotte Museum House and Colonial Dames
Downtown Mobile Alliance
Friends of the Museum
Historic Mobile Preservation Society
Mobile County Commission
Mobile Historic Development Commission
Mr. Douglas Burtu Kearly
Mr. Herndon Inge
Ms. Ann Bedsole
Ms. Mary Cousar
National Trust for Historic Preservation
Signal Shipyard
USS Alabama Battleship Commission



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

FRANK W. WHITE
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

July 10, 2012

Alfredo Acoff
Alabama DOT
P.O. Box 303050
Montgomery, Alabama 36130-1050

Re: AHC 00-0352
DOT DPI-0030(005)
I-10 Mobile River Bridge & Bayway Widening EIS
Baldwin & Mobile Counties, Alabama

Dear Ms. Acoff:

Thank you for forwarding the information with a summation of this project to date on paper and on DVD. We look forward to meeting with you on July 26th in Mobile to further discuss this project.

We appreciate your efforts on this project. Should you have any questions, please contact Greg Rhinehart at (334) 230-2662. Please have the AHC tracking number referenced above available and include it with any correspondence.

Truly yours,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/SGH/GCR/gcr

Christ Church Cathedral

CORNER OF ST. EMANUEL & CHURCH STREETS

115 SOUTH CONCEPTION STREET
MOBILE, ALABAMA 36602

THE VERY REV. JOHNNY W. COOK
DEAN

THE REV. CANON BEVERLY F. GIBSON
SUB-DEAN

TELEPHONE: 251-438-1822

FACSIMILE: 251-433-3403

E-MAIL: OFFICE@CHRISTCHURCHCATHEDRALMOBILE.ORG

Tuesday, July 24, 2012

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, Alabama 36110

IN RE: Project DPI-0030(005)
ATTN: Mr. William F. Adams, P. E., State Design Engineer

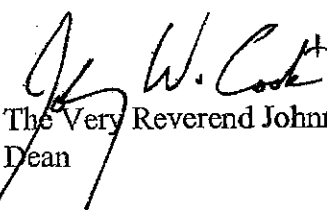
Dear Mr. Adams,

In response to your June 18, 2012 letter regarding Project DPI 0030(005) the Vestry and Wardens of Christ Church Cathedral, Mobile, Alabama continue to maintain the position that the proposed I-10 Mobile River Bridge and Bay Way Widening EIS, Mobile and Baldwin Counties, Alabama, Volkert Contract 911602.12 would adversely effect our historic properties. We have occupied this location in downtown Mobile continuously since 1822.

Most of the cultural resource maps produced for this project fail to note the location of Christ Church, Mobile. We ask that you update of the project maps to show our location and all five buildings, the newest of which was constructed in 1906. We are concerned because our buildings sustained damage from the original construction of the I-10 tunnel in the 1970's. We are well aware of our current physical status as the result of engineering studies conducted before repairs were made to our structure following damage from Hurricane Katrina in 2007.

As per your letter dated September 24, 2010, please change the contact name for Christ Church Cathedral as a consulted party under Section 106 of the National Historic Preservation Act for the subject project to the very reverend Johnny W. Cook, Dean.

Sincerely,


The Very Reverend Johnny W. Cook
Dean



cc: Alfredo Acoff, Coordinator, Environmental Technical Section
Lynne A. Urquhart, U. S. Department of Transportation

BAE Systems T (251) 405-1407
Southeast Shipyards Alabama LLC F (251) 405-1406
Main Gate, Dunlap Drive
Post Office Box 3202
Mobile, AL 36652-3202 USA



August 10, 2012

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, Alabama 36110

RE: Project DPI-0030(005)
Section 106 Consulting Parties
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

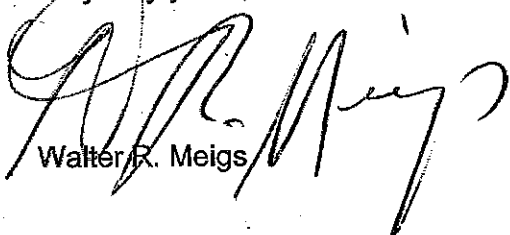
Dear Ms. Dunn:

As directed in ALDOT's June 18, 2012, letter to BAE Systems, this letter sets out comments to the captioned matter.

BAE Systems refers ALDOT to all the prior comments which BAE Systems and Atlantic Marine, which BAE Systems acquired in 2010, have made to ALDOT, its outside contractors, its consultants, and its collaborative agencies - state and federal - since this prospective project was first publicly announced in the mid-1990s. Route C will traverse BAE Systems' existing yard, eliminate current vessel berths, and restrict future development of BAE Systems' Mobile yard. These factors and consequences have been detailed in the numerous communications mentioned above. Consistently, BAE Systems and Atlantic Marine have suggested that the further north a bridge crossing the Mobile River is built, the less will be the adverse effects on the Mobile Harbor. Those same concerns continue today. If anything, the concerns are greater; for, since the project was first announced publicly, ocean-going vessels have continued to get larger with ever-growing air drafts, which in turn means that any bridge over the Mobile River needs to be built higher with greater air draft clearance to allow vessels sufficient clearance for passage.

WE trust that ALDOT will not disregard the long-term effects on BAE Systems' yard and the Mobile Harbor.

Very truly yours,



Walter R. Meigs



Skeeter McClure

From: Buddy Covington [bcovington@volkert.com]
Sent: Tuesday, August 14, 2012 10:53 AM
To: Lynne.Urquhart@dot.gov; amanda.hill@preserveala.org; joseph.glazar@preserveala.org; bemis@cityofmobile.org; betsy_merritt@nthp.org; wendy.crocker@baesystems.com; normanpitman@comcast.net; tdorsey@baldwincountyal.gov; cooperj@dot.state.al.us; calamettiv@dot.state.al.us; 'Acoff, Alfredo'; Natasha Clay; pattersonp@dot.state.al.us; Dunn, Heather M.; Ingram, Brian; stoudenmiret@dot.state.al.us; bartons@dot.state.al.us; hussaina@dot.state.al.us; wooda@dot.state.al.us; perrye@dot.state.al.us; powelldo@dot.state.al.us; browng@dot.state.al.us; Bonnie Gums; david.m.frank@uscg.mil; gdavis@cityofmobile.org; mayor@cityofspanishfort.com; esanders@downtownmobile.org
Cc: 'david webber'; Skeeter McClure; 'Goffinet, Jason'; knichols@volkert.com; enviro@volkert.com; transp@volkert.com
Subject: I-10 Mobile River Bridge and Bayway Widening EIS Consulting Parties Coordination Meeting 07-26-12 Draft Resume of Meeting
Attachments: Resume of Meeting Consulting Parties Coordination Meeting 07 26 12.pdf

Ladies and Gentlemen,

Attached please find a DRAFT Resume of Meeting from our 07/26/12 Consulting Parties coordination meeting on the I-10 Mobile River Bridge and Bayway Widening EIS project. Please review and feel free to contact me with comments or revisions. I would appreciate receiving all comments regarding this Draft Resume of Meeting by Tuesday August 28, 2012.

Thanks

Buddy Covington
Vice President
Environmental Services
Volkert, Inc
3809 Moffett Road
Mobile, Alabama 36618
(251) 342-1070 Office
(251) 316-3854 Fax
bcovington@volkert.com
www.volkert.com

The information contained in this e-mail, including any accompanying documents or attachments, is from Volkert, is intended only for the use of the individual or entity named above, and is privileged and confidential. If you are not the intended recipient, be aware that any disclosure, dissemination, distribution, copying or use of the contents of this message is strictly prohibited. If you have received this message in error, please notify Volkert immediately at our corporate office (251) 342-1070. Thank you for your cooperation.

July 26, 2012

Contract No. 911602.10
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama

Draft
RESUME OF MEETING

DATE: July 26, 2012
TIME: 9:00 AM
PURPOSE: Section 106 Consulting Party Coordination Meeting
LOCATION: ALDOT 9th Division, Building N Conference Room

<u>ATTENDANCE:</u>	<u>REPRESENTING:</u>	<u>E-MAIL:</u>
Lynne Urquhart	Federal Highway Administration (FHWA)	lynne.urquhart@dot.gov
Amanda Hill	Alabama Historical Commission (AHC)	Amanda.hill@preserveala.org
Joseph Glazar	Alabama Historical Commission (AHC)	joseph.glazar@preserveala.org
Devereaux Bemis	Mobile Historic Development Commission (MHDC)	bemis@cityofmobile.org
Elizabeth Merritt**	National Trust for Historic Preservation	betsy_merritt@nthp.org
Wendy Crocker	BAE Systems	wendy.crocker@baesystems.com
Norman Pitman	MHDC	normanpitman@comcast.net
Tucker Dorsey	Baldwin County Commissioner	tdorsey@baldwincountyal.gov
John Cooper	ALDOT Director	cooper1@dot.state.al.us
Vince Calametti	ALDOT 9 th Division	calamettiv@dot.state.al.us
Alfredo Acoff	ALDOT – ETS	acoffa@dot.state.al.us
Natasha Clay	ALDOT – ETS	clayn@dot.state.al.us
Pat Patterson	ALDOT – ETS	pattersonp@dot.state.al.us
Heather Dunn	ALDOT – ETS	dunnh@dot.state.al.us
Brian Ingram	ALDOT – Location	ingramb@dot.state.al.us
Taylor Stoudenmire	ALDOT – Location	stoudenmiret@dot.state.al.us
Steven Barton	ALDOT – Location	bartons@dot.state.al.us
Akhter Hussain	ALDOT 9 th Division	hussaina@dot.state.al.us
Andrew Wood	ALDOT 9 th Division	wooda@dot.state.al.us
Edwin Perry	ALDOT 9 th Division	perrye@dot.state.al.us
Don Powell	ALDOT 9 th Division	powelld@dot.state.al.us
Geneva Brown	ALDOT 9 th Division	browng@dot.state.al.us
Bonnie Gums	University of South Alabama	bgums@southalabama.edu
David Frank	U.S. Coast Guard	david.m.frank@uscg.mil
George Davis	City of Mobile	gdavis@cityofmobile.org
Joe Bonner	City of Spanish Fort Mayor	mayor@cityofspanishfort.com
Elizabeth Sanders	Downtown Mobile Alliance	esanders@downtownmobile.org
Kenny Nichols	Volkert, Inc.	knichols@volkert.com
David Webber	Volkert, Inc.	dwebber@volkert.com
Buddy Covington	Volkert, Inc.	bcovington@volkert.com
Skeeter McClure	Volkert, Inc.	smcclure@volkert.com
Jason Goffinet	Volkert, Inc.	jgoffinet@volkert.com

**Participated via conference call

MEETING MATERIALS:

On June 18, 2012, the Consulting Parties were each invited to the July 26, 2012 Consulting Parties coordination meeting and provided a CD containing the Consulting Parties coordination to date along with the updated cultural resources reports currently under review. At the July 26, 2012 meeting, copies of the meeting agenda, the Microsoft (MS) PowerPoint presentation and the CD transmitted June 18, 2012 were available for the attendees. During the meeting, a MS PowerPoint presentation was given and board mounted exhibits of the overall project and a detailed view of the Mobile River crossings were reviewed.

OPENING REMARKS:

The Alabama Department of Transportation (ALDOT) 9th Division Engineer Vince Calametti and ALDOT Director John Cooper opened the meeting by welcoming and thanking everyone for attending. The ALDOT explained that the project is very important and meaningful both locally and nationally but emphasized that they are committed to doing it right. The ALDOT explained that the purpose of the meeting was to update the Consulting Parties on the status of the proposed I-10 Mobile River Bridge and Bayway Widening project, address any questions, provide information on the proposed NEPA schedule, and set a target date for Consulting Party comments. After delivering the opening remarks, the ALDOT introduced Volkert, Inc. (Volkert) to give the presentation.

PRESENTATION:

Volkert presented information on the following topics via the attached MS PowerPoint presentation:

- Purpose and Need
 - Unchanged since the last meeting August 31, 2010
- Project Location
 - Unchanged since the last meeting August 31, 2010
- Pier / Pylon Locations
 - Unchanged since the last meeting August 31, 2010
- Virginia Street Interchange
 - Additional archaeological and standing structures surveys related to Alternative C
- Consulting Party Coordination
 - Review coordination from 2003 to present
- Cultural Resources Studies
 - Reviewed updates to cultural resources reports addressing changes in the study area since the 2007, Alternative B', raising the vertical clearance to 215', additional survey at Virginia St. and addressing comments from the Consulting Parties meeting August 31, 2010 and the Consulting Parties field review September 1, 2010.
- Resource Viewshed Renderings
 - Review of additional renderings based on comments received during the September 1, 2010 Consulting Parties field review
- Vibration Research and Monitoring
 - Discussion of vibration research to be conducted by ALDOT and the University of South Alabama along I-10 near downtown Mobile
- Estimated Schedule
 - Goal is to complete the Draft Environmental Impact Statement (DEIS) and hold Public Hearings for the project by the end of the year (2012) and that comments on the Cultural Resources Reports provided by the ALDOT on June 18, 2012 are needed as soon as possible (June 18, 2012 correspondence requested comments by August 20, 2012).

After the presentation, Volkert opened the floor for discussion.

DISCUSSION:

1. The MHDC asked if the vibration study would be conducted during the construction of the project. The ALDOT responded stating that the vibration study is getting underway right now and that within the next few months crews will be installing test pilings and monitoring devices different distances from the pilings to monitor vibration. The analysis will be conducted in several soil conditions so that all likely scenarios are included in the analysis. The results from this vibration study will be used for ALDOT's bridge projects all over the state.

2. The MHDC asked where ALDOT is drilling.

The ALDOT stated that the research sites have not been identified yet and that prior to the pile vibration research, a public notice will be distributed to inform the public that the drilling and/or pile driving is part of a study, and is not associated with the construction of any ALDOT project. The ALDOT wants to avoid anyone thinking that the research crews are part of the construction of the I-10 Mobile River Bridge and Bayway Widening project.

3. The NTHP asked about the schedule of the DEIS and asked if the goal is to have a DEIS distributed in December 2012.

Volkert responded that the goal is to distribute an FHWA approved DEIS in late September or early October 2012 and hold Public Hearings before the end of December.

4. The NTHP asked about how the Section 106 timetable correlates with the schedule. Would the goal be to have a draft Section 106 agreement in place that would be included within the DEIS that could be refined during the public involvement process? The NTHP is assuming that the outcome of the Section 106 process for the DEIS would be a draft agreement (programmatic agreement or memorandum of agreement) as opposed to a determination of No Adverse Effect and formal consultation with the NTHP and the Advisory Council for Historic Places (ACHP) regarding mitigation or minimization of impacts has been terminated. The NTHP further explained that it is a generally accepted practice that for EISs a draft agreement is prepared by the consulting parties that is distributed with the DEIS so that the public can see how the Section 106 process is being included in the NEPA process. We don't want to be in the position where Section 106 is over and done with and there's a signed agreement before the DEIS is distributed. It would look like you were "jumping the gun" and not considering public input as part of the Section 106 process.

The FHWA responded stating that it is general policy to complete the Section 106 process with the Final Environmental Impact Statement (FEIS) and typically, the memorandum of agreement is not far enough along to be distributed with the DEIS. It would be optimal if an agreement could be included with the DEIS when it is distributed but at this point, it probably is not far enough along.

The NTHP responded that it is not critical that a draft agreement be distributed with the DEIS but added that they would like to see at least some information and discussion included in the document. The discussion should include some of the issues that are being evaluated so the public can have an opportunity to respond.

Volkert and the FHWA responded stating that the DEIS would include the entire Section 106 process and consultation up to the date of the DEIS. However, we still need input from the State Historic Preservation Officer (SHPO) regarding what the "affects" are for the project. We assume that the SHPO concurs with our statement of eligibility of resources but have yet to get input regarding "effect".

The NTHP asked if it is anticipated that there would be issues or differences of opinions regarding indirect adverse effect issues.

The SHPO responded that the Cultural Resources report is currently under review but as far as they know, there are no conflicts or disagreements thus far.

5. The NTHP asked if we had talked to the ACHP recently about the project and if it was on their radar screen since it has been a couple of years and since the project is large.

Volkert responded stating that the ACHP is one of our Section 106 Consulting Parties and they were sent the letter and the entire information package for this meeting on June 18, 2012. They have been a Consulting Party for a long time and it is suspected that they are aware of the project. The ALDOT added that ACHP been informed about the project for a while but they have not received any formal response from the ACHP.

6. The NTHP asked who the contact person at the Advisory Council is for this project. Is it Carol? ALDOT responded stating it is not Carol.

The NTHP said they've sent an e-mail over to the Advisory Council to make sure they are aware of the project since it is such a large project.

7. The NTHP asked if Marry Ann Naber, the FHWA's Historic Preservation Specialist is involved with the project. The FHWA responded stating Ms. Naber was involved with the project. ALDOT added that coordination has been conducted and most people are aware of it but if you think we missed someone, please let us know.

8. The NTHP asked if the next step after the effects issues are resolved for the Section 106 process would be to avoid, minimize, or mitigate for impacts and if another Section 106 meeting would be scheduled to discuss this topic during the next several months. Do you have any conceptual ideas to avoid, minimize, or mitigate adverse effects? Any ideas for creative mitigation?

The SHPO responded stating that another discussion may be appropriate following SHPO's review of the information sent in June. Volkert added that the Consulting Parties are all encouraged to provide comments at any time during the process. The SHPO added that this project is definitely a candidate for creative mitigation.

9. The ALDOT asked the SHPO for an example of creative mitigation that might be applicable to this project. The SHPO responded stating that since the project is so large and complicated, they can't provide a specific example at this time but added that the local historic groups should be asked for input after the Public Hearing. The ALDOT added that they intend to solicit input from the local historic groups regarding mitigation but request if examples or ideas out there, please submit them to ALDOT as soon as possible. It is in the best interest of all parties if ideas are exchanged early on in the process. The MHDC stated that viewshed is one of the primary concerns with this project so maybe some heavy duty landscaping could be included as mitigation.

10. The NTHP asked about the budget for the project and if there were earmarks established for the project. Volkert responded that the estimated cost for the project is in the range of 700 to 850 million dollar range. The cost has remained relatively consistent over the years and has recently been updated for the DEIS.

11. The NTHP asked if the cost is within the normal operating budget of the ALDOT or is there a special earmark allotted for the project. How does the project fit within the overall state project budget? The ALDOT responded that it obviously does not fit within any given year's budget because it is so large. The project is of significant importance to the state and has regional implications on freight movement across the southern United States. ALDOT has had several conversations with public officials regarding how the project will be financed but cannot reach any conclusion on financing until it is determined if the bridge can be built, how will it be built, where will it be located, what will it look like, when will it be built, and how much will it cost. Once these issues are addressed, it will take some special financing vehicle or effort, either public, private, or both accomplish financing. But, right now, ALDOT cannot present to anyone any definitive proposal.

12. The NTHP asked if financing would be addressed in the EIS (public / private). The ALDOT said that a description of the finances would be provided in the EIS, but nothing specific.

13. The NTHP stated that if alternative methods of financing were used, traffic patterns could change resulting in impacts not anticipated or evaluated in the NEPA process. Volkert responded stating that a toll study was conducted in 2007 which evaluated a multitude of different tolling alternatives. At the time, the ALDOT decided against tolling and a brief description of this evaluation will be included in the DEIS, but a toll alternative will not be evaluated in the DEIS. The ALDOT added that the tolling option has not been completely eliminated. New technology may make tolling the bridge a more viable alternative than it was in 2007 and all alternatives will be considered for financing the project. The project must advance to a point where financing can be further evaluated or when it becomes an issue.

14. The NTHP asked if a Preferred Alternative will be identified in the DEIS. ALDOT responded stating that a Preferred Alternative will be identified in the DEIS.

15. The NTHP asked which alternative is the Preferred Alternative. Can you give us any idea at this time which you are leaning toward? ALDOT responded stating that a Preferred Alternative has not been identified at this time but getting information from the Consulting Parties would help in identifying which alternative would be identified as the Preferred in the DEIS. ALDOT added that the public generally is more receptive of a project when a Preferred Alternative is provided for comment.

16. The MHDC asked what the difference is between the alternatives west of Mobile along I-10 near Virginia Street. Specifically B, B Prime, and C.

Volkert responded stating that the difference between some of the alternatives west of Mobile cannot be easily discerned from the exhibit's perspective or view because the differences involve when the rise of the bridge begins.

17. The Downtown Mobile Alliance asked what the issues are with the shipyards and Alternatives B, B Prime & C.

Volkert responded stating that the alignment for B was developed back in 2007 and comes very close to the cruise ship terminal and the new Austal manufacturing facility. B Prime shifts further south of the cruise ship terminal and shifts further north of the Austal facility. Alternative C bisects the Atlantic Marine (BAE Systems) slip and impacts Signal (previously Bender Shipyard).

18. The Downtown Mobile Alliance commented that Alternative C appears to have less abrupt curves than the other alternatives.

Volkert responded stating that all the alternatives meet the 70 miles per hour required design speed criteria.

19. The SHPO asked if there are any renderings of the bridge shadows on downtown. Have they been updated?

Volkert responded that the shadow renderings have not changed and are provided in the informational CD that you received in the mail.

20. The MHDC asked if they should contact Volkert if they have questions.

The ALDOT responded stating that Volkert is a consultant for ALDOT and all questions should be routed through the ALDOT.

AHC

Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening
Mobile and Baldwin Counties, Alabama
Volkert Contract No. 911602.12

SIGN-IN SHEET
Section 106 Consulting Party Coordination Meeting
July 26, 2012

DATE: July 26, 2012 (9:00 a.m.)
LOCATION: ALDOT, Ninth Division, Conference Room N

Name	Representing	Email	Phone
Buddy Covington	Volkert	bcovington@volkert.com	251-342-1070
ND "Sister" McClure	Volkert	smcclure@volkert.com	251-342-1070
Kenny Nichols	Volkert	knichols@volkert.com	251-342-1070
David Wether	Volkert	dweather@volkert.com	251-342-1070
Amanda Hill	AHC	amanda.hill@preserveal.org	334.230.2692
Joseph Glazar	AHC	josephglazar@preserveal.org	334-230-2653
Alfredo Acosta	ALDOT-ETS	Acosta@dot.state.al.us	334-242-6143

Name	Representing	Email	Phone
BRIAN INGRAM	ALDOT - LOCATION	ingramb@dot.state.al.us	334-242-6476
Taylor Stoudenmire	ALDOT - Location	Stoudenmiret@dot.state.al.us	334-242-6117
STEVEN BARTON	ALDOT - LOCATION	BARTONS@DOT.STATE.AL.US	334-353-6990
Heather Dunn	ALDOT - ETS	dunnh@dot.state.al.us	334-242-6147
ATHTEK HOSSAIN	ALDOT - 9TH DIV	hossain@dot.state.al.us	251-460-8267
Andrew Wood	ALDOT 9th - C.M.	awooda@dot.state.al.us	251-460-8320
Lynne A. Urganhart	FHWA	lynne.urganhart@dot.gov	334-274-6371
Bonnie Gums	USA	bgums@southalabama.edu	251-460-6562
DAVIS FRANK	US Coast Guard	Davis.M.Frank@uscg.mil	504-671-2128
Geneva M. Brown	ALDOT	browning@dot.state.al.us	205-581-5622
George D Davis Jr	CITY OF MOBILE	gdavis@cityofmobile.org	251 288 7599
Pat Pittersm	ALDOT-ETS Cultural Resources	PatPittersm@dot.state.al.us	(334) 242-4633
Jason Goffinet	VOXNET	jgoffinet@voicert.com	(770) 298-9299
Joe Bonner	City of Spanish Fort	mbonner@cityofspanishfort.com	251-626-5484
ELIZABETH SANDERS	Dr. Mrs Alliman	esanders@contractorville.vn	

Project DPI-0030(005)
 I-10 Mobile River Bridge and Bayway Widening
 Mobile and Baldwin Counties, Alabama
 Volkert Contract No. 911602.12

SIGN-IN SHEET
 Section 106 Consulting Party Coordination Meeting
 July 26, 2012

DATE: July 26, 2012 (9:00 a.m.)
 LOCATION: ALDOT, Ninth Division, Conference Room N

Name	Representing	Email	Phone
Edwin Perry III	ALDOT 9th - C.M.	perpe@aldot.state.al.us	251-470-8243
Don Cowell	ALDOT 9th - PE-CU	cowell@dot.state.al.us	251-470-8200
Wendy Crocker	BAE SYSTEMS	wendy.crocker@baesystems.com	251-690-4892
NORMAN PITMAN	MHDC	NORMAN.PITMAN@COUNTY.AL.GOV	251-345-7748
Mark [Signature]	ALDOT - GTS	chryna@dot.state.al.us	334-242-6355
Barbara [Signature]	MHDC	bms@cityofmobile.org	251-208-7968
TUCKER DOESY	Baldwin County	tdoesy@BaldwinCountyAl.GOV	251-213-8795

+ Vince Calhoun; + John Cooper / ALDOT PRESENT
 ++ Betsy Merritt / MTHP via conference call

Project DPI-0030 (005)
I-10 Mobile River Bridge and Bayway Widening EIS
Mobile and Baldwin Counties, Alabama
Volkert Contract No. 911602.10

AGENDA

DATE: July 26, 2012 9:00 am
LOCATION: ALDOT 9th Division, Building N
PURPOSE: To update the Section 106 Consulting Parties on the project
and to discuss the revised cultural resources reports currently under review

I. Welcome and Opening Remarks

II. Consulting Parties Under Section 106

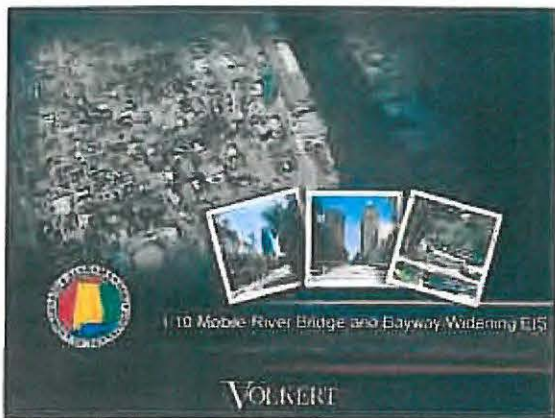
- A. Alabama Historical Commission
- B. National Trust for Historic Preservation
- C. Mobile Historic Development Commission
- D. Advisory Council on Historic Preservation
- E. Mobile County Commission
- F. The City of Mobile
- G. Baldwin County Commission
- H. The City of Spanish Fort
- I. The City of Daphne
- J. Signal Shipyard (former Bender Ship Building)
- K. BAE Systems (former Atlantic Marine)
- L. USS Alabama Battleship Commission
- M. Mr. Herndon Inge
- N. Ms. Ann Bedsole
- O. Ms. Mary Cousar
- P. Mr. Douglas Burtu Kearly
- Q. Christ Church Cathedral
- R. Conde-Charlotte Museum House and Colonial Dames
- S. Downtown Mobile Alliance
- T. Friends of the Museum
- U. Historic Mobile Preservation Society

III. Presentation

- A. Review Purpose and Need
- B. Review Alternatives to be Evaluated in Draft Environmental Impact Statement (EIS)
 - 1. Alternative A
 - 2. Alternative B
 - 3. Alternative B'
 - 4. Alternative C
 - 5. No Build Alternative
- C. History and Updates of Coordination Activities
- D. History and Updates of Cultural Resources Reports
- E. Updates to Viewshed Renderings

- F. Vibration Research and Monitoring
- G. Estimated Schedule

- IV. **Discussion of Consulting Parties Information Package transmitted June 18, 2012**
- V. **Questions**
- VI. **Adjourn**



Purpose and Need

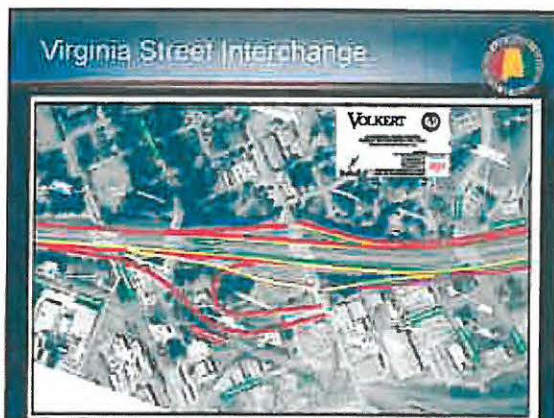
- Provide additional capacity for traffic utilizing I-10 between Canal Street in Mobile and the US 98/I-10 interchange in Daphne
 - Reduce congestion on I-10 and add capacity across the Mobile River.
- Accommodate vehicles transporting hazardous materials
 - That are currently prohibited from using the Wallace and Bankhead tunnels and detour from I-10 through Mobile CBD via Water Street.

VOLKERT










Consulting Party Coordination



- December 8, 2003 – Section 106 Consulting Party Coordination Meeting
- July 14, 2006 – Coordination meeting to discuss Area of Potential Effect (APE)
- July 24, 2006 – APE windshield survey conducted by MHDC and Volker to identify sites for viewshed impact assessment
- May 2007 – Cultural Resources Package transmitted to Consulting Parties

VOLKER


Consulting Party Coordination



- August 31, 2010 – Section 106 Consulting Party Coordination Meeting regarding the addition of Alternative B, increasing air draft clearance from 190 ft to 215 ft, and bridge renderings
- September 1, 2010 – Consulting Party field review to discuss Area of Potential Effect (APE) and review 16 additional resources
- June 18, 2012 – Transmittal of Updated Cultural Resources Reports and an updated Consulting Party coordination CD
- July 26, 2012 – Consulting Party Coordination Meeting
- August 20, 2012 – Requested date to receive comments from Consulting Parties

VOLKER

Cultural Resources Studies



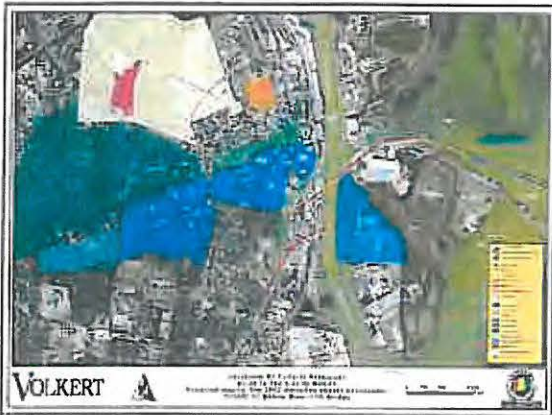
- April 2002 – *Submerged Cultural Resources Remote Sensing Survey* completed (Archeology, Inc.)
- May 22, 2002 – Received SHPD concurrence on underwater archaeology
- July 14, 2006 – *Remote Sensing Survey for Submerged Cultural Resources* prepared by USA, Center for Archaeological Studies
- August 9, 2006 – Received SHPD concurrence on updated underwater archaeology

VOLKER

Cultural Resources Studies

- May 7, 2007 – USA completed drafts of the following reports:
 - Historical Background on the Port of Mobile during the Twentieth Century and Standing Structure Survey and Vesselyard Impact Assessment of Atlantic Marine, Inc., Shipyard, and Bender Shipbuilding & Repair Company, Inc.
 - Historical Background, Phase I Archaeological Survey, and Phase I Standing Structure Survey
 - Visualized Impact Assessment
- July 12, 2007 – SHPO letter concurring with eligibility determinations.

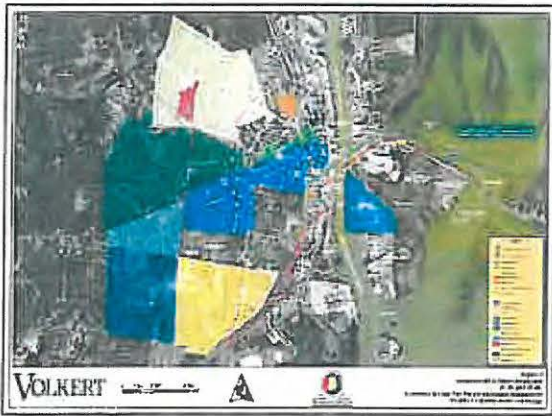
VOLKERT

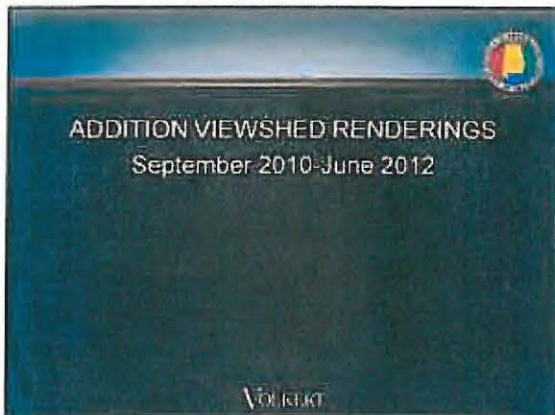


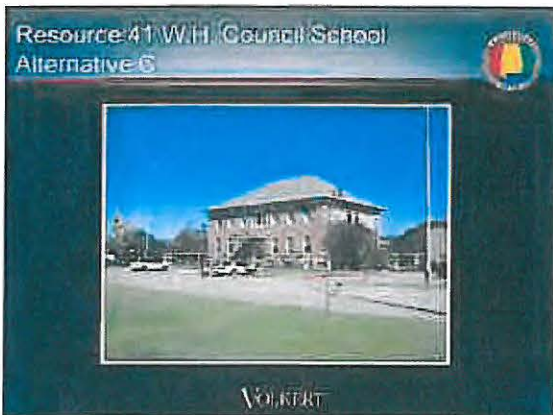
Cultural Resources Studies

- September 29 to June 2012 – USA completes revisions to:
 - Historical Background on the Port of Mobile during the Twentieth Century and Vesselyard Impact Assessment of Atlantic Marine, Inc., Shipyard, and Bender Shipbuilding & Repair Company, Inc. (2007)
 - Historical Background, Phase I Archaeological Survey, and Phase I Standing Structure Survey (2007)
 - Visualized Impact Assessment (2007)
- Revisions include:
 - Correction of Administrative Code
 - Revisions to the 2007 Standing Structure Survey
 - Revisions to the 2007 Vesselyard Impact Assessment
 - Revisions to the 2007 Visualized Impact Assessment
 - Revisions to the 2007 Historical Background
 - Revisions to the 2007 Archaeological Survey
 - Revisions to the 2007 Standing Structure Survey

VOLKERT

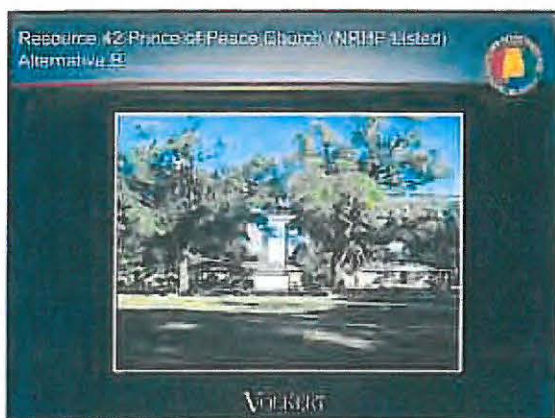




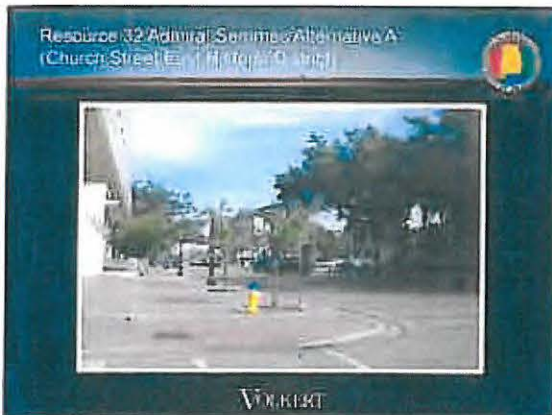










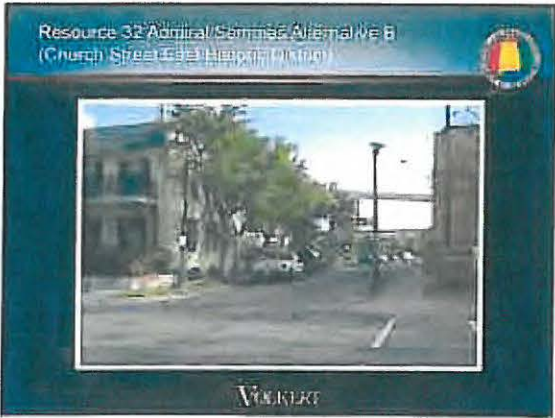




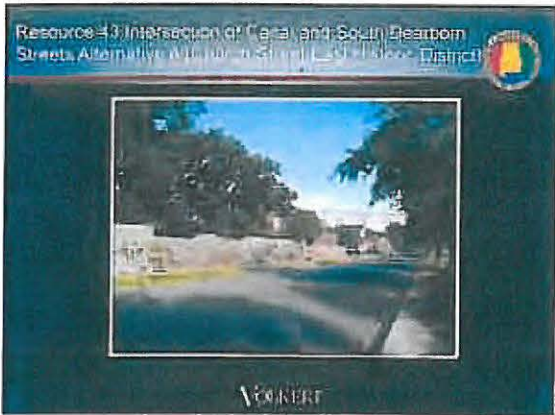


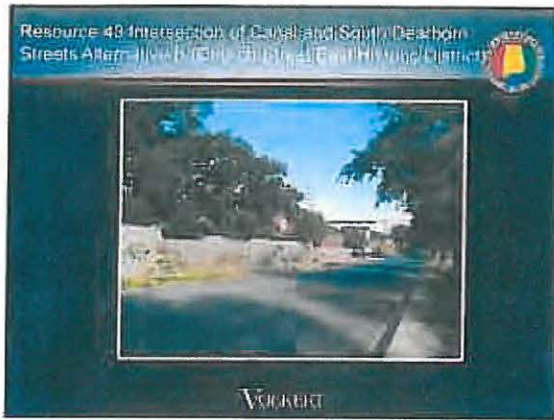


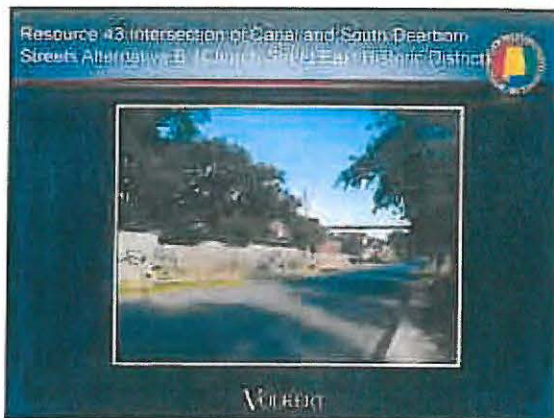


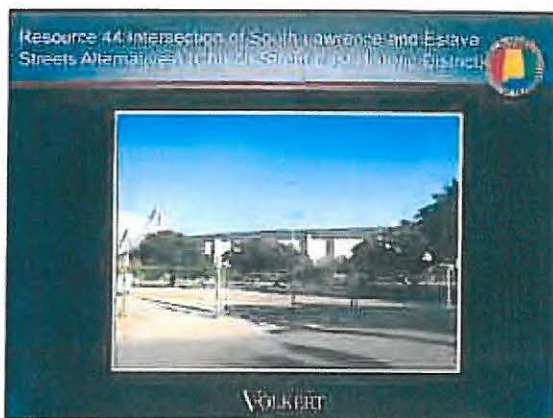


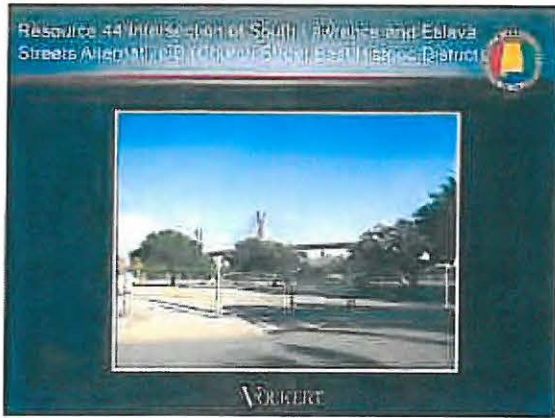


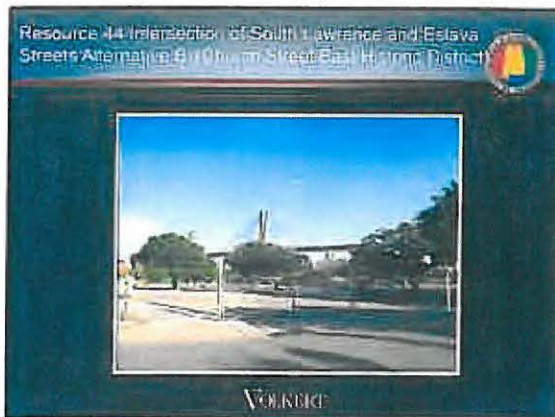




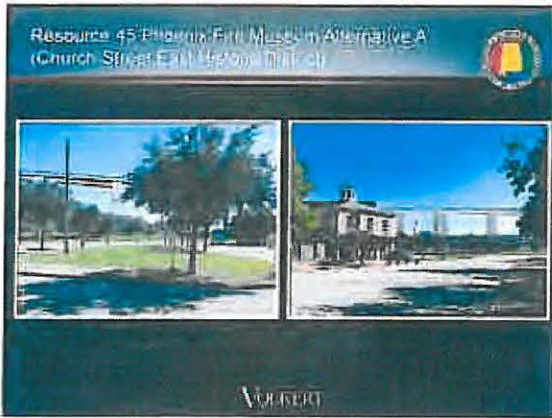


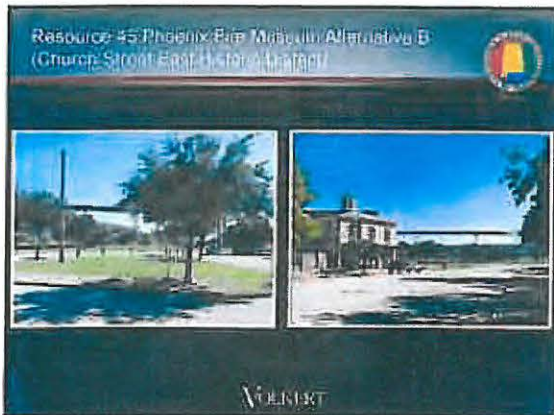


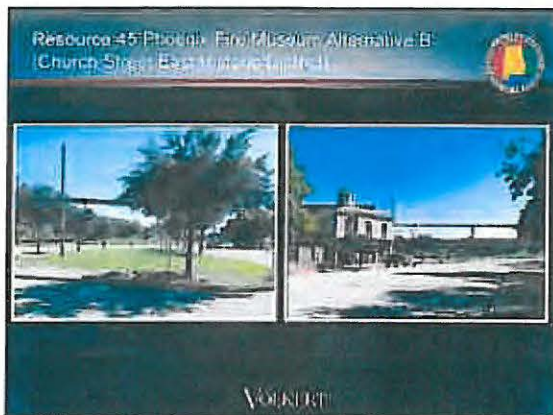


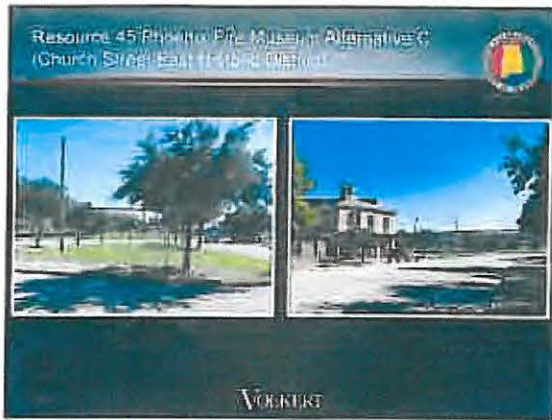


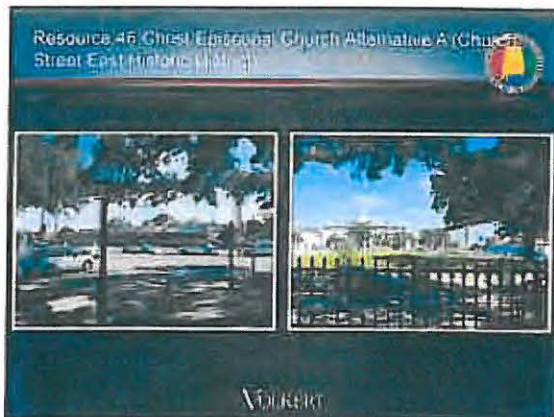




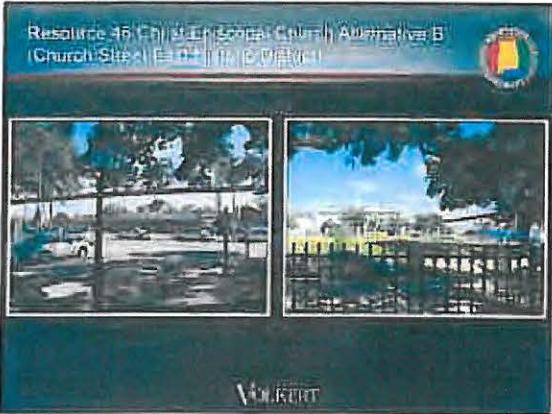


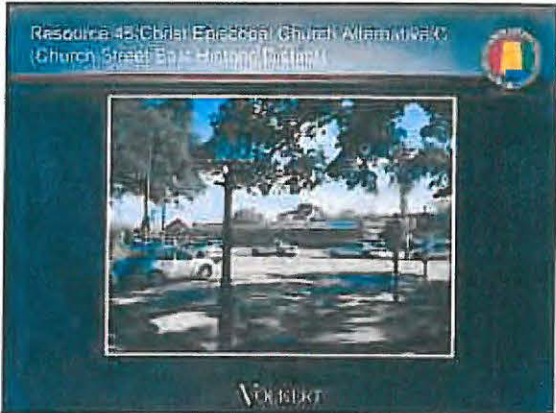


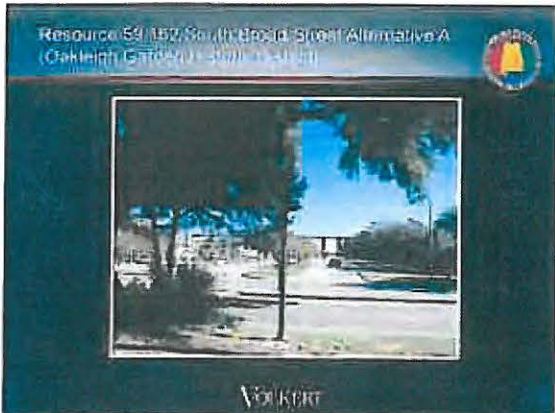


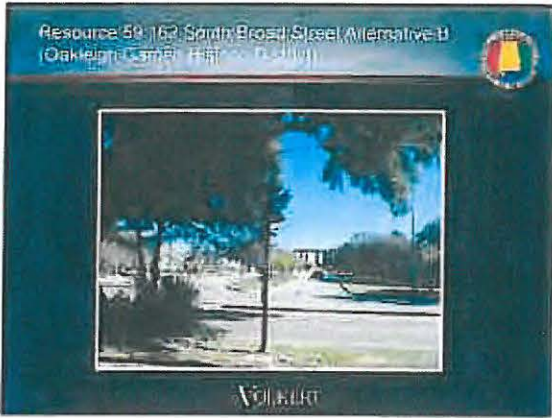


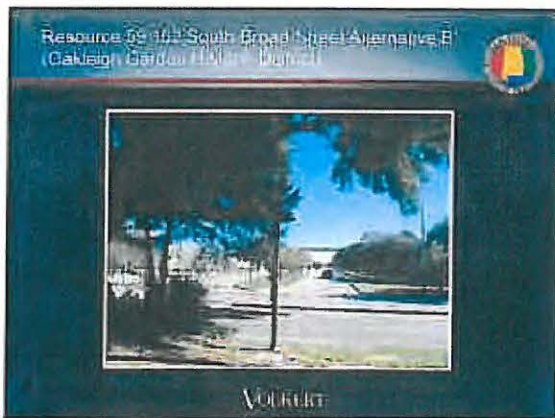


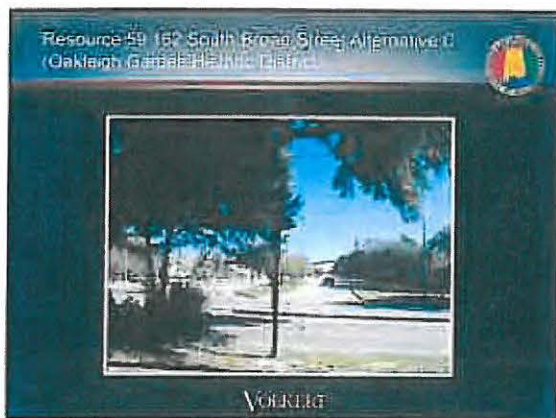


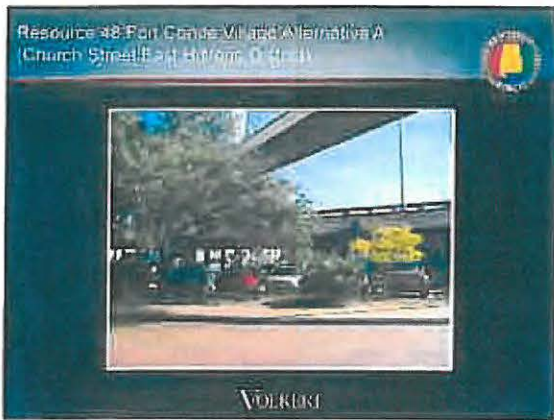


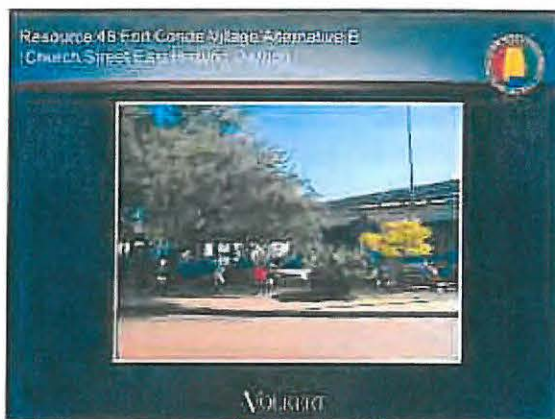


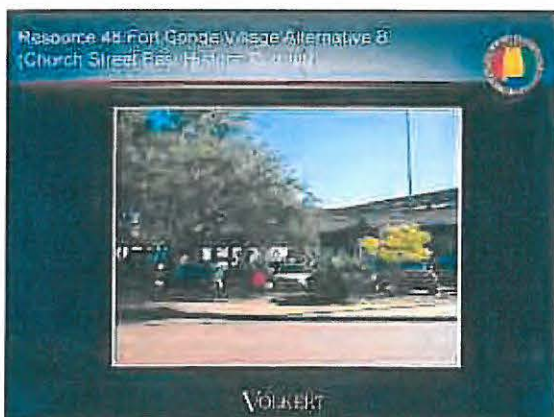






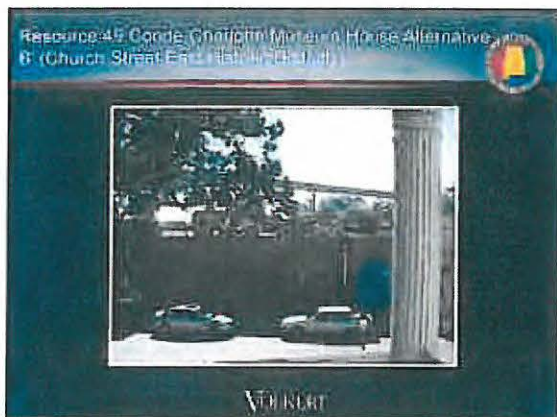


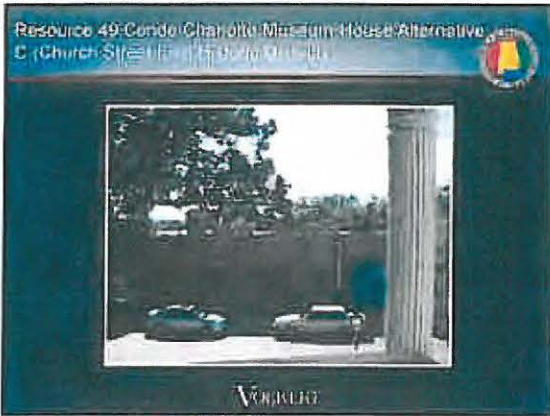




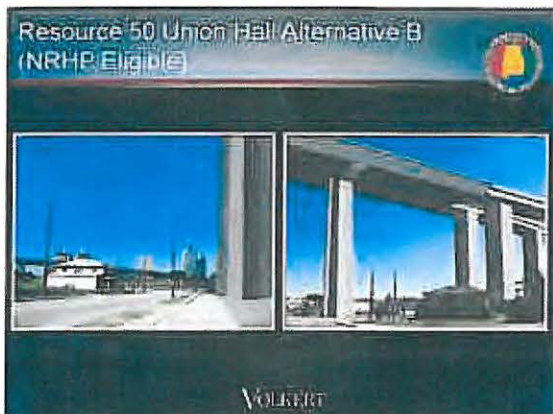


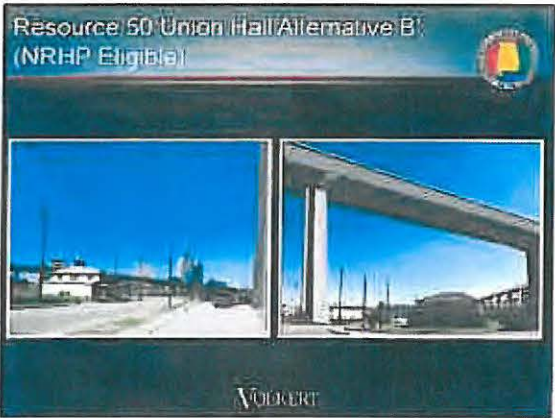








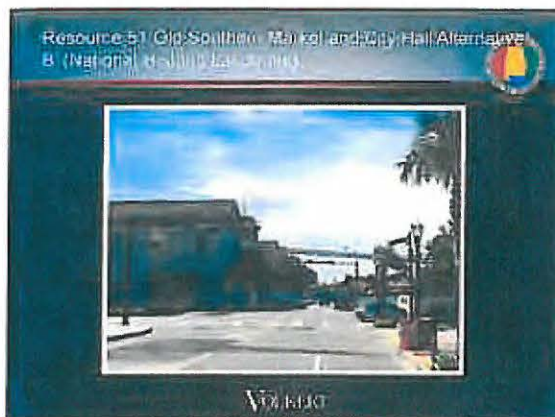


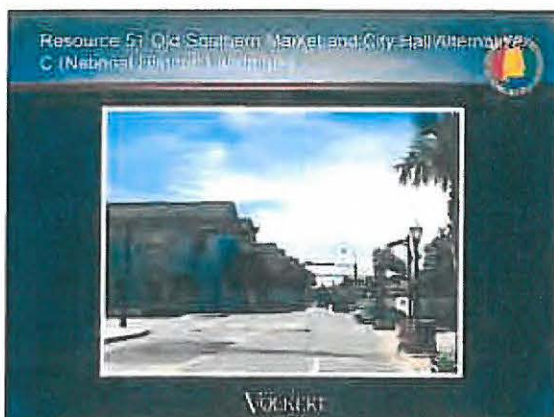




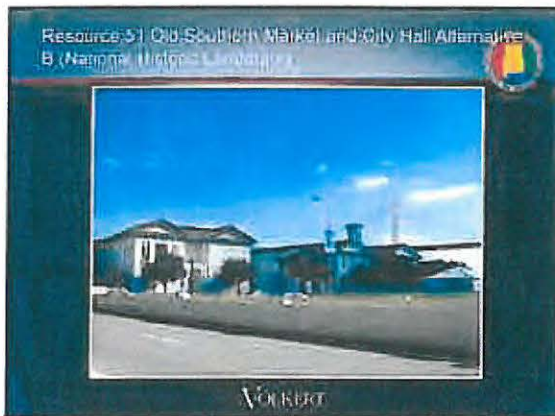


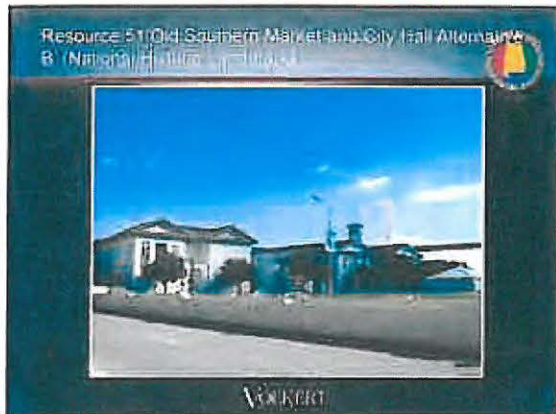


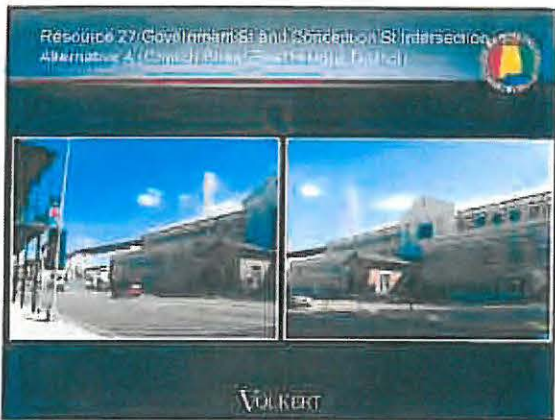


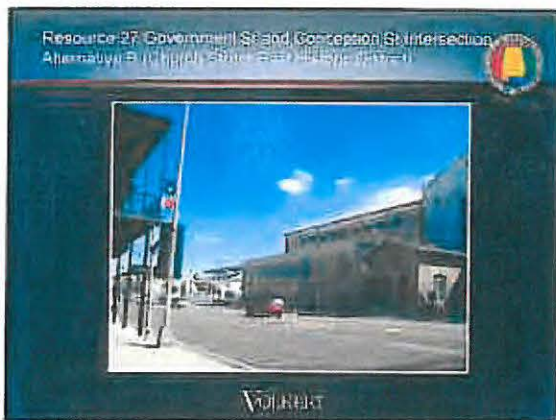


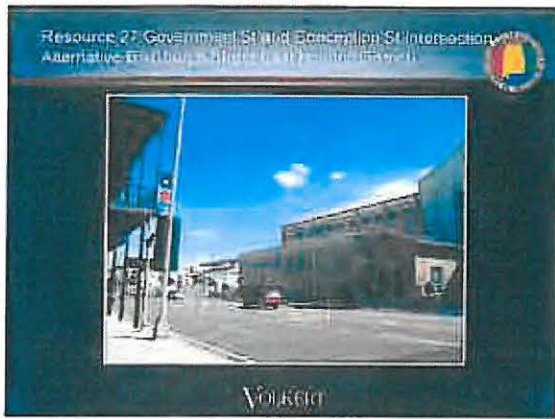


















Resource 52 Mobile Convention Center
Alternative C



VOORBIT

Vibration Research and Monitoring

- FHWA and ALDOT will conduct a research project for vibration associated with pile construction along the I-10 corridor near Downtown Mobile.
- Research will be conducted by the Civil Engineering Department of the University of South Alabama in conjunction with FHWA and ALDOT.
- Results of the research will be utilized in the development of design and construction plans.
- Monitoring will be conducted during construction.

VOORBIT

Estimated Schedule

- August 20, 2012 – Requested date to receive comments from Consulting Parties
- End of 2012 – Complete Draft Environmental Impact Statement and Public Hearings
- Spring of 2013 – Complete Final Environmental Impact Statement

VOORBIT



Mobile Historic Development Commission

P.O. Box 1827
Mobile, AL 36633-1827



August 17, 2012

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, AL 36110
dunnh@dot.state.al.us

RE: Review of I-10 Mobile River Bridge and Bayway Widening

Dear Ms. Dunn,

The Mobile Historic Development Commission has been asked to review and comment on the cultural resources report. We have reviewed the report. We commend you for the work done and appreciate the scope and attention to detail. However, at this time the Mobile Historic Development Commission does not support the bridge project.

We have several comments regarding the proposed project:

- If the I-10 bridge over the Mobile River is going to be constructed it should be as context sensitive as possible. The bridge should be as far from downtown as possible to mitigate the impact of boring, drilling, pile driving and eventual settlement, as well as noise, the obtrusive view, the traffic, storm water runoff, and dirt and debris.
- The federal right-of-way should be restored into the city's historic grid and be redeveloped into the fabric of our community.
- The access to the Wallace Tunnel should be put underground once the new bridge is completed reclaiming the land.
- There should be a separated biking and walking path connecting Mobile County to Baldwin County so that our pedestrians are not isolated.
- There should be architectural features to mitigate noise for the neighborhoods and other landscaping features that would mitigate the unsightly pilings and bridge.

- It is imperative that physical damage to our historic structures be avoided before, during and after the construction process, through careful monitoring. This includes physical impact and settlement. Such damages, if any, must be compensated.
- Light pollution from the construction process and from the tall bridge must be kept out of our historic neighborhoods.
- Surface landscaping is a necessity around the pilings and the right-of-way.
- The bridge must be architecturally appealing with historic features that fit into Mobile's context or fabric.
- Canal and Claiborne Streets must be planted and maintained to hide bridge pilings.
- Where possible, there should be additional planting near historic sites to remove the bridge from view.
- Per Discussion Point 9 of the Minutes of the Consulting Parties Meeting of July 26th, we will be happy to offer specific mitigation recommendations.

We have other concerns beyond the impact on our historic sites. Accordingly, we must ask the following questions:

- Have the Department of the Navy and the Department of Homeland Security reviewed the various proposals and approved them?
- Will this project increase the likelihood of saltwater intrusion into the Mobile River Delta? Have our conservation agencies and groups been consulted?
- What is the impact on the Port of Mobile?
- What is the impact on our shipyards? Will the presence of this bridge infringe on their future ability to bid for and build ships and other equipment for our military and other government agencies?

Sincerely,



Norman Pitman
President



Historic Mobile Preservation Society

300 Oakleigh Place, Mobile, AL 36604
T: (251) 432-6161 F: (251) 432-8849

www.historicmobile.org
E: hmps@bellsouth.net

August 19, 2012

Officers

President

Douglas B. Kearley

First Vice President

Clara Armbrecht

Second Vice President

Rev. Rob Gullede

Third Vice President

Michon Trent

Secretary

Thomas C. McGehee

Treasurer

Jeff Garrett

Legal Advisor

Harold Parkman

Mr. William F. Adams, P.E.

State Design Engineer

Alabama Department of Transportation

Environmental Technical Section

1409 Coliseum Boulevard

Montgomery, Alabama 36110

Dear Mr. Adams:

On behalf of the Historic Mobile Preservation Society please enter into record that our organization opposes the construction of the proposed I-10 Mobile River Bridge. We feel that this bridge will impede on the historic fabric of Mobile. We believe the proposed bridge will cause loss to a valuable historic neighborhood, encourage downtown flight and adversely affect our reputation as a historic city.

In addition, the newly proposed I-10 Bridge will be visible from the Oakleigh Historic Complex. The Historic Mobile Preservation Society operates the Oakleigh Historic Complex, constructed in 1833, as Mobile's official period house museum. The visual impact and visual pollution caused by this bridge will have a negative impact on our visitor experience.

Again, our organization stands firm on our position that the construction of the proposed I-10 Mobile River Bridge is not in the best interest of historic preservation in Mobile.

Directors

Cartledge Blackwell

Mary L. Cousar

Allan Gustin

Stella Hester

Tunstall Inge

Robin C. Roberts

Paul Shestak

Sally Adams Trufant

Advisory Board

Bob Allen

Wanda Cochran

Buffy Donlon

Dora Franklin Finley

Shelia Flanagan

Dr. Kern Jackson

Erica McElhane

Beth A. Morrissette

Allison Peebles

Beth Eichold Walmsley

Executive Director

Rhonda P. Davis

Sincerely,

Rhonda P. Davis
Executive Director

Cabaniss Johnston

CABANISS, JOHNSTON, GARDNER, DUMAS & O'NEAL LLP

Mobile Office
Riverview Plaza
63 South Royal St., Suite 700
Mobile, Alabama 36602

Mailing Address: Post Office Box 2906, Mobile, AL 36652
Telephone: (251) 415-7300 • Facsimile: (251) 415-7350

CRAWFORD S. MCGIVAREN, JR.	HERBERT HAROLD WEST, JR.	K.W. MICHAEL CHAMBERS
SYDNEY F. FRAZIER, JR.	MELANIE MERKLE ATHA	REBECCA D. PARKS
BENJAMIN T. ROWE	JOHN M. GRAHAM	OF COUNSEL
WILLIAM A. ROBINSON	IAN D. ROSENTHAL	E.H. CABANISS
PATRICK H. SIMS	MICHAEL E. TURNER	1857-1936
DONALD J. STEWART	JARROD J. WHITE	FORNEY JOHNSTON
ROY J. CRAWFORD	ANNA FUNDERBURK BUCKNER	1879-1965
F. GERALD BURNETT	DIANE BABB MALUGHAN	LUCIEN D. GARDNER, JR.
DAVID S. DUNKLE	AMY BELL NELSON	1903-1988
C. FRED DANIELS	ANNETTE LANNING KINDERMAN	M. CAMPER O'NEAL
G. THOMAS SULLIVAN	GEORGE L. MORRIS, IV	1907-1989
CAROLYN L. DUNCAN	BRIAN G. WILSON	
LEONARD WERTHEIMER III	JOEY A. CHBEIR	
DAVID L. KANE	B. ERIC CROOKER	
R. BOYD MILLER	NANCY WILLIAMS BALL	
R. CARLTON SMYLY	JASON W. BOBO	
STEVE A. TUCKER	J. WESLEY FAIN	
SANDY G. ROBINSON		

Birmingham Office: Park Place Tower • 2001 Park Place North, Suite 700 • Birmingham, Alabama 35203
Telephone: (205) 716-5200 • Facsimile: (205) 716-5389

August 20, 2012

Mr. John Cooper, Department Head
Mr. Vince Calametti, Ninth Division Engineer
Alabama Department of Transportation
1701 I-65 West Service Road North
Mobile, Alabama 36618

SECTION	INFO	ACTION	FILE
DIV ENGINEER			
ADMINISTRATION 1			
ADMINISTRATION 2			
CONSTRUCTION			
COUNTY TRANS			
DISTRICT ENGRS			
EQUIPMENT			
MAINTENANCE			
MATERIALS			
PLANNING			
SPECIAL PROJ			

Re: I-10 Mobile River Bridge and Bayway Widening
Contract No. #911602.10
Project DPI-0030(005)

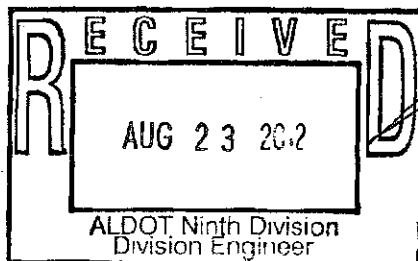
Dear Sirs:

I am the President of Restore Mobile, Inc., a 501(c)(3) non-profit dedicated to revitalizing Mobile's historic neighborhoods through the development and rehabilitation of residential restructures and the promotion of home ownership opportunities in Mobile's traditional neighborhoods. We respectfully request that we be added as a consulting party in connection with the above-referenced project. It is our belief that the project will impact historic neighborhoods, including the South Oakleigh and Texas Hill neighborhoods where we are currently active. We submit that appropriate mitigation in connection with the project should include rehabilitation of historic properties in the nearby neighborhoods. It may also be necessary to relocate some historic structures to vacant parcels within the neighborhoods depending upon the final route chosen for the project. Our group stands ready to participate in these mitigation efforts. Thank you for your consideration.

Very truly yours,

Jarrold J. White

JJW/tds



Alfredo
Acoff



U.S. Department
of Transportation
**Federal Highway
Administration**

Alabama Division
September 12, 2012

9500 Wynlakes Place
Montgomery, AL 36117
334-274-6350
334-274-6352
Alabama.FHWA@dot.gov

In Reply Refer To:
HDA-AL

Mr. Jarrod J. White
Cabaniss Johnston LLP
Mobile Office, Riverview Plaza
63 South Royal St, Suite 700
Mobile, AL 36652

Subject: Section 106 Consulting Party Status
Project DPI-0030(005)
I-10 Mobile River Bridge and Bayway Widening
Baldwin and Mobile Counties

Dear Mr. White:

We are in receipt of your August 20, 2012 letter requesting to be a consulting party under Section 106 of the National Historic Preservation Act for the subject project. We have consulted with the Alabama Historical Commission and welcome Restore Mobile, Inc as a consulting party. By copy of this letter, we request your organization be added to the consulting party list with you as the representative. If a different representative is preferred, please notify us. You will be provided information and kept informed as the Section 106 process proceeds and invited to any consulting party meetings.

Sincerely,

For: Mark D. Bartlett, P. E.
Division Administrator

cc:
Elizabeth Brown, Alabama Historical Commission
Alfredo Acoff, ALDOT



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900



FRANK W. WHITE
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

November 15, 2012

I-10 Mobile River Bridge and Bayway Widening Section 106 Comments

Area Of Potential Effect: The Consultants and the Alabama Department of Transportation defined a complete Area of Potential Effect (APE) for direct and visual effects. We appreciate the close coordination between the consultant and our office, as well as with other consulting parties, to identify areas likely to be affected.

Eligibility for National Register of Historic Places (NRHP): The consultant has done an excellent job of organizing and conducting the survey of the area which had not been surveyed. Having block maps including both historic maps and current conditions for each block survey area made the report especially easy to review. We concur with the report's opinion regarding eligibility except for buildings 7 and 7a in block one, which we do not believe are eligible for the NRHP.

Methodology for assessing visual effects: The points selected were varied and numerous enough to understand how the bridge would look from many static points throughout the APE, but the point-by-point method fails to convey the full effect of the bridge on the historic neighborhoods and resources. This is not a fatal flaw, but it should be considered that effects will be generally greater than expressed with this method. General comments:

1. A point-by-point look at the bridge does not adequately portray the visual effects of the bridge on whole districts. People live and move around in districts, and in the case of those districts and resources closest to the bridge alternatives, they will be aware of the bridge looming over them in a way which would be difficult to assess, and is not adequately portrayed in the analysis.
2. Photographs, showing a gray bridge against a blue background, often do not adequately convey the view of the bridge. For example, the photos of Resource 32

don't show the towers of the bridge rising over the top of the house to the left any where near to the effect it would have on a person standing in that location. Our eyes will see beyond the edge of the photograph.

3. The rendering of the bridge in the photographs minimizes the visual effect of the bridge. Looking into the southern sky from Mobile will render the bridge deck and towers, and sometimes the stays, in a dark silhouette against a light sky, and it will be more noticeable than the photographs show.

4. Not enough attention has been paid to the amount of light pollution this very tall bridge will spread across the area. Residents in the Di Tonti Square historic district have told this office that they have installed blackout shades in bedrooms to eliminate the light from the I-165 connector, and both the bridge and approaches will have a similar and more wide-spread effect. In addition, analysis of noise is not included.

The existence of a substantial tree canopy in Mobile has moderated substantial visual impacts in many cases (one example: Prince of Peace Church, Resource 42). A hurricane, however, is not an unforeseen event in Mobile, and would increase visual effects substantially and for many years. Supporting efforts to maintain and perpetuate the tree canopy should be an integral part of this project.

Differences in scale and use in the industrial areas lead to an assessment that effects will not be as severe here as in the residential areas, even though the bridge is closer. The areas already have large-scale structures, larger spaces, and general rough-and-tumble surroundings that make the bridge not as out of context, and less jarring, than in a residential neighborhood. In addition, the visual effect described from the Scottish Rite Temple seems overstated, since the view described is from an upper-story window. There are only three small windows per floor in a large facade, and most events taking place are very interior-oriented. I think this visual effect would only be "moderate" even if the whole bridge is visible.

Assessment of Visual Impacts in the NRHP listed Church Street East HD: We do not concur with the assessment of visual impacts in Church Street East, and think there will be adverse effects on the district. Specifically:

1. Admiral Semmes has a substantial impact from alternatives A, B, B'; C has a moderate impact. Guests in many rooms on the east and south side of the Admiral Semmes Hotel will have substantial views of the bridge, and noise and light pollution that will affect visitor stay in this historic building.

2. Intersection 43 for alternatives A, B, and B' has a moderate impact, alternative C has no impact

3. Intersection 44, B and B' have a moderate impact

4. Christ Episcopal Church, all alternatives would have a severe impact except alternative C, which is minimal. The bridge is too close for trees to totally screen the presence of the bridge. There are not enough photos of this location to show the effect.

5. Resource 32 has a substantial impact from alternatives, A, B, and B' and a moderate impact from alternative C.

6. Ft. Conde Village will have substantial visual effects from all alternatives except C.

7. Almost all the district will have visual effects from the towers or the bridge itself until one reaches the northern and western parts of the district, where large buildings and layers of tree cover substantially block the views.

Assessment of Visual Impacts on NRHP listed Lower Dauphin Street HD: Lower Dauphin Street HD will have a view of the bridge, but it will be largely blocked by the nature of the dense construction in the area. Buildings on the eastern end of the district will have some views of the bridge, and people walking in the district on this part of Royal and Government Streets will have clear views of the bridge towers and deck which will have a negative effect on the historic character of the district. For the rest of the district, however, we concur with the assessment of visual effects on the Lower Dauphin Street HD.

Assessment of Visual Impacts on the NRHP listed DeTonti Square Historic District: While the bridge will be visible from many locations in the historic district, it appears to be no more visible than other tall buildings such as the RSA tower, and will be an overall part of an urban environment. Maintenance of tree canopy is still an issue. We concur with the assessment of visual effects on the DeTonti Square HD and while we see effects, and as long as the current built and natural environment is maintained, we do not foresee any adverse visual effects.

Assessment of Visual Impacts on the NRHP listed Oakleigh Garden District HD: Maintenance of tree canopy is essential to prevent adverse visual effects on the Oakleigh Garden District. We concur with the assessment of visual effects on the Oakleigh Garden District HD, and do not foresee any adverse visual effects.

Assessment of Visual Impacts on the NRHP listed Old Dauphin Way HD: We concur with the assessment of visual effects on the Old Dauphin Way HD, and do not foresee

any adverse effects .

Assessment of Visual Impacts on the Campground Historic District and Martin Luther King, Jr. Heritage Neighborhood: Although there are locations where the bridge will be visible, the bridge will appear as part of the overall urban environment. There are locations on the south and east of the district where tree cover would improve the visual context. We concur with the assessment of visual effects on the Campground Historic District and Martin Luther King, Jr. Heritage Neighborhood, and do not foresee any adverse visual effects.

Assessment of Visual Impacts on Maysville HD and Oakdale HD, listing on the NRHP pending: We find that both districts are eligible for the NRHP, and concur with the assessment of visual impacts on the Maysville and Oakdale districts, and foresee no adverse visual effects. The districts have been approved by the Alabama National Register Review Board and forwarded to the Keeper of the Register.

Eligibility of Union Hall for the NRHP: The State Historic Preservation Officer confirms that the Union Hall is eligible for the NRHP under criterion A, for its association with broad patterns of history, specifically labor unions, in the United States. We concur that the visual effects will be substantial, and our opinion is there will be an adverse effect.

Old Southern Market and City Hall (NHL): The opinion of the SHPO is that there is a very serious adverse visual impact on the Old Southern Market and City Hall from all alternatives except Alternative C. Alternative C will still be seen in the background when looking to the south and southeast, but distance reduces the effect to one which is not adverse.

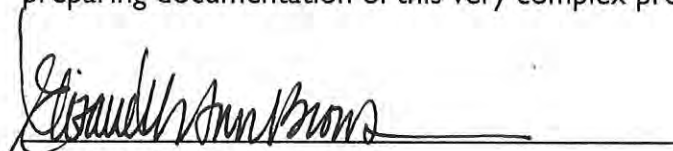
The USS Alabama (NHL): While there will be substantial views of the bridge from Battleship Park, a bridge, substantial or not, is an object which is expected in a ship context. There has been local concern expressed that this new route will make way-finding to Battleship Park more difficult, which would be a serious adverse effect. Study needs to be made to determine the best routes from all transportation facilities, and the design of clear, attractive signs to Battleship Park from all directions to avoid an adverse effect.

Government Street Presbyterian Church (NHL): There are no views of the bridge from commonly accessible parts of the building. The opinion of the SHPO is there will be no effect on Government Street Presbyterian Church.

Archaeology: We concur with the Phase I assessment with these stipulations:

1. Sites where landowner permission was not acquired for the Phase I survey must be addressed with a Phase I survey when a route is selected and the site acquired.
2. Mobile is a city with many layers of occupation which may be very deep in the area we are considering. When sites where buildings now sit which become a part of this project, demolition must take place in a manner which preserves any archaeology which is in place on the site. Please consult with our office to develop a plan before any building demolition occurs.
3. Properties which were found potentially eligible will require development of Phase 2 testing and prior approval from our office before any further work occurs.
4. Properties found eligible should be avoided if possible. If they cannot be avoided, then mitigation should be developed in consultation with our office.

We appreciate the efforts of the Alabama Department of Transportation and its consultants in preparing documentation of this very complex project.

A handwritten signature in black ink, appearing to read "Elizabeth Ann Brown", is written over a horizontal line.

Elizabeth Ann Brown

Deputy State Historic Preservation Officer



ALABAMA DEPARTMENT OF TRANSPORTATION

Design Bureau

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050
Phone: 334-242-6178 FAX: 334-269-0826



Robert Bentley
Governor

John R. Cooper
Transportation Director

May 28, 2014

Mrs. Lee Anne Wofford
Deputy State Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, Alabama 36130-0900

RE: Determination of Effects AHC #00-1934 and 00-0352 Cultural Resources Assessment ALDOT Project: DPI-0030 (005) I-10 Mobile River Bridge and Bayway Widening, Mobile and Baldwin Counties

Dear Mrs. Wofford:

The purpose of this letter is to request SHPO concurrence on effects to NRHP listed and NR-eligible resources affected by the proposed *ALDOT Project DPI-0030 (005) I-10 Mobile River Bridge and Bayway Widening, Mobile and Baldwin Counties*. Per 36 CFR 800, ALDOT has been in on-going consultation with your agency regarding the Section 106 Process. Previous steps in the Process coordinated with the SHPO include the determination the Area of Potential Effect, the identification of National Register properties, the possible effects determination and the coordination with other consulting parties.

ALDOT has not previously submitted our position regarding the possible effects of the project to historic properties. Per 36 CFR 800.5(a)(1), the Criteria of Adverse Effect were applied to the identified historic properties to determine if the project would diminish any of the characteristics of the property's aspects of integrity, that qualify the property for the NRHP. ALDOT is proposing the following findings based on the enclosed information:

Determination of Effects Summary

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
<i>Church Street East Historic District</i>	Yes ¹	No	No	Section 4.1
<i>Lower Dauphin Street Historic District</i>	Yes ¹	No	No	Section 4.2
<i>De Toni Square Historic District</i>	Yes ¹	No	No	Section 4.3
<i>Oakleigh Garden Historic District</i>	Yes ¹	No	No	Section 4.4
<i>Old Dauphin Way Historic District</i>	Yes ¹	No	No	Section 4.5
<i>Campground Historic District and Martin Luther King Heritage Neighborhood</i>	Yes ¹	No	No	Section 4.6 – 4.7

Determination of Effects Summary (continued)

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
<i>Oakdale Historic District</i>	Yes ¹	No	No	Section 4.8
<i>Maysville Historic District</i>	Yes	No	No	Section 4.9
<i>Union Hall</i>	Yes	No	Yes for Alternative B	Section 6.0
<i>Old Southern Market</i>	Yes ²	No	No	Section 5.1
<i>USS Alabama</i>	Yes ²	No	No	Section 5.2
<i>Government Presbyterian Church</i>	Yes ²	No	No	Section 5.3
<i>BAE Maritime Historic District</i>	Yes	No	Yes for Alternative C	Section 4.10

¹ NRHP Listed

² NHL

The indirect effects including visual (Enclosed Section 3.0-6.0), noise, air, lighting (Enclosed Appendix A), shadow (Enclosed Appendix B), and vibration (Enclosed Appendix C) effects from the project have also been evaluated. In conclusion, Alternative A will have no adverse effect on any property listed on or eligible for the NRHP. In summary Alternative B will have an adverse effect on the NR-eligible Union Hall, Alternatives B and B' (Preferred) will impact archaeological site 1MB412, Alternative C will have an adverse effect on the NR-eligible BAE Maritime Historic District and impact archaeological Sites 1MB410, 1MB411, 1MB498 and 1MB499.

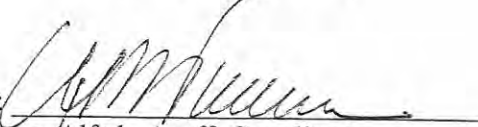
Additional archaeological surveys and testing will be coordinated with the SHPO and performed as part of the investigation of the Preferred Alternative in the FEIS. Additional coordination with the SHPO will be conducted on methods to minimize impacts to historical archeological resources as well as to define areas not previously surveyed and, if required conduct additional archeological surveys of these areas.

As per 36 CFR part 800.5(c) we understand that if, after 30 days, our office has not received a response to this information we will assume your agency has no objections and will proceed with the project. We appreciate any and all efforts to assist us in expediting this project. If you have any questions, please feel free to call Bill Turner of our staff at 242-6144.

Sincerely,

William F. Adams, P.E.
State Design Engineer

By:



Alfredo Acoff, Coordinator
Environmental Technical Section

Enclosure: Enclosure as *referenced in the letter* for Determination of Effects

AA/WBT/pmp

cc: FHWA
ALDOT Southwest Region
Volkert & Associates
Heather Dunn, ETS Project Manager
Cultural Resources File

CONCUR: _____ DATE: _____

ENCLOSURE

1.0 Historic Resources

A historic resources study is required as part of the environmental review process on projects with federal funding. A federal undertaking can encompass a broad range of federal activities. The activity may be an action by the federal agency itself, the granting of funds from a federal agency, or a permit approval by a federal agency. Whenever one of these activities has the potential to affect historic properties it is considered an undertaking and a Section 106 review must be completed.

Historic properties include historic districts, sites, buildings, structures, and objects. The cultural resource study identifies the impacts of federally funded undertakings on districts, sites, buildings, structures and objects that are listed in, or may be eligible for inclusion in, the National Register of Historic Places (NRHP). The criteria of adverse effect, the standard by which effects to historic properties are measured, are included in 36 CFR 800. A historic property, as defined in regulation 36 CFR Section 800.16(l)(1), is any resource included in, or eligible for inclusion in, the NRHP. A historic property is eligible for listing in the NRHP if it meets one, or more, of four NRHP Criteria and retains sufficient integrity to convey historic significance.

The approach to address historic properties included extensive coordination and consultation with SHPO, MHDC, and other Section 106 Consulting Parties related to properties, alternatives, potential effects and initial coordination regarding potential mitigation opportunities. An Area of Potential Effect (APE) was established through two separate meetings, and corresponding field reviews, as Alternatives A, B, B' (Preferred), and C were evaluated. Studies were conducted to establish a historic background/context; to identify historic properties that are on or eligible for the NRHP; and to evaluate alternatives for potential effects. The cultural resource studies were utilized to provide a basis for identifying properties, evaluating potential effects for the Build and No Build Alternatives, and for developing avoidance, minimization, and mitigation measures.

Title 36 CFR Part 800, "Protection of Historic Properties" required federal agencies to take into account the effects of their undertaking on historic properties and to afford the

Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. The ACHP is a Section 106 Consulting Party for this proposed undertaking. 36 CFR Part 800.5, "Assessment of Adverse Effect" states as follows, "§800.5 Assessment of adverse effects. (a) Apply criteria of adverse effects. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.

(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

The "Criteria of adverse effect" establishes a basis for determining whether or not adverse effects would take place. For Alternatives that do not directly affect (physically use) historic properties, the following example of indirect adverse effects provides a basis for evaluating potential adverse effects, "(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." (36 CFR Part 800.5)

The No Build Alternative would not have adverse effects on historic properties. For the Build Alternatives, Alternative B would adversely affect the NRHP eligible Union Hall and Alternative C would adversely affect the NRHP eligible BAE Maritime Historic District. The effects to these two properties are addressed below. Build Alternatives A and B' (Preferred) do not adversely affect NRHP properties.

Coordination with the SHPO, ACHP, and other Section 106 Consulting Parties identified several potential indirect effects as a concern. These indirect effects include visual impacts, noise, air pollution, lighting, shadows from the bridge, and vibrations from construction activities. In assessing potential effects on historic properties, a determination was made as to whether or not the four Build Alternatives would indirectly diminish the integrity of the properties' significant historic features.

- Visual effects were identified at the Church Street East Historic District, Lower Dauphin Street Historic District, Old Southern Market and Old City Hall, Battleship USS Alabama Memorial Park and the Union Hall. The project's visual effects will not diminish these historic properties' location, design, setting, materials, workmanship, feeling, or association. As a result, there will be no adverse visual effects on historic properties.
- Noise effects were identified at the Church Street East Historic District and the Oakdale Historic District. The project's noise effects will not diminish these historic properties' location, design, setting, materials, workmanship, feeling, or association. As a result, there will be no adverse noise effects on historic properties.
- No air quality impacts were identified for the proposed alternatives of this project. Therefore, no historic properties will be affected by air pollution.
- The new bridge will introduce a new light source in the night sky visible to historic properties along the I-10 corridor. However, the nighttime viewshed lacks historic integrity as numerous existing lights are already present. New lighting will be designed so that light levels at the ROW boundary will be less than or equal to the existing light levels. The new lighting will not adversely affect historic properties (**Appendix A**).
- The proposed bridge would produce shadows. The presence of shadows will not introduce incompatible visual elements at any historic properties. The bridge shadow will not adversely affect historic properties (**Appendix B**).
- Construction techniques will be used that avoid vibration effects. Vibrations will not affect historic properties (**Appendix C**).

The requirements of a “Finding of no adverse effect” (36 CFR 800.5) are, “(b) Finding of no adverse effect. The agency official, in consultation with SHPO/THPO, may propose a finding of no adverse effect when the undertaking’s effects do not meet the criteria of paragraph (a) (1) of this section or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by SHPO/THPO to ensure consistency with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.” The following sections present descriptions/characteristics of historic properties along with a discussion of potential adverse effects on historic properties.

2.0 Historic Background

Mobile’s history dates back to the 16th century when Spanish explorers moved through the area and documented Mobile Bay and the Mobile and Tensaw River Delta. French explorers established a settlement in 1702 as the capital of colonial French Louisiana and, at various times in the 18th century, the French, British, and Spanish occupied Mobile. The City of Mobile became part of the United States in 1819 when the State of Alabama was formed. Extensive historical documentation exists regarding the history of Mobile from a wide variety of sources. Detailed information on the history of Mobile and Baldwin Counties, and specifically the study area for the I-10 Mobile River Bridge project area, has been developed for this project. The following reports: VOLUME 1, *Historical Background on the Port of Mobile During the Twentieth Century and Historic Building Survey and Viewshed Impact Assessment of BAE Systems Southeast Shipyards and the Former Bender Shipbuilding & Repair Company, Inc., Facilities for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening*; VOLUME 2, *Historical Background, and Phase I Historic Building Survey for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening*, and VOLUME 3, *Viewshed Impact Assessment for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening Project* have been previously provided to the SHPO and the Section 106 Consulting Parties.

Since colonial times, the I-10 Bridge project study area has undergone numerous changes. For the most part, the property has been in private hands. The movement of development

within the study area has in general been from north to south, as the northern portion is adjacent to Mobile's Central Business District. Mobile's riverfront development has especially adhered to this trend, beginning in the northern portion of the study area during the colonial and antebellum periods, and in the southern portion following the Civil War. This development trend continues today.

Presently, the area west of I-10, aside from the encroachments from the development of the Mobile Civic Center and Texas Street Park, consists almost exclusively of residential related developments, including a mixture of historical and modern homes, at least one historic church, and two historic schools.

The area east of I-10 has been altered considerably by commercial, municipal, and maritime development. The area bounded by Church Street on the north, Mobile River on the east, Virginia Street on the south, and S. Cedar Street on the west has undergone vast changes over the years. From its beginnings, the majority of this area of the city, located immediately south of downtown, has supported residential developments. The portion of the study area located adjacent to Mobile River and east of S. Royal Street was first developed for commercial and industrial pursuits. Over time, much of the study area that was once residential was impacted by either commercial developments or community facilities. Despite the infill, many people still make their homes in portions of the study area, amidst an area that has steadily become heavily industrial.

3.0 Assessing the Viewshed

The RSA Tower dominates the Mobile skyline. The RSA Tower is the tallest building in the state of Alabama. There are also a number of tall office, hotel, and government buildings located in downtown Mobile that define the viewshed. The skyline along the Mobile River is characterized by tall cranes and manufacturing facilities associated with the maritime industry. North of downtown Mobile, the existing Cochrane-Africatown cable-stayed bridge is visible on the skyline. The proposed I-10 bridge will be a prominent feature. Visual effects will primarily be those associated with the high-level bridge as a new component to the existing Mobile skyline. Potential visual effects on historic buildings and historic districts were assessed based upon their setting, surroundings, and

the appearance of proposed new bridge structures in the downtown Mobile area. The four alternative bridge locations would present different views depending upon the location the historic property, and the location of the viewer. **Figure 1** presents a rendering of the proposed bridge as presently conceived.

Sixty sites were identified for viewshed impact assessment at the request of the Section 106 Consulting Parties. These sites include 56 sites in the City of Mobile in Mobile County and four sites on the Eastern Shore of Baldwin County. These sites include 41 historic properties (buildings), 14 street intersections (not historic properties), two historic cemeteries, one historic neighborhood (Fort Condé Village), a military museum park (*USS Alabama* Battleship Memorial Park), and a modern civic building (Arthur R. Outlaw Mobile Convention Center). These sites were identified during field reviews with the Section 106 Consulting Parties and were chosen as key locations for the historic properties. The viewshed impact assessment at these sites was used in evaluating the visual effects to the historic properties.

For a visible rendering of the appearance of the project on historic properties, Alternatives A, B, B' (Preferred) and C were computer modeled to scale. Georeferenced photographs of each site were then imported into the computer model at their respective elevations and angles. The computer modeled image of the alternatives was overlain on the original photographs to create a depiction of what Alternatives A, B, B' (Preferred) and C would look like from the sites. Potential visual effects were described in terms of blockage by other structures; sparse, moderate, and dense tree canopies; or other landscape features.

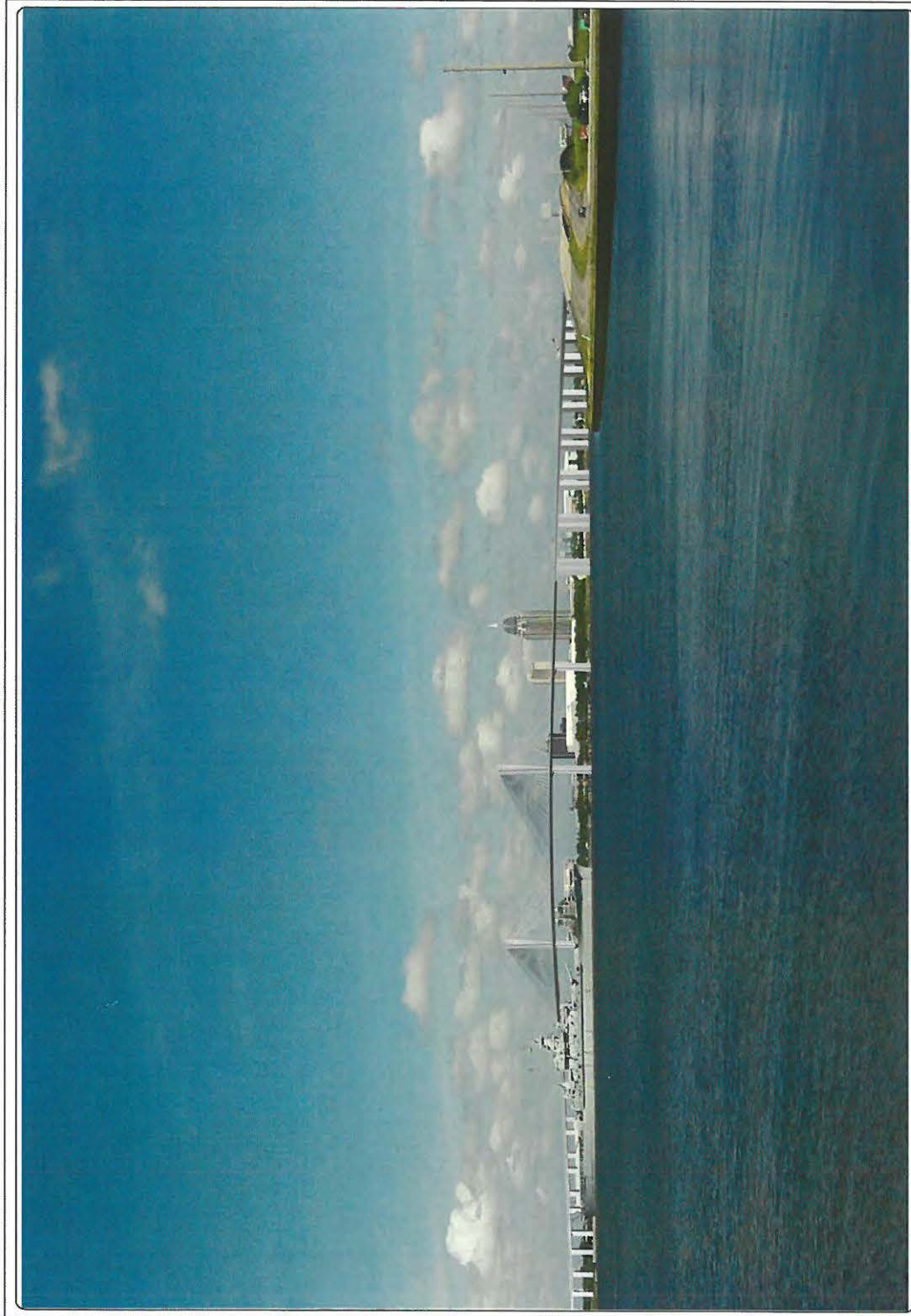
For historic properties where visual effects were not of concern, percentages were estimated of how much of the bridge, including deck and pylons, would be visible from each site. Evaluations were also based on distance from the resource to each bridge alternate.

For historic properties where visual effects were of concern, the following three-step process was followed. First, considering the aspects of integrity, the viewshed was evaluated to determine if it contributes to the significance of the property and had integrity.

Then, the possible visual effects were described. Finally, a determination of visual effect was made based on the integrity of the properties' significant historic features including the properties' location, design, setting, materials, workmanship, feeling or association. If the viewshed did not contribute to the historic significance of the historic property or was previously compromised, then the middle step was skipped.

Input related to bridge aesthetics will be sought during the coordination of visual effects in the FEIS, and efforts to seek public input will continue during the design phase. Measures that will be addressed include aesthetic treatment for various bridge (**Figure 1**) components such as the pylons, cables, piers, treatment of the underside of the bridge, and other visual enhancement or mitigation measures, including lighting.

Figure 1: Rendering of Proposed I-10 Mobile River Bridge



NOTE: NOT TO SCALE

Figure 1
I-10 Mobile River Bridge and Bayway Widening
Bridge Rendering
Project No. DPI-0030(005)

File: \\FS-10-137\turning\2015\000001\001\State\4-11-15\Render\0030\005\Doc\001\Figure 1 - Bridge Rendering.dwg

4.0 Historic Districts

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Eleven historic districts in or near the APE of the proposed I-10 Mobile River Bridge project study area were identified and evaluated. They are shown on **Figure 2**. The details of the evaluation for each of the historic districts are described in the following sections.

4.1 Church Street East Historic District

Church Street East Historic District (**Figure 2**) includes much of the south side of downtown Mobile, and is west-northwest of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Church Street East Historic District covers approximately 169 acres and contains over 80 buildings including residential, commercial, governmental, and religious buildings. It was listed on the NRHP in 1971, with boundary increases in 1984 and 2005, based on Criterion C; the district embodies distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction. Specifically, the qualifying characteristic of Church Street East Historic District is its distinctive architecture, which includes examples of Classical Revival, Renaissance, Greek Revival, Federal, Italianate, Victorian, Neo-Classic, as well as the indigenous Gulf Coast Cottage and shotgun houses among other styles. Most of the contributing buildings in the Church Street East Historic District are single family homes, with a diversity of architectural styles represented that are a distinctive link to Mobile's cultural heritage from ca. 1825 to 1925, its period of significance. In general, the Church Street East Historic District remains intact with streets lined with historic homes.

The setting within the historic district remains intact, maintaining a high degree of integrity. Old majestic Live Oaks line most of the streets creating a dense tree canopy throughout the district. With the exception of a few non-historic houses, apartment complexes, commercial and civic buildings, the historic residences in Church Street East Historic District are predominantly one-story residences of wood frame and two-story residences of brick, some of latter have original or replicated ornamental cast iron second-story

balconies. A good number of the historic houses are used for business offices, yet retain their historic residential character.

This mixture of governmental, educational, religious, commercial, and residential buildings reflects the multi-faceted nature of the Church Street East Historic District. The Church Street East Historic District retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding the Church Street East Historic District to the north is the Lower Dauphin Street Historic District, to the west is the Oakleigh Garden Historic District, to the northwest is the Old Dauphin Way Historic District, to the southeast are U.S. Interstate 10 elevated ramps, and to the south is a residential neighborhood consisting of primarily twentieth-century houses, interspersed with a small number of nineteenth-century houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Church Street East Historic District.

Visual Effects: Infill buildings and structures are located within the viewshed of the Church Street East Historic District. These include tall downtown buildings, the courthouse, I-10 elevated ramps, the Maritime Museum, cruise terminal and parking garage. From the Old Southern Market and Old City Hall, the view beyond the district includes the Mobile Convention Center, Cooper Riverside Park, Maritime Museum, cruise terminal and parking garage, ramp to I-10, an air conditioning unit, overhead directional signage for I-10, and street lighting (**Photos 1-5**). From the Fort Condè Village, the viewshed beyond the district includes tall downtown buildings, the courthouse, I-10 elevated ramps, Maritime Museum, cruise terminal and parking garage, trees, and street lighting. This infill has not affected the setting or architectural significance of the Church Street East Historic District or the contributing resources within the district. Adding the proposed bridge does not change the character or diminish the setting of the district. The viewshed, beyond the district to the southeast, lacks historic integrity and does not contribute to the significance of the district. Even though the proposed project alternatives

will be visible from the district, none will have an adverse effect on the Church Street East Historic District.

Photo Number 1 –
Southeast corner of the Church Street East Historic District/Old Southern Market and Old City Hall looking east-northeast at Mobile Convention Center and Cooper Riverside Park.





Photo Number 2 -
Southeast corner of the Church Street East Historic District/Old Southern Market
and Old City Hall looking east at Cooper Riverside Park, overhead signs, and
Maritime Museum.

Photo Number 3 -

Southeast corner of the Church Street East Historic District/Old Southern Market and Old City Hall looking southeast at Maritime Museum, overhead signs, and I-10 ramps.



Photo Number 4 -
Southeast corner of the Church Street East Historic District/Old Southern Market
and Old City Hall looking south at I-10 ramp, overhead signs, and air
conditioning unit.



Photo Number 5 –
South edge of the Church Street East Historic District/Old Southern Market and Old City Hall near the Christ Church property looking south at parking lot, I-10 overpass, streetlights, and trees.



Noise Effects: A detailed noise analysis was conducted for the entire study area using FHWA's Traffic Noise Model, Version 2.5 (TNM 2.5). Noise impacts were identified in the Church Street East Historic District. This historic district is located in a highly developed environment and in close proximity to the existing transportation network. The properties were reviewed and the increase in the projected noise levels for the Build Alternatives over the No-Build Alternative is 2 dBA or less, which is imperceptible by most people.

Construction activities would temporarily increase noise levels in the immediate vicinity of the construction site. Construction-related noise will be addressed in accordance with ALDOT specifications for construction activities and equipment.

Conclusion: There are potential visual and noise effects on the Church Street East Historic District, associated with the four Build Alternatives (**Photos 6-19**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effect on to the Church Street East Historic District. Visual and noise effects will not create a change in the character of the Church Street East Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Church Street East Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.



Photo Number 6 –
Church Street East Historic District looking east toward Cooper Riverside Park and Alternative A rendering.



Photo Number 7 –
Church Street East Historic District looking east toward Cooper Riverside Park and Alternative B rendering.



Photo Number 8 –
Church Street East Historic District looking east toward Cooper Riverside Park and Alternative B' (Preferred) rendering.



Photo Number 9 – Church Street East Historic District looking east toward Cooper Riverside Park and Alternative C rendering.



Photo Number 10 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative A rendering.



Photo Number 11 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative B rendering.



Photo Number 12 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative B' (Preferred) rendering.



Photo Number 13 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative A rendering.



Photo Number 14 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative B rendering.



Photo Number 15 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative B' (Preferred) rendering.



Photo Number 16 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative C rendering.



Photo Number 17 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condé, Old City Hall, and Alternative A rendering.



Photo Number 18 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condé, Old City Hall, and Alternative B rendering.



Photo Number 19 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condé, Old City Hall, and Alternative B' (Preferred) rendering.

4.2 Lower Dauphin Street Historic District

Lower Dauphin Street Historic District (**Figure 2**) includes the main commercial thoroughfare of Dauphin Street in downtown Mobile, directly north of the Church Street East Historic District, and is north of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Lower Dauphin Street Historic District covers approximately 56 acres along Dauphin Street and includes 185 buildings (primarily commercial buildings) considered to be contributing resources. The district was listed on the NRHP in 1979 with boundary increases in 1982, 1995, and 1998. The district was listed based on Criterion A, the district is associated with events that have made a significant contribution to the broad patterns of our history, and Criterion C, the district embodies distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction. Specifically the qualifying characteristics of Lower Dauphin Street Historic District are its history of commerce, community planning and development, and its distinctive architecture. The district contains a diverse collection of historic commercial buildings with a variety of commercial uses typical of a southern townscape of the nineteenth and early twentieth century. The district contains distinctive examples of Federal, Italianate, Classical Revival, Queen Anne, late Victorian, and late nineteenth and twentieth-century Classical Revival architecture. Its period of significance is from ca. 1825 to 1950.

The setting within the Lower Dauphin Street Historic District as a historic commercial area and historic neighborhood remains intact, maintaining a high degree of integrity. Old majestic Live Oaks line most of the streets creating a dense tree canopy throughout the district. Two city blocks within the Lower Dauphin Street Historic District are public parks. Bienville Square was established early in the city's history, ca. 1849. It contains an elaborate cast iron fountain, stone monuments, and majestic Live Oaks. Cathedral Square was created in 1979 when buildings on this city block were torn down. With the exception of a few non-historic houses, apartment complexes, and commercial buildings, the district's commercial areas and neighborhoods remain intact with streets lined with two-story brick buildings serving as department stores, specialty stores, small businesses,

offices, restaurants, and entertainment venues along with a mixture of one and two-story residential dwellings.

The Lower Dauphin Street Historic District represents the most intact early commercial avenue for the city of Mobile. The mixture of historic commercial buildings with smaller numbers of civic, religious, and residential buildings reflects the multi-faceted quality of the Lower Dauphin Street Historic District. The Lower Dauphin Street Historic District retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding the Lower Dauphin Street Historic District to the north and west is a mixture of historic and non-historic residential and commercial buildings, to the east is Mobile Convention Center and Alabama State Docks on the Mobile River, and to the south lays the Church Street Historic District.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Lower Dauphin Street Historic District.

Visual Effects: Infill buildings and structures are located within the viewshed of the Lower Dauphin Street Historic District. These include tall downtown buildings, the Convention Center, IMAX Theater, the Maritime Museum, cruise terminal and parking garages. Looking toward the bridge locations from the corner of the district on Water Street, the view beyond the district includes the ASPA cranes, Mobile Convention Center, elevated walkway over Water Street, Maritime Museum, cruise terminal and parking garage, ramp to I-10, IMAX Theater, and city parking garage. Street lighting and trees are also visible along Water Street (**Photos 20 and 21**). Looking toward the bridge locations from the edge of the district on Royal Street, the view beyond the district includes the Riverview Plaza Hotel, IMAX Theater, Old Southern Market and Old City Hall, a new hotel, street lighting, and trees along Royal Street. This infill has not affected the setting or the architectural or commerce significance of the Lower Dauphin Street Historic District or contributing resources within the district. Adding the proposed bridge does not change the

character or diminish the integrity of the setting of the district. The viewshed, beyond the district to the east and southeast, lacks historic integrity and does not contribute to the significance of the district. Even though the proposed project alternatives will be visible from the district, none will have an adverse effect on the Lower Dauphin Street Historic District.

Conclusion: There are potential visual effects on the Lower Dauphin Street Historic District, associated with the four Build Alternatives (**Photos 22-25**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effect to the Lower Dauphin Street Historic District. Visual effects will not create a change in the character of the Lower Dauphin Street Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Lower Dauphin Street Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

Photo Number 20 –

Edge of Lower Dauphin Street Historic District looking southeast at Mobile Convention Center, elevated walkway, Maritime Museum, and cruise terminal.



This Page Intentionally Left Blank



Photo Number 21 – Edge of Lower Dauphin Street Historic District looking south at Mobile Convention Center, elevated walkway, Maritime Museum, cruise terminal, and parking garage.



Photo Number 22 – Lower Dauphin Street Historic District looking south toward Alternative A rendering.



Photo Number 23 –
Lower Dauphin Street Historic District looking south toward Alternative B rendering.



Photo Number 24 –
Lower Dauphin Street Historic District looking south toward Alternative B' (Preferred) rendering.



Photo Number 25 – Lower Dauphin Street Historic District looking south toward Alternative C rendering.

4.3 De Tonti Square Historic District

De Tonti Square Historic District (**Figure 2**) is on the north side of downtown Mobile, about 0.6 miles north-northwest of the nearest bridge route, Alternative A. De Tonti Square Historic District was listed on the NRHP in 1972. It covers approximately 36 acres and is roughly bounded by Adams Street on the north, N. Conception Street on the east, St. Anthony Street on the south, and N. Claiborne Street on the west.

De Tonti Square Historic District contains 66 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of De Tonti Square Historic District is its architecture, with examples of Federal, Italianate, Classical Revival, and late Victorian styles. Its period of significance is from ca. 1825 to 1925. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP-listed De Tonti Square Historic District.

Visual Effects: The historic district is 0.6 to 1.1 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred) and C. Looking toward the bridge locations from

the southern edge of the district, the viewshed beyond the district includes nearby trees and multistory buildings in downtown that block the view of the bridge alternatives.

Conclusion: Alternatives A, B, and B' (Preferred) would have minimal visual effects on De Tonti Square Historic District. Alternative C would have no visual effect on De Tonti Square Historic District. There are potential visual effects on the De Tonti Square Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the De Tonti Square Historic District. Visual effects will not create a change in the character of the De Tonti Square Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the De Tonti Square Historic District's location, design, setting, materials, workmanship, feeling, or association. The project will have no adverse effect on the De Tonti Square Historic District.

4.4 Oakleigh Garden Historic District

Oakleigh Garden Historic District (**Figure 2**) is relatively distant from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C, with the east edge 0.6 miles from the nearest bridge route, Alternative A. Oakleigh Garden Historic District was listed on the NRHP in 1972, with a boundary increase in 1991. It covers approximately 279 acres and is roughly bounded by Government Street on the north, S. Broad Street on the east, Texas Street on the south, and S. Ann Street on the west.

Oakleigh Garden Historic District contains 288 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of Oakleigh Garden Historic District is its architecture, including examples of Federal, Classical Revival, late Victorian, and Craftsman styles. Its period of significance is from ca. 1825 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Oakleigh Garden Historic District.

Visual Effects: The historic district is 0.6 to 0.7 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The majority of this large historic district is farther away, up to 1.4 miles from the proposed I-10 Mobile River Bridge. Looking toward the bridge alternatives from the eastern edge of the district, the viewshed beyond the district includes one and two-story houses, commercial buildings and dense tree cover that block the view of the proposed bridge from the closest points of the Oakleigh Garden Historic District.

Conclusion: Proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C would have minimal effects on the viewshed of the eastern edge of Oakleigh Garden Historic District. There would be no visual effect for the majority of Oakleigh Garden Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Oakleigh Garden Historic District. Visual effects will not create a change in the character of the Oakleigh Garden Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Oakleigh Garden Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.5 Old Dauphin Way Historic District

Old Dauphin Way Historic District (**Figure 2**) is relatively distant from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C, with the east edge 0.7 mile from the nearest bridge alternative. Old Dauphin Way Historic District was listed on the NRHP in 1984. It covers approximately 657 acres and is roughly bounded by Springhill Avenue on the north, S. Broad Street on the east, Government Street on the south, and Houston Street on the west.

Old Dauphin Way Historic District contains 1,466 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of Old Dauphin Way Historic District is its architecture, with examples of late Victorian and late nineteenth and twentieth-century Classical Revivals, among other styles. Its period of

significance is from ca. 1825 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Old Dauphin Way Historic District.

Visual Effects: The historic district is 0.8 to 1.0 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The majority of this large historic district is farther away, up to over 2.0 miles, from the proposed I-10 Mobile River Bridge. Looking toward the bridge alternatives from the southeast corner of the district, the viewshed beyond the district includes commercial buildings, churches, houses, and trees that block the view of the proposed bridge from the closest points of the Old Dauphin Way Historic District.

Conclusion: Proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C would have minimal effects on the viewshed of the eastern edge of Old Dauphin Way Historic District. There would be no viewshed effect for the majority of Old Dauphin Way Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Old Dauphin Way Historic District. Visual effects will not create a change in the character of the Old Dauphin Way Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Old Dauphin Way Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.6 The Campground Historic District

The Campground Historic District (**Figure 2**) is about 1.5 miles west-northwest and adjacent to the APE for the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The Campground Historic District was listed on the NRHP in 2004. It covers approximately 37 acres and is roughly bounded by Dr. Martin Luther King, Jr. Avenue on the north, N. Ann Street on the east, St. Stephens Road on the south, and Ryland

Street on the west. The Campground Historic District lies within and is part of the much larger Martin Luther King, Jr. Heritage Neighborhood.

The Campground Historic District contains 166 buildings (primarily residential buildings), considered to be contributing resources. The historical significance of the Campground Historic District is its social history as an African-American neighborhood and its architecture with examples of Classical Revival and late Victorian styles, among others. Its period of significance is from ca. 1875 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed the Campground Historic District.

Visual Effects: The historic district is 1.5 to 1.7 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Multi-story non-historic buildings in downtown Mobile would provide blockage of the proposed I-10 Mobile River Bridge from much of the Campground Historic District. Looking toward the bridge alternatives from the eastern edge of the district, the viewshed beyond the district includes nearby one and two-story houses, trees, and multi-story buildings in downtown Mobile that block the view of the proposed bridge from the closest points of the Camp Ground Historic District.

Conclusion: There would be no viewshed effects for the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Campground Historic District. The project will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Campground Historic District. The project will not create a change in the character of the Campground Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not effect the Campground Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, the district was not affected by the project.

4.7 Martin Luther King, Jr., Heritage Neighborhood

The Martin Luther King, Jr., Heritage Neighborhood (**Figure 2**) is located on the northwest boundary of the APE for the proposed I-10 Mobile River Bridge. This large historically African-American community (which includes the Campground Historic District) was designated a heritage neighborhood by the Mobile City Council in 2002. Martin Luther King, Jr., Heritage Neighborhood covers approximately 715 acres.

Martin Luther King, Jr., Heritage Neighborhood contains hundreds of buildings, mostly residential with some commercial, educational, and religious buildings. The historical significance of Martin Luther King, Jr., Heritage Neighborhood is its social history as an African-American community. Its period of significance is from ca. 1875 to 1950. The neighborhood consists of primarily one-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the Martin Luther King, Jr., Heritage Neighborhood.

Visual Effects: The neighborhood is 0.7 to 1.1 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the southeast edge of the district, the viewshed beyond the district includes one and two-story houses, trees, commercial buildings, and multi-story buildings in downtown Mobile that block the view of the proposed bridge from the closest points of the Martin Luther King Historic Neighborhood.

Conclusion: Alternatives A, B, and B' (Preferred) would have minimal effects on the viewshed of Martin Luther King, Jr., Heritage Neighborhood. Alternatives A, B, and B' (Preferred) would be visible from the Martin Luther King, Jr., Heritage Neighborhood. Alternative C would have no viewshed effect on the Martin Luther King, Jr., Heritage Neighborhood. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Martin Luther King, Jr., Heritage Neighborhood. Visual effects will not create a change in the character of the Martin Luther King, Jr., Heritage Neighborhood's use or setting or introduce incompatible visual,

atmospheric, or audible elements. The project will not diminish the Martin Luther King, Jr., Heritage Neighborhood's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.8 Oakdale Historic District

Oakdale Historic District (**Figure 2**) is south-southwest of downtown Mobile adjacent to the western terminus of the proposed I-10 Mobile River Bridge Alternative C and the proposed realignment of the Virginia Street interchange with I-10. It covers approximately 511 acres and is bounded by Virginia Street on the north, I-10 on the east, Preston Street on the south, and S. Ann Street on the west.

The proposed Oakdale Historic District contains 881 buildings (primarily residential, with a few commercial buildings) considered as potential contributing resources. The historical significance of the proposed Oakdale Historic District is its social history as a working class neighborhood and its architecture, including late Victorian, twentieth-century Classical Revival, Craftsman, and Mission styles. Its period of significance is from ca. 1900 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP eligible Oakdale Historic District.

Visual Effects: Oakdale Historic District is 0.5 to 0.7 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the northeast corner of the district, the viewshed beyond the district includes commercial buildings, one and two-story houses, trees, I-10 Virginia Street overpass, and elevated approaches, APM Terminals, overhead signage, and street lighting provides blockage of the proposed bridge from the closest points of the Oakdale Historic District.

Noise Effects: A detailed noise analysis was conducted for the entire study area using FHWA's Traffic Noise Model, Version 2.5 (TNM 2.5). Noise effects were identified in the Oakdale Historic District. This historic district is located in a highly developed

environment and in close proximity to the existing transportation network. The properties were reviewed and the increase in the projected noise levels for the Build Alternatives over the No-Build Alternative is 2 dBA or less, which is imperceptible by most people.

Construction activities would temporarily increase noise levels in the immediate vicinity of the construction site. Construction-related noise will be addressed in accordance with ALDOT specifications for construction activities and equipment.

Conclusion: There would be no visual effect of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Oakdale Historic District. Potential traffic noise effects will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Oakdale Historic District. Traffic noise effects will not create a change in the character of the Oakdale Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Oakdale Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.9 Maysville Historic District

The Maysville Historic District (**Figure 2**) is southwest of downtown Mobile approximately 1.5 miles west of the western terminus of the proposed I-10 Mobile River Bridge. It covers approximately 447 acres and is bounded by Virginia Street on the north, S. Ann Street on the east, Duval Street on the south, and Houston Street on the west.

The Maysville Historic District contains 1,100 buildings (primarily residential, with some commercial, religious, and educational buildings). Not all of these buildings are contributing resources. The historical significance of the Maysville Historic District is its social history as an African-American neighborhood and its architecture, including late Victorian, twentieth-century Classical Revival, Craftsman, and Mission styles. Its period of significance is from ca. 1900 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the Maysville Historic District which was listed on the NRHP on December 25, 2013.

Visual Effects: Maysville Historic District is 1.5 to 1.6 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the northeast corner of the district, the viewshed beyond the district includes Magnolia Cemetery and trees that provides blockage of the proposed bridge from the closest point of the Maysville Historic District.

Conclusion: There would be no visual effect of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Maysville Historic District. The project will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Maysville Historic District. The project will not create a change in the character of the Maysville Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not effect the Maysville Historic District's location, design, setting, materials, workmanship, feeling, or association.

4.10 BAE Maritime Historic District

BAE Systems Southeast Shipyards (BAE) (**Figure 2**) includes about 100 acres of Pinto Island on the east side of the Mobile River and across from downtown Mobile. BAE is south of the proposed Mobile River I-10 Bridge Alternatives A, B and B' (Preferred). Alternative C crosses BAE. BAE consists of a number of buildings dating back to the early 1940s World War II Alabama Dry Dock and Shipbuilding Company (ADDSCO) shipyard (formerly Atlantic Marine, Inc. shipyard, now BAE Systems Southeast Shipyards). Vacant and operating ship repair buildings cover the shipyard along with related machinery and equipment. Buildings range in size from very small pump houses, compressor houses, and generator buildings, to medium and large work and repair shops, to very large warehouses and machine shops. Also present is a World War II floating dry dock, one of a few remaining in the United States. BAE is considered NRHP eligible under Criterion A, as a property associated with a specific event in American prehistory or

history, or pattern of events that make a significant contribution to the development of a community, a state, or the nation. The shipyard complex is also considered NRHP eligible under Criterion C, as a property significant for its physical design or construction, including distinctive architectural characteristics of type, period, or method of construction. Specifically the BAE is considered NR eligible for its early association with Mobile's shipbuilding industry and the architectural styles present in the district. Thirteen buildings were identified that are greater than 50 years old. All thirteen buildings are considered contributing resources to the historic district. In general, the shipyard remains intact with streets, office buildings, piers, cranes, dry-docks, repair shops, and fabrication facilities representing a collection of resources associated with Mobile's shipbuilding industry.

The setting within BAE remains intact with many of its original buildings in place. The BAE facilities are actively being used to work on vessels and exhibit a collection of ships in various states of repair. Frequently, the ships being repaired are massive cargo, cruise, and drilling ships that are raised out of the water on drydocks and reach vertical elevations well above the landside repair facilities. BAE retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding BAE to the north contains grain silos, multistory buildings in downtown Mobile, the I-10 Water Street interchange and a partial view of the Austal shipbuilding facility, to the west is the Mobile River, Signal shipyard, to the south is the Mobile River, Choctaw Point Container Terminal, coal and steel loading facilities and a number of piers and tall cranes, and to the east are wetland areas and Mobile Bay.

Direct Effects: Alternatives A, B, and B' (Preferred) do not require the acquisition of property from BAE. Alternative C requires the acquisition of property from BAE. Alternative C does not require the demolition of any of the thirteen contributing resources.

Visual Effects: Infill buildings and structures are located within the viewshed of the BAE Maritime Historic District. These include tall downtown buildings, interstate ramps, silos and ship building facilities. Looking toward the bridge locations from BAE, the viewshed beyond the district includes the Signal Shipyard, I-10 Water Street interchange, multistory

buildings in downtown Mobile, grain silos, and a partial view of the Austal facility. This infill has not affected the setting or the architectural or historical significance of BAE or the contributing resources within the district. Adding the proposed bridge does not change the character or diminish the integrity of the setting of the district. The viewshed, beyond the district to the northwest, lacks historic integrity and does not contribute to the significance of the resource. Even though the proposed project alternatives will be visible from the district, none will have an adverse effect on the BAE Maritime Historic District.

Conclusion: There are potential visual effects on the BAE Maritime Historic District, associated with the four Build Alternatives. These potential visual effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the BAE Maritime Historic District with Alternatives A, B and B' (Preferred). Visual effects will not create a change in the character of the BAE Maritime Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. Alternatives A, B and B' (Preferred) will not diminish the BAE Maritime Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made for Alternatives A, B and B' (Preferred). Alternative C would require land from the BAE Maritime Historic District constituting an adverse effect on the property.

4.11 Signal Marine

Signal Marine (formerly Bender Shipbuilding & Repair Company) (**Figure 2**) consists of 14 buildings. Ten buildings were determined to be over 50 years of age. Four buildings are not over 50 years of age. The Signal complex is a large tract of land south of Eslava Street on the west side of the Mobile River. South Water Street runs north south through the various city blocks owned by Signal. Signal is south of downtown Mobile in a commercial and industrial area with a few scattered occupied residences and vacant buildings, both residential and commercial. It covers approximately 80 acres. Most of the property is a relatively open area, covered with asphalt and gravel drives and parking areas. Shipyard related machinery and equipment also occupy the area.

Due to a lack of integrity, continuity and historical significance, it was determined that Signal Marine was not considered eligible for the NRHP. Therefore, a viewshed assessment was not done for this property.

5.0 National Historic Landmarks

Four properties were found listed as NHL with the National Park Service are in the APE of the proposed I-10 Mobile River Bridge project study area, and are included in the study for the project. These include Old Southern Market and Old City Hall, *USS Alabama* Battleship and *USS Drum* Submarine (both located at Battleship *USS Alabama* Memorial Park) and Government Street Presbyterian Church.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NHL listed Old Southern Market and Old City Hall, *USS Alabama* Battleship, *USS Drum* Submarine, or Government Street Presbyterian Church.

5.1 Old Southern Market and Old City Hall

Old Southern Market and Old City Hall (now Museum of Mobile) is located at 111 S. Royal Street in downtown Mobile, north of the proposed Mobile River Bridge Alternatives A, B, B' (Preferred) and C. The new north facing Gulf Coast Exploreum and IMAX Theater covers the north half of the same city-block on S. Royal Street. The historic property is a Greek Revival style "L" shaped collection of three main buildings connected by overhead walls affording entry into a courtyard. The building was completed in 1857 and served as a market, armory and municipal complex. Although altered from time to time over the 20th Century, in 1969 the Old Southern Market and Old City Hall was nominated to the NRHP under Criterion A and Criterion C with architecture and commerce as areas of significance. It was declared a NHL in 1973.

Through alterations, an addition, renovations, and restoration the present setting of Old Southern Market and Old City Hall (now Museum of Mobile) still retains a high degree of historical integrity.

The viewshed surrounding the Old Southern Market and City Hall (now Museum of Mobile) to the north consists of historic storefronts and the multi-story Hampton Inn and Riverview Plaza Hotel. To the east are five-lane Water Street with the Arthur R. Outlaw Mobile Convention Center and Cooper Riverfront Park on the Mobile River. To the south are parking lots, I-10 ramps, and Fort Condé Visitor Center, and to the west is a vacant city lot with grass, where the Mobile County Probate Courthouse once stood, with a view of Christ Episcopal Church.

Visual Effects: Infill buildings and structures are located within the viewshed of the Old Southern Market and City Hall (now Museum of Mobile). From the Old Southern Market and Old City Hall (now Museum of Mobile), the viewshed beyond the resource includes the Mobile Convention Center, Cooper Riverside Park, the Maritime Museum, cruise terminal and parking garage, ramp to I-10, an air conditioning unit, overhead directional signage for I-10, and street lighting (**Photos 1-5**). This infill has not affected the setting or architectural significance of the Old Southern Market and City Hall (now Museum of Mobile). Adding the proposed bridge does not change the character or diminish the integrity of the setting of the Old Southern Market and Old City Hall (now Museum of Mobile). The viewshed, beyond the property to the south, lacks historic integrity and does not contribute to the significance of the historic property. Even though the proposed project alternatives will be visible from the property, none will have an adverse effect on the setting or the architectural significance of the Old Southern Market and City Hall (now Museum of Mobile).

Conclusion: There are potential visual effects on the Old Southern Market and Old City Hall (now Museum of Mobile), associated with the four Build Alternatives (**Photos 26-28**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Old Southern Market and Old City Hall (now Museum of Mobile). Visual effects will not create a change in the character of the Old Southern Market and City Hall (now Museum of Mobile)'s use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Old Southern Market

and City Hall (now Museum of Mobile)’s location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.



Photo Number 26 –
Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative A rendering.



Photo Number 27 –
Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative B rendering.



Photo Number 28 –

Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative B' (Preferred) rendering.

5.2 Battleship USS Alabama Memorial Park

Battleship *USS Alabama* Memorial Park is located on the Causeway. Battleship *USS Alabama* Memorial Park was opened in 1963 shortly after the arrival of the NHL *USS Alabama*. The park is owned by the State of Alabama and administered by a Board of Commissioners appointed by the Governor. The highlight of the park is the NHL *USS Alabama*. Commissioned in August 1942, the 35,000-ton *USS Alabama* is one of only two surviving SOUTH DAKOTA class battleships built as part of America's preparations for World War II (WWII). The ship spent 40 months in active service in the Pacific during WWII. She participated in 26 engagements and earned nine battle stars on her Asiatic-Pacific Theater Campaign ribbon. *USS Alabama* was designated a NHL in 1986. The NHL *USS Drum* submarine is also a major attraction within the Battleship *USS Alabama* Memorial Park. The *USS Drum* was built for WWII service at Portsmouth Naval Shipyard, and it is the oldest submarine of its kind still in existence.

The setting within the park contains a brick building with a gift store, snack bar, ticket office, entranceway to *USS Alabama*. The park also includes a large metal Aircraft Pavilion, a metal maintenance building, the NHL *USS Drum*, and Korean and Vietnam War Memorials. A parking lot covers the southeast quarter of the park and the remainder is grass, landscaping and wetlands.

The viewshed surrounding the park consists of Mobile Bay to the north, east, and south and the City of Mobile to the west. The existing I-10 elevated twin bridges across Mobile Bay and the existing Causeway are both visible from much of the park. In the west viewshed toward the proposed bridge locations is moderate tree canopy, and taller downtown buildings such as RSA-Bank Trust Building and RSA Tower. Also visible in the viewshed are buildings at BAE Shipyard, a maintenance warehouse, a dredge material disposal area, the top of Austal's buildings, a motel, and a restaurant.

Visual Effects: Infill buildings and structures are located within the viewshed of Battleship USS Alabama Memorial Park. The viewshed beyond the park includes the RSA-Bank Trust Building and RSA Tower, structures at BAE Shipyard, a maintenance warehouse, a dredge material disposal area, and the top of Austal's buildings, a motel, and a restaurant. This infill has not affected the setting or historical significance of Battleship USS Alabama Memorial Park. Adding the proposed bridge does not change the character or diminish the integrity of the setting of the park. The viewshed, beyond the property to the west, lacks historic integrity and does not contribute to the significance of the resource. Even though the proposed project alternatives will be visible from park, none will have an adverse effect on the setting or the historical significance of Battleship USS Alabama Memorial Park.



Photo Number 29–
Battleship Park Alternative A rendering.



Photo Number 30–
Battleship Park Alternative B rendering.



Photo Number 31–
Battleship Park Alternative B' rendering.



Photo Number 32–
Battleship Park Alternative C rendering.

Conclusion: There are potential visual effects on Battleship USS Alabama Memorial Park, associated with the four Build Alternatives (**Photos 29-32**). These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to Battleship USS Alabama Memorial Park. Visual effects will not create a change in the character of Battleship USS Alabama Memorial Park's use or setting or introduce incompatible visual, atmospheric, or audible elements. It is our determination that the project will not diminish the Battleship USS Alabama Memorial Park's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

SHPO recommends a study to determine the best routes from all transportation facilities to Battleship USS Alabama Memorial Park and to address signage to direct visitors to the park. Access to the Battleship USS Alabama Memorial Park will not be impacted by the proposed project. ALDOT will coordinate with SHPO, *USS Alabama* Commission, and the consulting parties to develop signage to direct visitors to the park.

5.3 Government Street Presbyterian Church

Government Street Presbyterian Church is located at 300 Government Street in the Church Street East Historic District in downtown Mobile. Construction of Government Street Presbyterian Church began in 1834 and was completed in 1836. Shortly after, this church was illustrated on the 1838 city map of Mobile drawn by John LaTourette, showing its original large central steeple. The church faces south toward the proposed I-10 Mobile River Bridge. Based on Criterion A and Criterion B; its history and architectural style, Government Street Presbyterian Church was also listed on the NRHP in 1971 as a contributing resource in the Church Street East Historic District. It was designated a NHL by the U.S. Department of the Interior October 5, 1992.

Still in its original setting, the building retains most of its classical Greek architectural details, (minus the steeple), and original features. It is in excellent condition.

The current viewshed consists of moderate to dense tree canopy, mostly Live Oaks lining Government and Claiborne Streets, with a mixture of historic (Admiral Semmes Hotel and the former Mobile Press-Register building) and non-historic commercial buildings (Mobile County parking garage and Lafayette Plaza Hotel) on Government Street. A large paved parking lot covers nearly the entire city block east of the church.

Visual Effects: From the top of the front stairs of Government Street Presbyterian Church, Alternatives A, B, B' (Preferred), and C would be largely blocked by tall historic and non-historic buildings, including the four-story parking garage, Admiral Semmes Hotel and Government Plaza (both 12 stories high), and seventeen-story Lafayette Plaza Hotel. The Alternative A bridge deck would be partially visible between the parking garage and Lafayette Plaza Hotel, resulting in minimal viewshed effects. From this same location, the bridge decks of Alternatives B and B' (Preferred) would be partially visible, resulting in minimal viewshed effects. Due to distance (0.7 mile) and blockage by structures, the bridge deck of Alternative C would be partially visible, resulting in minimal viewshed effects.

Conclusion: Alternatives A, B, B' (Preferred) and C would have minimal effects on the viewshed of the Government Street Presbyterian Church. These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Government Street Presbyterian Church. Visual effects will not create a change in the character of the Government Street Presbyterian Church's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish Government Street Presbyterian Church's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

6.0 Historic Structure (Union Hall)

The Union Hall, located outside of the previously defined historic districts, is considered eligible for the National Register of Historic Places (NRHP), under Criterion A: the property is associated with a specific event or patterns of events in American History that make a significant contribution to the development of a community, a state or nation.

Specifically, the significance of Shipbuilders Local 18 Union Hall lies in its role in World War II, use as the IUMSWA meeting hall, and its association with the development of Mobile's shipyard industry. Union Hall was used for about 45 years by Local 18 of the Industrial Union of Marine and Shipbuilding Workers of America (IUMSWA), representing shipyard workers at the Alabama Dry Dock & Shipbuilding Company (ADDSCO). The Union Hall remains in proximity to the shipbuilding industry.

Although the building retains integrity of location, it lacks the integrity of setting it possessed during its period of significance. Still sitting at a main north-south commercial thoroughfare through downtown Mobile, it lies amiss an abandoned section of Madison Street as well as an abandoned gravel parking lot accessed by paved driveways; sharing a city lot with three other vacant buildings. None of the three were found eligible for the National Register of historic Places.

The view of the proposed bridge will not diminish the historical significance of the Union Hall.

The viewshed surrounding the Union Hall to the north consists I-10 interchange ramps, multi-story downtown buildings, trees, and street lights; looking east are a parking garage, shipbuilding facilities, and utility poles; looking south are shipbuilding facilities, warehouses, and bail bond businesses; and looking west are I-10 ramps, Mobile Civic Center, and parking lots.

Direct Effects: Alternative A would be located about 0.1 miles north of the Union Hall. Alternatives B would cross the Union Hall and B' (Preferred) would cross 17 feet south of the Union Hall. Alternative C would be located approximately 0.28 mile south of the Union Hall. Alternatives A, B' (Preferred), and C do not require the acquisition of property from the Union Hall. Alternative B would require acquisition of the Union Hall and the Union Hall would be demolished.

Visual Effects: Infill buildings and structures are located within the viewshed of the Union Hall. Looking north toward Alternative A, the view beyond the property includes tall downtown buildings, I-10 interchange ramps, streetlights; a parking garage and the Mobile

Civic Center. Looking south toward Alternatives B' (Preferred) and C the view beyond the property includes shipbuilding facilities, warehouses, bail bond businesses. This infill has affected the setting but not the historical significance of the Union Hall. Adding the proposed bridge does not change the character or diminish the already compromised integrity of the setting of the property. The view, beyond the property to the north and south, lacks historic integrity and does not contribute to the significance of the property. Even though the proposed project alternatives will be visible from the property, none will have an adverse effect on the historical significance of the Union Hall.

Conclusion: There are potential visual effects on the Union Hall, for Alternatives A, B' (Preferred), and C (**Photos 33-36**). These potential visual effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Union Hall with Alternatives A, B' (Preferred) and C. Visual effects will not create a change in the character of the Union Hall's use or setting or introduce incompatible visual, atmospheric, or audible elements. Alternatives A, B' (Preferred) and C will not diminish the Union Hall's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made for Alternatives A, B' (Preferred) and C. Direct use of the Union Hall would occur with Alternative B constituting an adverse effect on the property.



Photo Number 33 –
Union Hall looking north toward Alternative A rendering.



Photo Number 34 –
Union Hall looking south toward Alternative B rendering.



Photo Number 35 –
Union Hall looking north toward Alternative B' (Preferred) rendering.



Photo Number 36 –
Union Hall looking south toward Alternative C rendering.

Section 106 Effects

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
Church Street East Historic District	Yes ¹	No	No	Section 4.1
Lower Dauphin Street Historic District	Yes ¹	No	No	Section 4.2
De Toni Square Historic District	Yes ¹	No	No	Section 4.3
Oakleigh Garden Historic District	Yes ¹	No	No	Section 4.4
Old Dauphin Way Historic District	Yes ¹	No	No	Section 4.5
Campground Historic District and Martin Luther King Heritage Neighborhood	Yes ¹	No	No	Section 4.6 – 4.7
Oakdale Historic District	Yes ¹	No	No	Section 4.8
Maysville Historic District	Yes	No	No	Section 4.9
Union Hall	Yes	No	Alternative B	Section 6.0
Old Southern Market	Yes ²	No	No	Section 5.1
<i>USS Alabama</i>	Yes ²	No	No	Section 5.2
Government Presbyterian Church	Yes ²	No	No	Section 5.3
BAE Maritime Historic District	Yes	No	Alternative C	Section 4.10

¹ NRHP Listed

² NHL

Appendix A: Lighting Conditions

There are several sources of light intrusion that affect the project corridor. The first is the existing well-lit I-10 roadway and Bayway in Mobile and Baldwin Counties. In Mobile, city street lighting, the Mobile Auditorium, Mobile Convention Center, Texas Street Recreation Facilities, McDuffie Coal Terminal, APM Terminals, and other adjacent commercial and industrial development provide additional sources of light intrusion. When approaching Mobile from the east on the I-10 Bayway or Causeway at night, the entire skyline from the Cochrane Bridge south displays lights from skyscrapers in the CBD as well as commercial and industrial facilities including numerous tall waterfront cranes. The Battleship *USS Alabama* is also well lit. In Baldwin County, lighting on I-10, US 90, US 98, and adjacent commercial development are the primary light sources.

Lighting along the existing, well-lit I-10 roadway and Bayway in Mobile and Baldwin Counties is not expected to change with the proposed project except for the new high level Mobile River Bridge. The new bridge will introduce a new light source visible to commercial and residential areas as well as historic resources along the I-10 corridor. The SHPO commented that not enough attention has been paid to the amount of light pollution this very tall bridge will spread across the area. The light emitted from the proposed cable-stayed bridge at elevations above 200 feet would be approximately 0.1 foot-candles at ground level within 150 feet from the bridge. The light intensity would be equivalent to moonlight. Lighting associated with the bridge approaches, ramps and roadway widening will be designed so that light levels at the ROW boundary will be less than or equal to the existing light levels. Lighting fixtures with exterior shielding will reduce the light levels emanating to areas out the ROW.

The ALDOT is committed to designing roadway and bridge lighting that provides the necessary lighting to meet design criteria, while minimizing light pollution.

Measures, including shielding, to minimize light pollution on residential areas and historic resources will be developed with input from the SHPO and local stakeholders and included in an MOA developed prior to and included in FEIS.

Lighting will also be coordinated with the USCG for navigational requirements, the FAA for air traffic requirements and the USFWS to avoid or minimize impacts on migratory birds.

The four Build Alternatives would have similar lighting systems so lighting impacts would be similar for all Alternatives. Under the No Build Alternative, no additional lighting is anticipated in the project corridor.

Appendix B: Shadow Assessment

An additional assessment was conducted to determine the potential effect of shadows that may be cast by the elevated bridge structures on buildings near the proposed project. Using a computer model, it was determined that the maximum shading would occur on December 21 (the winter solstice) every year. The proposed bridge would produce shadows on buildings north of its proposed location from sunrise until about 10:00 a.m. During late winter, spring, and summer the shading would decrease until June 21 (the summer solstice) and then begin to increase until the winter solstice.

Figures depicting potential shadows created by each of the Build Alternatives on the morning of December 21 were rendered. Alternative A would produce the most shadows on buildings due to its proximity to developed areas of downtown. Alternative C would produce the least shadows on buildings because it is the farthest removed from downtown. The presence of shadows on buildings in downtown is not expected to impact the buildings in a manner that they could no longer be used or enjoyed.

Appendix C: Vibration Impacts

The potential impact to existing buildings and infrastructure from vibrations associated with construction activities will require monitoring. The public has raised vibration impacts on the structural integrity of historic and non-historic buildings as a concern. In response to that concern, ALDOT will utilize construction techniques that avoid vibration impacts. An ongoing ALDOT research project will monitor the vibrations created by several different pile sizes in a location adjacent to the project. This will provide information for design engineers to determine the best construction techniques to be used to avoid vibration impacts.



ALABAMA DEPARTMENT OF TRANSPORTATION

Design Bureau

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050
Phone: 334-242-6178 FAX: 334-269-0826



Robert Bentley
Governor

John R. Cooper
Transportation Director

May 28, 2014

Title, First Name, Last Name
Agency/Organization
Address Line 1
Address Line 2
City, State, Zip

RE: Section 106 Consulting Parties
Determination of Effects for ALDOT Project DPI-0030(005) I-10 Mobile River Bridge and
Bayway Widening EIS Mobile and Baldwin Counties, Alabama

Dear Sir or Madam:

The purpose of this letter is to seek your input on possible effects to *National Register of Historic Places* listed and National Register-eligible resources affected by the proposed *I-10 Mobile River Bridge and Bayway Widening*. Per 36 CFR 800.5(a), When applying criteria of adverse effect, ALDOT shall consider any views concerning effects determination provided by Consulting Parties and the public. Previous steps in the Section 106 Process that have involved the Consulting Parties, include the determination the Area of Potential Effect, the identification of *National Register* properties, project coordination, the possible effects determination and the coordination with other consulting parties.

ALDOT has not previously submitted our position regarding the possible effects of the project to historic properties. Per 36 CFR 800.5(a), the Criteria of Adverse Effect were applied to the identified historic properties to determine if the project would diminish any of the characteristics of the property's aspects of integrity, that qualify the property for the *NRHP*. ALDOT is proposing the following findings based on the enclosed information:

Determination of Effects Summary

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
Church Street East Historic District	Yes ¹	No	No	Section 4.1
Lower Dauphin Street Historic District	Yes ¹	No	No	Section 4.2
De Toni Square Historic District	Yes ¹	No	No	Section 4.3
Oakleigh Garden Historic District	Yes ¹	No	No	Section 4.4
Old Dauphin Way Historic District	Yes ¹	No	No	Section 4.5
Campground Historic District and Martin Luther King Heritage Neighborhood	Yes ¹	No	No	Section 4.6 – 4.7

Determination of Effects Summary (continued)

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
<i>Oakdale Historic District</i>	Yes ¹	No	No	Section 4.8
<i>Maysville Historic District</i>	Yes	No	No	Section 4.9
<i>Union Hall</i>	Yes	No	Yes for Alternative B	Section 6.0
<i>Old Southern Market</i>	Yes ²	No	No	Section 5.1
<i>USS Alabama</i>	Yes ²	No	No	Section 5.2
<i>Government Presbyterian Church</i>	Yes ²	No	No	Section 5.3
<i>BAE Maritime Historic District</i>	Yes	No	Yes for Alternative C	Section 4.10

¹ NRHP Listed

² NHL

The indirect effects including visual (**Enclosed Section 3.0-6.0**), noise, air, lighting (**Enclosed Appendix A**), shadow (**Enclosed Appendix B**), and vibration (**Enclosed Appendix C**) effects from the project have also been evaluated. In conclusion, Alternative A will have no adverse effect on any property listed on or eligible for the NRHP. In summary Alternative B will have an adverse effect on the NR-eligible Union Hall, Alternatives B and B' (Preferred) will impact archaeological site 1MB412, Alternative C will have an adverse effect on the NR-eligible BAE Maritime Historic District and impact archaeological Sites 1MB410, 1MB411, 1MB498 and 1MB499.

Additional archaeological surveys and testing will be coordinated with the SHPO and performed as part of the investigation of the Preferred Alternative in the FEIS. Additional coordination with the SHPO will be conducted on methods to minimize impacts to historical archeological resources as well as to define areas not previously surveyed and, if required conduct additional archeological surveys of these areas.

Per 36 CFR 800.5, (c), (1) and (2), the following applies to consulting party review: If the agency official proposes a finding of no adverse effect, the agency official shall notify all consulting parties of the finding and provide them with the documentation specified in § 800.11(e). The SHPO/THPO shall have 30 days from receipt to review the finding. The agency official may proceed after the close of the 30 day review period if the SHPO/THPO has agreed with the finding or has not provided a response, and no consulting party has objected. The agency official shall then carry out the project. If there is disagreement with the finding within the 30 day review period, then SHPO/THPO or any consulting party notifies the agency official in writing that it disagrees with the finding and specifies the reasons for the disagreement in the notification. The agency official shall either consult with the party to resolve the disagreement, or request the Council to review the finding pursuant to paragraphs (c)(3)(i) and (c)(3)(ii) of this section.

A CD containing the Section 106 documentation to comply with 36 CFR 800.11 (d) and (e) is included. This documentation includes information on the project, the Area of Potential Effects, historic resources identified and characteristics making them eligible for the *National Register of Historic Places*, correspondence and meetings with the consulting parties, public involvement meetings, project's effects on historic properties, and the evaluation to determine how the criteria of adverse effect apply.

At this time, we extend the opportunity to you, as a Consulting Party, to provide comments on this finding of effects and the attached supporting document. Comments advocating there is an adverse effect, should indicate how the project may alter, directly or indirectly, any of the characteristics of the historic property qualifying it for inclusion in the *National Register* in a manner that would diminish the integrity of the property's location, design, setting, materials, feeling or association (36 CFR 800.5(a)(1)).

As the NEPA process proceeds, you will be provided future opportunities to provide input regarding the Section 106 process. Input related to bridge aesthetics and contextual design will be sought during the coordination of the FEIS. ALDOT will coordinate with stakeholders, SHPO, and Section 106 Consulting Parties on bridge aesthetics to design an attractive yet functional and economical bridge.

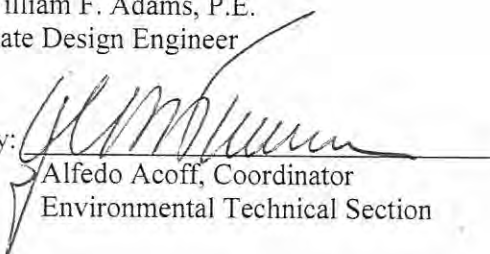
Please provide your written comments to us by July 7, 2014. Your comments should be mailed to:

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, Alabama 36110.

Questions, comments, or requests for hard copies of the enclosed reports may also be e-mailed to dunnh@dot.state.al.us. Thank you for your continued cooperation and interest in this project.

Sincerely,

William F. Adams, P.E.
State Design Engineer

By: 
Alfredo Acoff, Coordinator
Environmental Technical Section

Enclosure: CD containing Enclosure as *referenced in the letter* for Determination of Effects
Previous Section 106 Consultation

cc: FHWA
ALDOT Southwest Region
Volkert & Associates
Heather Dunn, ETS Project Manager
Cultural Resources File

ENCLOSURE

1.0 Historic Resources

A historic resources study is required as part of the environmental review process on projects with federal funding. A federal undertaking can encompass a broad range of federal activities. The activity may be an action by the federal agency itself, the granting of funds from a federal agency, or a permit approval by a federal agency. Whenever one of these activities has the potential to affect historic properties it is considered an undertaking and a Section 106 review must be completed.

Historic properties include historic districts, sites, buildings, structures, and objects. The cultural resource study identifies the impacts of federally funded undertakings on districts, sites, buildings, structures and objects that are listed in, or may be eligible for inclusion in, the National Register of Historic Places (NRHP). The criteria of adverse effect, the standard by which effects to historic properties are measured, are included in 36 CFR 800. A historic property, as defined in regulation 36 CFR Section 800.16(l)(1), is any resource included in, or eligible for inclusion in, the NRHP. A historic property is eligible for listing in the NRHP if it meets one, or more, of four NRHP Criteria and retains sufficient integrity to convey historic significance.

The approach to address historic properties included extensive coordination and consultation with SHPO, MHDC, and other Section 106 Consulting Parties related to properties, alternatives, potential effects and initial coordination regarding potential mitigation opportunities. An Area of Potential Effect (APE) was established through two separate meetings, and corresponding field reviews, as Alternatives A, B, B' (Preferred), and C were evaluated. Studies were conducted to establish a historic background/context; to identify historic properties that are on or eligible for the NRHP; and to evaluate alternatives for potential effects. The cultural resource studies were utilized to provide a basis for identifying properties, evaluating potential effects for the Build and No Build Alternatives, and for developing avoidance, minimization, and mitigation measures.

Title 36 CFR Part 800, "Protection of Historic Properties" required federal agencies to take into account the effects of their undertaking on historic properties and to afford the

Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. The ACHP is a Section 106 Consulting Party for this proposed undertaking. 36 CFR Part 800.5, "Assessment of Adverse Effect" states as follows, "§800.5 Assessment of adverse effects. (a) Apply criteria of adverse effects. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.

(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

The "Criteria of adverse effect" establishes a basis for determining whether or not adverse effects would take place. For Alternatives that do not directly affect (physically use) historic properties, the following example of indirect adverse effects provides a basis for evaluating potential adverse effects, "(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." (36 CFR Part 800.5)

The No Build Alternative would not have adverse effects on historic properties. For the Build Alternatives, Alternative B would adversely affect the NRHP eligible Union Hall and Alternative C would adversely affect the NRHP eligible BAE Maritime Historic District. The effects to these two properties are addressed below. Build Alternatives A and B' (Preferred) do not adversely affect NRHP properties.

Coordination with the SHPO, ACHP, and other Section 106 Consulting Parties identified several potential indirect effects as a concern. These indirect effects include visual impacts, noise, air pollution, lighting, shadows from the bridge, and vibrations from construction activities. In assessing potential effects on historic properties, a determination was made as to whether or not the four Build Alternatives would indirectly diminish the integrity of the properties' significant historic features.

- Visual effects were identified at the Church Street East Historic District, Lower Dauphin Street Historic District, Old Southern Market and Old City Hall, Battleship USS Alabama Memorial Park and the Union Hall. The project's visual effects will not diminish these historic properties' location, design, setting, materials, workmanship, feeling, or association. As a result, there will be no adverse visual effects on historic properties.
- Noise effects were identified at the Church Street East Historic District and the Oakdale Historic District. The project's noise effects will not diminish these historic properties' location, design, setting, materials, workmanship, feeling, or association. As a result, there will be no adverse noise effects on historic properties.
- No air quality impacts were identified for the proposed alternatives of this project. Therefore, no historic properties will be affected by air pollution.
- The new bridge will introduce a new light source in the night sky visible to historic properties along the I-10 corridor. However, the nighttime viewshed lacks historic integrity as numerous existing lights are already present. New lighting will be designed so that light levels at the ROW boundary will be less than or equal to the existing light levels. The new lighting will not adversely affect historic properties (**Appendix A**).
- The proposed bridge would produce shadows. The presence of shadows will not introduce incompatible visual elements at any historic properties. The bridge shadow will not adversely affect historic properties (**Appendix B**).
- Construction techniques will be used that avoid vibration effects. Vibrations will not affect historic properties (**Appendix C**).

The requirements of a “Finding of no adverse effect” (36 CFR 800.5) are, “(b) Finding of no adverse effect. The agency official, in consultation with SHPO/THPO, may propose a finding of no adverse effect when the undertaking’s effects do not meet the criteria of paragraph (a) (1) of this section or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by SHPO/THPO to ensure consistency with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.” The following sections present descriptions/characteristics of historic properties along with a discussion of potential adverse effects on historic properties.

2.0 Historic Background

Mobile’s history dates back to the 16th century when Spanish explorers moved through the area and documented Mobile Bay and the Mobile and Tensaw River Delta. French explorers established a settlement in 1702 as the capital of colonial French Louisiana and, at various times in the 18th century, the French, British, and Spanish occupied Mobile. The City of Mobile became part of the United States in 1819 when the State of Alabama was formed. Extensive historical documentation exists regarding the history of Mobile from a wide variety of sources. Detailed information on the history of Mobile and Baldwin Counties, and specifically the study area for the I-10 Mobile River Bridge project area, has been developed for this project. The following reports: VOLUME 1, *Historical Background on the Port of Mobile During the Twentieth Century and Historic Building Survey and Viewshed Impact Assessment of BAE Systems Southeast Shipyards and the Former Bender Shipbuilding & Repair Company, Inc., Facilities for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening*; VOLUME 2, *Historical Background, and Phase I Historic Building Survey for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening*, and VOLUME 3, *Viewshed Impact Assessment for the Proposed Interstate-10 Mobile River Bridge and Bayway Widening Project* have been previously provided to the SHPO and the Section 106 Consulting Parties.

Since colonial times, the I-10 Bridge project study area has undergone numerous changes. For the most part, the property has been in private hands. The movement of development

within the study area has in general been from north to south, as the northern portion is adjacent to Mobile's Central Business District. Mobile's riverfront development has especially adhered to this trend, beginning in the northern portion of the study area during the colonial and antebellum periods, and in the southern portion following the Civil War. This development trend continues today.

Presently, the area west of I-10, aside from the encroachments from the development of the Mobile Civic Center and Texas Street Park, consists almost exclusively of residential related developments, including a mixture of historical and modern homes, at least one historic church, and two historic schools.

The area east of I-10 has been altered considerably by commercial, municipal, and maritime development. The area bounded by Church Street on the north, Mobile River on the east, Virginia Street on the south, and S. Cedar Street on the west has undergone vast changes over the years. From its beginnings, the majority of this area of the city, located immediately south of downtown, has supported residential developments. The portion of the study area located adjacent to Mobile River and east of S. Royal Street was first developed for commercial and industrial pursuits. Over time, much of the study area that was once residential was impacted by either commercial developments or community facilities. Despite the infill, many people still make their homes in portions of the study area, amidst an area that has steadily become heavily industrial.

3.0 Assessing the Viewshed

The RSA Tower dominates the Mobile skyline. The RSA Tower is the tallest building in the state of Alabama. There are also a number of tall office, hotel, and government buildings located in downtown Mobile that define the viewshed. The skyline along the Mobile River is characterized by tall cranes and manufacturing facilities associated with the maritime industry. North of downtown Mobile, the existing Cochrane-Africatown cable-stayed bridge is visible on the skyline. The proposed I-10 bridge will be a prominent feature. Visual effects will primarily be those associated with the high-level bridge as a new component to the existing Mobile skyline. Potential visual effects on historic buildings and historic districts were assessed based upon their setting, surroundings, and

the appearance of proposed new bridge structures in the downtown Mobile area. The four alternative bridge locations would present different views depending upon the location the historic property, and the location of the viewer. **Figure 1** presents a rendering of the proposed bridge as presently conceived.

Sixty sites were identified for viewshed impact assessment at the request of the Section 106 Consulting Parties. These sites include 56 sites in the City of Mobile in Mobile County and four sites on the Eastern Shore of Baldwin County. These sites include 41 historic properties (buildings), 14 street intersections (not historic properties), two historic cemeteries, one historic neighborhood (Fort Condé Village), a military museum park (*USS Alabama* Battleship Memorial Park), and a modern civic building (Arthur R. Outlaw Mobile Convention Center). These sites were identified during field reviews with the Section 106 Consulting Parties and were chosen as key locations for the historic properties. The viewshed impact assessment at these sites was used in evaluating the visual effects to the historic properties.

For a visible rendering of the appearance of the project on historic properties, Alternatives A, B, B' (Preferred) and C were computer modeled to scale. Georeferenced photographs of each site were then imported into the computer model at their respective elevations and angles. The computer modeled image of the alternatives was overlain on the original photographs to create a depiction of what Alternatives A, B, B' (Preferred) and C would look like from the sites. Potential visual effects were described in terms of blockage by other structures; sparse, moderate, and dense tree canopies; or other landscape features.

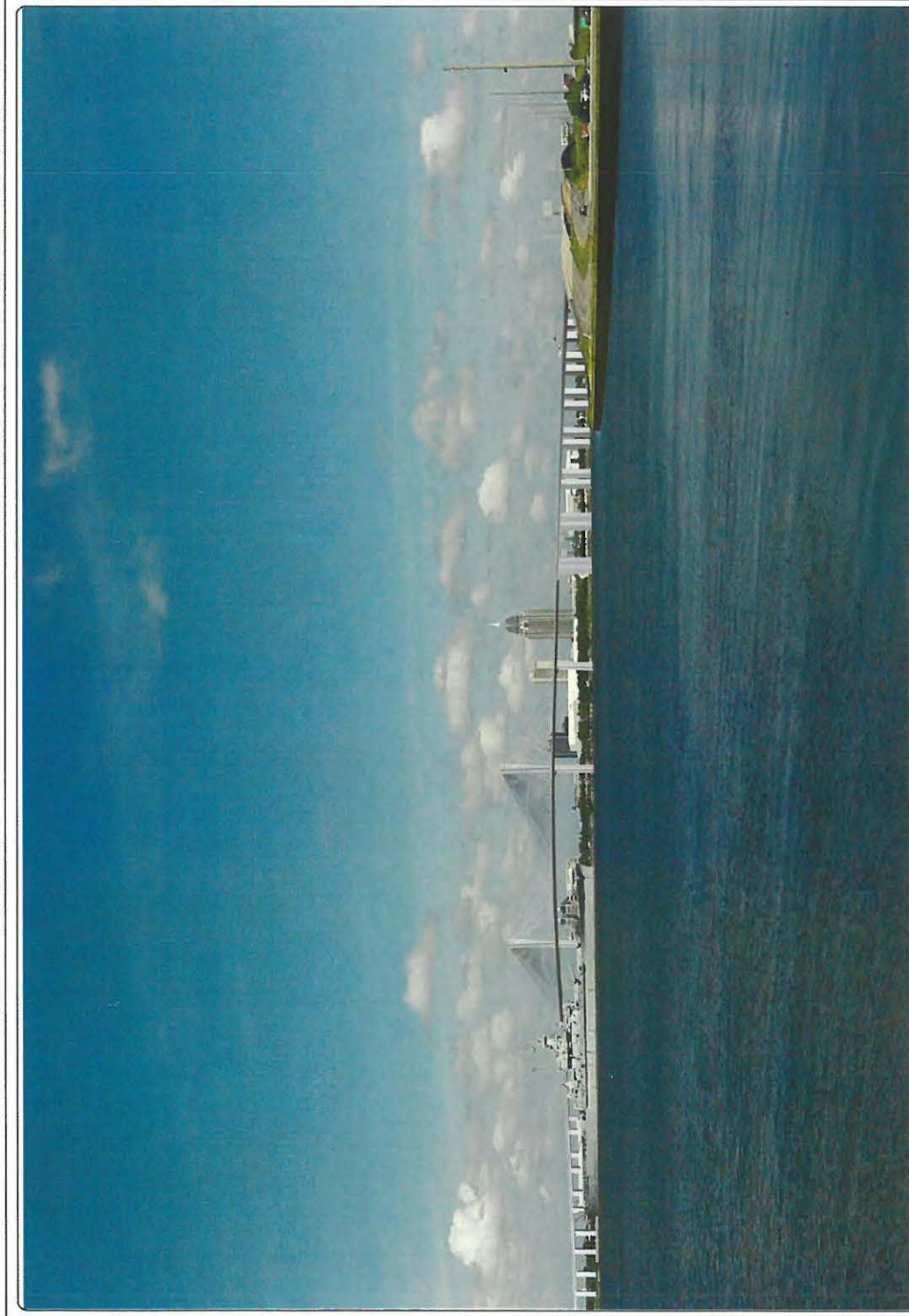
For historic properties where visual effects were not of concern, percentages were estimated of how much of the bridge, including deck and pylons, would be visible from each site. Evaluations were also based on distance from the resource to each bridge alternate.

For historic properties where visual effects were of concern, the following three-step process was followed. First, considering the aspects of integrity, the viewshed was evaluated to determine if it contributes to the significance of the property and had integrity.

Then, the possible visual effects were described. Finally, a determination of visual effect was made based on the integrity of the properties' significant historic features including the properties' location, design, setting, materials, workmanship, feeling or association. If the viewshed did not contribute to the historic significance of the historic property or was previously compromised, then the middle step was skipped.

Input related to bridge aesthetics will be sought during the coordination of visual effects in the FEIS, and efforts to seek public input will continue during the design phase. Measures that will be addressed include aesthetic treatment for various bridge (**Figure 1**) components such as the pylons, cables, piers, treatment of the underside of the bridge, and other visual enhancement or mitigation measures, including lighting.

Figure 1: Rendering of Proposed I-10 Mobile River Bridge



NOTE: NOT TO SCALE

Figure 1
I-10 Mobile River Bridge and Bayway Widening
Bridge Rendering
Project No. DPI-0030(005)

Path: \\S:\18107\PROJECTS\0030\005\State\005-10\Bayway\ECOR\Map_Document\Figure1\Figure 1 - I-10 Bridge Rendering.dwg

4.0 Historic Districts

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. Eleven historic districts in or near the APE of the proposed I-10 Mobile River Bridge project study area were identified and evaluated. They are shown on **Figure 2**. The details of the evaluation for each of the historic districts are described in the following sections.

4.1 Church Street East Historic District

Church Street East Historic District (**Figure 2**) includes much of the south side of downtown Mobile, and is west-northwest of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Church Street East Historic District covers approximately 169 acres and contains over 80 buildings including residential, commercial, governmental, and religious buildings. It was listed on the NRHP in 1971, with boundary increases in 1984 and 2005, based on Criterion C; the district embodies distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction. Specifically, the qualifying characteristic of Church Street East Historic District is its distinctive architecture, which includes examples of Classical Revival, Renaissance, Greek Revival, Federal, Italianate, Victorian, Neo-Classic, as well as the indigenous Gulf Coast Cottage and shotgun houses among other styles. Most of the contributing buildings in the Church Street East Historic District are single family homes, with a diversity of architectural styles represented that are a distinctive link to Mobile's cultural heritage from ca. 1825 to 1925, its period of significance. In general, the Church Street East Historic District remains intact with streets lined with historic homes.

The setting within the historic district remains intact, maintaining a high degree of integrity. Old majestic Live Oaks line most of the streets creating a dense tree canopy throughout the district. With the exception of a few non-historic houses, apartment complexes, commercial and civic buildings, the historic residences in Church Street East Historic District are predominantly one-story residences of wood frame and two-story residences of brick, some of latter have original or replicated ornamental cast iron second-story

balconies. A good number of the historic houses are used for business offices, yet retain their historic residential character.

This mixture of governmental, educational, religious, commercial, and residential buildings reflects the multi-faceted nature of the Church Street East Historic District. The Church Street East Historic District retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding the Church Street East Historic District to the north is the Lower Dauphin Street Historic District, to the west is the Oakleigh Garden Historic District, to the northwest is the Old Dauphin Way Historic District, to the southeast are U.S. Interstate 10 elevated ramps, and to the south is a residential neighborhood consisting of primarily twentieth-century houses, interspersed with a small number of nineteenth-century houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Church Street East Historic District.

Visual Effects: Infill buildings and structures are located within the viewshed of the Church Street East Historic District. These include tall downtown buildings, the courthouse, I-10 elevated ramps, the Maritime Museum, cruise terminal and parking garage. From the Old Southern Market and Old City Hall, the view beyond the district includes the Mobile Convention Center, Cooper Riverside Park, Maritime Museum, cruise terminal and parking garage, ramp to I-10, an air conditioning unit, overhead directional signage for I-10, and street lighting (**Photos 1-5**). From the Fort Condè Village, the viewshed beyond the district includes tall downtown buildings, the courthouse, I-10 elevated ramps, Maritime Museum, cruise terminal and parking garage, trees, and street lighting. This infill has not affected the setting or architectural significance of the Church Street East Historic District or the contributing resources within the district. Adding the proposed bridge does not change the character or diminish the setting of the district. The viewshed, beyond the district to the southeast, lacks historic integrity and does not contribute to the significance of the district. Even though the proposed project alternatives

will be visible from the district, none will have an adverse effect on the Church Street East Historic District.

Figure 2: Cultural Resources

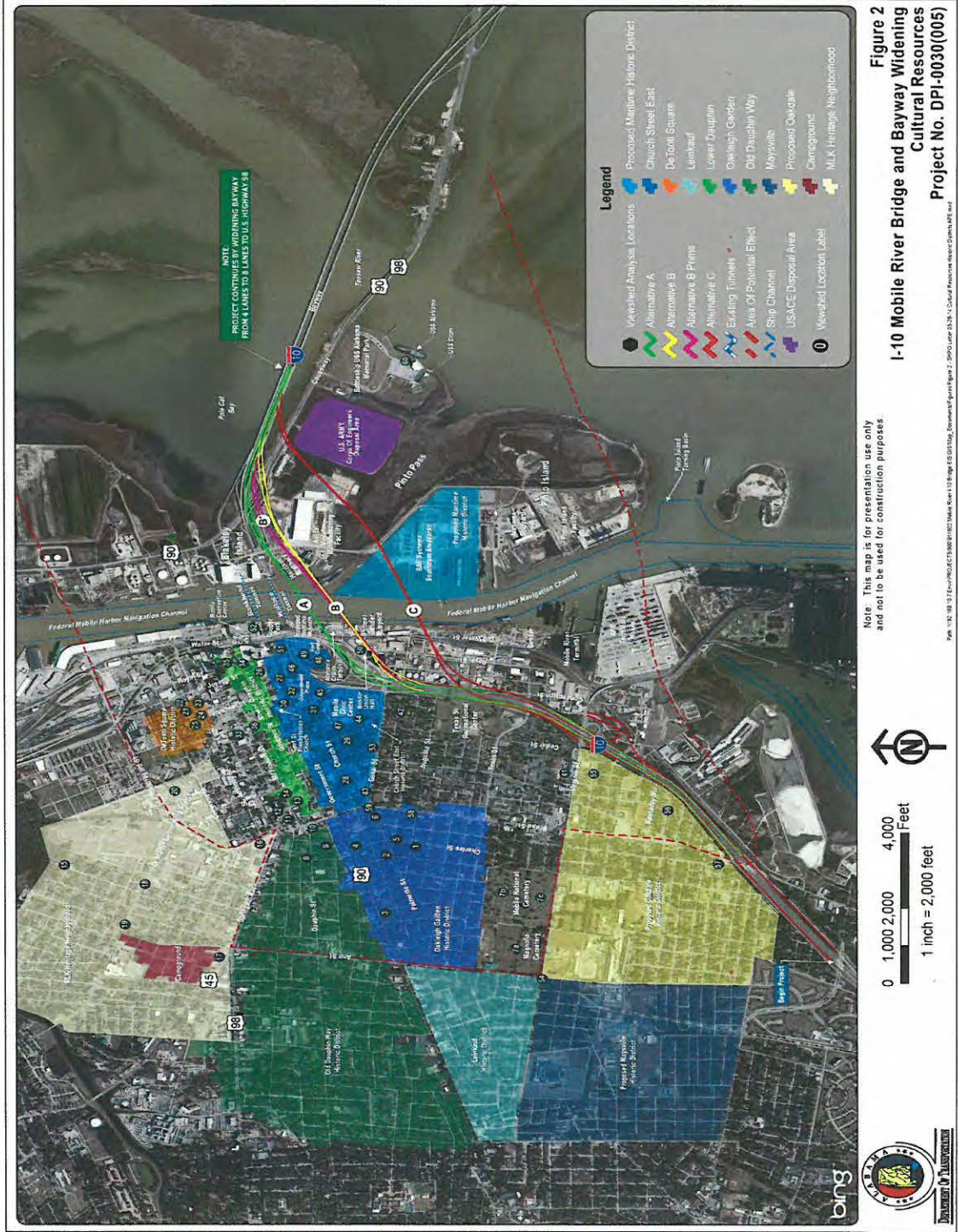


Photo Number 1 –
Southeast corner of the Church Street East Historic District/Old Southern Market and Old City Hall looking east-northeast at Mobile Convention Center and Cooper Riverside Park.





Photo Number 2 -
Southeast corner of the Church Street East Historic District/Old Southern Market
and Old City Hall looking east at Cooper Riverside Park, overhead signs, and
Maritime Museum.

Photo Number 3 -

Southeast corner of the Church Street East Historic District/Old Southern Market and Old City Hall looking southeast at Maritime Museum, overhead signs, and I-10 ramps.



Photo Number 4 -
Southeast corner of the Church Street East Historic District/Old Southern Market
and Old City Hall looking south at I-10 ramp, overhead signs, and air
conditioning unit.



Photo Number 5 –
South edge of the Church Street East Historic District/Old Southern Market and Old City Hall near the Christ Church property looking south at parking lot, I-10 overpass, streetlights, and trees.



Noise Effects: A detailed noise analysis was conducted for the entire study area using FHWA's Traffic Noise Model, Version 2.5 (TNM 2.5). Noise impacts were identified in the Church Street East Historic District. This historic district is located in a highly developed environment and in close proximity to the existing transportation network. The properties were reviewed and the increase in the projected noise levels for the Build Alternatives over the No-Build Alternative is 2 dBA or less, which is imperceptible by most people.

Construction activities would temporarily increase noise levels in the immediate vicinity of the construction site. Construction-related noise will be addressed in accordance with ALDOT specifications for construction activities and equipment.

Conclusion: There are potential visual and noise effects on the Church Street East Historic District, associated with the four Build Alternatives (**Photos 6-19**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effect on to the Church Street East Historic District. Visual and noise effects will not create a change in the character of the Church Street East Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Church Street East Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.



Photo Number 6 –
Church Street East Historic District looking east toward Cooper Riverside Park and Alternative A rendering.



Photo Number 7 –
Church Street East Historic District looking east toward Cooper Riverside Park and Alternative B rendering.



Photo Number 8 – Church Street East Historic District looking east toward Cooper Riverside Park and Alternative B' (Preferred) rendering.



Photo Number 9 – Church Street East Historic District looking east toward Cooper Riverside Park and Alternative C rendering.



Photo Number 10 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative A rendering.



Photo Number 11 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative B rendering.



Photo Number 12 –
Church Street East Historic District looking east from Ft. Condè toward the existing Water Street interchange ramps and Alternative B' (Preferred) rendering.



Photo Number 13 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative A rendering.



Photo Number 14 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative B rendering.



Photo Number 15 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative B' (Preferred) rendering.



Photo Number 16 –
Church Street East Historic District looking south toward the Phoenix Fire Museum and Alternative C rendering.



Photo Number 17 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condé, Old City Hall, and Alternative A rendering.



Photo Number 18 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condè, Old City Hall, and Alternative B rendering.



Photo Number 19 –
Church Street East Historic District looking southeast from Christ Episcopal Church toward Ft. Condè, Old City Hall, and Alternative B' (Preferred) rendering.

4.2 Lower Dauphin Street Historic District

Lower Dauphin Street Historic District (**Figure 2**) includes the main commercial thoroughfare of Dauphin Street in downtown Mobile, directly north of the Church Street East Historic District, and is north of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Lower Dauphin Street Historic District covers approximately 56 acres along Dauphin Street and includes 185 buildings (primarily commercial buildings) considered to be contributing resources. The district was listed on the NRHP in 1979 with boundary increases in 1982, 1995, and 1998. The district was listed based on Criterion A, the district is associated with events that have made a significant contribution to the broad patterns of our history, and Criterion C, the district embodies distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction. Specifically the qualifying characteristics of Lower Dauphin Street Historic District are its history of commerce, community planning and development, and its distinctive architecture. The district contains a diverse collection of historic commercial buildings with a variety of commercial uses typical of a southern townscape of the nineteenth and early twentieth century. The district contains distinctive examples of Federal, Italianate, Classical Revival, Queen Anne, late Victorian, and late nineteenth and twentieth-century Classical Revival architecture. Its period of significance is from ca. 1825 to 1950.

The setting within the Lower Dauphin Street Historic District as a historic commercial area and historic neighborhood remains intact, maintaining a high degree of integrity. Old majestic Live Oaks line most of the streets creating a dense tree canopy throughout the district. Two city blocks within the Lower Dauphin Street Historic District are public parks. Bienville Square was established early in the city's history, ca. 1849. It contains an elaborate cast iron fountain, stone monuments, and majestic Live Oaks. Cathedral Square was created in 1979 when buildings on this city block were torn down. With the exception of a few non-historic houses, apartment complexes, and commercial buildings, the district's commercial areas and neighborhoods remain intact with streets lined with two-story brick buildings serving as department stores, specialty stores, small businesses,

offices, restaurants, and entertainment venues along with a mixture of one and two-story residential dwellings.

The Lower Dauphin Street Historic District represents the most intact early commercial avenue for the city of Mobile. The mixture of historic commercial buildings with smaller numbers of civic, religious, and residential buildings reflects the multi-faceted quality of the Lower Dauphin Street Historic District. The Lower Dauphin Street Historic District retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding the Lower Dauphin Street Historic District to the north and west is a mixture of historic and non-historic residential and commercial buildings, to the east is Mobile Convention Center and Alabama State Docks on the Mobile River, and to the south lays the Church Street Historic District.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Lower Dauphin Street Historic District.

Visual Effects: Infill buildings and structures are located within the viewshed of the Lower Dauphin Street Historic District. These include tall downtown buildings, the Convention Center, IMAX Theater, the Maritime Museum, cruise terminal and parking garages. Looking toward the bridge locations from the corner of the district on Water Street, the view beyond the district includes the ASPA cranes, Mobile Convention Center, elevated walkway over Water Street, Maritime Museum, cruise terminal and parking garage, ramp to I-10, IMAX Theater, and city parking garage. Street lighting and trees are also visible along Water Street (**Photos 20 and 21**). Looking toward the bridge locations from the edge of the district on Royal Street, the view beyond the district includes the Riverview Plaza Hotel, IMAX Theater, Old Southern Market and Old City Hall, a new hotel, street lighting, and trees along Royal Street. This infill has not affected the setting or the architectural or commerce significance of the Lower Dauphin Street Historic District or contributing resources within the district. Adding the proposed bridge does not change the

character or diminish the integrity of the setting of the district. The viewshed, beyond the district to the east and southeast, lacks historic integrity and does not contribute to the significance of the district. Even though the proposed project alternatives will be visible from the district, none will have an adverse effect on the Lower Dauphin Street Historic District.

Conclusion: There are potential visual effects on the Lower Dauphin Street Historic District, associated with the four Build Alternatives (**Photos 22-25**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effect to the Lower Dauphin Street Historic District. Visual effects will not create a change in the character of the Lower Dauphin Street Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Lower Dauphin Street Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

Photo Number 20 –

Edge of Lower Dauphin Street Historic District looking southeast at Mobile Convention Center, elevated walkway, Maritime Museum, and cruise terminal.



This Page Intentionally Left Blank



Photo Number 21 – Edge of Lower Dauphin Street Historic District looking south at Mobile Convention Center, elevated walkway, Maritime Museum, cruise terminal, and parking garage.



Photo Number 22 – Lower Dauphin Street Historic District looking south toward Alternative A rendering.



Photo Number 23 –
Lower Dauphin Street Historic District looking south toward Alternative B rendering.



Photo Number 24 –
Lower Dauphin Street Historic District looking south toward Alternative B' (Preferred) rendering.



Photo Number 25 – Lower Dauphin Street Historic District looking south toward Alternative C rendering.

4.3 De Tonti Square Historic District

De Tonti Square Historic District (**Figure 2**) is on the north side of downtown Mobile, about 0.6 miles north-northwest of the nearest bridge route, Alternative A. De Tonti Square Historic District was listed on the NRHP in 1972. It covers approximately 36 acres and is roughly bounded by Adams Street on the north, N. Conception Street on the east, St. Anthony Street on the south, and N. Claiborne Street on the west.

De Tonti Square Historic District contains 66 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of De Tonti Square Historic District is its architecture, with examples of Federal, Italianate, Classical Revival, and late Victorian styles. Its period of significance is from ca. 1825 to 1925. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP-listed De Tonti Square Historic District.

Visual Effects: The historic district is 0.6 to 1.1 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred) and C. Looking toward the bridge locations from

the southern edge of the district, the viewshed beyond the district includes nearby trees and multistory buildings in downtown that block the view of the bridge alternatives.

Conclusion: Alternatives A, B, and B' (Preferred) would have minimal visual effects on De Tonti Square Historic District. Alternative C would have no visual effect on De Tonti Square Historic District. There are potential visual effects on the De Tonti Square Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the De Tonti Square Historic District. Visual effects will not create a change in the character of the De Tonti Square Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the De Tonti Square Historic District's location, design, setting, materials, workmanship, feeling, or association. The project will have no adverse effect on the De Tonti Square Historic District.

4.4 Oakleigh Garden Historic District

Oakleigh Garden Historic District (**Figure 2**) is relatively distant from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C, with the east edge 0.6 miles from the nearest bridge route, Alternative A. Oakleigh Garden Historic District was listed on the NRHP in 1972, with a boundary increase in 1991. It covers approximately 279 acres and is roughly bounded by Government Street on the north, S. Broad Street on the east, Texas Street on the south, and S. Ann Street on the west.

Oakleigh Garden Historic District contains 288 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of Oakleigh Garden Historic District is its architecture, including examples of Federal, Classical Revival, late Victorian, and Craftsman styles. Its period of significance is from ca. 1825 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Oakleigh Garden Historic District.

Visual Effects: The historic district is 0.6 to 0.7 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The majority of this large historic district is farther away, up to 1.4 miles from the proposed I-10 Mobile River Bridge. Looking toward the bridge alternatives from the eastern edge of the district, the viewshed beyond the district includes one and two-story houses, commercial buildings and dense tree cover that block the view of the proposed bridge from the closest points of the Oakleigh Garden Historic District.

Conclusion: Proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C would have minimal effects on the viewshed of the eastern edge of Oakleigh Garden Historic District. There would be no visual effect for the majority of Oakleigh Garden Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Oakleigh Garden Historic District. Visual effects will not create a change in the character of the Oakleigh Garden Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Oakleigh Garden Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.5 Old Dauphin Way Historic District

Old Dauphin Way Historic District (**Figure 2**) is relatively distant from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C, with the east edge 0.7 mile from the nearest bridge alternative. Old Dauphin Way Historic District was listed on the NRHP in 1984. It covers approximately 657 acres and is roughly bounded by Springhill Avenue on the north, S. Broad Street on the east, Government Street on the south, and Houston Street on the west.

Old Dauphin Way Historic District contains 1,466 buildings (primarily residential buildings) considered to be contributing resources. The historical significance of Old Dauphin Way Historic District is its architecture, with examples of late Victorian and late nineteenth and twentieth-century Classical Revivals, among other styles. Its period of

significance is from ca. 1825 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed Old Dauphin Way Historic District.

Visual Effects: The historic district is 0.8 to 1.0 mile from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The majority of this large historic district is farther away, up to over 2.0 miles, from the proposed I-10 Mobile River Bridge. Looking toward the bridge alternatives from the southeast corner of the district, the viewshed beyond the district includes commercial buildings, churches, houses, and trees that block the view of the proposed bridge from the closest points of the Old Dauphin Way Historic District.

Conclusion: Proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C would have minimal effects on the viewshed of the eastern edge of Old Dauphin Way Historic District. There would be no viewshed effect for the majority of Old Dauphin Way Historic District. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Old Dauphin Way Historic District. Visual effects will not create a change in the character of the Old Dauphin Way Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Old Dauphin Way Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.6 The Campground Historic District

The Campground Historic District (**Figure 2**) is about 1.5 miles west-northwest and adjacent to the APE for the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. The Campground Historic District was listed on the NRHP in 2004. It covers approximately 37 acres and is roughly bounded by Dr. Martin Luther King, Jr. Avenue on the north, N. Ann Street on the east, St. Stephens Road on the south, and Ryland

Street on the west. The Campground Historic District lies within and is part of the much larger Martin Luther King, Jr. Heritage Neighborhood.

The Campground Historic District contains 166 buildings (primarily residential buildings), considered to be contributing resources. The historical significance of the Campground Historic District is its social history as an African-American neighborhood and its architecture with examples of Classical Revival and late Victorian styles, among others. Its period of significance is from ca. 1875 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP listed the Campground Historic District.

Visual Effects: The historic district is 1.5 to 1.7 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Multi-story non-historic buildings in downtown Mobile would provide blockage of the proposed I-10 Mobile River Bridge from much of the Campground Historic District. Looking toward the bridge alternatives from the eastern edge of the district, the viewshed beyond the district includes nearby one and two-story houses, trees, and multi-story buildings in downtown Mobile that block the view of the proposed bridge from the closest points of the Camp Ground Historic District.

Conclusion: There would be no viewshed effects for the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Campground Historic District. The project will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Campground Historic District. The project will not create a change in the character of the Campground Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not effect the Campground Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, the district was not affected by the project.

4.7 Martin Luther King, Jr., Heritage Neighborhood

The Martin Luther King, Jr., Heritage Neighborhood (**Figure 2**) is located on the northwest boundary of the APE for the proposed I-10 Mobile River Bridge. This large historically African-American community (which includes the Campground Historic District) was designated a heritage neighborhood by the Mobile City Council in 2002. Martin Luther King, Jr., Heritage Neighborhood covers approximately 715 acres.

Martin Luther King, Jr., Heritage Neighborhood contains hundreds of buildings, mostly residential with some commercial, educational, and religious buildings. The historical significance of Martin Luther King, Jr., Heritage Neighborhood is its social history as an African-American community. Its period of significance is from ca. 1875 to 1950. The neighborhood consists of primarily one-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the Martin Luther King, Jr., Heritage Neighborhood.

Visual Effects: The neighborhood is 0.7 to 1.1 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the southeast edge of the district, the viewshed beyond the district includes one and two-story houses, trees, commercial buildings, and multi-story buildings in downtown Mobile that block the view of the proposed bridge from the closest points of the Martin Luther King Historic Neighborhood.

Conclusion: Alternatives A, B, and B' (Preferred) would have minimal effects on the viewshed of Martin Luther King, Jr., Heritage Neighborhood. Alternatives A, B, and B' (Preferred) would be visible from the Martin Luther King, Jr., Heritage Neighborhood. Alternative C would have no viewshed effect on the Martin Luther King, Jr., Heritage Neighborhood. These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Martin Luther King, Jr., Heritage Neighborhood. Visual effects will not create a change in the character of the Martin Luther King, Jr., Heritage Neighborhood's use or setting or introduce incompatible visual,

atmospheric, or audible elements. The project will not diminish the Martin Luther King, Jr., Heritage Neighborhood's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.8 Oakdale Historic District

Oakdale Historic District (**Figure 2**) is south-southwest of downtown Mobile adjacent to the western terminus of the proposed I-10 Mobile River Bridge Alternative C and the proposed realignment of the Virginia Street interchange with I-10. It covers approximately 511 acres and is bounded by Virginia Street on the north, I-10 on the east, Preston Street on the south, and S. Ann Street on the west.

The proposed Oakdale Historic District contains 881 buildings (primarily residential, with a few commercial buildings) considered as potential contributing resources. The historical significance of the proposed Oakdale Historic District is its social history as a working class neighborhood and its architecture, including late Victorian, twentieth-century Classical Revival, Craftsman, and Mission styles. Its period of significance is from ca. 1900 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NRHP eligible Oakdale Historic District.

Visual Effects: Oakdale Historic District is 0.5 to 0.7 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the northeast corner of the district, the viewshed beyond the district includes commercial buildings, one and two-story houses, trees, I-10 Virginia Street overpass, and elevated approaches, APM Terminals, overhead signage, and street lighting provides blockage of the proposed bridge from the closest points of the Oakdale Historic District.

Noise Effects: A detailed noise analysis was conducted for the entire study area using FHWA's Traffic Noise Model, Version 2.5 (TNM 2.5). Noise effects were identified in the Oakdale Historic District. This historic district is located in a highly developed

environment and in close proximity to the existing transportation network. The properties were reviewed and the increase in the projected noise levels for the Build Alternatives over the No-Build Alternative is 2 dBA or less, which is imperceptible by most people.

Construction activities would temporarily increase noise levels in the immediate vicinity of the construction site. Construction-related noise will be addressed in accordance with ALDOT specifications for construction activities and equipment.

Conclusion: There would be no visual effect of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Oakdale Historic District. Potential traffic noise effects will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Oakdale Historic District. Traffic noise effects will not create a change in the character of the Oakdale Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Oakdale Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

4.9 Maysville Historic District

The Maysville Historic District (**Figure 2**) is southwest of downtown Mobile approximately 1.5 miles west of the western terminus of the proposed I-10 Mobile River Bridge. It covers approximately 447 acres and is bounded by Virginia Street on the north, S. Ann Street on the east, Duval Street on the south, and Houston Street on the west.

The Maysville Historic District contains 1,100 buildings (primarily residential, with some commercial, religious, and educational buildings). Not all of these buildings are contributing resources. The historical significance of the Maysville Historic District is its social history as an African-American neighborhood and its architecture, including late Victorian, twentieth-century Classical Revival, Craftsman, and Mission styles. Its period of significance is from ca. 1900 to 1950. The district is primarily a residential neighborhood with one and two-story houses.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the Maysville Historic District which was listed on the NRHP on December 25, 2013.

Visual Effects: Maysville Historic District is 1.5 to 1.6 miles from the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C. Looking toward the bridge alternatives from the northeast corner of the district, the viewshed beyond the district includes Magnolia Cemetery and trees that provides blockage of the proposed bridge from the closest point of the Maysville Historic District.

Conclusion: There would be no visual effect of the proposed I-10 Mobile River Bridge Alternatives A, B, B' (Preferred), and C for the Maysville Historic District. The project will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Maysville Historic District. The project will not create a change in the character of the Maysville Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not effect the Maysville Historic District's location, design, setting, materials, workmanship, feeling, or association.

4.10 BAE Maritime Historic District

BAE Systems Southeast Shipyards (BAE) (**Figure 2**) includes about 100 acres of Pinto Island on the east side of the Mobile River and across from downtown Mobile. BAE is south of the proposed Mobile River I-10 Bridge Alternatives A, B and B' (Preferred). Alternative C crosses BAE. BAE consists of a number of buildings dating back to the early 1940s World War II Alabama Dry Dock and Shipbuilding Company (ADDSCO) shipyard (formerly Atlantic Marine, Inc. shipyard, now BAE Systems Southeast Shipyards). Vacant and operating ship repair buildings cover the shipyard along with related machinery and equipment. Buildings range in size from very small pump houses, compressor houses, and generator buildings, to medium and large work and repair shops, to very large warehouses and machine shops. Also present is a World War II floating dry dock, one of a few remaining in the United States. BAE is considered NRHP eligible under Criterion A, as a property associated with a specific event in American prehistory or

history, or pattern of events that make a significant contribution to the development of a community, a state, or the nation. The shipyard complex is also considered NRHP eligible under Criterion C, as a property significant for its physical design or construction, including distinctive architectural characteristics of type, period, or method of construction. Specifically the BAE is considered NR eligible for its early association with Mobile's shipbuilding industry and the architectural styles present in the district. Thirteen buildings were identified that are greater than 50 years old. All thirteen buildings are considered contributing resources to the historic district. In general, the shipyard remains intact with streets, office buildings, piers, cranes, dry-docks, repair shops, and fabrication facilities representing a collection of resources associated with Mobile's shipbuilding industry.

The setting within BAE remains intact with many of its original buildings in place. The BAE facilities are actively being used to work on vessels and exhibit a collection of ships in various states of repair. Frequently, the ships being repaired are massive cargo, cruise, and drilling ships that are raised out of the water on drydocks and reach vertical elevations well above the landside repair facilities. BAE retains the aspects of integrity it originally possessed: location, design, setting, materials, workmanship, feeling and association.

The viewshed surrounding BAE to the north contains grain silos, multistory buildings in downtown Mobile, the I-10 Water Street interchange and a partial view of the Austal shipbuilding facility, to the west is the Mobile River, Signal shipyard, to the south is the Mobile River, Choctaw Point Container Terminal, coal and steel loading facilities and a number of piers and tall cranes, and to the east are wetland areas and Mobile Bay.

Direct Effects: Alternatives A, B, and B' (Preferred) do not require the acquisition of property from BAE. Alternative C requires the acquisition of property from BAE. Alternative C does not require the demolition of any of the thirteen contributing resources.

Visual Effects: Infill buildings and structures are located within the viewshed of the BAE Maritime Historic District. These include tall downtown buildings, interstate ramps, silos and ship building facilities. Looking toward the bridge locations from BAE, the viewshed beyond the district includes the Signal Shipyard, I-10 Water Street interchange, multistory

buildings in downtown Mobile, grain silos, and a partial view of the Austal facility. This infill has not affected the setting or the architectural or historical significance of BAE or the contributing resources within the district. Adding the proposed bridge does not change the character or diminish the integrity of the setting of the district. The viewshed, beyond the district to the northwest, lacks historic integrity and does not contribute to the significance of the resource. Even though the proposed project alternatives will be visible from the district, none will have an adverse effect on the BAE Maritime Historic District.

Conclusion: There are potential visual effects on the BAE Maritime Historic District, associated with the four Build Alternatives. These potential visual effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the BAE Maritime Historic District with Alternatives A, B and B' (Preferred). Visual effects will not create a change in the character of the BAE Maritime Historic District's use or setting or introduce incompatible visual, atmospheric, or audible elements. Alternatives A, B and B' (Preferred) will not diminish the BAE Maritime Historic District's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made for Alternatives A, B and B' (Preferred). Alternative C would require land from the BAE Maritime Historic District constituting an adverse effect on the property.

4.11 Signal Marine

Signal Marine (formerly Bender Shipbuilding & Repair Company) (**Figure 2**) consists of 14 buildings. Ten buildings were determined to be over 50 years of age. Four buildings are not over 50 years of age. The Signal complex is a large tract of land south of Eslava Street on the west side of the Mobile River. South Water Street runs north south through the various city blocks owned by Signal. Signal is south of downtown Mobile in a commercial and industrial area with a few scattered occupied residences and vacant buildings, both residential and commercial. It covers approximately 80 acres. Most of the property is a relatively open area, covered with asphalt and gravel drives and parking areas. Shipyard related machinery and equipment also occupy the area.

Due to a lack of integrity, continuity and historical significance, it was determined that Signal Marine was not considered eligible for the NRHP. Therefore, a viewshed assessment was not done for this property.

5.0 National Historic Landmarks

Four properties were found listed as NHL with the National Park Service are in the APE of the proposed I-10 Mobile River Bridge project study area, and are included in the study for the project. These include Old Southern Market and Old City Hall, *USS Alabama* Battleship and *USS Drum* Submarine (both located at Battleship *USS Alabama* Memorial Park) and Government Street Presbyterian Church.

Direct Effects: Alternatives A, B, B' (Preferred), and C do not require the acquisition of property from the NHL listed Old Southern Market and Old City Hall, *USS Alabama* Battleship, *USS Drum* Submarine, or Government Street Presbyterian Church.

5.1 Old Southern Market and Old City Hall

Old Southern Market and Old City Hall (now Museum of Mobile) is located at 111 S. Royal Street in downtown Mobile, north of the proposed Mobile River Bridge Alternatives A, B, B' (Preferred) and C. The new north facing Gulf Coast Exploreum and IMAX Theater covers the north half of the same city-block on S. Royal Street. The historic property is a Greek Revival style "L" shaped collection of three main buildings connected by overhead walls affording entry into a courtyard. The building was completed in 1857 and served as a market, armory and municipal complex. Although altered from time to time over the 20th Century, in 1969 the Old Southern Market and Old City Hall was nominated to the NRHP under Criterion A and Criterion C with architecture and commerce as areas of significance. It was declared a NHL in 1973.

Through alterations, an addition, renovations, and restoration the present setting of Old Southern Market and Old City Hall (now Museum of Mobile) still retains a high degree of historical integrity.

The viewshed surrounding the Old Southern Market and City Hall (now Museum of Mobile) to the north consists of historic storefronts and the multi-story Hampton Inn and Riverview Plaza Hotel. To the east are five-lane Water Street with the Arthur R. Outlaw Mobile Convention Center and Cooper Riverfront Park on the Mobile River. To the south are parking lots, I-10 ramps, and Fort Condé Visitor Center, and to the west is a vacant city lot with grass, where the Mobile County Probate Courthouse once stood, with a view of Christ Episcopal Church.

Visual Effects: Infill buildings and structures are located within the viewshed of the Old Southern Market and City Hall (now Museum of Mobile). From the Old Southern Market and Old City Hall (now Museum of Mobile), the viewshed beyond the resource includes the Mobile Convention Center, Cooper Riverside Park, the Maritime Museum, cruise terminal and parking garage, ramp to I-10, an air conditioning unit, overhead directional signage for I-10, and street lighting (**Photos 1-5**). This infill has not affected the setting or architectural significance of the Old Southern Market and City Hall (now Museum of Mobile). Adding the proposed bridge does not change the character or diminish the integrity of the setting of the Old Southern Market and Old City Hall (now Museum of Mobile). The viewshed, beyond the property to the south, lacks historic integrity and does not contribute to the significance of the historic property. Even though the proposed project alternatives will be visible from the property, none will have an adverse effect on the setting or the architectural significance of the Old Southern Market and City Hall (now Museum of Mobile).

Conclusion: There are potential visual effects on the Old Southern Market and Old City Hall (now Museum of Mobile), associated with the four Build Alternatives (**Photos 26-28**). These potential effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Old Southern Market and Old City Hall (now Museum of Mobile). Visual effects will not create a change in the character of the Old Southern Market and City Hall (now Museum of Mobile)'s use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish the Old Southern Market

and City Hall (now Museum of Mobile)’s location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.



Photo Number 26 –
Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative A rendering.



Photo Number 27 –
Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative B rendering.



Photo Number 28 –

Old Southern Market and Old City Hall (now Museum of Mobile) looking southeast toward Alternative B' (Preferred) rendering.

5.2 Battleship USS Alabama Memorial Park

Battleship *USS Alabama* Memorial Park is located on the Causeway. Battleship *USS Alabama* Memorial Park was opened in 1963 shortly after the arrival of the NHL *USS Alabama*. The park is owned by the State of Alabama and administered by a Board of Commissioners appointed by the Governor. The highlight of the park is the NHL *USS Alabama*. Commissioned in August 1942, the 35,000-ton *USS Alabama* is one of only two surviving SOUTH DAKOTA class battleships built as part of America's preparations for World War II (WWII). The ship spent 40 months in active service in the Pacific during WWII. She participated in 26 engagements and earned nine battle stars on her Asiatic-Pacific Theater Campaign ribbon. *USS Alabama* was designated a NHL in 1986. The NHL *USS Drum* submarine is also a major attraction within the Battleship *USS Alabama* Memorial Park. The *USS Drum* was built for WWII service at Portsmouth Naval Shipyard, and it is the oldest submarine of its kind still in existence.

The setting within the park contains a brick building with a gift store, snack bar, ticket office, entranceway to *USS Alabama*. The park also includes a large metal Aircraft Pavilion, a metal maintenance building, the NHL *USS Drum*, and Korean and Vietnam War Memorials. A parking lot covers the southeast quarter of the park and the remainder is grass, landscaping and wetlands.

The viewshed surrounding the park consists of Mobile Bay to the north, east, and south and the City of Mobile to the west. The existing I-10 elevated twin bridges across Mobile Bay and the existing Causeway are both visible from much of the park. In the west viewshed toward the proposed bridge locations is moderate tree canopy, and taller downtown buildings such as RSA-Bank Trust Building and RSA Tower. Also visible in the viewshed are buildings at BAE Shipyard, a maintenance warehouse, a dredge material disposal area, the top of Austal's buildings, a motel, and a restaurant.

Visual Effects: Infill buildings and structures are located within the viewshed of Battleship USS Alabama Memorial Park. The viewshed beyond the park includes the RSA-Bank Trust Building and RSA Tower, structures at BAE Shipyard, a maintenance warehouse, a dredge material disposal area, and the top of Austal's buildings, a motel, and a restaurant. This infill has not affected the setting or historical significance of Battleship USS Alabama Memorial Park. Adding the proposed bridge does not change the character or diminish the integrity of the setting of the park. The viewshed, beyond the property to the west, lacks historic integrity and does not contribute to the significance of the resource. Even though the proposed project alternatives will be visible from park, none will have an adverse effect on the setting or the historical significance of Battleship USS Alabama Memorial Park.



Photo Number 29–
Battleship Park Alternative A rendering.



Photo Number 30–
Battleship Park Alternative B rendering.



Photo Number 31—
Battleship Park Alternative B' rendering.



Photo Number 32—
Battleship Park Alternative C rendering.

Conclusion: There are potential visual effects on Battleship USS Alabama Memorial Park, associated with the four Build Alternatives (**Photos 29-32**). These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to Battleship USS Alabama Memorial Park. Visual effects will not create a change in the character of Battleship USS Alabama Memorial Park's use or setting or introduce incompatible visual, atmospheric, or audible elements. It is our determination that the project will not diminish the Battleship USS Alabama Memorial Park's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

SHPO recommends a study to determine the best routes from all transportation facilities to Battleship USS Alabama Memorial Park and to address signage to direct visitors to the park. Access to the Battleship USS Alabama Memorial Park will not be impacted by the proposed project. ALDOT will coordinate with SHPO, *USS Alabama* Commission, and the consulting parties to develop signage to direct visitors to the park.

5.3 Government Street Presbyterian Church

Government Street Presbyterian Church is located at 300 Government Street in the Church Street East Historic District in downtown Mobile. Construction of Government Street Presbyterian Church began in 1834 and was completed in 1836. Shortly after, this church was illustrated on the 1838 city map of Mobile drawn by John LaTourette, showing its original large central steeple. The church faces south toward the proposed I-10 Mobile River Bridge. Based on Criterion A and Criterion B; its history and architectural style, Government Street Presbyterian Church was also listed on the NRHP in 1971 as a contributing resource in the Church Street East Historic District. It was designated a NHL by the U.S. Department of the Interior October 5, 1992.

Still in its original setting, the building retains most of its classical Greek architectural details, (minus the steeple), and original features. It is in excellent condition.

The current viewshed consists of moderate to dense tree canopy, mostly Live Oaks lining Government and Claiborne Streets, with a mixture of historic (Admiral Semmes Hotel and the former Mobile Press-Register building) and non-historic commercial buildings (Mobile County parking garage and Lafayette Plaza Hotel) on Government Street. A large paved parking lot covers nearly the entire city block east of the church.

Visual Effects: From the top of the front stairs of Government Street Presbyterian Church, Alternatives A, B, B' (Preferred), and C would be largely blocked by tall historic and non-historic buildings, including the four-story parking garage, Admiral Semmes Hotel and Government Plaza (both 12 stories high), and seventeen-story Lafayette Plaza Hotel. The Alternative A bridge deck would be partially visible between the parking garage and Lafayette Plaza Hotel, resulting in minimal viewshed effects. From this same location, the bridge decks of Alternatives B and B' (Preferred) would be partially visible, resulting in minimal viewshed effects. Due to distance (0.7 mile) and blockage by structures, the bridge deck of Alternative C would be partially visible, resulting in minimal viewshed effects.

Conclusion: Alternatives A, B, B' (Preferred) and C would have minimal effects on the viewshed of the Government Street Presbyterian Church. These potential effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Government Street Presbyterian Church. Visual effects will not create a change in the character of the Government Street Presbyterian Church's use or setting or introduce incompatible visual, atmospheric, or audible elements. The project will not diminish Government Street Presbyterian Church's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made.

6.0 Historic Structure (Union Hall)

The Union Hall, located outside of the previously defined historic districts, is considered eligible for the National Register of Historic Places (NRHP), under Criterion A: the property is associated with a specific event or patterns of events in American History that make a significant contribution to the development of a community, a state or nation.

Specifically, the significance of Shipbuilders Local 18 Union Hall lies in its role in World War II, use as the IUMSWA meeting hall, and its association with the development of Mobile's shipyard industry. Union Hall was used for about 45 years by Local 18 of the Industrial Union of Marine and Shipbuilding Workers of America (IUMSWA), representing shipyard workers at the Alabama Dry Dock & Shipbuilding Company (ADDSCO). The Union Hall remains in proximity to the shipbuilding industry.

Although the building retains integrity of location, it lacks the integrity of setting it possessed during its period of significance. Still sitting at a main north-south commercial thoroughfare through downtown Mobile, it lies amiss an abandoned section of Madison Street as well as an abandoned gravel parking lot accessed by paved driveways; sharing a city lot with three other vacant buildings. None of the three were found eligible for the National Register of historic Places.

The view of the proposed bridge will not diminish the historical significance of the Union Hall.

The viewshed surrounding the Union Hall to the north consists I-10 interchange ramps, multi-story downtown buildings, trees, and street lights; looking east are a parking garage, shipbuilding facilities, and utility poles; looking south are shipbuilding facilities, warehouses, and bail bond businesses; and looking west are I-10 ramps, Mobile Civic Center, and parking lots.

Direct Effects: Alternative A would be located about 0.1 miles north of the Union Hall. Alternatives B would cross the Union Hall and B' (Preferred) would cross 17 feet south of the Union Hall. Alternative C would be located approximately 0.28 mile south of the Union Hall. Alternatives A, B' (Preferred), and C do not require the acquisition of property from the Union Hall. Alternative B would require acquisition of the Union Hall and the Union Hall would be demolished.

Visual Effects: Infill buildings and structures are located within the viewshed of the Union Hall. Looking north toward Alternative A, the view beyond the property includes tall downtown buildings, I-10 interchange ramps, streetlights; a parking garage and the Mobile

Civic Center. Looking south toward Alternatives B' (Preferred) and C the view beyond the property includes shipbuilding facilities, warehouses, bail bond businesses. This infill has affected the setting but not the historical significance of the Union Hall. Adding the proposed bridge does not change the character or diminish the already compromised integrity of the setting of the property. The view, beyond the property to the north and south, lacks historic integrity and does not contribute to the significance of the property. Even though the proposed project alternatives will be visible from the property, none will have an adverse effect on the historical significance of the Union Hall.

Conclusion: There are potential visual effects on the Union Hall, for Alternatives A, B' (Preferred), and C (**Photos 33-36**). These potential visual effects do not alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register. There will be no physical effects to the Union Hall with Alternatives A, B' (Preferred) and C. Visual effects will not create a change in the character of the Union Hall's use or setting or introduce incompatible visual, atmospheric, or audible elements. Alternatives A, B' (Preferred) and C will not diminish the Union Hall's location, design, setting, materials, workmanship, feeling, or association. Based on this information, a finding of no adverse effect was made for Alternatives A, B' (Preferred) and C. Direct use of the Union Hall would occur with Alternative B constituting an adverse effect on the property.



Photo Number 33 –
Union Hall looking north toward Alternative A rendering.



Photo Number 34 –
Union Hall looking south toward Alternative B rendering.



Photo Number 35 –
Union Hall looking north toward Alternative B' (Preferred) rendering.



Photo Number 36 –
Union Hall looking south toward Alternative C rendering.

Section 106 Effects

Historic Resource	NRHP Eligible	Adverse Visual Effect	Direct Use of Historic Property	Enclosure Reference
Church Street East Historic District	Yes ¹	No	No	Section 4.1
Lower Dauphin Street Historic District	Yes ¹	No	No	Section 4.2
De Toni Square Historic District	Yes ¹	No	No	Section 4.3
Oakleigh Garden Historic District	Yes ¹	No	No	Section 4.4
Old Dauphin Way Historic District	Yes ¹	No	No	Section 4.5
Campground Historic District and Martin Luther King Heritage Neighborhood	Yes ¹	No	No	Section 4.6 – 4.7
Oakdale Historic District	Yes ¹	No	No	Section 4.8
Maysville Historic District	Yes	No	No	Section 4.9
Union Hall	Yes	No	Alternative B	Section 6.0
Old Southern Market	Yes ²	No	No	Section 5.1
<i>USS Alabama</i>	Yes ²	No	No	Section 5.2
Government Presbyterian Church	Yes ²	No	No	Section 5.3
BAE Maritime Historic District	Yes	No	Alternative C	Section 4.10

¹ NRHP Listed

² NHL

Appendix A: Lighting Conditions

There are several sources of light intrusion that affect the project corridor. The first is the existing well-lit I-10 roadway and Bayway in Mobile and Baldwin Counties. In Mobile, city street lighting, the Mobile Auditorium, Mobile Convention Center, Texas Street Recreation Facilities, McDuffie Coal Terminal, APM Terminals, and other adjacent commercial and industrial development provide additional sources of light intrusion. When approaching Mobile from the east on the I-10 Bayway or Causeway at night, the entire skyline from the Cochrane Bridge south displays lights from skyscrapers in the CBD as well as commercial and industrial facilities including numerous tall waterfront cranes. The Battleship *USS Alabama* is also well lit. In Baldwin County, lighting on I-10, US 90, US 98, and adjacent commercial development are the primary light sources.

Lighting along the existing, well-lit I-10 roadway and Bayway in Mobile and Baldwin Counties is not expected to change with the proposed project except for the new high level Mobile River Bridge. The new bridge will introduce a new light source visible to commercial and residential areas as well as historic resources along the I-10 corridor. The SHPO commented that not enough attention has been paid to the amount of light pollution this very tall bridge will spread across the area. The light emitted from the proposed cable-stayed bridge at elevations above 200 feet would be approximately 0.1 foot-candles at ground level within 150 feet from the bridge. The light intensity would be equivalent to moonlight. Lighting associated with the bridge approaches, ramps and roadway widening will be designed so that light levels at the ROW boundary will be less than or equal to the existing light levels. Lighting fixtures with exterior shielding will reduce the light levels emanating to areas out the ROW.

The ALDOT is committed to designing roadway and bridge lighting that provides the necessary lighting to meet design criteria, while minimizing light pollution.

Measures, including shielding, to minimize light pollution on residential areas and historic resources will be developed with input from the SHPO and local stakeholders and included in an MOA developed prior to and included in FEIS.

Lighting will also be coordinated with the USCG for navigational requirements, the FAA for air traffic requirements and the USFWS to avoid or minimize impacts on migratory birds.

The four Build Alternatives would have similar lighting systems so lighting impacts would be similar for all Alternatives. Under the No Build Alternative, no additional lighting is anticipated in the project corridor.

Appendix B: Shadow Assessment

An additional assessment was conducted to determine the potential effect of shadows that may be cast by the elevated bridge structures on buildings near the proposed project. Using a computer model, it was determined that the maximum shading would occur on December 21 (the winter solstice) every year. The proposed bridge would produce shadows on buildings north of its proposed location from sunrise until about 10:00 a.m. During late winter, spring, and summer the shading would decrease until June 21 (the summer solstice) and then begin to increase until the winter solstice.

Figures depicting potential shadows created by each of the Build Alternatives on the morning of December 21 were rendered. Alternative A would produce the most shadows on buildings due to its proximity to developed areas of downtown. Alternative C would produce the least shadows on buildings because it is the farthest removed from downtown. The presence of shadows on buildings in downtown is not expected to impact the buildings in a manner that they could no longer be used or enjoyed.

Appendix C: Vibration Impacts

The potential impact to existing buildings and infrastructure from vibrations associated with construction activities will require monitoring. The public has raised vibration impacts on the structural integrity of historic and non-historic buildings as a concern. In response to that concern, ALDOT will utilize construction techniques that avoid vibration impacts. An ongoing ALDOT research project will monitor the vibrations created by several different pile sizes in a location adjacent to the project. This will provide information for design engineers to determine the best construction techniques to be used to avoid vibration impacts.



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

FRANK W. WHITE
EXECUTIVE DIRECTOR

June 30, 2014

TEL: 334-242-3184
FAX: 334-240-3477

Ms. Alfredo Acoff
Environmental Technical Section
Alabama Department of Transportation
P.O. Box 303050
Montgomery, Alabama 36130-3050

RE: Determination of Effects AHC 00-1934 and 00-0352 *Cultural Resources Assessment ALDOT Project: DPI-0030 (005) I-10 Mobile River Bridge and Bayway Widening, Mobile and Baldwin Counties*

Dear Ms. Acoff:

Thank you for your continued efforts to coordinate with this office regarding the above-referenced project. We understand the great complexities of this project and appreciate your willingness to work with us through the Section 106 process.

We agree with ALDOT's finding for no adverse visual effect to the following: Old Dauphin Way Historic District, Campground Historic District / MLK Heritage Neighborhood, Oakdale Historic District, Maysville Historic District, USS Alabama, and BAE Maritime Historic District.

We are concerned about the potential visual impacts of the proposed bridge to certain historic areas in downtown Mobile, specifically at locations 26, 27, 32, 44, 45, 46, 48, 49, and 51. However, we request ALDOT to explore opportunities to incorporate context sensitive design features and a reasonable tree planting plan to minimize any potential visual impacts on historic resources.

We also understand that ALDOT is committed to address lighting, vibrations, bridge aesthetics, and access to Battleship Park in future agreements with SHPO and other consulting parties.

While we are concerned with potential impacts to the Union Hall, which is eligible for the National Register under Criterion A for its association with Alabama's labor history, we understand that ALDOT has documented the property according to HABS standards. We also request that ALDOT pursue a contextual study of the history of organized labor in Alabama that includes the number of extant union halls in the state.


Regarding archaeology, sites where landowner permission was not acquired for the Phase I survey must be addressed with a Phase I survey when a route is selected and the site acquired. Mobile is a city with many layers of occupation that may be very deep in the area proposed for the bridge. When sites where buildings now sit that become a part of this project, demolition must take place in a manner that preserves any

Ms. Alfredo Acoff
June 30, 2014
Page 2

archaeology that may be present on the site. Properties determined potentially eligible for the NRHP will require the development of Phase II testing and prior approval from SHPO before any further work occurs. ALDOT should avoid properties determined eligible for the NRHP, but if that is not possible, then ALDOT/SHPO must agree on mitigation strategies.

We appreciate your commitment to helping us preserve Alabama's cultural resources. Should you have any questions, please contact Lee Anne Wofford at 334.230.2659 or LeeAnne.Wofford@preserveala.org. Please have the AHC tracking number referenced above available and include it with any correspondence.

Sincerely,



Lee Anne Wofford
Deputy State Historic Preservation Officer



Mobile Historic Development Commission

P.O. Box 1827
Mobile, AL 36633-1827



July 1, 2014

Ms. Heather Dunn
Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, AL 36110



Dear Ms. Dunn:

On behalf of the Mobile Historic Development Commission (MHDC), I would like to thank ALDOT for the work that has been done on the EIS for the I10 River Bridge. We are particularly appreciative of the Phase 3 archaeological investigations currently underway.

The MHDC would like to voice its concerns with the finding of no adverse affect. However, the Commission also recognizes the need for the bridge and desires to work with ALDOT and all Consulting Parties to move the project forward.

With the bridge still to be designed, the Commissioners believe that most of its concerns could be handled through a programmatic agreement that will allow the bridge to proceed. These are:

- The Commission is concerned with the effect of the construction on the historic resources in the area and believes a monitoring system should be implemented. This would be a direct effect that could possibly harm the physical structures.
- The Commission is also concerned about environmental issues that would diminish the integrity of various historic resources' location: noise; stormwater; and particularly lighting.
- There is also concern about the above effects on the historic resources during construction and the Commission would like to see the plan for minimizing these.
- The Commission believes the viewshed will be compromised particularly where open spaces or vistas occur and with multi-story buildings, thus diminishing the integrity of the various historic resources' setting and feeling. A judicious landscaping plan scattered through the nearby historic districts could alleviate some of this effect.

The Commission is of the opinion that the design of the bridge will have a significant impact on the City as a whole including the nearby historic districts. As the most visible structure in the City it will become a symbol of Mobile. The MHDC looks forward to working with ALDOT during the design phase. The Commission does note that:

- The overall design of the bridge must be architecturally appealing.
- Since the location of the bridge will be in one of the most historic parts of the city in the area first settled by Europeans, the treatment of how the large area below the bridge is handled should be of great concern.

The Commission believes a formal document such as a programmatic agreement would be of benefit to all concerned parties. By allowing the Commission and other Consulting Parties to be part of the design process, many of the concerns expressed in this letter could be minimized.

The Mobile Historic Development Commission looks forward to working with ALDOT and believes that together Mobile can have a bridge that everyone is proud of.

Sincerely,

A handwritten signature in blue ink that reads "Jean Dodge". The signature is written in a cursive, flowing style.

Jean Dodge
President

From: Herndon Inge III [mailto:hinge@herndoninge.com]
Sent: Monday, July 07, 2014 2:41 PM
To: Dunn, Heather M.
Subject: Mobile River crossing- ALDOT Project DPI-0030(005)

Ms. Dunn,

I disagree that the Project will have “No” adverse indirect effect or direct use. The visual impact, disruption during construction, noise, vibration during construction and after construction, and air pollution will affect the historic districts and the Old Southern Market. My view from my office window will be affected. There will be adverse impacts within 200 feet of the historic districts, and historic places, as well as visual impact from further than 200 feet.

I incorporate by reference my letters to ALDOT dated June 21, 2005, July 2, 2008, September 13, 2010, September 28, 2010, November 4, 2010, February 3, 2012 and March 5, 2012, with all attachments.

Adverse impacts to historic places and districts would be lessened if the bridge was located farther North or farther South from any historic district.

Please notify me if this e-mail does not satisfy the “written comments” requirement.

Herndon Inge
“Stop the Bridge”

BAE Systems T (251) 690-7020
Southeast Shipyards Alabama LLC F (251) 690-7125
Main Gate, Dunlap Drive
Post Office Box 3202
Mobile, AL 36652-3202 USA

BAE SYSTEMS

July 9, 2014



Alabama Department of Transportation
Environmental Technical Section
1409 Coliseum Boulevard
Montgomery, AL 36110

Attention: Heather Dunn

Reference: Section 106 Consulting Parties:
Determination of Effects *for* ALDOT Project DPI-0030(005) I-10 Mobile
River Bridge and Bayway Widening EIS Mobile and Baldwin Counties, Alabama

Dear Ms. Dunn,

In response to your May 28th letter, please be advised that BAE Systems Southeast Shipyards Alabama LLC re-urges the concerns with respect to Route C which were raised by our company under its' former names, Atlantic Marine Alabama, LLC and Atlantic Marine, Inc.

Additionally, we note that with respect to Route B, this route crosses a bridge which this company owns and is maintained by this company along with the Alabama State Port Authority and Austal USA. We suggest that you consult with those two parties regarding the effects of proposed Route B on their usage of the bridge.

To reiterate, this company does believe that Route C would have a direct adverse effect on BAE Maritime Historic District.

Very truly yours,

BAE Systems Southeast Shipyards Alabama LLC

WALTER R. MEIGS
Legal Counsel

-----Original Message-----

From: Betsy Merritt [<mailto:emerritt@savingplaces.org>]

Sent: Thursday, July 17, 2014 9:12 AM

To: Dunn, Heather M.

Cc: Adams, Wanda; Acoff, Alfredo; Carol Legard; cvaughn@achp.gov; Reid Nelson; Mark.Bartlett@dot.gov; Lynne.Urquhart@dot.gov; 'MaryAnn.Naber@dot.gov' (MaryAnn.Naber@dot.gov); LeeAnne.Wofford@preserveala.org; Frank.White@preserveala.org; Amanda.Hill@preserveala.org; alabamatrust@uwa.edu; bemis@cityofmobile.org; hinge@herndoninge.com
Subject: RE: I-10 Request for Extension of Time

This message confirms the National Trust for Historic Preservation's formal disagreement with many of the proposed determinations of No Adverse Effect for the I-10 project, pursuant to 36 CFR 800.5(c)(2)(I).

We agree with the detailed comments of the Alabama Historical Commission dated November 15, 2012, which concluded that a number of adverse effects on historic properties would result from the proposed project.

Visual Effects

In general, the methodology for assessing visual effects understates the impacts, and fails to convey the full magnitude of the adverse visual impact on Mobile's historic districts and neighborhoods. For example, the photos show the edge of the Church St. East Historic District, but do not demonstrate the way in which the proposed bridge would loom over and dominate the historic district as a whole, and would be highly visible from many places within the district.

We also agree with the SHPO that the project would have adverse visual impacts from night lighting, and that the visual impact analysis Relies too heavily on tree cover, which could be lost as the result of a storm or other event.

Adverse visual effects include:

- Church St. East Historic District, including especially the Admiral Semmes Hotel, Christ Episcopal Church, and Fort Conde Village, for the reasons described in the SHPO's comments.
- Lower Dauphin St. Historic District (eastern end of the district, especially Royal and Government streets).
- Union Hall ("substantial" adverse visual effects)
- Old Southern Market and City Hall (a National Historic Landmark) ("very serious" adverse visual impact)

Noise

The information provided did not include sufficient documentation to adequately assess noise impacts. The report acknowledged noise "impacts" on the on the Church St. East and Oakdale Historic Districts, but did not disclose sufficient data (such as what assumptions were made about the noise levels of the No Build alternative) to support a determination of No Adverse Effect.

Vibration

The potential for construction vibration impacts was dismissed in a single conclusory paragraph with no data whatsoever. This approach of "we'll figure it out later" is utterly inadequate to support a determination of No Adverse Effect. A much more sophisticated and scientific analysis is needed.

Access

We agree with the SHPO that the project presents a serious potential for adverse impacts on access to the USS Alabama.

In light of the numerous objections raised to the No Adverse Effect determinations by a variety of consulting parties, we look forward to engaging in consultation to resolve these disagreements, pursuant to 36 CFR 800.5(c)(2).

In addition, we believe that release of the Draft EIS prior to resolving these disagreements would be premature, because the DEIS would be inadequate to disclose to the public the nature and magnitude of the project's potential impacts on historic properties.

Thank you for considering the National Trust's comments.

Sincerely,
Elizabeth S. Merritt

Elizabeth S. Merritt, Deputy General Counsel
National Trust for Historic Preservation
(202) 588-6026
www.preservationnation.org

WE HAVE MOVED:
2600 Virginia Ave. NW, Suite 1100
Washington, DC 20037

Note my new e-mail address:
emerritt@savingplaces.org

From: Betsy Merritt
Sent: Monday, July 07, 2014 12:21 PM
To: dunnh@dot.state.al.us
Cc: adamsw@dot.state.al.us; acoffa@dot.state.al.us; Carol Legard; cvaughn@achp.gov; Reid Nelson; Mark.Bartlett@dot.gov; Lynne.Urquhart@dot.gov; 'MaryAnn.Naber@dot.gov' (MaryAnn.Naber@dot.gov); LeeAnne.Wofford@preserveala.org; Frank.White@preserveala.org; Amanda.Hill@preserveala.org; alabamatrust@uwa.edu; bemis@cityofmobile.org; hinge@herndoninge.com
Subject: I-10 Request for Extension of Time

Dear Ms. Dunn,

On behalf of the National Trust for Historic Preservation, I would like to request additional time to comment on the proposed Determination of Effects by Alabama DOT regarding the I-10 bridge project. The Section 106 regulations require that the consulting parties be given 30 days "from receipt" of a finding of No Adverse Effect to review and comment on the findings. See 36 C.F.R. § 800.5(c). As you can see from the attached copy of the letter, The National Trust did not receive this letter (including extensive additional documentation on a CD) until June 16. Therefore, we request until July 16 to review and comment on these findings.

I anticipate that we will be notifying you of our disagreement, pursuant to 36 C.F.R. § 800.5(c)(2)(i).

Please let me know if you have any questions. Thank you.

Sincerely,

Elizabeth Sherrill Merritt | DEPUTY GENERAL COUNSEL

P 202.588.6026 | M 202.297.4133

NATIONAL TRUST FOR HISTORIC PRESERVATION

The Watergate Office Building

2600 Virginia Avenue NW Suite 1100

Washington, DC 20037

www.PreservationNation.org<<http://www.preservationnation.org/>>

WE'VE MOVED!

Note my new e-mail address:

emerritt@savingplaces.org<<mailto:emerritt@savingplaces.org>>